APPENDIX D

Public Involvement and Outreach Summaries

Route 66 Study Advisory Committee Meeting

TO: Study Advisory Committee

ATTENDEES: See attached sign-in sheet

FROM: Tighe & Bond

DATE: June 7, 2018

On May 31, 2018, the first Route 66 Study Advisory Committee (SAC) Meeting was held at the Portland Town Hall. The following are discussion items from this meeting. A copy of the PowerPoint slides presented at the meeting, photos of the results of the workshop session, and the meeting attendance list are included as attachments to this meeting summary.

Discussion Items

1. The meeting was opened with introductions and project roles for the members of the SAC and the Study Team. Tighe & Bond provided an introductory summary regarding the basis of the study, Study Team, and overview of the progress.

2. Tighe & Bond presented the study tasks of Route 66 Corridor Plan Study:

   - Existing Condition Assessment: GIS data, collision history, traffic volumes and speed data, approved proposed developments, land use data, utility mapping, MAT ridership information, and field observations will be used to assess existing conditions

   - A SAC member noted a perception that traffic flows along Route 66 have changed over the years and now appear to be orientated towards I-91, with a heavy westbound AM and eastbound PM. Historical data will be reviewed.

   - Future traffic volumes will expand existing 2020 volumes out 20 years and conduct an analysis of the corridor under a no-build scenario. Future traffic volume projections will be discussed with CTDOT and consider the market study by RKG.

   - Tighe & Bond will utilize CTDOT's Planning Unit projected growth rates and consult with CTDOT on potential traffic pattern change due to employment relocation for 2040 traffic volume projection.

   - There were concerns about the ability to capture shifts in travel patterns as a result of shifts in employment toward the I-91 corridor for future (2040) traffic volumes projection.

   - Improvement alternatives will be developed based on the assessment of existing and future conditions with a focus on fundable & implementable solutions.

   - Tighe & Bond will review present conditions to the 1998 Route 66 corridor study projections and recommendations and review trends and directional volumes of CTDOT triennial volume data.

3. Discussions regarding alternative mode (bike/pedestrian/transit) accommodations were discussed for each Town:

   - Portland:
     - Planning to replace sidewalks on Main Street and seek a future connection to Air Line Trail to bring the trail to the Arrigoni Bridge
     - Potential future Air Line Trail crossing at Route 17 (Gospel Lane) may require pedestrian bridge due to safety concerns
     - Would like to utilize the old railroad depot on Airline Ave as part of Air Line Trail junction
     - Working with residences along possible future Air Line Trail extensions. Homeowners are being receptive to ideas. Appears to be about 10 years out from becoming a reality to complete the link through Portland.
   - East Hampton:
     - Working on extension of Air Line Trail to the west to connect with the new section in Portland that is opening in June – currently dealing with wetland area issue; expect construction to start soon
     - Noted that there is a gap in the sidewalk infrastructure along Route 66 from the Rite Aid Plaza to Lakeview Drive along the north side of the road
     - Route 66 is constrained at the bridge crossing in front of American Distilling limiting the available width to easily add a sidewalk; the bridge would need to be widened
     - Would like to connect Air Line Trail to lakeside community via sidewalks up along Main Street

4. Miscellaneous areas of concern were discussed:

   - Collisions on the Arrigoni Bridge often affect traffic operations downstream (Tighe & Bond to analyze collisions on bridge)
   - Main Street, Portland: operational issues
     - Vehicles making left turn from Dunkin Donuts driveway onto Main Street (left turn is restricted turning out of driveways)
     - Issues with vehicles making left turn into driveways
     - General travel speeds in the area of 17A and 66/17 intersection as Portland seeks to create a more downtown environment that encourages and supports walkability
   - As part of Brainard Place project, there may be modifications to Main Street [*project is under OSTA review*]
   - Speeding issues along much of the corridor are of concern
   - General safety in the Ledges area in Portland.

5. Members of the committee provided feedback during an interactive workshop, highlighting specific areas of concern along the corridor (see attached photo images of the markups).

6. Transit in the study area was discussed:

   - A brief survey will be provided to riders to gain feedback on the service

   - Aging population will turn to transit more in the future to get to doctors, supermarkets, etc.

   - Currently buses will stop when flagged down; there are no marked bus stops along the MAT Route, nor are there any defined waiting area with any transit amenities.

   - RiverCOG is working on project funding to conduct a study to determine service demand for the area

7. Goals and objectives for the study discussed included:

   - Look at roadway operations in terms of maintenance, safety, etc.; not just intersection operations and capacity

   - Safety enforcement issues, especially concerning speeding and

   - Consider signing and lighting improvements across the corridor to increase visibility and safety

   - Pedestrian/ bicycle accommodations and an emphasis on connections, trailheads, parking access and extension of the Airline Trail

   - Encourage transit and improve MAT facilities

8. Public Outreach for the project was discussed

   - Public meeting info will be posted on Town websites and RiverCOG website. Towns will also distribute information via their Facebook pages.

   - Project exposure to include Facebook pages, flyers, appearance at public events were discussed as additional outlets to distribute and notify the public of study happenings.

9. A representative from the Portland and East Hampton Police departments should periodically attend Study Advisory Meetings to provide input.

10. Tighe & Bond discussed the project schedule.

    - The schedule is subject to change depending on the timing of public meetings and avoiding the periods when it is challenging to get the public to meetings.

11. Tighe & Bond discussed the upcoming public information meetings on June 12 and 14 in Portland and East Hampton.

- Transit riders will not be able to take the bus to the meeting due to transit schedule limitations during the meeting times – MAT and RiverCOG will work to create survey to gather rider feedback.

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SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Study Advisory Committee – Meeting 1

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Joe Balskus	VHB	Jbalskus@vhb.com
Jeremy DeCarlo	East Hampton	jdecarlo@easthamptonct.gov
Sam Gold	River COG	Sgold@rivercog.org
Susan Bransfield	Town of Portland	sbransfield@portlandct.org
Elwin Guild	" "	elwinandjoan@yahoo
Lisa Seymour	MAT	lseymour@mtdct.org.

Route 66 Corridor Planning Study
Portland & East Hampton

Study Advisory Committee Meeting 1

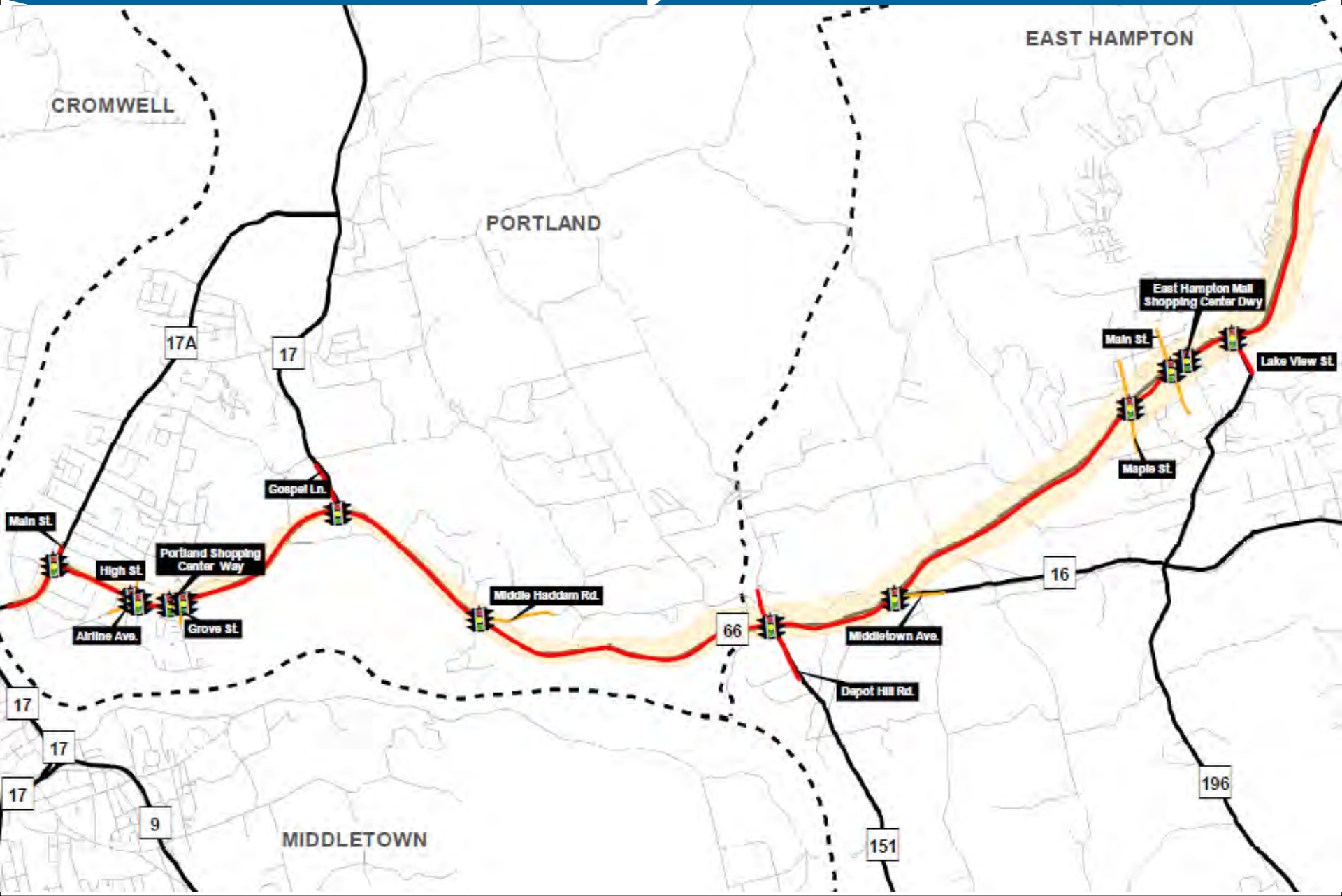
Presentation Team

Samuel Gold, Lower Connecticut River Valley COG

Chris Granatini, P.E., Tighe & Bond

May 31, 2018

Study Area


CROMWELL
PORTLAND
EAST HAMPTON
MIDDLETOWN
17A
17
17
17
17
9
66
16
151
196
Main St.
High St.
Airline Ave.
Grove St.
Portland Shopping Center Way
Gospel Ln.
Middle Haddam Rd.
Depot Hill Rd.
Middletown Ave.
Maple St.
Main St.
East Hampton Mall Shopping Center Dwy
Lake View St.

Study Team

- Towns of East Hampton and Portland
- Lower Connecticut River Valley Council of Governments (RiverCOG)
- Connecticut Department of Transportation (CTDOT)
- Tighe & Bond (Primary Consultant)
- Freeman, RKG Associates, VHB (Sub-Consultants)

Project Overview

- **State and Town Funded Study**
  - Administered through RiverCOG
- **Study Focus – (Refined by SAC)**
  - Identify Feasible Transportation Solutions to Mitigate Existing and Future Needs and Deficiencies
  - Provide a Planning Document for Development of a Safe, Efficient Multi-Modal Transportation System
- **Comprehensive Public Involvement Program**
- **3 Technical Memorandums at Key Milestones**
- **Draft and Final Study Reports**

Existing and Future Conditions Assessment

- **Data Collection**
  - GIS Data
  - Accident Data
  - Traffic Volumes, Travel Speeds, Vehicle Classification
  - Planned Major Developments
  - Middletown Area Transit Ridership Data
  - Utility Mapping
  - Field Observations
- **Assessment of Existing Conditions (2020)**
  - 2020 Traffic Volume Development
  - Operational Analysis of Traffic Conditions
  - Geometric Assessment
  - Existing & Programmed Multi-Modal Infrastructure
  - Existing Driveway Access Conditions
  - Existing Land Use & Real Estate Market Review
  - Existing Environmental Resources
- **Assessment of Future Conditions (2040)**
  - Forecast Land Use Changes & Future Traffic Growth
  - Operational Analysis of Traffic Conditions in 2040 No-Build Conditions

Land Use and Development (RKG Associates)

- **Existing Conditions Analysis – Market Study**
  - Field Observations
  - Market Trends
  - Land Use and Zoning, Parcel Data
  - Interviews with Town Officials
  - Technical Memo

- **Future Condition Analysis**
  - Assessment of Future Market Demand
  - Identify Potential Locations for Future Development
  - Support Future Traffic Projections
  - Technical Memo

Identification and Analysis of Recommendations

- **Analysis of Alternatives**
  - Identify Transportation System Solutions to Mitigate Existing Needs and Deficiencies
  - Mitigate Future Traffic Demand
  - Integrate Alternative Travel Mode Access and Facilities

- **Final Recommendations**
  - Detailed Summary of Study Area Recommended Transportation System Improvements
  - Provide a Plan for a Safe and Efficient Multi-Modal Transportation System

Public Outreach Initiatives

- **Provides Stakeholders and Public Information about the Study**
- **Critical Component in Planning Process**
- **Study Advisory Committee Meetings (4)**
- **Community Advisory Committee (2)**
- **Public Information Meetings (5)**
- **Town Council Meetings (2 – 1 per Town)**
- **Techniques**
  - RiverCOG & Towns Websites; Community Facebook Pages
  - Social Media Sites – Which Ones & Who
  - Bicycle and Recreational Organizations
  - River East Announcements and Articles

Project Progress

- **Data Collection**
  - GIS Data
  - Accident Data
  - Planned Major Developments
  - Traffic Volumes, Speeds, Vehicle Classification
  - Middletown Area Transit Ridership (Receipt Pending)
  - Utility Mapping

- **Assessment of Existing Conditions**
  - Collision Analysis
  - Preliminary Field Observations
  - Traffic Modelling

Committee Workshop

- Study Visioning Statement
- Study Goals and Objectives
- Interactive Workshop
- Summary of Workshop

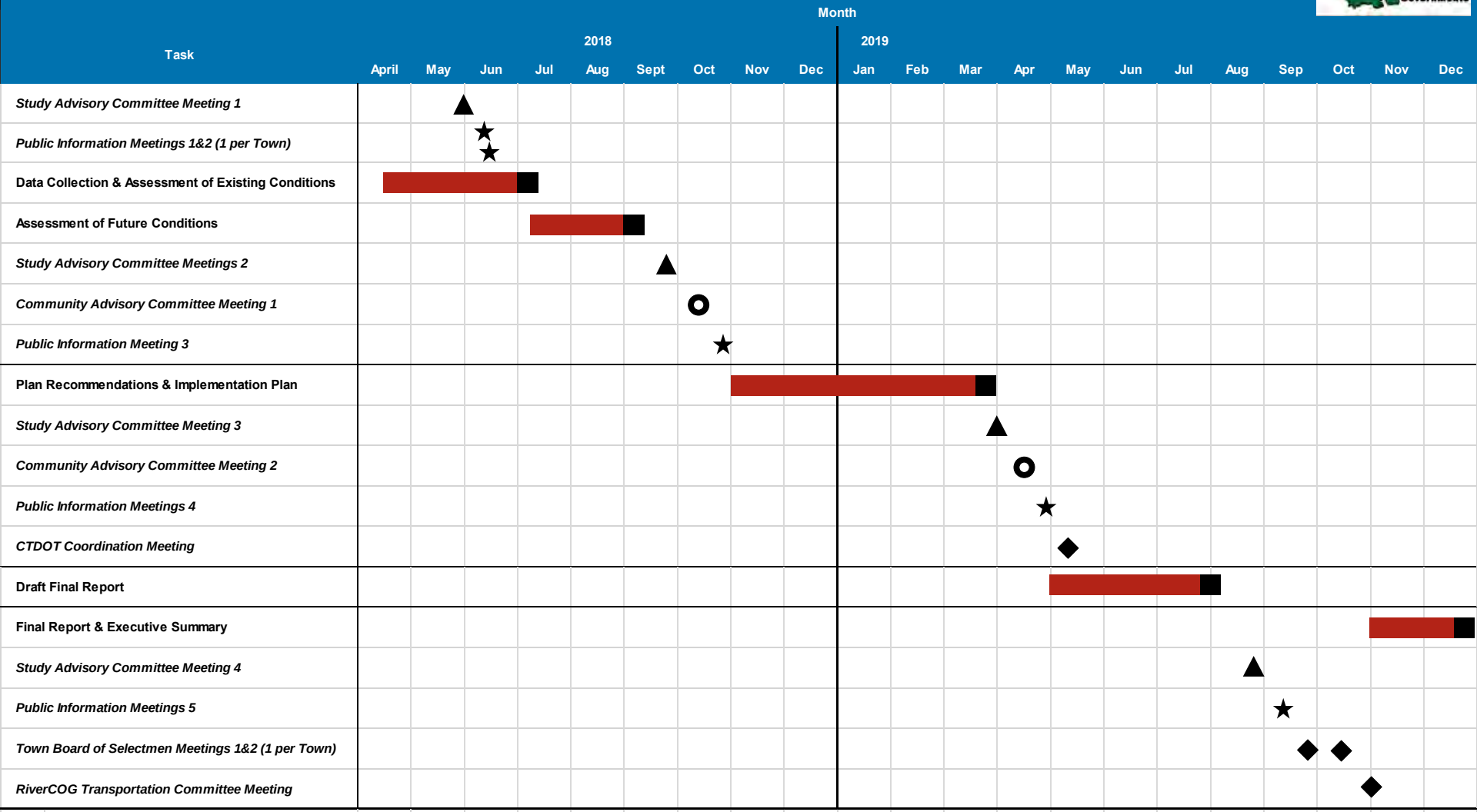
Goals & Objectives

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

Interactive Session

- **Specifically Identify Corridor Strengths, Weaknesses, Opportunities**
- **Color Coded Post-it Notes with Brief Summary**
  - Pink ➔ Safety
  - Blue ➔ Bike/Ped / Alternative Mode
  - Green ➔ Traffic Operations
  - Yellow ➔ Land Use & Development
- **Summarize the Results & Key Issues**

Route 66 Corridor Study
East Hampton & Portland, CT



- ▲ Study Advisory Committee Meetings
- ■ Study Memorandum/Report Deliverable
- ○ Community Advisory Committee Meetings
- ◆ Town Board of Selectmen/CTDOT/RiverCOG Committee Meetings
- ★ Public Information Meetings

Public Information Meetings 1 & 2

- **East Hampton Public Information Kickoff Meeting**
  - June 12, 2018, 7:00PM – 9:00PM @ East Hampton Middle School
- **Portland Public Information Kickoff Meeting**
  - June 14, 2018, 6:00PM – 8:00PM @ Portland Public Library
- **Breakout Discussions – Project Team Guided**
  - Traffic & Safety
  - Alternative Travel Modes, Facilities and Access
  - Land Use and Development
- **Meeting Advertisement**

Questions & Discussions

Public Information Meeting #1

TO: Project Team Study Advisory Committee

ATTENDEES: Sign-in Sheet (attached)

FROM: Christopher Granatini, P.E., Tighe & Bond

DATE: June 28, 2018

On June 12, 2018, a Public Information Meeting was held at East Hampton Middle School. The meeting was the kickoff of the Public Involvement program for the Route 66 Corridor Study (the Study). This memo summarizes the meeting in two sections, the events of the meeting and the feedback received from the public on the study area during the workshop sessions. The public's comments were provided on three key topics: Traffic Operations and Safety, Alternative Travel Modes and Access (Bike/Ped/Transit), and Land Use and Development.

Meeting Events

1. The meeting began with Rob Haramut of RiverCOG explaining the background, funding sources and general overview of the study.

2. A brief presentation was given by Christopher Granatini, the Project Manager for the Prime Study consultant Tighe & Bond. The presentation included a summary of the Study Team and their roles, the Study area, the Study scope of work, Study goals and objectives, and a summary of the public involvement program. Chris explained that the ultimate goal of the Study was to create a comprehensive transportation improvement plan based on the vision of the Towns. The Towns, CTDOT and RiverCOG will use this planning document to help prioritize improvements and seek funding for the corridor to address current deficiencies and future needs. A copy of the presentation slides is attached.

3. Following the presentation, Chris discussed the workshop process that would guide the balance of the Public Informational Meeting. Chris divides the attendees into three groups that rotated between three stations (listed below). The groups were instructed to spend 10-15 minutes at each station to provide feedback to the study team:

   - Traffic Operations and Safety
   - Alternative Travel Modes and Access – Pedestrian, Bicycle, and Transit
   - Land Use and Development

   Chris explained that the goal of the meeting was to understand the area of concerns, issues, and ideas for improving the corridors for each of the topic areas from the public's perspective. He explained that the feedback will assist the Study team in focusing on the goals, objectives, and ultimately the proposed improvements on the key issues identified by the public.

4. The Public Feedback section provides a summary of the issues discussed by the public at each of the three stations.

5. Following the public feedback period, the focus area leaders from the Study Team summarized the discussions and highlighted several of the key concerns.

6. The meeting concluded with a brief discussion of the next step of the process. The next Public information meeting will be June 14, 2018 in Town of Portland and conducted in the same format to collect the public's feedback from Portland community.

Public Feedback

Station 1: Traffic Operations and Safety

- Congestion and Safety Issues:

    - Limited alternative routes during Arrigoni Bridge construction and construction on Route 66 two-lane segment

    - Vehicles back up during commuter peak periods particularly at Depot Hill Road/Route 151, Middle Haddam Road (W Junction), and Airline Avenue with little traffic from the side streets. Concerns about side street vehicle detectors.

    - Short transition for vehicles to merge from four lanes to two lanes in Portland – safety concerns

    - Speeding issues east of Adams Plaza Driveway result in dangerous T-bone crashes at the intersection. Vehicles pulling out of Adams Plaza Driveway at green light even need to be cautious of speeding vehicles traveling westbound on Route 66

    - In general, vehicle speeds are high on Route 66 from Airline Avenue to Cobalt in Portland.

    - Vehicle speed is also high in vicinity of Paul's & Sandy's Too and the proposed Edgewater Hill Development on both Route 66 and Old Marlborough Road in East Hampton.

    - Concern with accident rates in the study area (high insurance rates)

    - Edgewater Hills: Site line issues, access to Route 66, speed issues

    - Dangerous intersection of Cone Rd and Long Crossing Road / Aldens Crossing – warning light?

- Roadway Geometry
    - Skewed angle approach on side streets reduce visibility entering Route 66 and result in vehicle maneuver difficulty entering/exiting Route 66 at the following locations:
        - Long Hill Road
        - Barton Hill Road (narrow road, hard to make WB left from Route 66 and exit from Barton Hill Road)
        - Lake Drive
        - Steath Road
    - Lack of By-Pass Lane or Wider Shoulder makes it challenging to enter and/or exit the following properties:
        - Citgo Gas Station in Portland: difficult entry and exit access at the Citgo driveways; need WB left-turn lane or wider shoulder so that turning traffic doesn't block through traffic; need wider EB shoulder to enter the site from Route 66 to facilitate moving out of traffic to make the turn.
        - St. Clement's in Portland: difficult exit during events, will be worse when the proposed Hotel is built; need left turn lane and wider shoulder on the corridor so turning traffic doesn't block through traffic. Driveway grade exacerbates difficult movements
        - Gulf Gas Station in Portland: Difficulty exiting/entering Golf gas station on Main Street in Portland
    - Old Marlborough Rd – elevation dropoff towards lake causes operational issues
- Driveway Access
    - 'No Left Turn' leaving Dunkin Donuts on Main Street just east of the Arrigoni Bridge in Portland is not obeyed
        - No clear signs to direct vehicles to turn right and utilize Lower Main Street in order to head north or west
- Location Specific Issues & Suggested Treatments:
    - Route 66 at Route 151 (Cobalt): Need additional EB lane at signal; Possible roundabout as an improvement; the side street west of the signal along the south side of Route 66 should remain open at the signal/wider intersection instead of realigned to be perpendicular to Route 66 because it will be challenging exiting to Route 66 from a stop-controlled side street.
    - Route 66 at Long Hill Road: Safety concern with short segment connection to the west – should be eliminated (not useful or used); realign Long Hill Road and Gildersleeve Drive to be perpendicular to Route 66

- Paul and Sandy's Too: High speed; Radar Speed Sign or Change of Speed signs from 45 mph to 30 mph would help; Can State install Radar Speed Sign?
- Edgewater Hills: Site line issues, access to Route 66, speed issues; need a traffic signal at the new East Hampton Town Hall driveway?
- Route 66 at Lakeview Street: need a roundabout instead of a signal to keep vehicles moving
- Route 66 at Lake Drive: need a traffic signal in the future?
- Would like to see improvements at Route 66/ Route 17A intersection when Brainard Place is constructed
- Concerns traffic management if a possible State Project widens Route 66 to four lines along the entire corridor
- Trucks using Jake brakes heading west on Route 66, west of Route 16 creates a lot of noise
- What can we do about Old Marlborough Road as a shortcut from both ends – speed and traffic is an issue
- Signage improvements to reduce speed on Route 66

Station 2: Alternative Travel Modes and Access

- Deficiencies:
  - Crossing East High Street is difficult east of Stop & Shop Plaza in East Hampton
  - Concerns with high school students crossing at Maple Street intersection in East Hampton (need exclusive ped phase)
  - No sidewalks along Route 66 adjacent to Paul & Sandy's Too in East Hampton
  - Lack of defined bus stops throughout the corridor
  - No shoulder for walking west of East Hampton-Marlborough Town Line
- Possible Improvements:
  - Need sidewalk on north side of new Pocotopaug Brook Bridge
  - Would like to see more benches on sidewalk around block (Summit to Main, Route 66, etc.)
  - Link commuter lot to Air Line Trail; parking lot access at trail; Electric charging station/ bike repair station at trail; better connection to Air Line Trail

- More sidewalks/ increase walkability in general in East Hampton (55+ community and Town Hall)
- Provide more defined bus stops and waiting area with bus stop facility
- Old Marlborough Road cut through may be used as a ped/bike route

Station 3: Land Use and Development

- Issues:
  - Development across from Winchester:
    - Quality of subsurface fill to create site for development
    - Development was not handled properly on this site
  - Pollution of Lake Pocotopaug by development – how to protect and attract people to the lake
  - Concern with CVS location – thinks it is a waste of prime land (location, view)
- Ideas:
  - Would like to see Marlborough Street in Portland 'beautified'
  - Preserve Air Line Railroad/ scenic ridge east of Adams Plaza
  - East of Gospel Lane – Preserve scenic meadow/ potential Air Line Trail expansion
  - Need to come up with ideas on why people should visit East Hampton
    - Utilize Lake, State Parks, Air Line Trail
    - Outdoor/ 'small town' activities, pocket parks
    - East Hampton 'Town Green'
  - Area near The Ledges: Open Space, Middlesex Land Trust
  - Sidewalk/ trail connection between Old Marlborough Rd and Lake Dr to promote pedestrian mobility and tourism
  - Want meaningful developments
    - Stop and enjoy services, not just zip through town
    - Quaint shops
    - Destinations that draw people

- East Hampton utility services: sewer service, water service, private water, CT Water are needed to support future development
- Pocket park at Old Marlborough Rd intersection (west junction)
- Keep development from “strip” style along the Corridor and seek higher density uses

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting #1
June 12, 2018

Name	Representing	E-Mail
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Lisa Motto	Self	Lisamotto3@Aol.com

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

SIGN IN

Route 66 Public Information Meeting #1
June 12, 2018

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Pat Gauthier	MYSELF	patgauthier@sbcglobal.net
Joe Balskus	VHB	jbalskus@vhb.com
Tamá Sones	myself	tksones@aol.com

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting #1
June 12, 2018

Name	Representing	E-Mail
Michael S. Kowalczyk		mkow88@yahoo.com
Cheryl Kissinger		cheryl.kissinger@gmail.com
Paul Rapp		

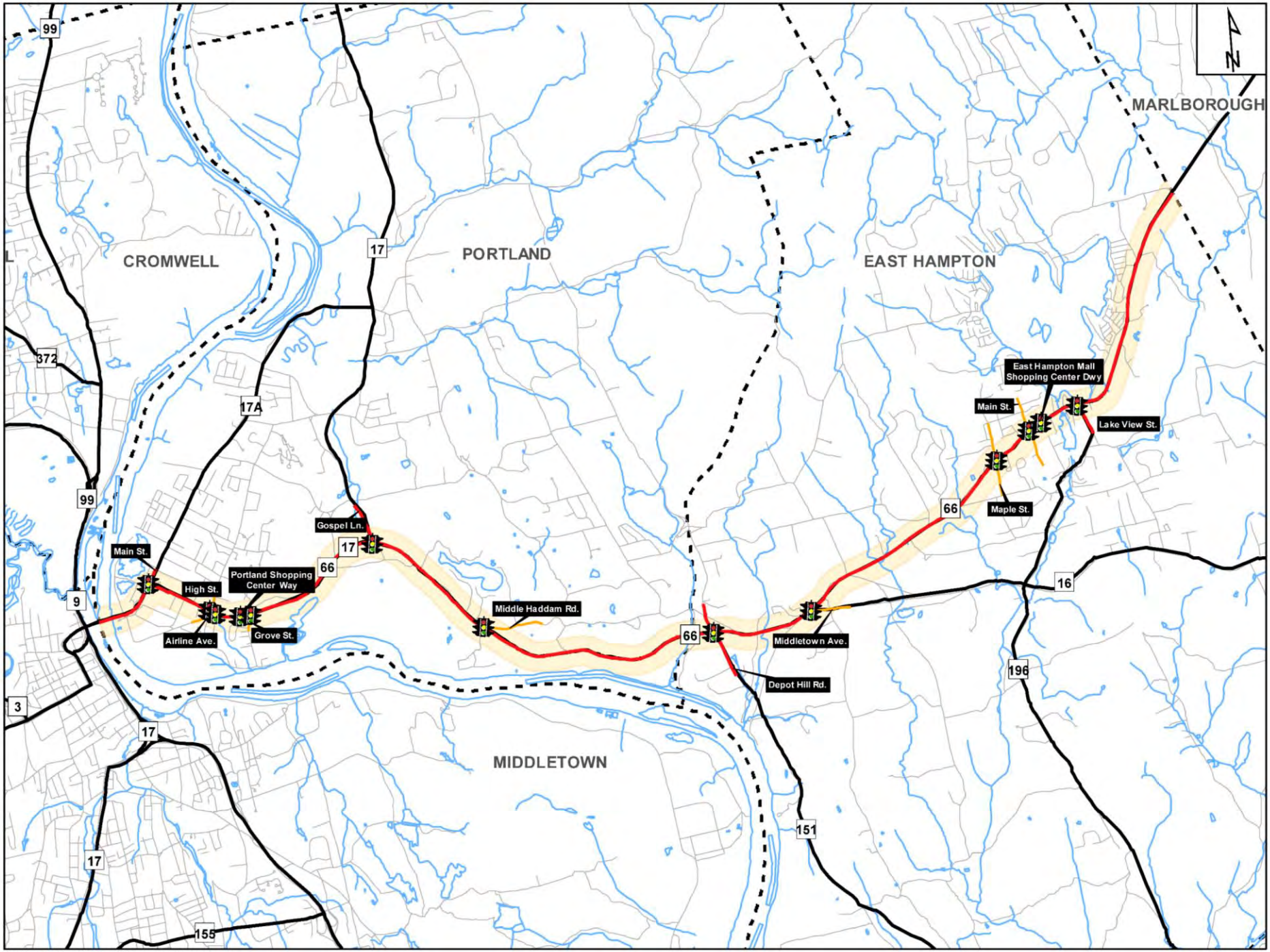
Route 66 Corridor Planning Study
Portland & East Hampton

Public Information Meeting-
East Hampton Session

ROUTE 66
CORRIDOR STUDY
PORTLAND - EAST HAMPTON

June 12, 2018

Tighe&Bond



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Study Team

- Towns of East Hampton and Portland
- Lower Connecticut River Valley Council of Governments (RiverCOG)
- Connecticut Department of Transportation (CTDOT)
- Tighe & Bond (Primary Consultant)
- Freeman, RKG Associates, VHB (Sub-Consultants)

Project Overview

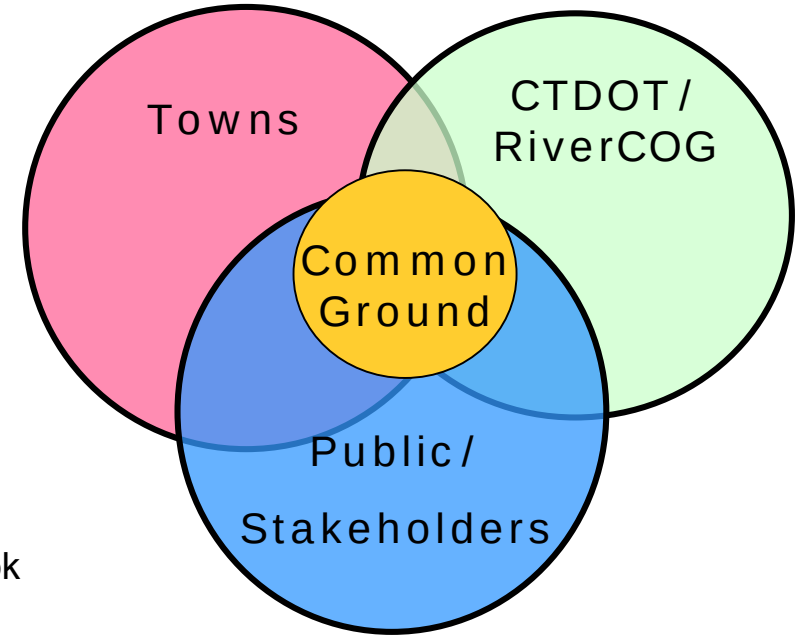
- **Study Administered by RiverCOG for State and Town**
- **Study Focus**
  - Assess Existing and Future Conditions
  - Identify Feasible Transportation Solutions to Mitigate Existing and Future Needs and Deficiencies
  - Provide a Planning Document for Development of a Safe, Efficient Multi-Modal Transportation System
- **Comprehensive Public Involvement Program**
- **Technical Memoranda**
- **Draft and Final Study Reports**

Project Scope

- Data Collection
- Existing Condition Assessment
- Future Condition Assessment
- Improvement Alternatives
- Final Report
- Public Engagement

Public Outreach Initiatives

- **Provides Stakeholders and Public Information about the Study**
- **Critical Component in Planning Process**
- **Study Advisory Committee Meetings (4)**
- **Community Advisory Committee (2)**
- **Public Information Meetings (5)**
- **Town Council Meetings (2 – 1 per Town)**
- **Techniques**
  - RiverCOG & Towns Websites; Community Facebook Pages
  - Bicycle and Recreational Organizations
  - River East Announcements and Articles
  - Other Methods and Techniques (TBD)



Project Goals & Objectives

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Provide infrastructure to improve mobility for alternative travel modes
- Improve corridor management; Identify strategies including emergency services and enforcement
- Comprehensive transportation improvement plan providing prioritized improvements addressing current deficiencies and future corridor needs

Information Meeting Goals

- Receive Feedback from YOU!
- Begin to Understand Local Issues and Experiences in the Study Area
- Identify Important Issues and Deficiencies to Mitigate
- Develop a Study Vision to Guide the Study Team

Open House

- **3 Learning Stations**
  - Station1: Traffic Operations and Safety Issues
  - Station 2: Alternative Travel – Bicycle / Pedestrian / Transit
  - Station 3: Land Use and Economic Development

- **15 Minutes at Each Station to Discuss Specific Issues with Study Team**

- **Opportunity to Provide your Perspective Early in the Study Process**

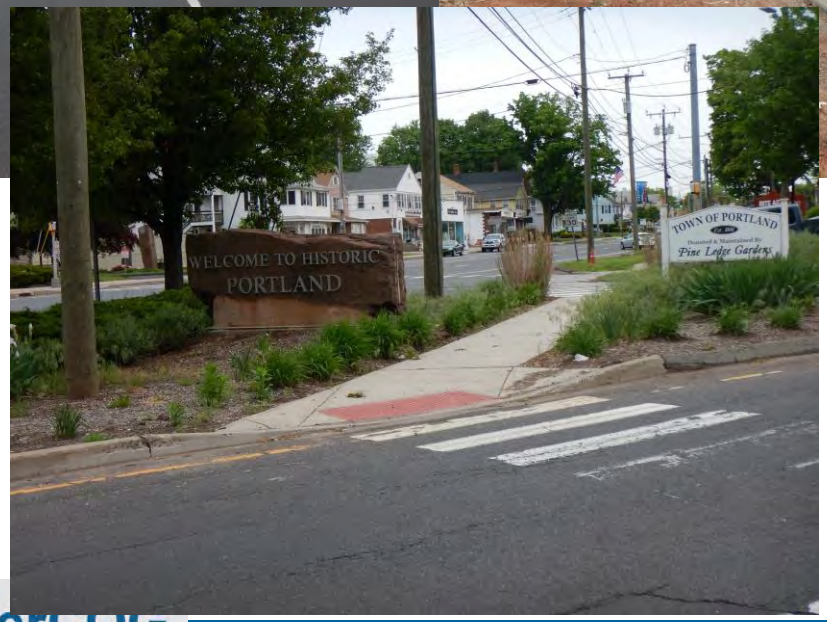
Interactive Session

- **Identify Corridor Strengths and Weaknesses**
- **Post-it Notes with Brief Summary of Comment**
- **Summarize the Results & Key Issues**
- **Follow Up Question and Answer with Entire Group**

Station Leaders

- **Station 1: Traffic Operations and Safety**
  - Jianhong Wang – Tighe & Bond
  - Matthew Stoutz – Tighe & Bond
- **Station 2: Alternative Travel -Bike/Ped/Transit**
  - Robert Haramut - RiverCOG
  - Joe Balskus - VHB
- **Station 3: Economic Development**
  - Jeremy DeCarli – Town of East Hampton
  - Chris Granatini – Tighe & Bond

Questions & Discussions



Town of East Hampton Connecticut

Town of Portland Connecticut

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

Route 66 Corridor Planning Study
Portland & East Hampton

Public Information Meeting-
Portland Session

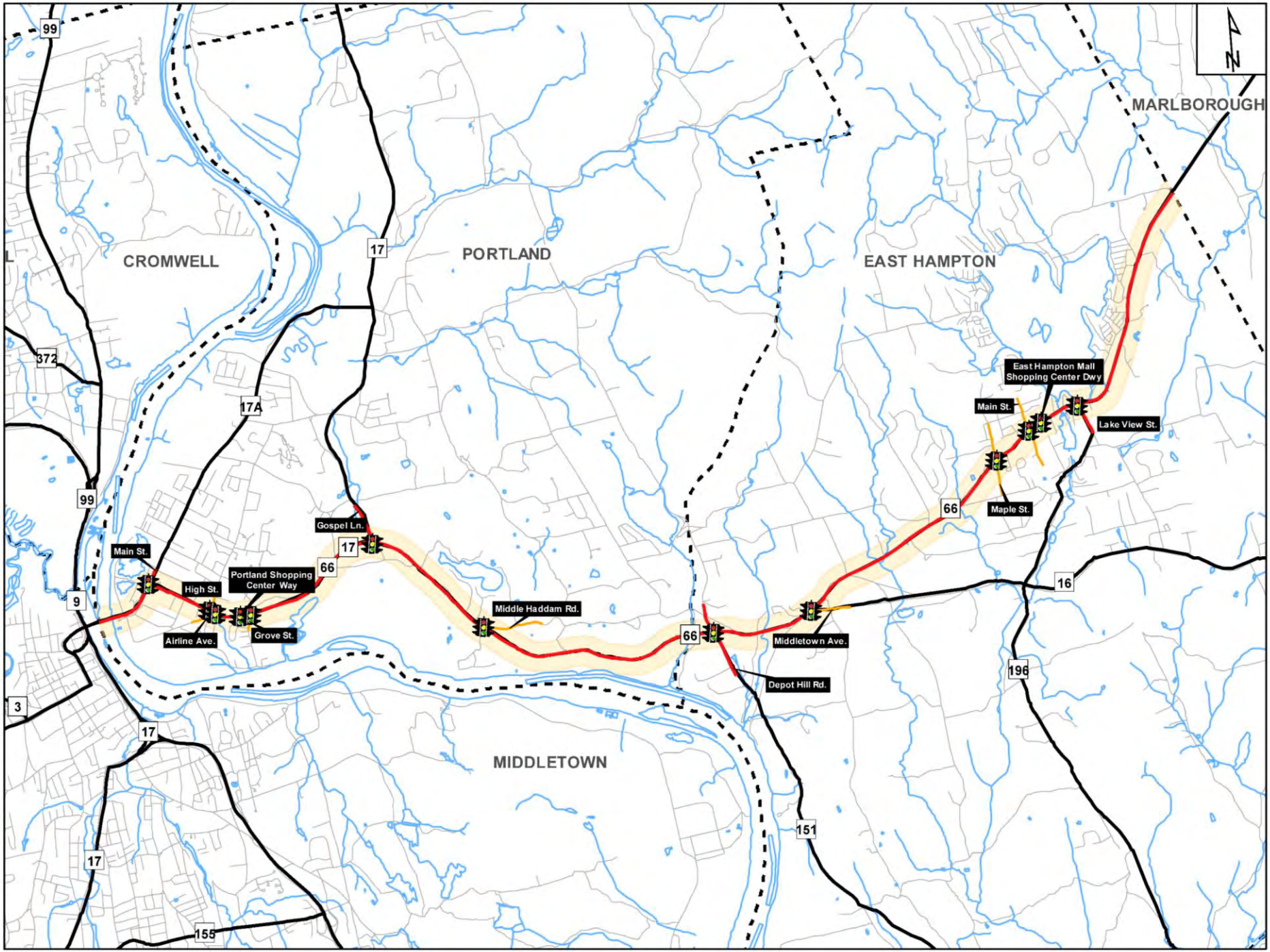
ROUTE 66
CORRIDOR STUDY
PORTLAND - EAST HAMPTON

June 14, 2018

Tighe&Bond

Public Information Meeting Goals

- Receive Feedback from YOU!
- Begin to Understand Local Issues and Experiences in the Study Area
- Identify Important Issues and Deficiencies to Mitigate
- Develop a Study Vision to Guide the Study Team



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Study Team

- Towns of East Hampton and Portland
- Lower Connecticut River Valley Council of Governments (RiverCOG)
- Connecticut Department of Transportation (CTDOT)
- Tighe & Bond (Primary Consultant)
- Freeman, RKG Associates, VHB (Sub-Consultants)

Project Overview

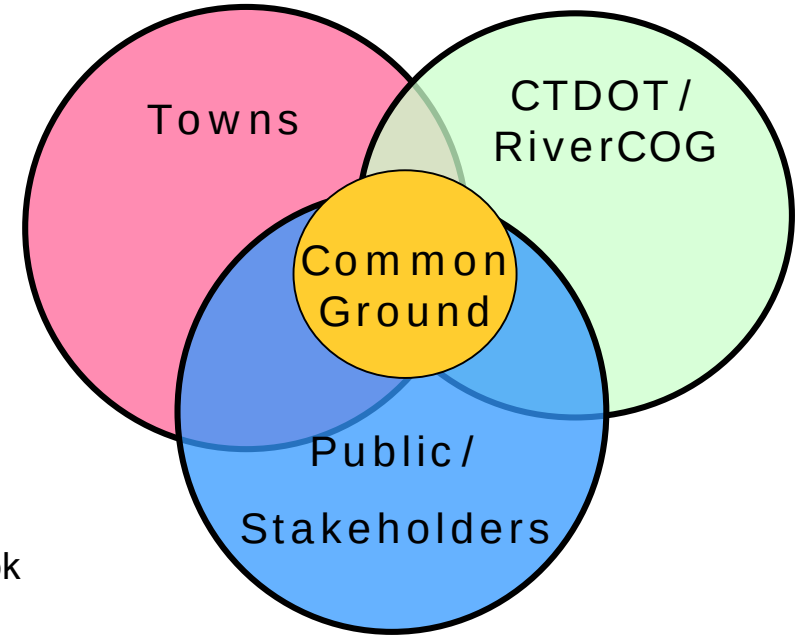
- **Study Administered by RiverCOG for State and Towns**
- **Study Focus**
  - Identify Feasible & Implementable Transportation Solutions to Mitigate Existing and Future Needs and Deficiencies
  - Provide a Planning Document for Development of a Safe, Efficient Multi-Modal Transportation System
- **Comprehensive Public Involvement Program**
- **Technical Memoranda**
- **Draft and Final Study Reports**

Project Scope

- Data Collection
- Existing Condition Assessment
- Future Condition Assessment
- Improvement Alternatives
- Final Report
- Public Engagement

Public Outreach Initiatives

- **Provides Stakeholders and Public Information about the Study**
- **Critical Component in Planning Process**
- **Study Advisory Committee Meetings (4)**
- **Community Advisory Committee (2)**
- **Public Information Meetings (5)**
- **Town Council Meetings (2 – 1 per Town)**
- **Techniques**
  - RiverCOG & Towns Websites; Community Facebook Pages
  - Bicycle and Recreational Organizations
  - River East Announcements and Articles
  - Other Methods and Techniques (TBD)



Project Goals & Objectives

- Develop cost effective transportation infrastructure alternatives to improve traffic operations and safety
- Safely accommodate future development opportunities
- Provide infrastructure to improve mobility for alternative travel modes
- Improve corridor management; Identify strategies including emergency services and enforcement
- Comprehensive transportation improvement plan with prioritized improvements addressing current deficiencies and future needs

Open House

- **3 Learning Stations**
  - Station1: Traffic Operations and Safety Issues
  - Station 2: Alternative Travel – Bicycle / Pedestrian / Transit
  - Station 3: Land Use and Economic Development

- **15 Minutes at Each Station to Discuss Specific Issues with Study Team**

- **Opportunity to Provide your Perspective Early in the Study Process**

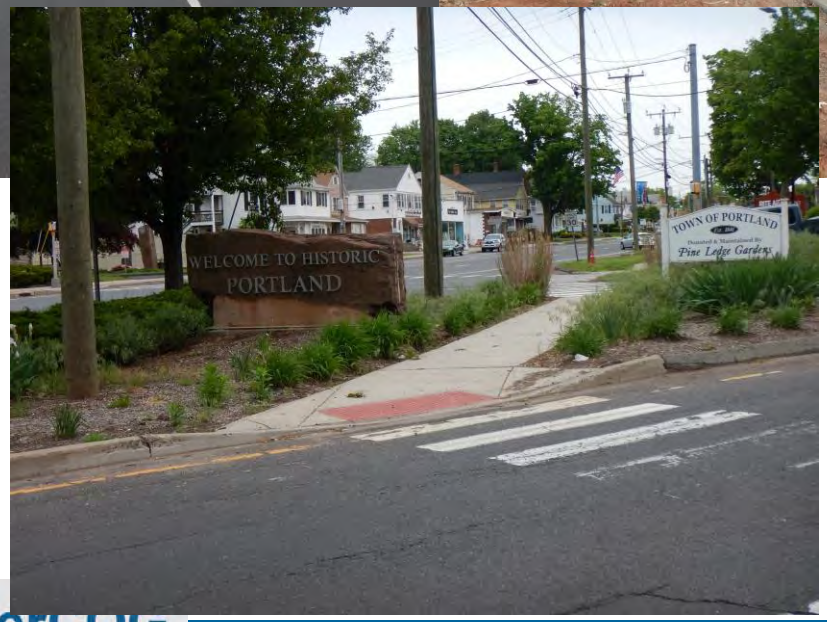
Interactive Session

- **Identify Corridor Strengths and Weaknesses**
- **Post-it Notes with Brief Summary of Comment**
- **Summarize the Results & Key Issues**
- **Follow Up Question and Answer with Entire Group**

Station Leaders

- **Station 1: Traffic Operations and Safety**
  - Jianhong Wang – Tighe & Bond
  - Matthew Stoutz – Tighe & Bond
- **Station 2: Alternative Travel -Bike/Ped/Transit**
  - Robert Haramut - RiverCOG
  - Joe Balskus - VHB
- **Station 3: Economic Development**
  - Chris Granatini – Tighe & Bond

Questions & Discussions



Town of East Hampton Connecticut

Town of Portland Connecticut

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

Public Information Meeting #2: Route 66 Corridor

TO: Project Team Study Advisory Committee

ATTENDEES: Sign-in Sheet (attached)

FROM: Christopher Granatini, P.E., Tighe & Bond

DATE: June 28, 2018

On June 14, 2018, a Public Information Meeting was held at the Portland Public Library. The meeting was the second Public Involvement program for the Route 66 Corridor Study (Study) in East Hampton and Portland, CT. This memo summarizes the meeting in two sections, the events of the meeting and the feedback received from the public on the study area during the workshop session. The public's comments were provided on three key topics: Traffic Operations and Safety, Alternative Travel Modes and Access (Bike/Ped/Transit), and Land Use and Development.

Meeting Events

1. The meeting began with Sam Gold of RiverCOG explaining the background, funding sources, and general overview of the study.

2. A brief presentation was given by Christopher Granatini, the Project Manager for Tighe & Bond. The presentation included a summary of the Study team and their roles, the Study area, the Study scope, goals and objectives, and a summary of the public involvement program. Chris explained that the ultimate goal of the Study was to create a comprehensive transportation improvement plan based on the vision of the Towns. The Towns, CTDOT and RiverCOG will use this planning document to help prioritize improvements and seek funding for the corridors to address current deficiencies and future needs. A copy of the presentation handout is attached.

3. Following the presentation of the background information, Chris discussed the open house process that would guide the second portion of the Public Informational Meeting. Chris instructed the public to divide into three groups which would rotate between three stations (listed below). The groups were instructed to spend 10-15 minutes at each station to provide feedback to the study team:

    - Traffic Operations and Safety
    - Alternative Travel Modes and Access – Pedestrian, Bicycle, and Transit
    - Land Use and Development

    Chris explained that the goal of the meeting was to understand the area of concerns, issues, and ideas for improving the corridors for each of the topic areas from the public's perspective. He explained that the feedback will assist the Study team in focusing on the goals, objectives, and ultimately the proposed improvements on the key issues identified by the public.

4. The Public Feedback section provides a summary of the issues discussed by the public at each of the three stations.

5. Following the public feedback period, the focus area leaders from the Study team summarized the discussions and highlighted several of the key concerns.

6. After the feedback period, a question and answer session was held, focusing on the following topics:

    - A question asking about whether sidewalks can be installed on State Highways, there was a concern about the sidewalk improvements associated with the approved Dollar General development in East Hampton

        - Chris clarified that the State allows sidewalks to be installed on State routes but will not fund such improvements when associated with development – the developer would typically pay for new sidewalks if required by local zoning

        - It was also stated that in general, even if the State installs sidewalks on a State route through a State Project, it is the land owner or Town (depending on town regulations) who is responsible for sidewalk maintenance and clearing

    - One attendee suggested that bike lanes should be provided along Route 66. Air Line Trail connection to Route 66 and beyond should be examined.

    - One attendee suggested a new or second bridge be constructed from Route 9 with a direct connection to Route 66

        - The State has studied this idea and has decided against pursuing this – there is no need during off-peak hours, the project would be costly, there would be extensive environmental impacts

    - A question regarding the timeline on when proposed alternative improvements will be able to be set forth into motion

        - Tighe and Bond will develop set of recommendations upon completion of the study for use by the Towns, RiverCOG and the State for planning purposes

        - The Town at any time can move forward with a project if seeking a grant or other funding sources

        - Small, local improvements tend to move more quickly; larger projects take years to develop funding and support and execute the design and permitting process

        - Projects addressing safety issues can be addressed as a higher priority

7. Susan Bransfield, the First Selectwoman of the Town of Portland spoke briefly, stressing the importance of data and public input being key for grant applications to fund future projects.

8. The meeting concluded with a brief discussion of the next step of the process. The next public information meeting will be in the Fall of 2018 to present the findings of the existing and future conditions assessment.

Public Feedback

Station 1: Traffic Operations and Safety

- Congestion and Safety Issues:
    - Vehicles traveling Route 66 EB downhill tend to run red lights at Addams's Plaza Driveway and Grove St. Some vehicles run red lights at High St and Airline Ave as well.
    - High speeds along entire corridor require more speed enforcement
    - William Street extension used as a cut-thru making it unsafe for high school kids walking
    - The hill from Adams Plaza east is not built for 45 mph traffic, speed is too high.
    - Adams Plaza signal not visible traveling east/ west due to sunlight
    - High speeds over Arrigoni Bridge
    - Pickering Street and Wolcott Lane is used as an alternative cut-through to Main St in Portland from Route 66
    - Need to slow down Main St traffic
    - Cannot make left turn onto Route 66 from properties along the north side of the corridor in the area with the median – must make U-turn to get to East Hampton
    - Merge lane from 4 lanes to 2 lanes eastbound near the Gulf gas station is too short and dangerous on Route 66
    - Turning from Route 66 onto Route 17, people tend to make a left turn and then an immediate right turn into Dunkin Donuts/ Dairy Queen plaza, making it dangerous on the road
    - Cut-through at Middle Haddam Road at the Winchester Cafe to Cobalt is dangerous, speed is high on Middle Haddam Road
    - High accident rate near the Ledges
    - Accidents at Adams Plaza Driveway is high

- Roadway Geometry
    - Skewed angle approach on side streets reduce visibility entering Route 66 and result in vehicle maneuver difficulty entering/exiting Route 66 at the following locations:
        - Barton Hill Road (Route 66 WB east of Barton Hill intersection is on a long steep downhill grade towards the intersection but changes to uphill west of the intersection, making left-turns from Barton Hill to Route 66 west is very dangerous)
        - Turn onto Sand Hill Rd is dangerous
        - Blind intersection at Oakem Dock Road
        - Blind exit off Old Middletown Road
    - Dangerous to make left turn onto Gospel Lane due to high speeds and fear of getting hit from behind.
    - Dangerous pulling out of Gulf Gas Station (east of Gospel Ln.) in Portland where road is narrowing EB and widening WB
    - The free flow right turn turning roadway is tough for pedestrian crossing at Main St and Marlborough St in Portland just east of the Arrigoni Bridge due to volume and travel speeds
- Driveway Access
    - Left turns are dangerous on Main St pulling into businesses
    - Concern with Brainard Place entrance/ exit
    - Cumberland Farms driveway access is tough at High Street
    - Too many entrances and exits for businesses on Main Street
    - Difficult turning out of True Value hardware store west of Route 17
    - No safe left turn to Transfer Station going west
    - Left turn out of Gulf Gas station is difficult
    - Difficult to exit Citgo Gas station (visibility issues)
    - Difficult to pull out of Cobalt businesses on south side of Route 66
    - Difficult to exit businesses east of Middletown Ave
    - Dangerous access to Dunkin Donuts in East Hampton
    - Access to Paul and Sandys is dangerous

- Location Specific Issues & Suggested Treatments:
  - Rotary needed for traffic redirection for Brainard Place Development
  - Narrow lanes on Route 66 east of Adams Plaza
  - Allow public to 'buy' shares of improvements
  - Clover leaf ramps off Arrigoni Bridge to Route 66
  - Roundabout at Main and Marlborough
  - Green time is too long on Main St at Main and Marlborough intersection
  - Need improved vehicle detection
  - Should not permit left turn from William Street onto Route 66 EB
  - Light entering Route 66 from Middle Haddam Rd (west junction) is very long
  - Noise issues on Penfield Hill Rd (from motorcycles, ATVs during camping season); road is also getting increased traffic from Glastonbury
  - Sight distance issue exiting St. Clements – create left and right turn lane on the driveway approach
  - Widen road through East Hampton near Citgo gas station up to Cobalt and Route 151
  - Need a traffic signal at Laurel Ridge in East Hampton

Station 2: Alternative Travel Modes and Access

- Strengths
  - Route 66 is a wide road, making the bike lane accommodation easier
- Deficiencies:
  - Sharp left turn curve east of Arrigoni Bridge along Route 66 restricts visibility of pedestrian activities to motorist
  - No bike path on Route 66
  - Very difficult to cross Route 66 from Brainard Place development at Main St due to heavy traffic
  - Difficult pedestrian crossing at Adams Plaza
  - Sidewalk from Cumberland Farms to Adams Plaza is not safe

- Difficult for ped/ bicyclists to cross at Grove St. intersection; push button is hard to get to
- Not much room for bike lanes near ledges
- Route 66 and 151 is major biking club crossing
- Crosswalk at Airline Ave crossing Route 66 leads peds to guiderail; no space to wait for walk sign
- Can't boost walk/ bike strategy with Route 66 going through middle of Town entrance

- Possible Improvements:
  - Need safe ped connection at Arrigoni Bridge to Route 66
  - Make Brainard Place accessible to pedestrians and increase access to town center
  - Want bike path connection to Middletown
  - Increased signage and information for transit routes in Portland
  - Safer crosswalks across Route 66 for access to grocery store, downtown, schools, and the library
  - Install separated bike lanes and safer places to walk on entire length of Route 66
  - Air Line Trail to parallel or cross Route 66 in the future
  - Add barrier to separate bikes and vehicles on Route 66; maybe use delineators on bridge
  - Bike carriers on buses on route
  - Air Line Trail head at Keegan property and safe passage across Route 66 (at the Winchester)
  - Sidewalks from Main Street to Route 17; no need beyond Route 17

Station 3: Land Use and Development

- Issues:
    - Development needs accessible underground utility services including gas, water, sanitary sewer
    - Underground overhead facilities wherever possible to improve the reliability of the system
- Ideas:
    - Would like to have oil tanks adjacent CT River removed and replace with public swimming pool or restaurant
    - Gear improvements toward tourism
    - More hotels, museums, art and dance
    - Teens and seniors need access to shopping areas
    - Public access to Lake Pocotopaug
    - Make road attractive to tourists and elevate town pride
    - Strip mall possible west of Payne Blvd/ Middle Haddam Rd; prime for development east of Payne Blvd
    - In general, create small malls to reduce business access points along Route 66. Less curb cuts
    - Re-use historic homes for businesses
    - Consider aesthetics for new strip malls; also improve aesthetics of Route 66 to attract more businesses (narrow lanes, bike lanes, sidewalks)
    - Assisted living community near Gospel Lane – need to bring water and sewer to this area
    - Need to encourage farming and agri-tourism businesses where appropriate
    - Need a mix of growth industries to have a mix of current and new industries
    - Improve infrastructure from Main St to Route 17 to create cost-sharing partnerships for more retail, service, small financial buildings
    - Need more affordable housing
    - Need to protect Air Line Trail areas
    - Need to retain charm of Portland
    - Would like a Trader Joe's store or similar

- Need more recreation not geared towards alcohol and gambling; would like to see music, art and dance outlet
- Pesticide use near Lake Pocotopaug impacts algae blooms

Economic Development Commission
Town of Portland, CT
33 East Main Street / P.O. Box 71
Portland, CT 06480-0071
Phone: 860-342-6727
Fax: 860-342-6787
landuse@portlandct.org
www.portlandct.org

June 14, 2018

To: Chris Granatini, PE, Tighe & Bond

From: Elwin Guild, Chairman EG

Subject: Consideration of Alternative Routing Proposal as Part of Route 66 Corridor Study

Portland's Economic Development Commission requests that you include in your evaluation a proposed alternative routing of Route 66. Portland's long term development goal has been the establishment of a town center which is dependent upon completion of the proposed alternative routing of Route 66.

The particulars of the concept plan include:

- Installation of an east bound exit ramp from the Arrigoni Bridge to thru traffic lanes constructed along Wolcott Avenue linking to the Airline rail bed;
- Construction of a two lane rotary at Marlborough and High Streets intersecting with the Airline rail bed;
- Construction of a single lane roundabout at Main and Marlborough Streets.

As you evaluate the rerouting of Route 66, please consult with David Elder and William Britnell of the Department of Transportation's Planning and Engineering Divisions, respectively. Over a two year period both have provided positive reviews of the proposal and pointed to the need for a Route 66 Corridor Study as the next step in the rerouting process. The EDC is ready to assist throughout the analysis process.

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting #2
June 14, 2018

Name	Representing	E-Mail
Kevin Kuhr	East Hampton Pt2	Kevinkuhr@hotmail.com
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Mary Dickerson	Town of Portland	mdickerson@portlandct.org marydickerson@yahoo.com
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Bob Herrm	Portland C.S.G	rjherrm87@comcast.net
Kathy Herrm		—
DAVE BERTHIAUME	Portland C.S.G.	dvberthiaume@gmail.com
Doug & Rose DeBaise	Self	
Rick Sharr	Bos + self	rsharr51@aol.com
Matt Stoutz	Tighe + Bond	mstoutz@tighebond.com
Jianhong Wang	Tighe + Bond	jwang@tighebond.com
Chris Granatini	~~[illegible]~~ Tighe + Bond	COGranatini@tighebond.com

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting #2
June 14, 2018

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Elwin Guild	EDC	"
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Susan Bransfield		
Amy + Fred Knows	self	
Angela Hammond		hammonda25@gmail.com
Laurel Bonham-Duvall		laurel.duvall@gmail.com

Route 66 Corridor Planning Study
Portland & East Hampton

Public Information Meeting-
Portland Session

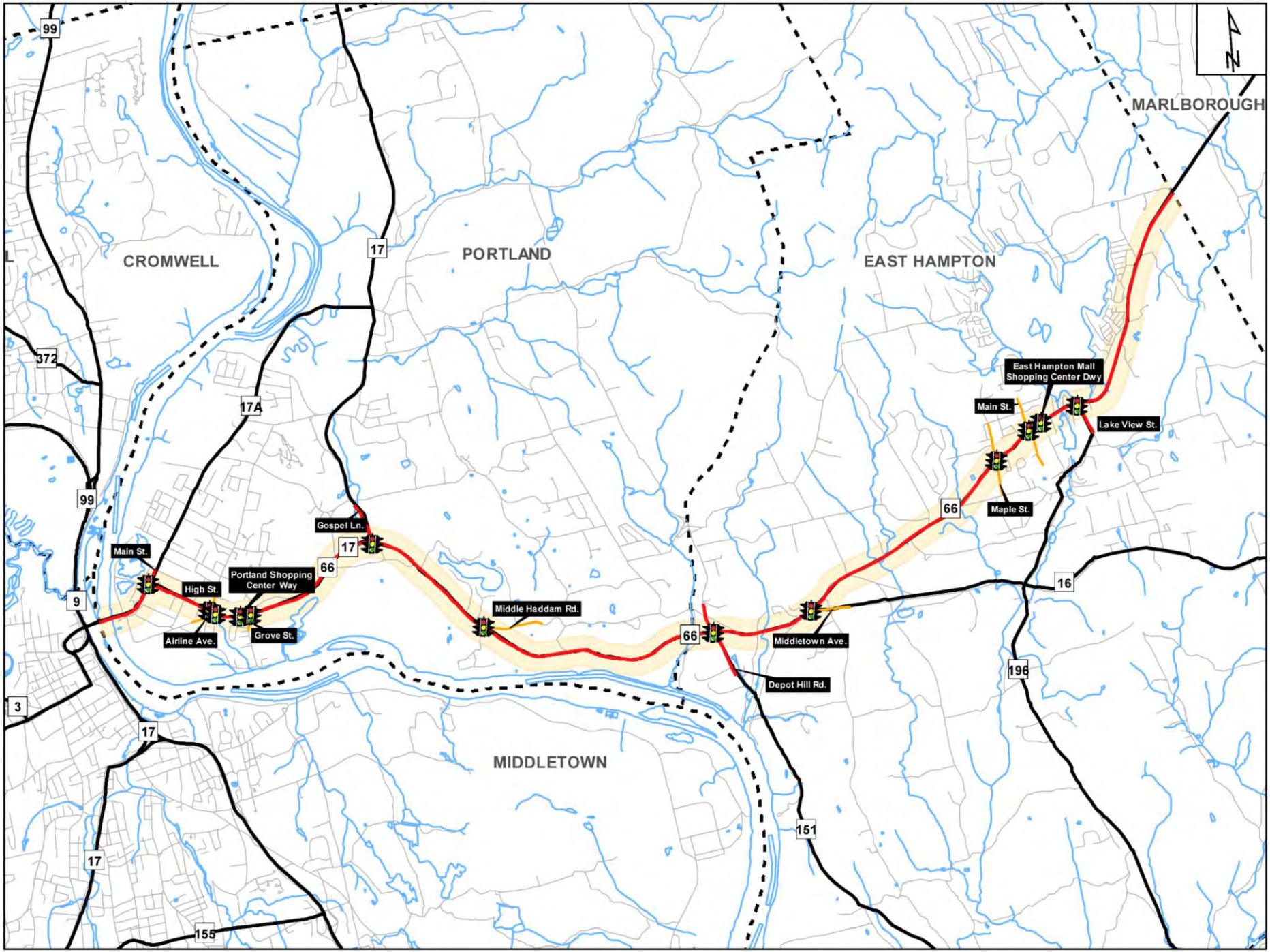
ROUTE 66
CORRIDOR STUDY
PORTLAND - EAST HAMPTON

June 14, 2018

Tighe&Bond

Public Information Meeting Goals

- Receive Feedback from YOU!
- Begin to Understand Local Issues and Experiences in the Study Area
- Identify Important Issues and Deficiencies to Mitigate
- Develop a Study Vision to Guide the Study Team



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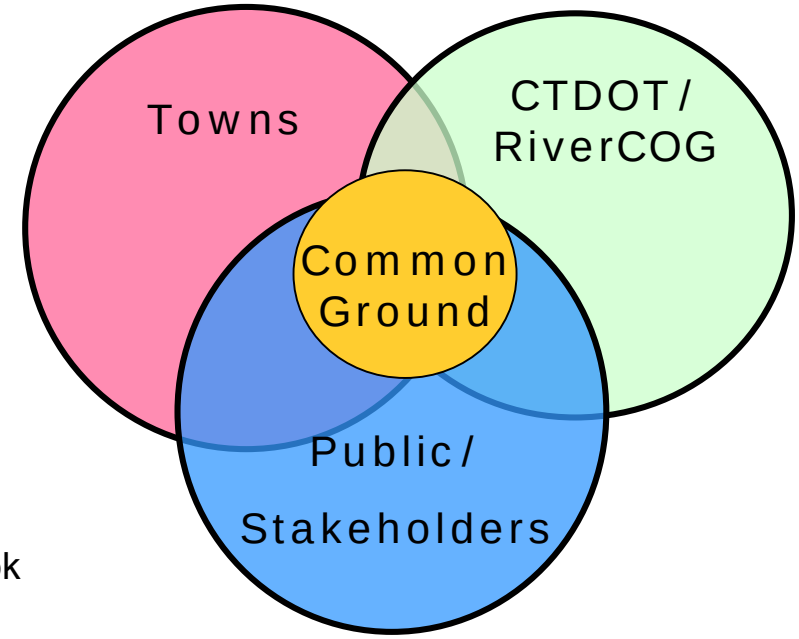

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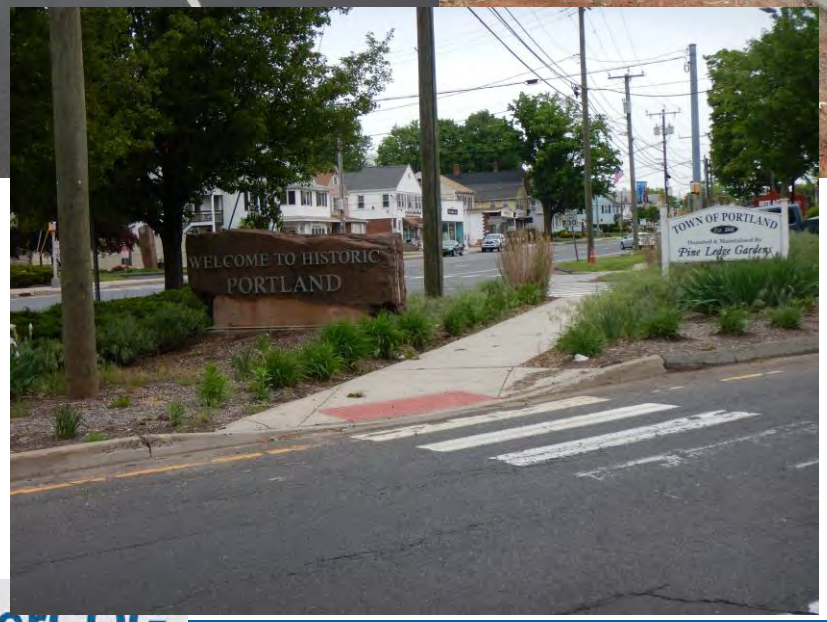

Town of East Hampton Connecticut

Town of Portland Connecticut

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

Route 66 Study Advisory Committee Meeting

TO: Study Advisory Committee

ATTENDEES: See attached sign-in sheet

FROM: Jianhong Wang, PE

DATE: March 11, 2019

On March 7, 2019, the second Route 66 Study Advisory Committee (SAC) Meeting was held at the Portland Town Hall. The following are discussion items from this meeting. A copy of the PowerPoint slides presented at the meeting and the attendance list are attached.

Discussion Items

1. The meeting was opened with introductions. Tighe & Bond provided an introductory summary regarding the progress that has been accomplished.

2. Tighe & Bond provided a presentation on the following topics:
   - Review of existing and historical traffic volumes, travel speeds, collision history, 2020 traffic operations, multi-modal transportation, access management and public engagement survey results
   - Description of projected 2040 traffic volumes and traffic operations in the study area
   - Identification of existing and future areas of concern within the network that should be investigated for potential improvements

3. RKG provided a presentation on the following topics:
   - Review of existing land use and market data in the study area
   - Description of planned future developments, challenges and opportunities, and zoning ideas for each town

4. Tighe & Bond facilitated a discussion on the material covered in the presentation to receive the Committee's comments. The following items were identified by the various committee members:
   - Potential improvements at the Route 66 and Main Street intersection area associated with the OSTA conditions of approval for the proposed Brainerd Place development
     a. Install a new traffic signal at the proposed Brainerd Place development driveway along Marlborough Street (Route 66) with a short signal cycle to reduce vehicle travel speeds from Arrigoni Bridge
     b. Reduce the radius and size of the island at the eastbound Route 66 right turn to Marlborough Street to slow down vehicle travel speeds
     c. Install a RRFB for the pedestrian crossing of the free flow right turn lane from Main Street to Marlborough Street
     d. Provide pedestrian signals, push buttons, and exclusive pedestrian phases at the Route 66/Main Street intersection

e. Pedestrian signal upgrade should be implemented between Main Street and Grove Street due to the proximity of Portland High School and Adams Market

- Potential alternative mode facility improvements to the areas where the sidewalks on the Arrigoni Bridge touch down on Main Street. This area was identified as a safety concern for cyclists and pedestrians and an impediment to these travel modes

  a. Review existing pedestrian activities in the area

  b. Consider dedicating sidewalk to foot traffic on one side of the Arrigoni Bridge and bike traffic on the other side

  c. John Hall from The Jonah Center for Earth and Art will provide bike facility improvement ideas in writing to the Study team

  d. Bicycle facility improvements should be reviewed in the context of the Airline Trail Extension plans to ensure a cohesive bike facility through Portland

  e. Would it be possible to convert the Arrigoni Bridge from four-lane to three-lane with one travel lane in each direction, a center reversable lane, and bike lanes in each direction

- Bus stop locations and bus service plan in the study area

  a. The MAT F Route is currently a "flag-down" service. MAT is looking to convert Route F to designated bus stops with signed bus stops and shelters in select locations.

  b. The locations of designated bus stops will be determined based on input from each town and existing ridership data.

  c. Bus pullout areas are not required along the study corridor.

  d. A designated bus stop with shelter should be considered at Quarry Heights.

  e. Bus service plans for Brainerd Place in Portland and Hampton Woods & Edgewater Hills in East Hampton are needed.

  f. The current bus schedule will be revised to meet the need for the new developments.

  g. MAT will provide the desired shelter design details to the study team.

  h. MAT may consider Dial-a-Ride service from East Hampton to the Park and Ride lot in Marlborough to facilitate transit connection to the CTTransit Route 914 into Hartford.

- Sidewalks on the north side of Route 66, in front of American Distilling in East Hampton, will not be provided on the new bridge, rather wider shoulders will be provided and crosswalks on either side of the bridge will be considered.

- Mid-block crosswalk is needed on Route 66 at Rite Aid driveway in East Hampton.

5. The Towns and RiverCOG will determine the membership of the Community Advisory Committee (CAC) and conduct the first meeting of CAC to gather inputs from key project stakeholders and community members that are directly impacted by operations in the study area.

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Study Advisory Committee – Meeting 2

Name	Representing	E-Mail
Chris Granatini	T&B	cgranatini@tighebond.com
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Sam Gold	River COG	sgold@rivercog.org
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Lisa Seymour	MAT	lseymour@mtdct.org

ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

STUDY ADVISORY COMMITTEE MEETING #2

March 7, 2019

Presentation Team:
Chris Granatini, Tighe & Bond
Eric Halvorson, RKG Associates

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

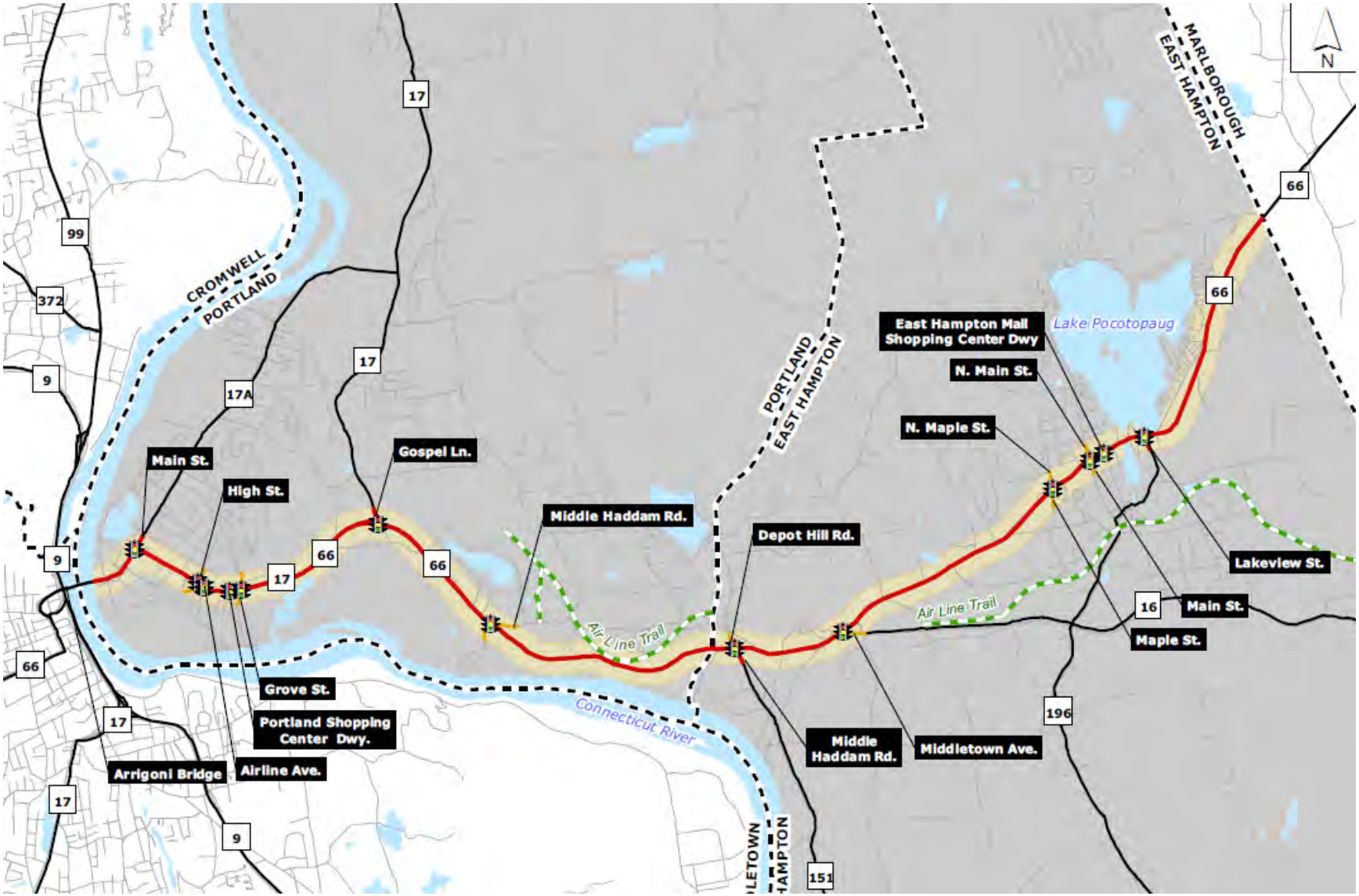
AGENDA

- Review Study Goals & Objectives
- Public Information Meeting 1 & 2
- Data Collection & Existing Conditions Assessment
- Future Conditions Assessment
- Project Schedule / Next Steps
- Open Discussion

STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

STUDY AREA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MARLBOROUGH
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Lake Pocotopaug
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Air Line Trail
Air Line Trail
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Middletown Ave.
Depot Hill Rd.
Middle Haddam Rd.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
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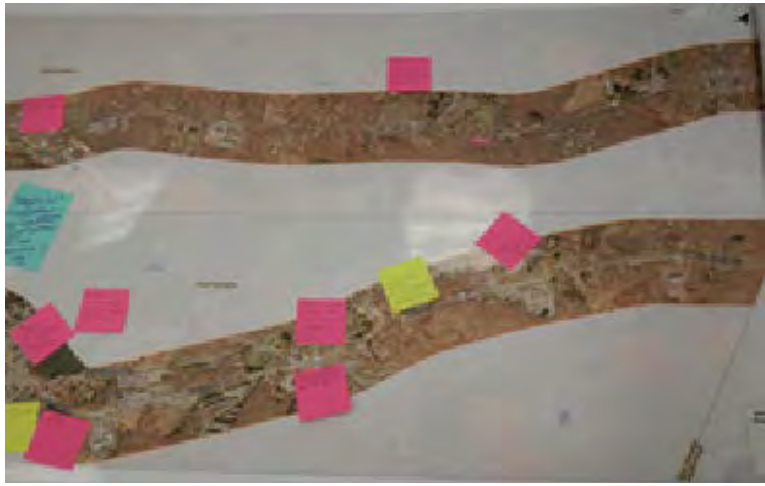
151

PUBLIC INFORMATION MEETING 1 & 2



- **Meeting Dates**
  - June 12, 2018, East Hampton MS
  - June 14, 2018, Portland Library
- **Goals**
  - Introduce Study to Public
  - Gather Public Input on Study Objectives and Study Area Needs and Deficiencies
- **Public Engagement Workshops**
  - Traffic and Safety
  - Land Use and Development
  - Alternative Modes and Facilities
- **45 Public Attendees**

DATA COLLECTION & EXISTING CONDITIONS

- **Base Mapping/Aerial Imagery Data (GIS)**
- **Field Visits**
  - Traffic Conditions
  - Signs and Pavement Markings
  - Traffic Control Equipment
  - Multi-Modal Facilities
- **Traffic Volumes**
- **Travel Speeds**
- **Traffic Safety Review**
- **Alternative Travel Modes**
- **Access Management**
- **Land Use Data**
- **Environmental Data**

TRAFFIC VOLUMES

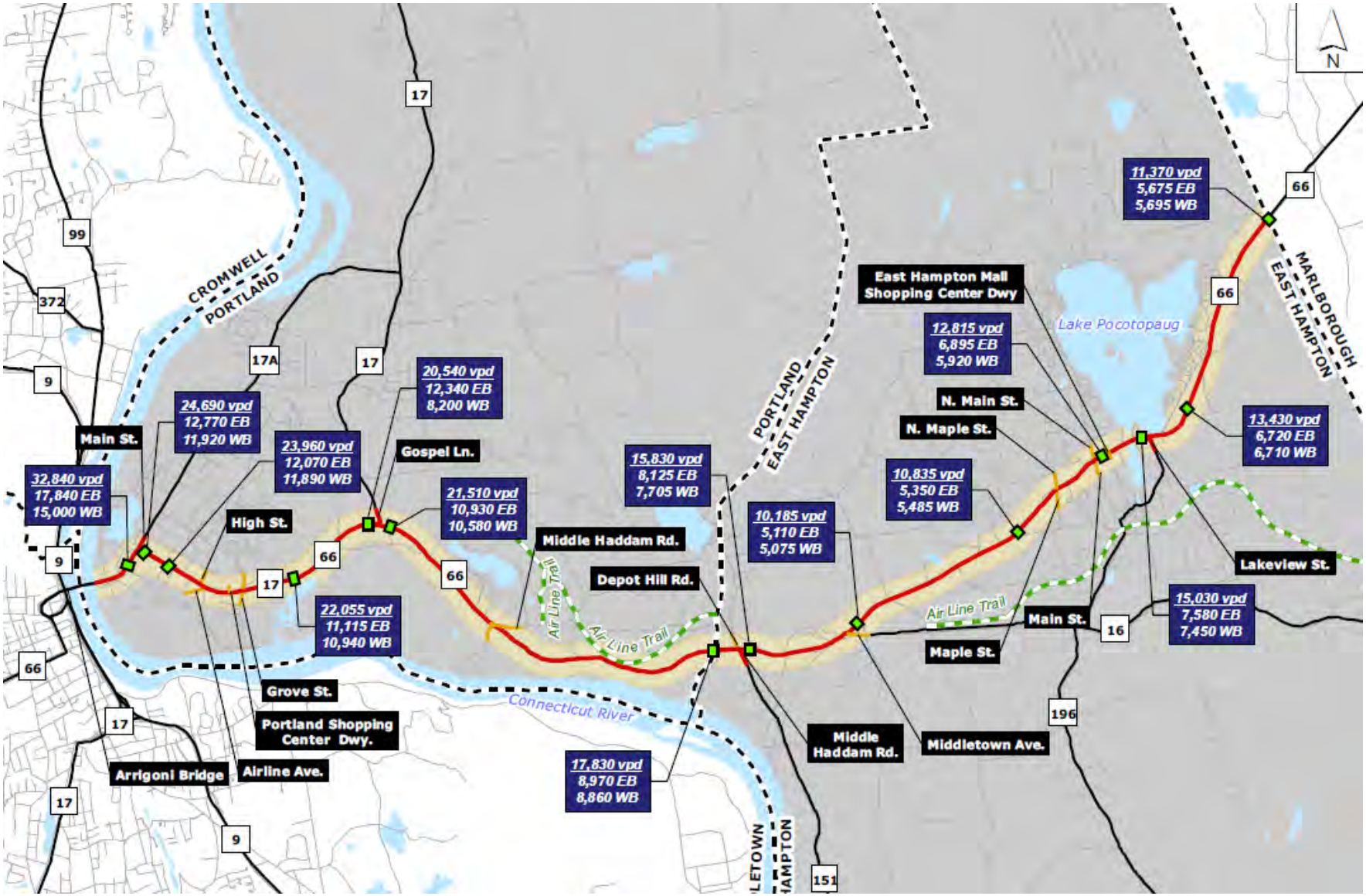
- **Peak Hour Turning Movement Counts (TMC)**
  - 13 Study Area intersections
    - Weekday Morning Peak Hours (7 – 9 AM)
    - Weekday Afternoon Peak Hours (4 – 6 PM)
- **Automatic Traffic Recorder Counts (ATR)**
  - Directional Volumes and Speeds at 14 locations
- **CTDOT Historical Daily Traffic Volume Data**
  - Triennial 24 hour ATR counts between 2003 and 2015
- **CTDOT Historic Peak-Hour Directional Traffic Volume Data**
  - Directional peak-hour traffic flow between 1991 and 2009 at Portland Count Stations

TURNING MOVEMENT VOLUMES

- **2020 Corridor Peak Hour Traffic Volumes Developed based on 2018 Existing Peak Hour Traffic Volumes**
  - CTDOT reviewed and approved
  - 0.7 and 1.2 percent per year volume growth in Portland and East Hampton, respectively

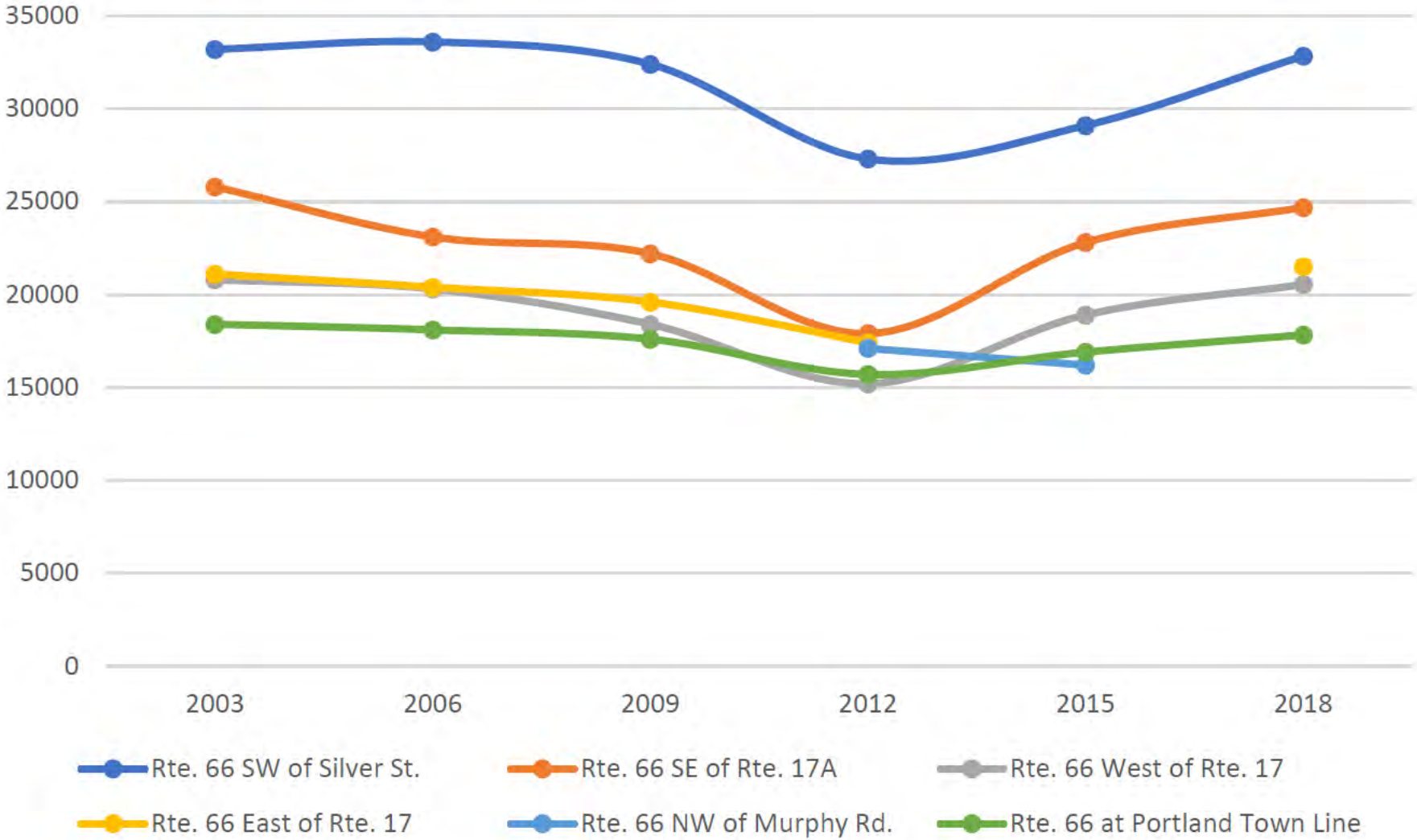
- **Heavy Commuter Through Traffic**
  - Westbound During Weekday Morning Peak Periods
  - Eastbound During Weekday Afternoon Peak Periods

AVERAGE DAILY TRAFFIC

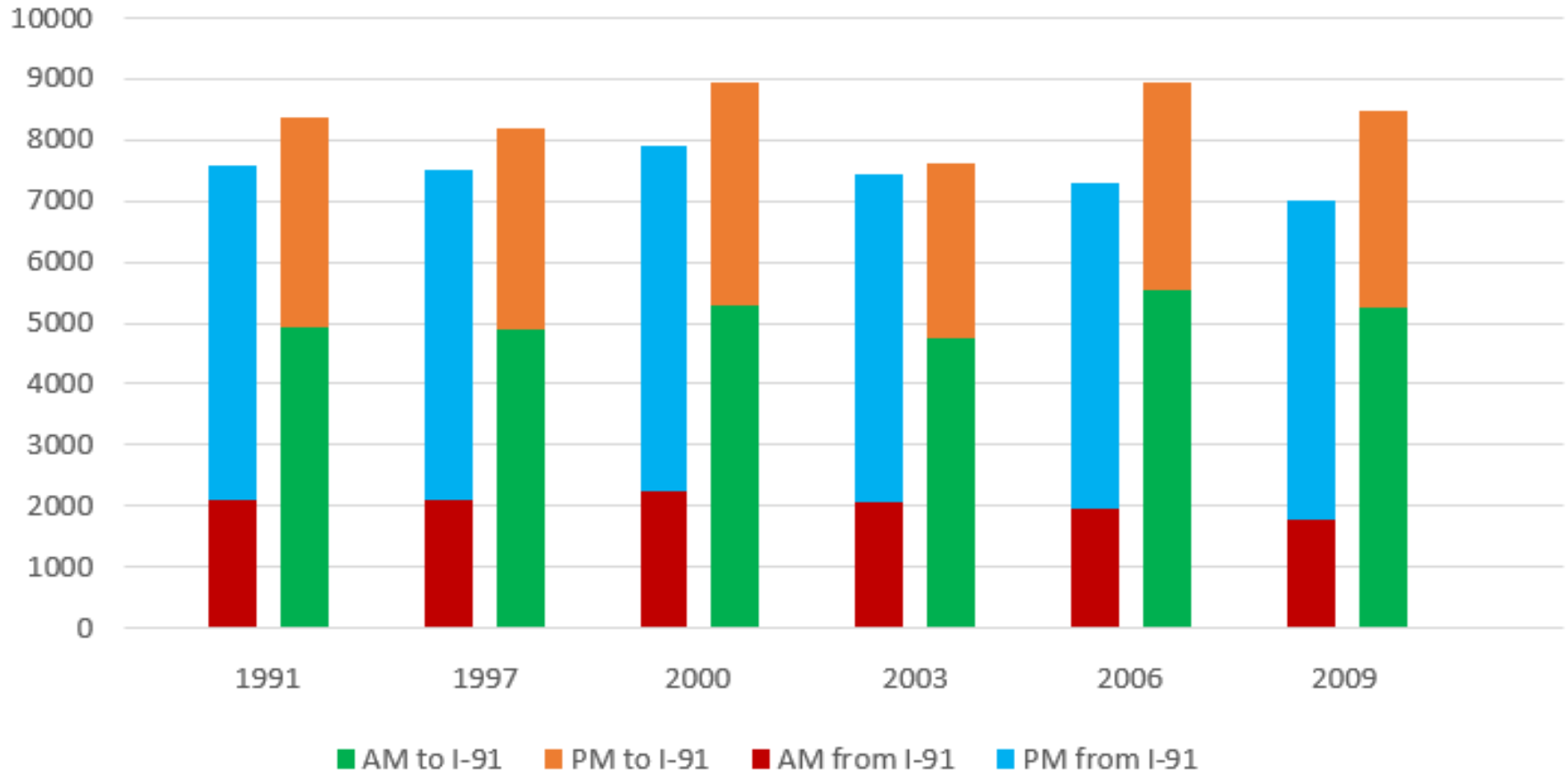


EAST HAMPTON HISTORICAL ADT

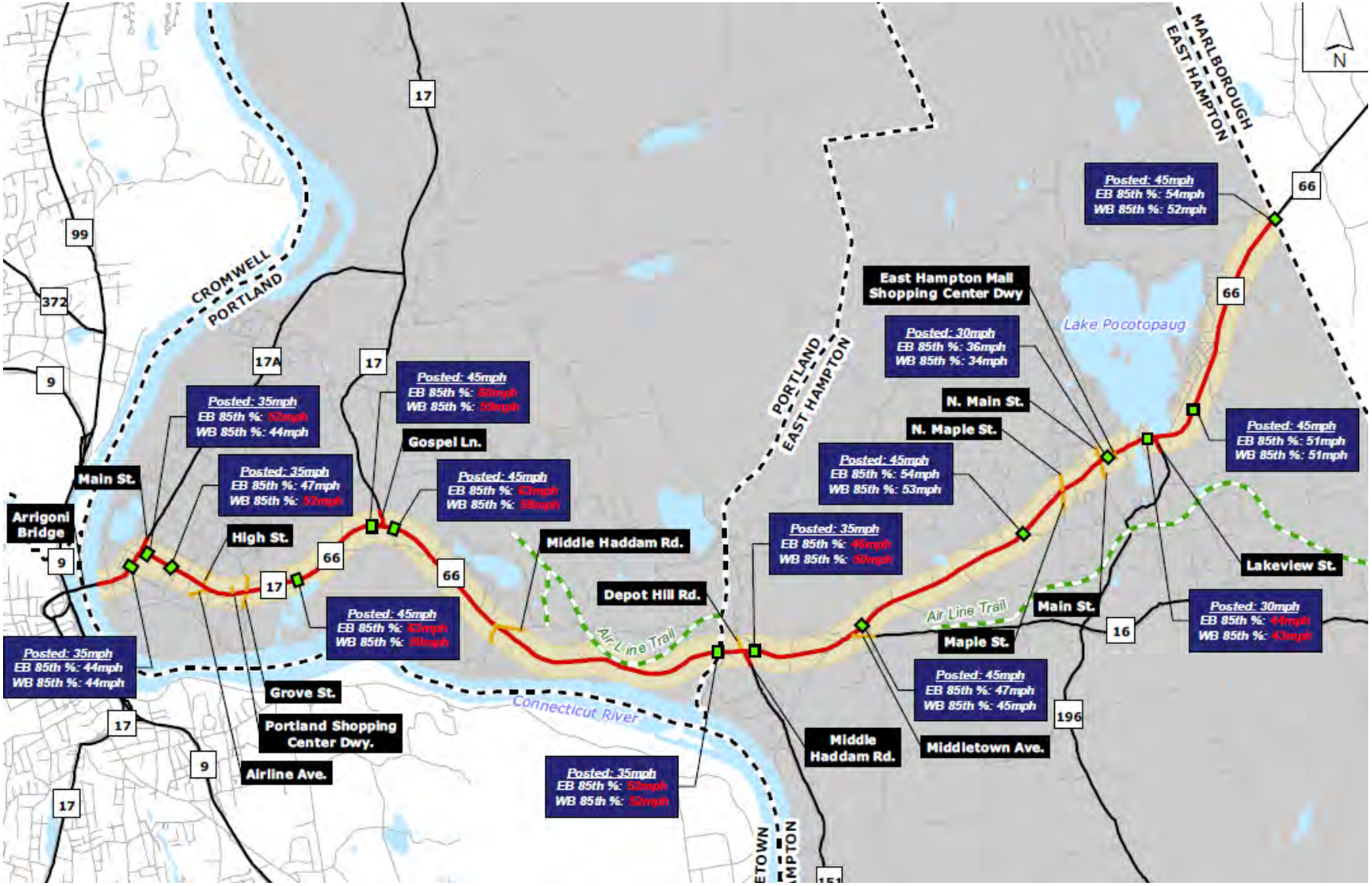
HISTORICAL AVERAGE DAILY TRAFFIC



HISTORIC PEAK-HOUR DIRECTIONAL TRAFFIC



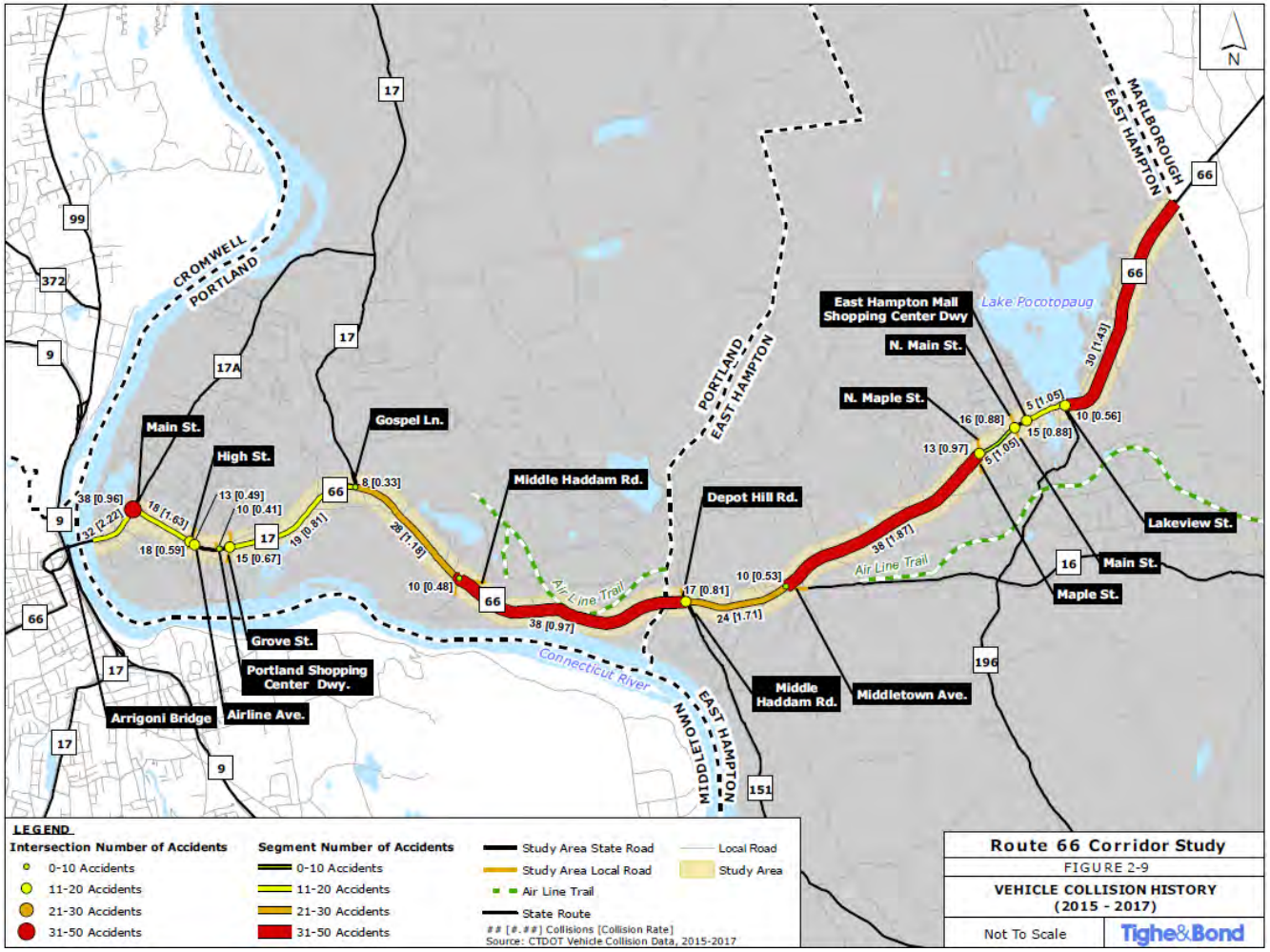
TRAVEL SPEEDS



Tighe&Bond

TRAFFIC SAFETY REVIEW (2015-2017)

- **455 Crashes: 52% rear-end; 17% angle; 13% fixed-objects**
- **97% property damage only; 2% injuries, 1% fatality**



TRAFFIC SAFETY – ALTERNATIVE MODES

- **One (1) Collision Involving Pedestrians**
- **Three (3) Collisions Involving Bicyclists**

Pedestrians and Bicyclists Collisions Summary

Date	Type	Location	Contributing Factor	Injury
9/4/2015	Bicycle	Route 66 at Arrigoni Bridge (EB approach)	Unknown	Possible Injury
3/27/2016	Bicycle	Route 66 at Maple Street	Unknown	Suspected Minor Injury
5/25/2016	Bicycle	Route 66 at Mallard Cove	Unsafe Use of Highway By Bicyclist	None
9/4/2016	Pedestrian	Route 66 at North Main Street	Work Zone	Suspected Serious Injury

PORTLAND ROAD SAFETY AUDIT - 2016

- **Main Street from Arrigoni Bridge to Route 66 Intersection**

Safety Issues	Recommended Improvements	Implementation
There is overgrown vegetation at the northeast corner of the intersection blocking the pedestrian push button and the town's welcome sign	Trim overgrown vegetation at the intersection of Main Street and Route 66 to increase visibility	Short-Term
Vehicles entering the Village Center area from the Arrigoni Bridge travel fast because of the curve and downhill slope of the bridge	Coordinate with neighboring towns to share radar speed control signs to enforce vehicle speeds on the Arrigoni Bridge; Potential parking police cruiser on the triangular channelizing island at the intersection to reduce vehicle speeds entering the Village Center area	Short-Term
	Evaluate feasibility of installing traffic signal near the Arrigoni Bridge ramp	Long-Range
Vehicles traveling north have a hard time turning left into Quarry Heights because the signal doesn't have a dedicated green arrow; The southbound lane also blocks this driveway due to the location of the stop bar; Emergency vehicle access is a challenge	Move the stop bar further back before the entrance to Quarry Heights for southbound traffic; Consider adjusting traffic signal to include a green arrow phase for vehicles turning left into Quarry Heights	Medium-Term
The crosswalk at the Arrigoni Bridge and Lower Main Street is located on a curve and slope and has limited visibility for both pedestrians and motorists	Install advanced warning signs ahead of crosswalks	Short-Term
	Realign crosswalk at Lower Main Street near the Arrigoni Bridge to improve visibility; Evaluate feasibility of a pedestrian bridge near Arrigoni Bridge	Long-Range
Numerous driveways along Main Street contribute to conflicting turning movements and traffic flow	Evaluate developing access management plan to consolidate commercial driveways on Main Street and Route 66	Long-Range
Pedestrian signals for Main Street crosswalk are not ADA compliant and there are no pedestrian signals for Route 66 crosswalk at the intersection	Upgrade all pedestrian crossings to be ADA compliant including tactile warning strips and pedestrian countdown and audible signals; Potential pedestrian signals and push buttons for Route 66 crossings at the intersection	Medium-Term

2020 TRAFFIC OPERATIONS

- **Two Analysis Periods**
  - Morning Peak Hour (7:15 – 8:15 AM)
  - Afternoon Peak Hour (4:30 – 5:30 PM)
- **Synchro 10 Traffic Analysis Software**
- **Traffic Model Inputs**
  - Balanced Intersection Turning Movement Counts
  - Existing Traffic Signal Timings
  - Intersection Geometry / Lane Use
- **Analysis Results**
  - Level of Service (LOS): Average Delay (sec), A – F Grading System
  - v/c ratio: volume carried versus total capacity
  - Queue – Length of Vehicles stopped at Intersections by Lane

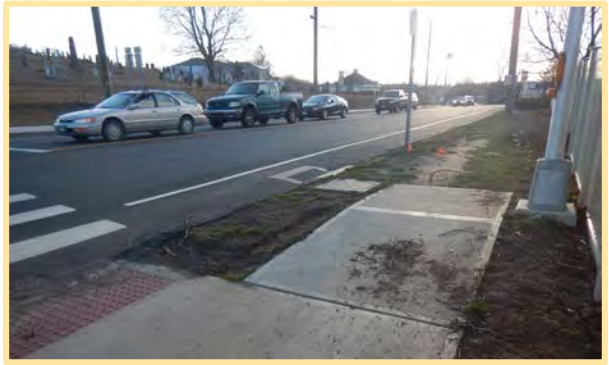
LEVEL OF SERVICE

- ***LOS A*** - Little to no delay
- ***LOS B*** - Desirable conditions with relatively low delay

LOS A/B

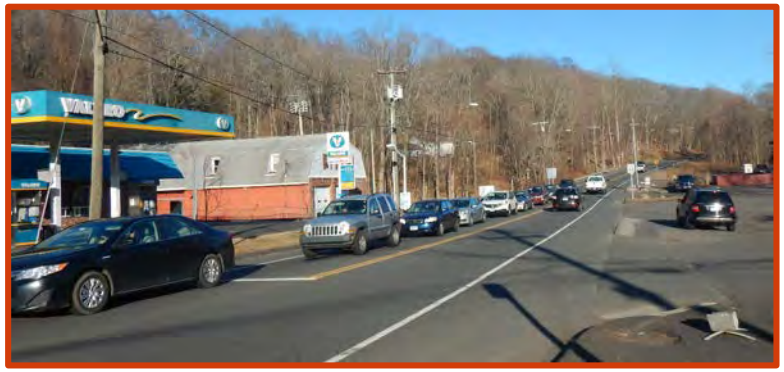
- ***LOS C*** - Conditions with average delays
- ***LOS D*** - Influence of congestion more noticeable, delays still acceptable

LOS C/D

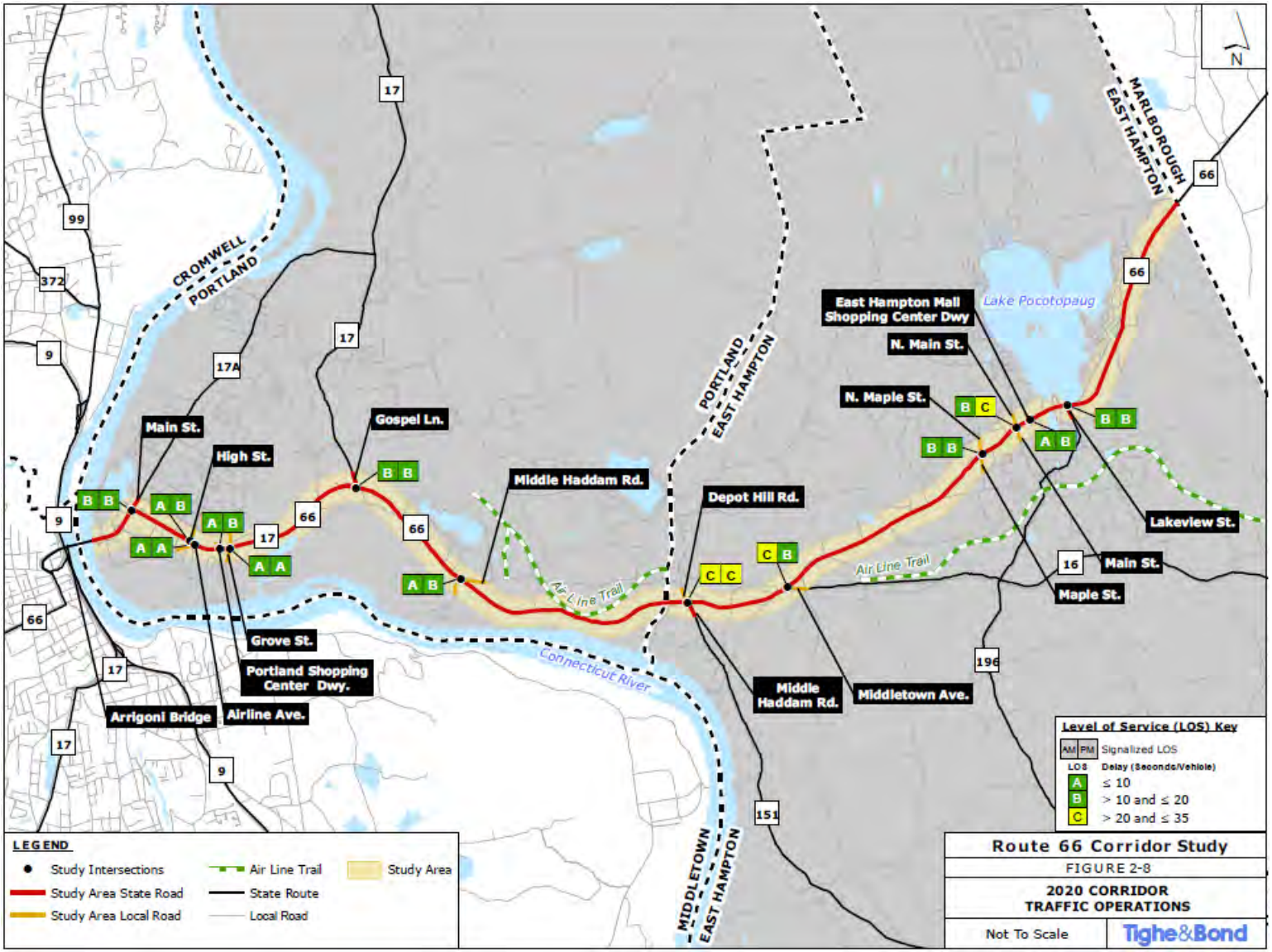


- ***LOS E*** - High delay values, considered by many agencies to be the limit of acceptable delay.
- ***LOS F*** - Unacceptable to most drivers with high delay; arrival rates exceed the capacity.

LOS E/F



2020 TRAFFIC OPERATIONS



MULTI-MODAL TRANSPORTATION

- **Bike/Ped/Transit Infrastructure**
  - Discontinuous sidewalk network
  - Limited pedestrian signals, crosswalks and ADA ramps
  - Bicycle facilities not available except Airline Trail
  - MAT Route F bus stops or waiting areas not designated; lack of bus stop amenities
- **Airline Trail Usage**
  - 62,415 total uses in 2017
  - Average of 171 users/day

ACCESS MANAGEMENT

- **Main Street to Gospel Lane, Portland**
  - 2 miles long: 6 signals; 7 side streets; 75 driveways
- **Maple Street to Lakeview Street, East Hampton**
  - 0.84 miles long: 4 signals; 5 side streets; 51 driveways
- **Existing Driveway Deficiencies:**
  - Closely spaced
  - Poorly delineated
  - Redundant driveways
  - Potential egress/ingress conflicts
- **Opportunities:**
  - Improve inter-parcel connectivity
  - Consolidate driveways
  - Delineate driveways

PUBLIC ENGAGEMENT SURVEY RESULTS

- **Survey Monkey Online Survey – 23 Questions**
- **Link Distributed via Business Cards, Social Media, Etc.**
- **Probed Questions Related to**
  - Commuting Trends
  - Recreational Uses
  - Travel Modes
  - Airline Trail
  - Transit
  - Land Use
- **Select Summary of Responses**

Q6: How do you use Route 66 in Portland and/or East Hampton (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Commuting to the west in the direction of Middletown	61.51%	358
Commuting to the east in the direction of Marlborough	58.93%	343
Recreation/Exercise	26.29%	153
Shopping/Local Errands	86.77%	505
Waiting for Bus	0.86%	5
Walk or Bicycle	11.86%	69
Walking to School	0.34%	2
Driving to School	7.39%	43
Going to Community Activities	45.02%	262
Traveling to Route 2 for Regional Desitinations	71.82%	418
Travelling to Route 9 and I-91 for Regional Destinations	73.71%	429
Total Respondents: 582		

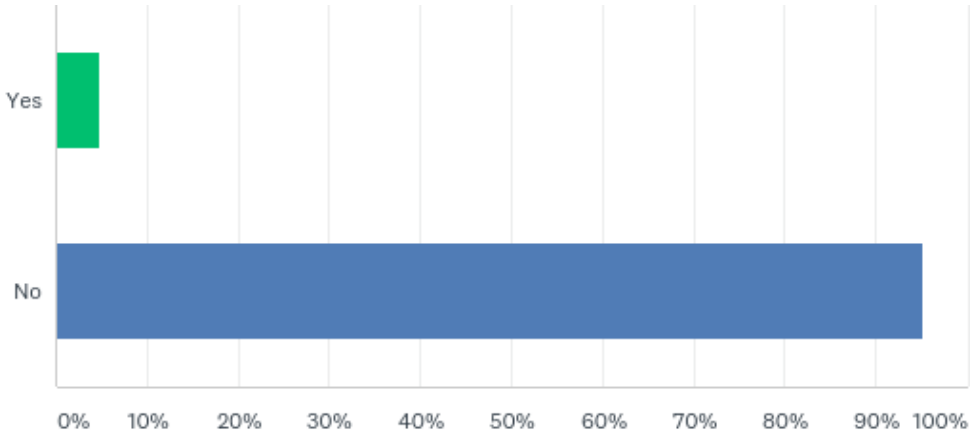
Q7: How do you travel on Route 66 (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Personal vehicle (Car/Truck)	99.48%	579
Motorcycle	9.62%	56
Bicycle	8.08%	47
Bus	0.86%	5
Walk	11.34%	66
Tractor Trailer	0.86%	5
Work Vehicle	6.36%	37
Rideshare/Carpool	2.23%	13
Total Respondents: 582		

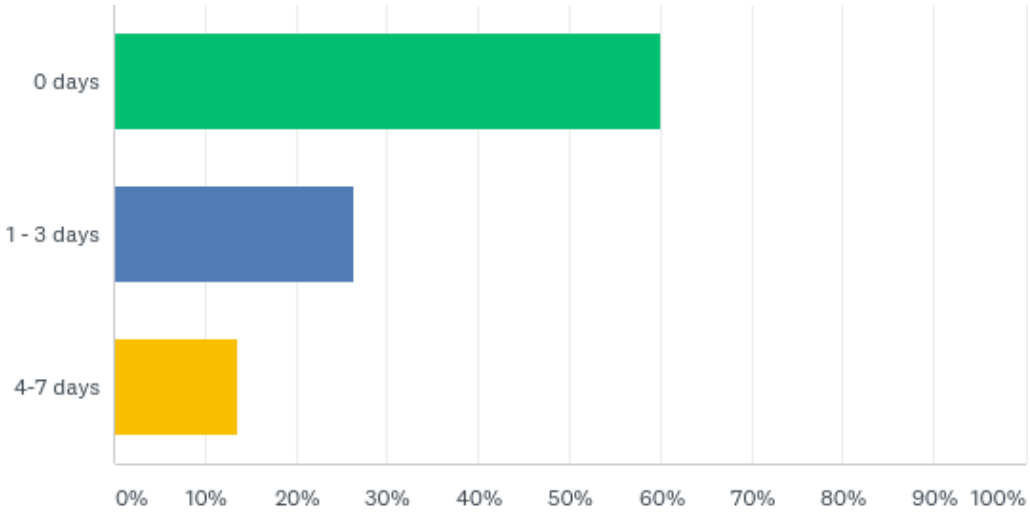
Q9: If you answered "Commuting to the east in the direction of Marlborough", do you utilize the Park and Ride at Route 2 - Exit 12 and ride the commuter bus to Downtown Hartford

Answered: 377 Skipped: 240



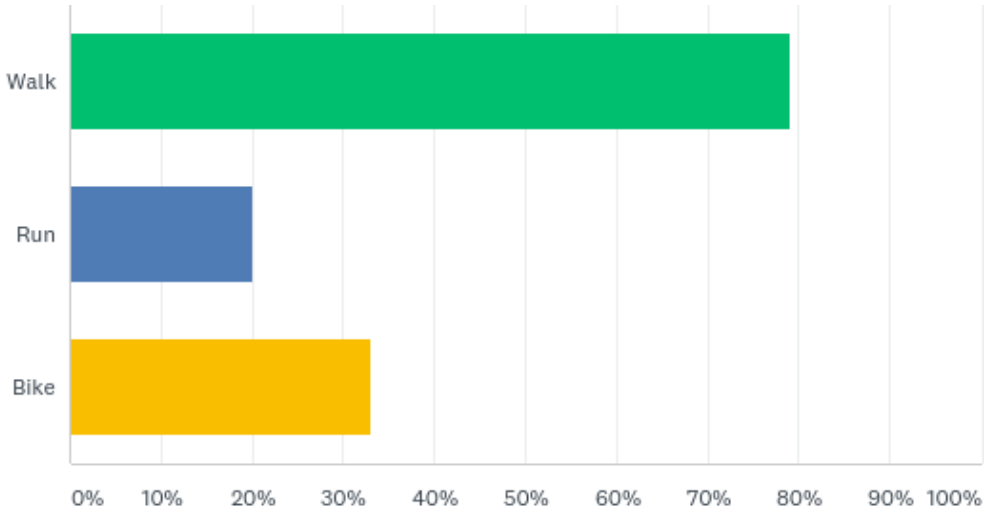
Q11: How many days a week do you use Route 66 for Fitness/Recreation

Answered: 511 Skipped: 106



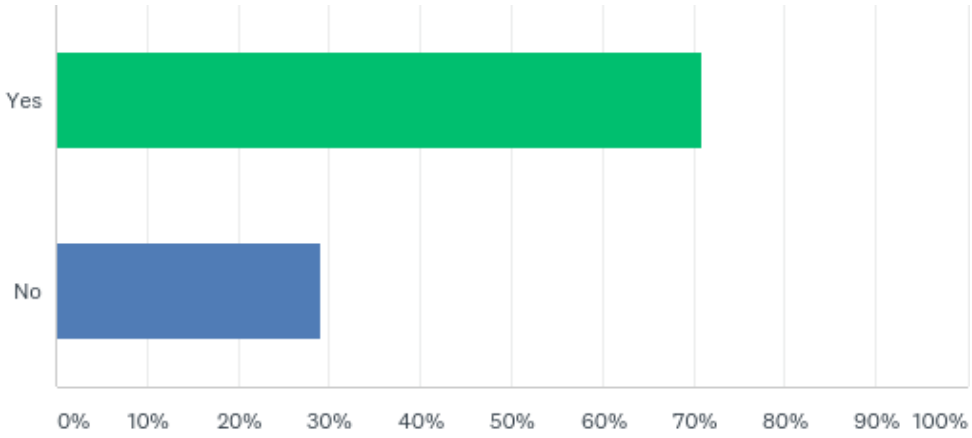
Q12: What forms of exercise? (Check all that apply)

Answered: 239 Skipped: 378



Q13: Do you use the Airline Trail?

Answered: 522 Skipped: 95



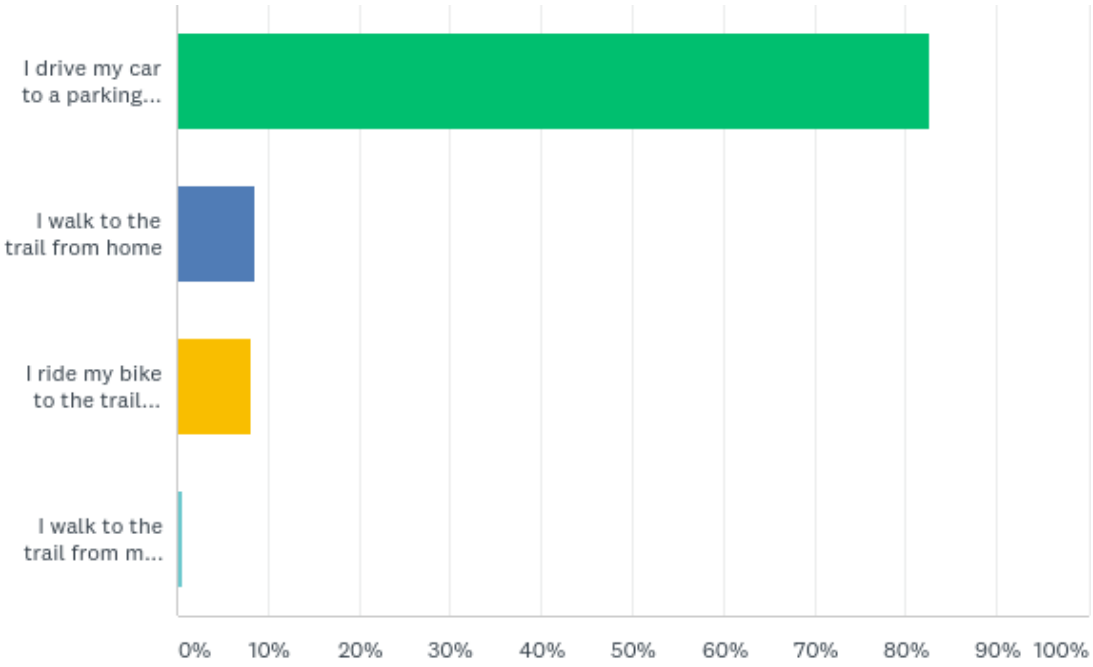
Q14: When weather permits I use the Airline Trail

Answered: 522 Skipped: 95

ANSWER CHOICES	RESPONSES	
Never	24.14%	126
A few times a year (0-5 times a year)	39.46%	206
Monthly (5-10 times a year)	16.48%	86
A few times a month (10-20 a year)	8.24%	43
Frequently (over 20 times a year)	11.69%	61
TOTAL		522

Q15: How do you get to the Airline Trail

Answered: 419 Skipped: 198



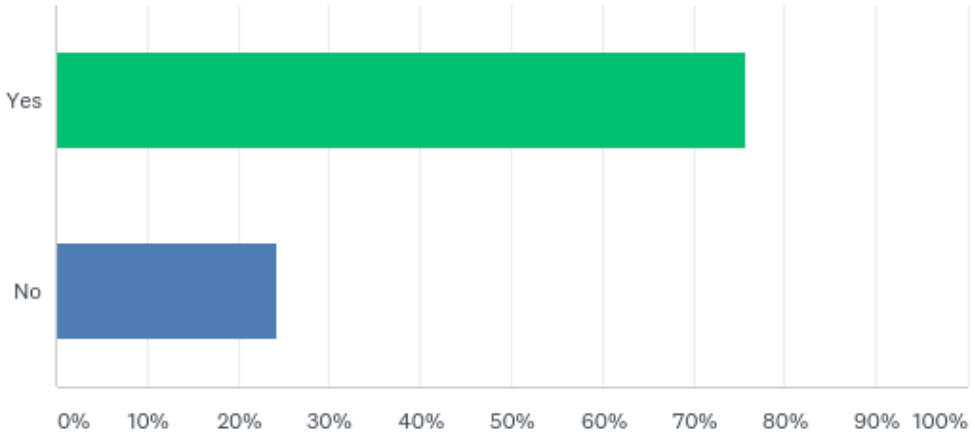
Q18: Please rank the following statements as they relate to the Airline Trail in the Study Area

Answered: 522 Skipped: 95

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
The Airline Trail lacks enough parking which discourages use.	6.51% 34	30.65% 160	38.89% 203	21.07% 110	2.87% 15	522
The Airline Trail should be connected through East Hampton to the new segment of the trail in Portland	2.49% 13	1.15% 6	20.88% 109	33.72% 176	41.76% 218	522
The Airline Trail should be extended through Portland and connect to the Arrigoni Bridge	3.45% 18	4.60% 24	30.46% 159	27.78% 145	33.72% 176	522
If the Airline Trail was built as a wide paved path next to the roadway in some sections I would use it.	8.05% 42	7.66% 40	31.80% 166	35.82% 187	16.67% 87	522

Q19: Do you know that Middletown Area Transit operates bus service between East Hampton and Downtown Middletown (F Route)?

Answered: 512 Skipped: 105



Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
If more frequent bus service was provided, I would consider taking the bus towards Downtown Middletown	26.56% 136	28.71% 147	28.32% 145	11.52% 59	4.88% 25	512
If bus service was provided, I would consider taking the bus towards the Park and Ride in Marlborough to commute to Hartford	25.39% 130	29.88% 153	32.81% 168	8.01% 41	3.91% 20	512
Bus shelters and bus stop signs should be installed at marked stops and improved to encourage more bus travel.	7.23% 37	7.81% 40	29.69% 152	41.80% 214	13.48% 69	512

Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
Bus service should be discontinued if it is too expensive to operate	9.96% 51	30.86% 158	33.40% 171	17.19% 88	8.59% 44	512
Bus service should be maintained to serve citizens that rely on it regardless of the cost	7.42% 38	13.67% 70	27.93% 143	36.52% 187	14.45% 74	512

Q21: What types of uses and development would you like to see more along Route 66 in Portland? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	73.09%	364
Professional Offices (medical, lawyer, accountant, etc)	30.92%	154
Larger-Scale Corporate Offices	13.05%	65
Light Industrial/Manufacturing	17.47%	87
Single-Family Residential	10.44%	52
Multi-Family Residential (Townhomes, Condos, Apartments)	12.05%	60
Mixed-Use (residential above first floor commercial)	27.51%	137
No New Development in Town	18.88%	94
Other	5.42%	27
Total Respondents: 498		

Q22: What types of development would you like to see/see more of along Route 66 in East Hampton? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	69.48%	346
Professional Offices (medical, lawyer, accountant, etc)	31.33%	156
Larger-Scale Corporate Offices	11.65%	58
Light Industrial/Manufacturing	19.28%	96
Single-Family Residential	9.04%	45
Multi-Family Residential (Townhomes, Condos, Apartments)	10.64%	53
Mixed-Use (residential above first floor commercial)	26.71%	133
No New Development in Town	23.69%	118
Other	4.62%	23
Total Respondents: 498		

Q23: What types of uses would you like to see/see more of along the Route 66 Corridor outside of the two downtowns? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	62.65%	312
Professional Offices (medical, lawyer, accountant, etc)	34.94%	174
Larger-Scale Corporate Offices	17.27%	86
Light Industrial/Manufacturing	22.69%	113
Single-Family Residential	10.64%	53
Multi-Family Residential (Townhomes, Condos, Apartments)	13.25%	66
Mixed-Use (residential above first floor commercial)	22.09%	110
No New Development in Town	20.48%	102
Other	4.02%	20
Total Respondents: 498		

POPULATION AND EMPLOYMENT

- **Population**
  - Combined population of 22,000
  - Increased 2.4% since 2000.
  - Population is aging, 60% increase in 65+ age group since 2000.
  - 20% decrease in residents ages 24-44.

- **Households**
  - Number of households expected to increase 8% over the next five years.
  - Household income has increased substantially in both towns. 41% increase since 2000.

- **Employment**
  - 800 more jobs in 2017 than in 2013.
  - Unemployment near 5%.

MARKET DATA

- **Housing**
  - 75% of housing is owner-occupied in both towns
  - Projected to add about 650 new housing units through 2022
  - Sale prices rose since 2010. 5% in East Hampton, 2% in Portland.
  - Multi-family rents in the $1.00 to $1.30 PSF.

Acreage by Land Use Designation					
	East Hampton			Portland	
	Acres	% of Total		Acres	% of Total
Residential	641	47%		317	26%
Commercial	122	9%		170	14%
Industrial	3	0%		63	5%
Mixed-Use	1	0%		11	1%
Vacant Land	452	33%		237	19%
Other (institutional, open space, etc.)	146	11%		425	35%
Total	**1,365**	**100%**		**1,223**	**100%**

Source: Tighe & Bond, Town Assessors

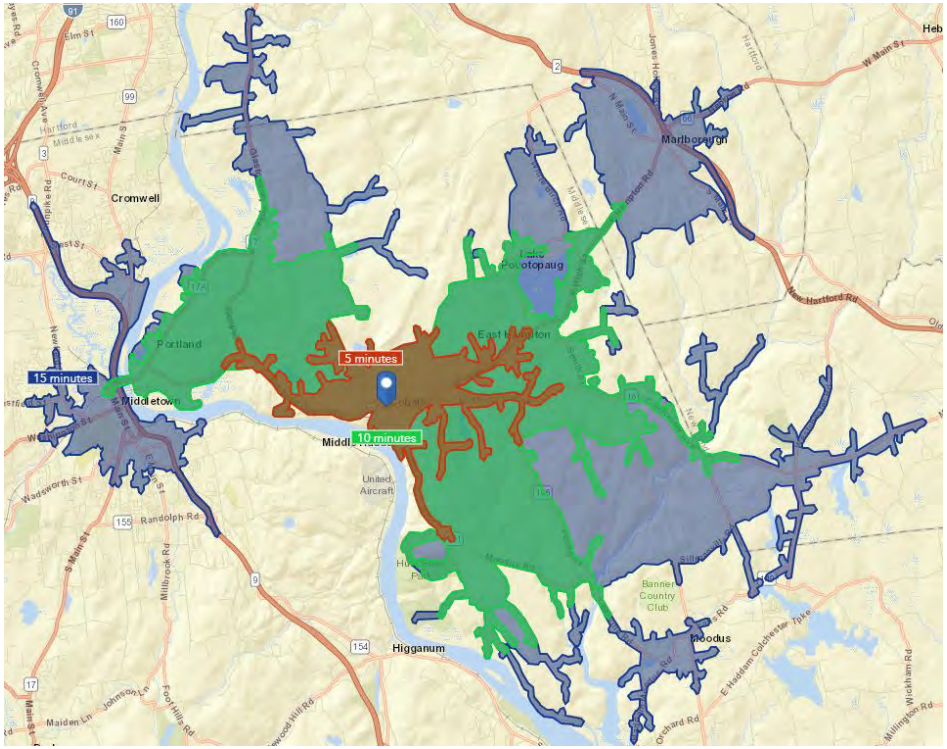
- **Office**
  - Limited office market, rents average $6 to $11 PSF.

Industrial

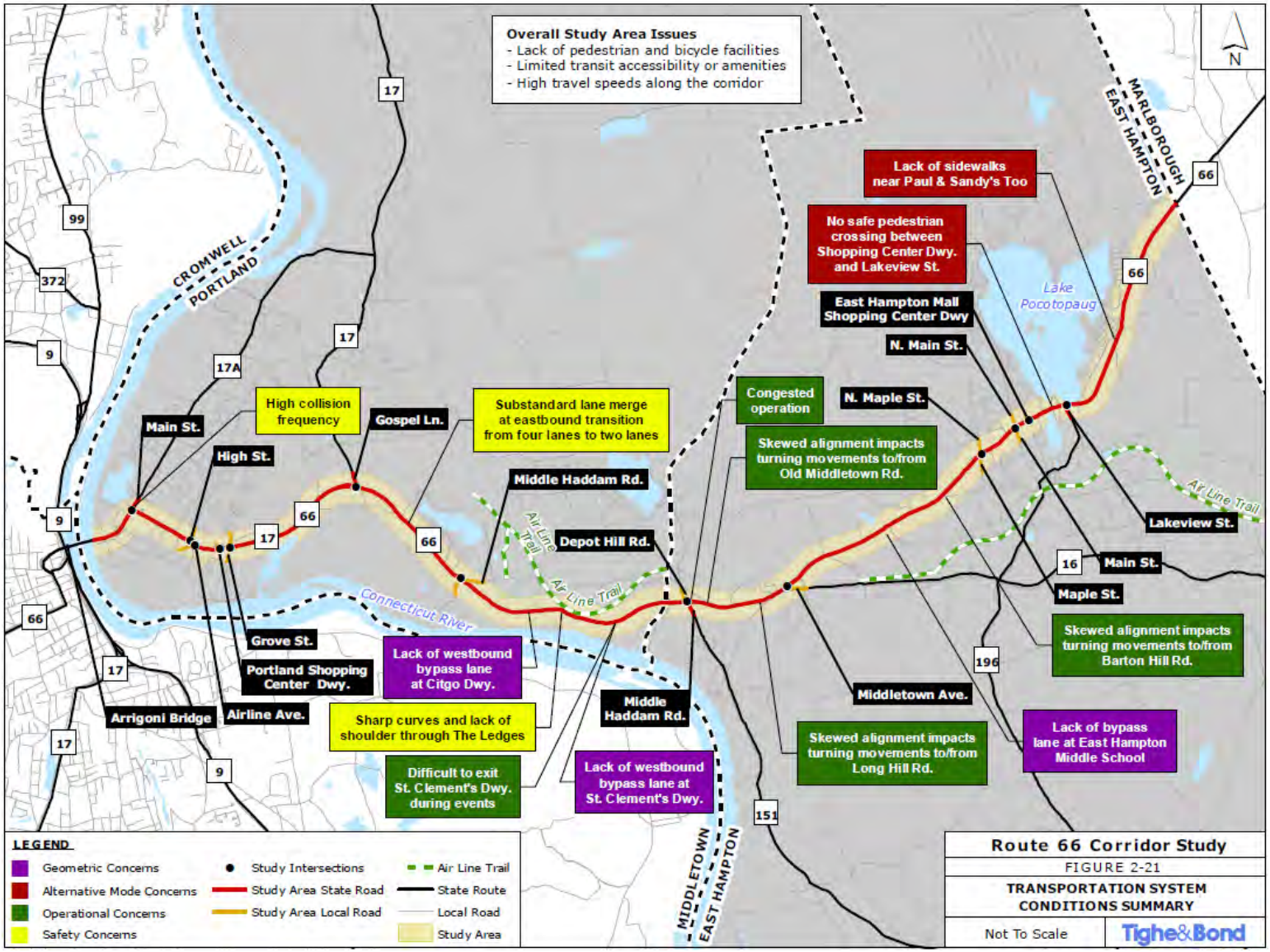
- Both towns have industrial parks.
- Smaller scale industrial has been popping up along Route 66.
- Rents in the $5 to $7 PSF range.

MARKET DATA

- **Retail**
  - Within 10-minute drive time of corridor there are 98 retail businesses equaling 268,000 SF.
  - Corridor could support some retail development.
  - Leakage in general merchandise, grocery, and restaurants.
  - Potential to support 70,000 SF of space either in existing businesses or new space.



EXISTING AREAS OF CONCERN



2040 FUTURE TRAFFIC VOLUMES

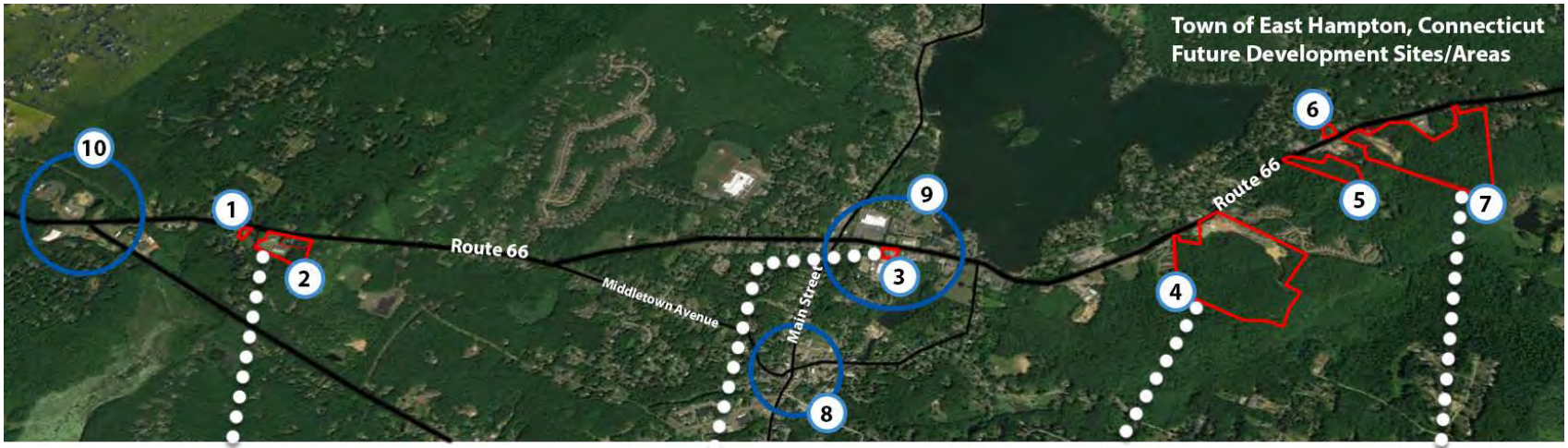
- **Projected using CTDOT Planning Volumes**
  - Socioeconomic Data, Population Growth, New Development, Land Use Expansion, Employment Growth
- **Average Total Growth (Annual Average Growth Rate)**
  - **Route 66 (Route 17A to Route 151):** 20.8% - 44.1% (1.0% - 2.6% per year)
  - **Route 66 (Route 151 to Route 196):** 27.8% - 32.6% (1.4% - 1.6% per year)

DEVELOPMENT PIPELINE

- **East Hampton**
  - Projects underway could result in close to 500 housing units and 100,000 square feet of commercial/industrial space.
  - Major developments like Edgewater Hills plan to add 250 residential units and 80,000 square feet of commercial space.
  - Commercial development includes new daycare, 18,000 SF of industrial/flex space, and the new Dollar General.

- **Portland**
  - Projects underway could result in 360 housing units and 100,000 square feet of commercial/industrial space.
  - Major developments like Brainerd Place will add 240 multi-family rental units (1 and 2 beds), and roughly 100,000 square feet of commercial/office/retail space.
  - Intersection of Route 66 and Gospel Lane is secondary node in Portland. New 120-bed assisted living and potential 99,000 square foot retail development are being discussed.

EAST HAMPTON – FUTURE DEVELOPMENT



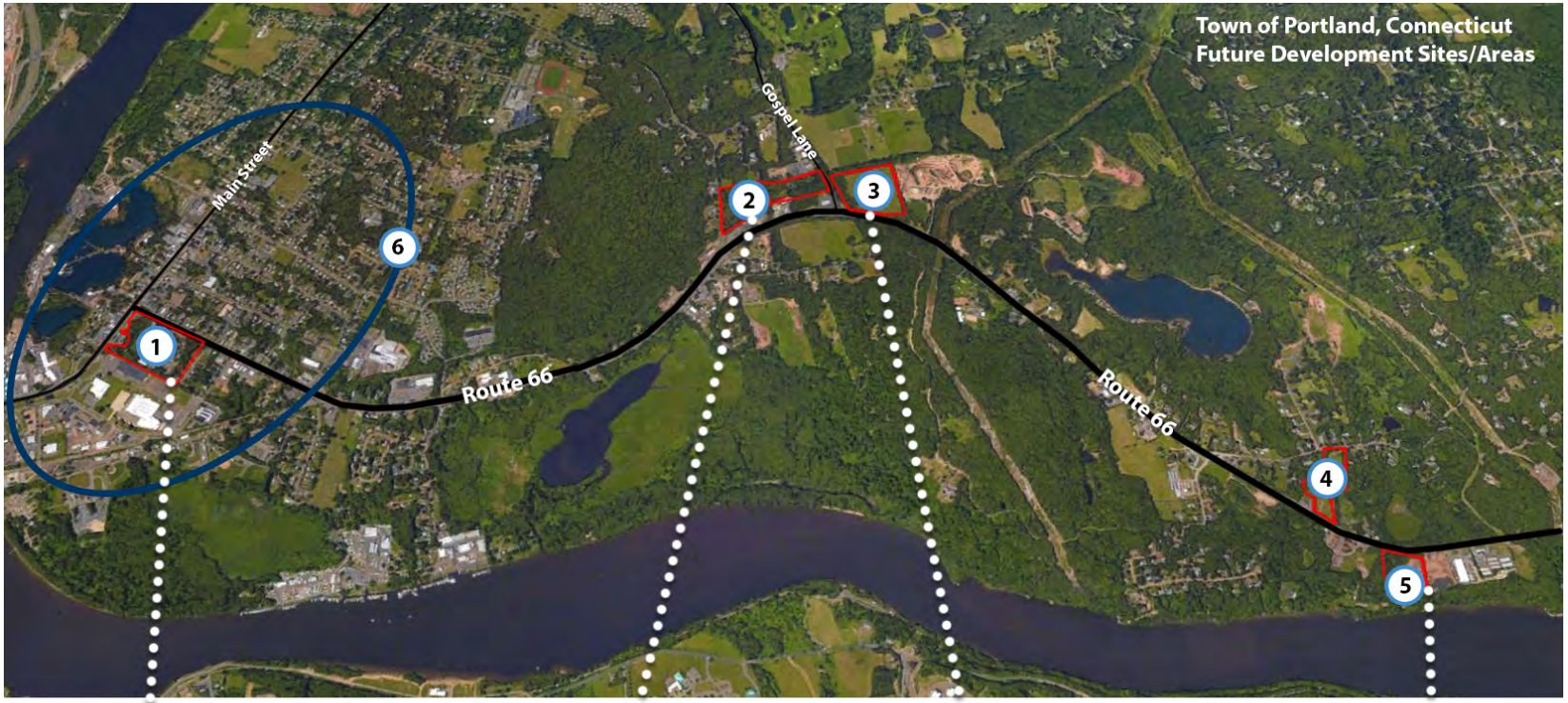
Approved Future Commercial Pad along Route 66

Future Redevelopment on Site of Current Town Hall

Edgewater Hills Residential and Commercial Development

Hampton Woods Residential Development

PORTLAND – FUTURE DEVELOPMENT



Brainerd Place Mixed-Use Development Project

Future Site for Assisted Living Facility

Future Site for Dairy Queen and Portland Commons Retail Center

Future Commercial Pad along Route 66

CHALLENGES AND OPPORTUNITIES

- **Challenges**
  - Through year 2040, East Hampton may see population decline and both towns will see large uptick in senior population.
  - Increase in senior population means fewer families. Also brings up question of what happens in the market when single family housing comes up for sale.
  - Water service is limited in some locations.

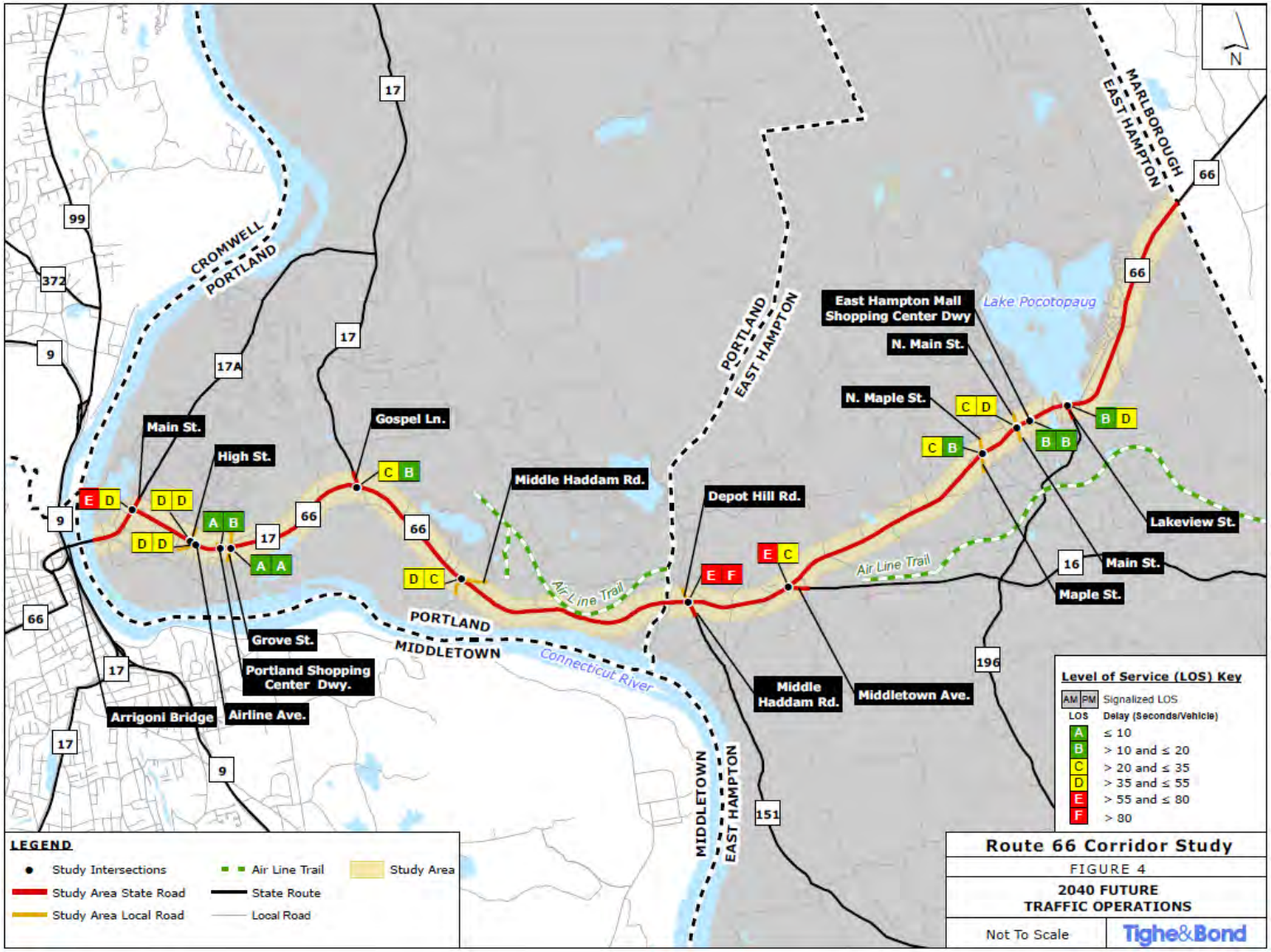
- **Opportunities**
  - Seniors and younger residents looking for smaller unit sizes, accessible, near amenities.
  - Build on existing downtown fabric, bring in additional amenities.
  - Recent development proposals have been mixed-use and multi-family rental bringing new product to market.
  - Development is concentrating at the ends of the corridor closer to transportation routes, utilities, services, and amenities.

ZONING IDEAS

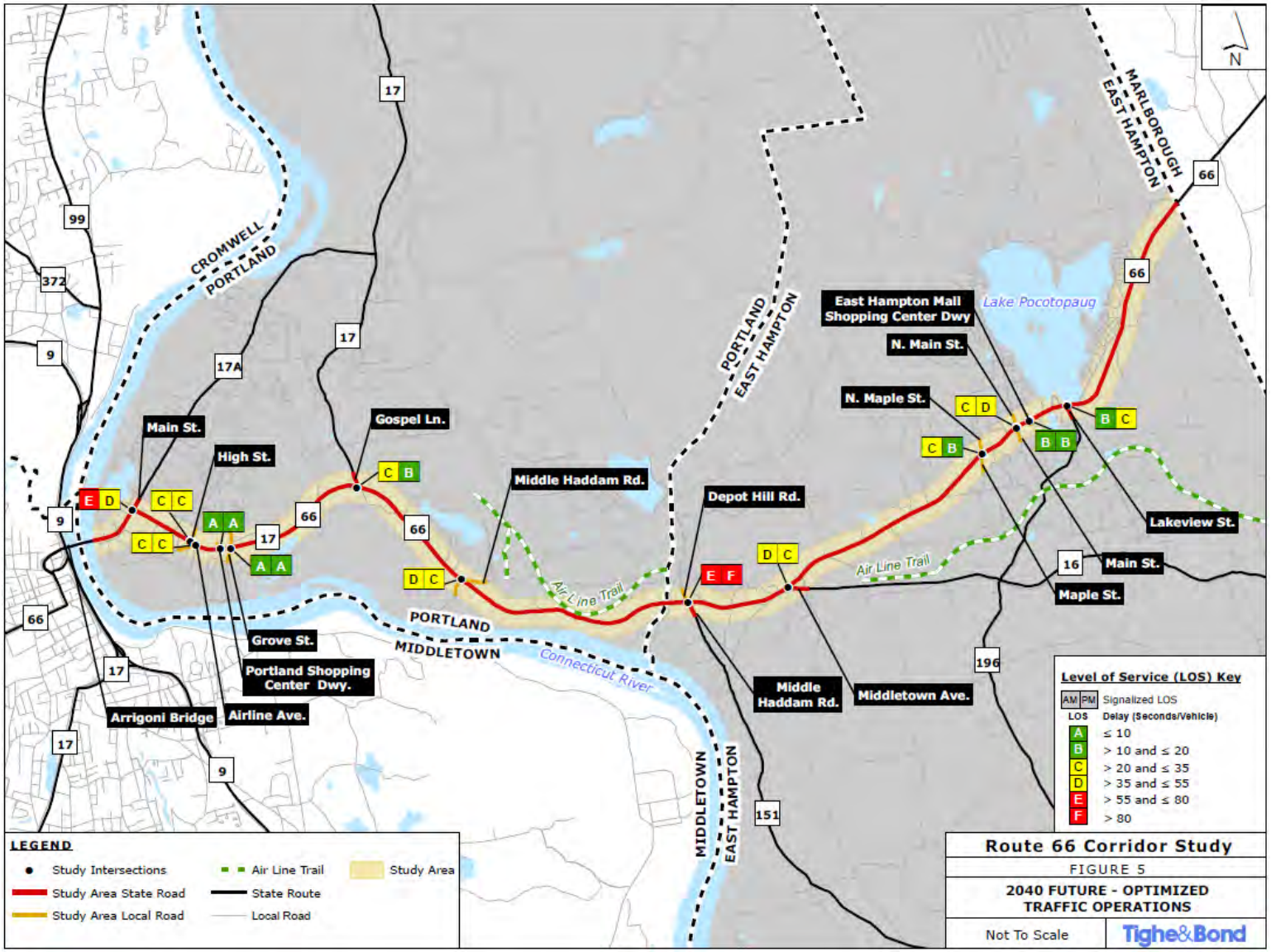
- **East Hampton**
  - Consider allowing some smaller mixed-use development as-of-right in the Village Center District.
  - Review minimum lot size and height restrictions in Village Center District to encourage parcel aggregation.
  - Consider new zoning district for Downtown area along Route 66. Current zoning facilitates large parcel, single use development.

- **Portland**
  - Look at transition zoning along Route 66 leading into Downtown area. Possibly shift some parcels to B-3.
  - Consider allowing some smaller mixed-use development in B-3 district as-of-right.
  - Consider rezoning area around Gospel Lane as future uses seem to be targeting residential and commercial, not industrial.

2040 FUTURE TRAFFIC OPERATIONS



2040 FUTURE-OPTIMIZED TRAFFIC OPERATIONS



2040 AREAS OF CONCERN / OPPORTUNITIES

- **Traffic Operations**
  - Route 66 at Route 17A (Main Street)
  - Route 66 at Route 151
- **Significant Queues**
  - Westbound during AM Peak Periods & Eastbound during PM Peak Periods
- **Safety Concerns**
  - Local Street Cut-throughs
  - High Travel Speeds
  - The Ledges Area
  - Skewed Side-Street Approaches
- **Bike/Ped/Transit Facilities**

PROJECT SCHEDULE / NEXT STEPS

- Community Advisory Committee Meeting 1
- Public Information Meeting 3
- Initiate Analysis of Concepts/Alternatives
- Next SAC Meeting – Fall 2019

QUESTIONS & DISCUSSIONS

Route 66 Community Advisory Committee Meeting 1

TO: Community Advisory Committee Attendees

ATTENDEES: See attached sign-in sheet

FROM: Jianhong Wang, PE

DATE: May 13, 2019

On May 6, 2019, a Route 66 Community Advisory Committee (CAC) Meeting was held at East Hampton Middle School from 6pm to 8pm. The following is a summary of the discussions from this meeting. A copy of the PowerPoint slides presented at the meeting and the attendance list are attached.

Discussion Summary

1. The meeting was opened with introductions. Tighe & Bond provided an introductory summary regarding the study progress that has been accomplished.

2. Tighe & Bond provided a presentation on the following topics:
   - Summary of the Existing Conditions Assessment including existing and historical traffic volumes, travel speeds, safety review, 2020 traffic operations, multi-modal transportation, access management, and public engagement survey results
   - Summary of the 2040 Future Conditions Assessment including projected 2040 traffic volumes and 2040 future traffic operations in the study area
   - Identification of existing and future areas of concern within the network that should be investigated for potential improvements

3. RKG Associates provided a presentation on the following topics:
   - Review of existing land use and market data in the study area
   - Review of planned future developments, challenges and opportunities, and zoning ideas for each town in the study area

4. The following items were identified by the various committee members that should be considered by the Study team while looking at potential recommended improvements:
   - St. Clements Castle has plans to expand their facility. Additional details were discussed during the meeting.
   - The location of a development site along Route 66 near the Portland Citgo was noted as being in an incorrect location and was subsequently adjusted.
   - The aging population of both Portland and East Hampton was discussed:
     - A survey of the senior population has been conducted. Results will be made available.
     - Benches, adequate crosswalks and safe pedestrian crossing distances should be reviewed within the context of the study recommendations.
     - Bus transportation is an important service for senior citizens.

- Attracting younger people to both Portland and East Hampton should be considered when developing each town.
    - It is the hope that developments such as Brainerd Place will help to attract a younger population.
- The existing pedestrian crossing at the channelized right turn from Main Street to Marlborough Street in Portland is dangerous due to the higher travel speeds associated with vehicles crossing the Arrigoni Bridge and entering Portland. The Brainerd Place development is making minor improvements to this location as part of the offsite improvements for the development. Other items were discussed:
    - An elevated walkway above Marlborough Street seems to be unfeasible due to cost and physical constraints in the area.
    - Review the opportunity to eliminate the free-flow movement.
    - The Brainerd Place developer plans to tighten up the right turn radius to slow vehicles.
    - Brainerd Place developer has recommended RRFB (Rectangular Rapid Flashing Beacon) be installed at the crossing on the free flow turning roadway.
    - A proposed entrance to Brainerd Place, located just North of the existing gas station may slow down vehicles traveling east from the Arrigoni Bridge.
    - It is important to provide safe pedestrians infrastructure from the Brainerd Place to the Portland Business District located to the north of the area along Main Street.
- Lake Pocotopaug should be more accessible to the community to take advantage of the resource.
- Air Line Trail
    - New sensors to track Air Line Trail usage will soon be installed at Middle Haddam Road in Portland.
    - There are two options for the extension of the Air Line Trail to the Arrigoni Bridge:
        a) Gain access to private property where the old railroad bed exists. This may be difficult and expensive given that access across private property may be required from the current land owner.
        b) Utilize the CTDOT Right-of-Way along Route 66 to create an off-road cycle path adjacent to the existing roadway.
        c) The planning process will review both options to provide the communities with a viable alternative if gaining access to private land does not work out
    - The existing Air Line Trail was constructed on Eversource property as part of an easement; all trail heads and parking are on town property.
- Walkability shall be considered with potential recommendations:
    - Roadways shall be safe for all travel modes.
    - Those who cannot advocate for themselves should be considered while making improvement recommendations.

- Middletown Area Transit
    - A Comprehensive Transit Study is currently underway through RiverCOG and will continue beyond the completion of this Study.
    - The existing bus flag-down service should not be abandoned as it does provide flexibility to riders that may not be located near a stop.

5. Feedback on the Existing and Future conditions technical memorandums was also provided by committee members:
    - It should be mentioned in the final report that providing water and sewer services to areas of East Hampton currently without service will influence corridor development.
    - The final report shall mention assumptions made in the Study are based on the best information that is available today as to future planned development.

6. The Public Information Meeting #3 for both Towns to provide feedback on the Existing and Future Conditions technical memorandums will be held on Tuesday, May 14, 2019 at the Portland Senior Center.

F:\Projects\L\L5001 LCRVCOG\001 Route 66 Study\Project Management\Meetings\2019-05-06 CAC Meeting 1\2019_05-13 CAC Meeting 1 Meeting Minutes.docx

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Community Advisory Committee – Meeting 1

Name	Representing	E-Mail
Matt Stoutz	Tighe+Bond	mstoutz@tighebond.com
Chris Granatini	Tighe+Bond	CDgranatini@tighebond.com
Jianhong Wang	Tighe+Bond	JWang@tighebond.com
ERIC HALVORSEN	RKG	ehalvorsen@rkgassociates.com
Mary Dickerson	Town of Portland	mdickerson@yahoo.com
Louis Pear	Town of Portland	louisjpear@gmail.com
Bruce Tyler	" " "	user17940@att.net
Kathy Herron	Portland Complete Streets	
Bob Atherton	E.H. & Comm. on Aging	rathertone@mac.com
Ben Sob	Portland	
Sam Gold	River COG	ssold@rivercog.org
Carl Guild	East Hampton Agent	carlguild@gmail.com
Peter Callan	St Clements Castle	peter@canterenergy.com
Robert Haramt	RiverCOG	rharamt@RiverCOG.org
John Hall	Portland	jhall@thejonahcenter.org

ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

COMMUNITY ADVISORY COMMITTEE MEETING #1

May 6, 2019

Presentation Team:
Chris Granatini, Tighe & Bond
Eric Halvorson, RKG Associates

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

AGENDA

- Review Study Goals & Objectives
- Public Information Meetings Summary
- Data Collection & Existing Conditions Assessment
- Future Conditions Assessment
- Project Schedule / Next Steps
- Open Discussion

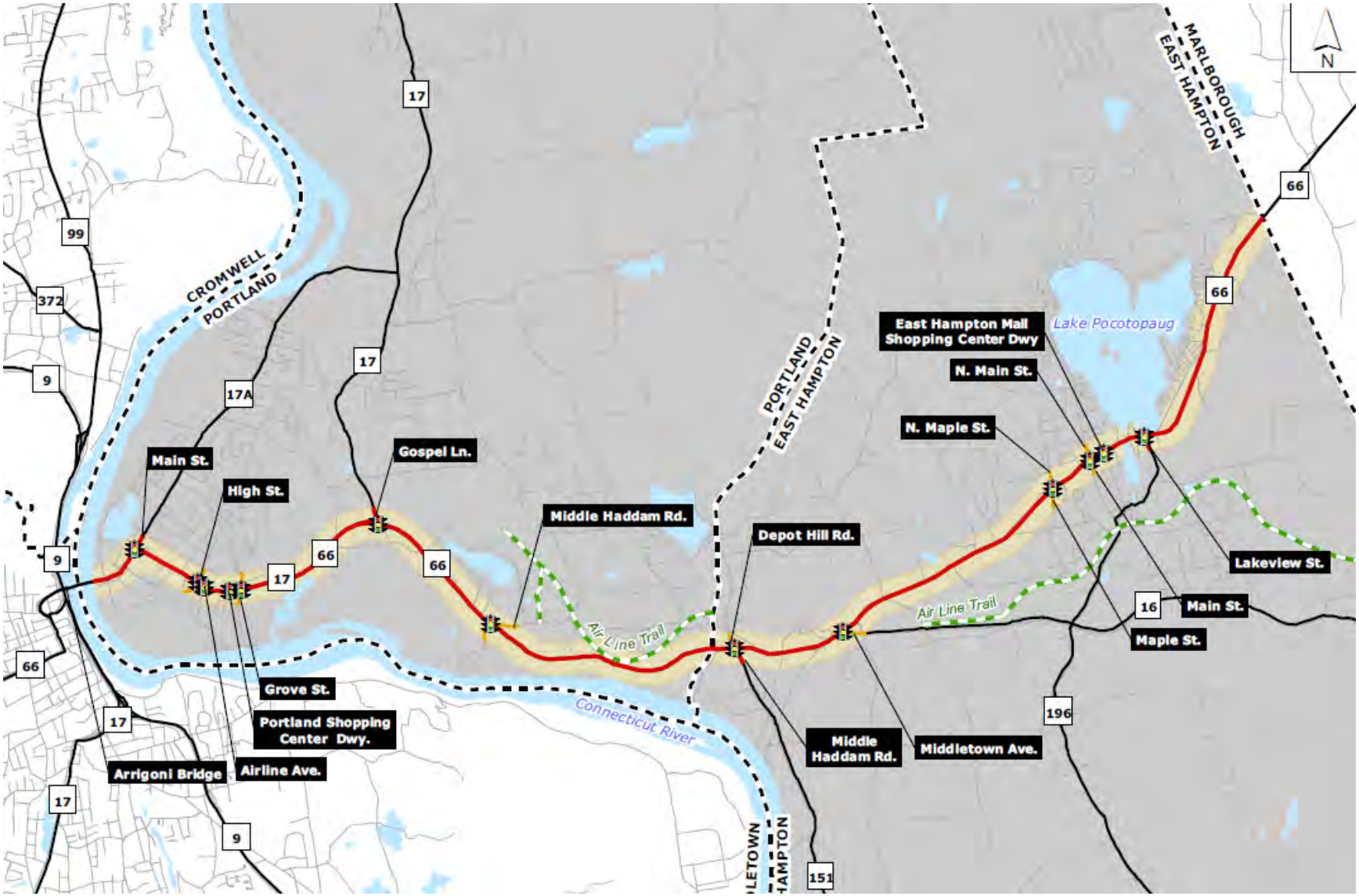
STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

COMMUNITY ADVISORY COMMITTEE MISSION

- Identify Study Area Issues and Deficiencies to Mitigate through the Development of Improvement Alternatives
- Provide Grassroots Knowledge and Understanding of Corridor
- Provide a Study Vision to Guide the Study Team during Development of Improvement Concepts
- Facilitate Determination of the Effectiveness of Improvements relative to Study Goals
- Define the Study Direction from a Local Community Perspective

STUDY AREA


N
MARLBOROUGH
EAST HAMPTON
CROMWELL
PORTLAND
PORTLAND
EAST HAMPTON
Lake Pocotopaug
Connecticut River
Air Line Trail
Air Line Trail
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Middletown Ave.
Depot Hill Rd.
Middle Haddam Rd.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
17
99
372
9
17A
66
16
196
151

PUBLIC INFORMATION MEETING 1 & 2

- **Meeting Dates**
  - June 12, 2018, East Hampton MS
  - June 14, 2018, Portland Library

- **Goals**
  - Introduce Study to Public
  - Gather Public Input on Study Objectives and Study Area Needs and Deficiencies

- **Focus Group Discussions**
  - Traffic and Safety Issues
  - Land Use and Development
  - Alternative Travel Modes and Facilities

- **45 Public Attendees over 2 Meetings**

PUBLIC INFORMATION MEETINGS 1 & 2 – KEY TAKEAWAYS

- Roadway Congestion in CBD Areas
- High Travel Speeds
- Roadway Geometry/ Sight Line Issues
- Lack of Bicycle, Transit and Pedestrian Facilities
- Access Management
- Meaningful Future Development

DATA COLLECTION & EXISTING CONDITIONS

- **Base Mapping/Aerial Imagery Data (GIS)**
- **Conducted Field Visits to Review:**
  - Traffic Conditions
  - Signs and Pavement Markings
  - Traffic Control Equipment
  - Multi-Modal Facilities
- **Peak and Daily Traffic Volumes**
- **Travel Speeds**
- **Traffic Safety Review**
- **Alternative Travel Modes**
- **Access Management**
- **Land Use Data**
- **Environmental Data**

TRAFFIC VOLUMES

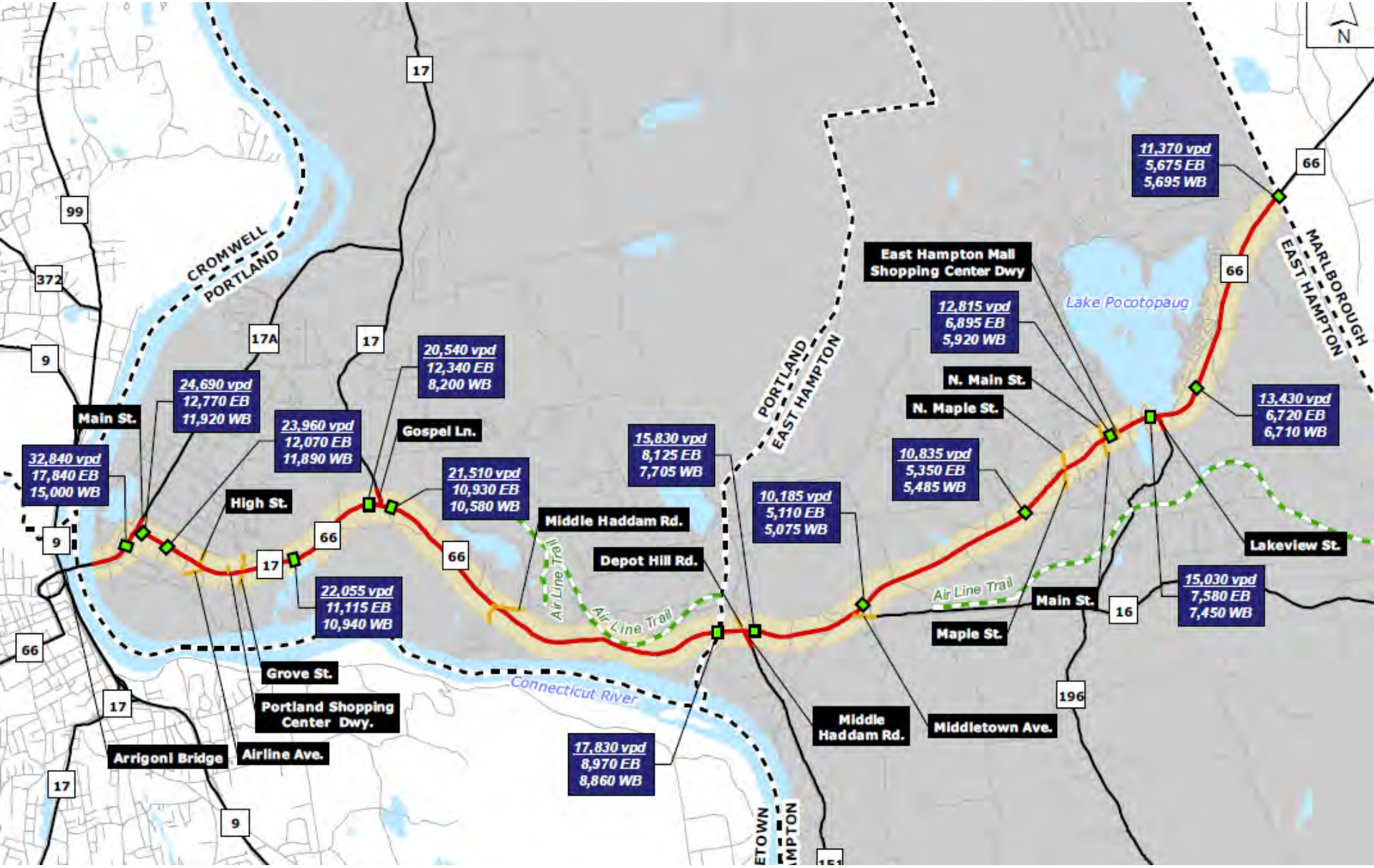
- **Peak Hour Turning Movement Counts (TMC)**
  - 13 Study Area intersections
    - Weekday Morning Peak Hours (7 – 9 AM)
    - Weekday Afternoon Peak Hours (4 – 6 PM)
- **Automatic Traffic Recorder Counts (ATR)**
  - Directional Volumes and Speeds at 14 locations
- **CTDOT Historical Daily Traffic Volume Data**
  - Triennial 24 hour ATR counts between 2003 and 2015
- **CTDOT Historical Directional Peak-Hour Traffic Volume Data**
  - Directional peak-hour traffic flow between 1991 and 2009 at Portland Count Stations

TURNING MOVEMENT VOLUMES

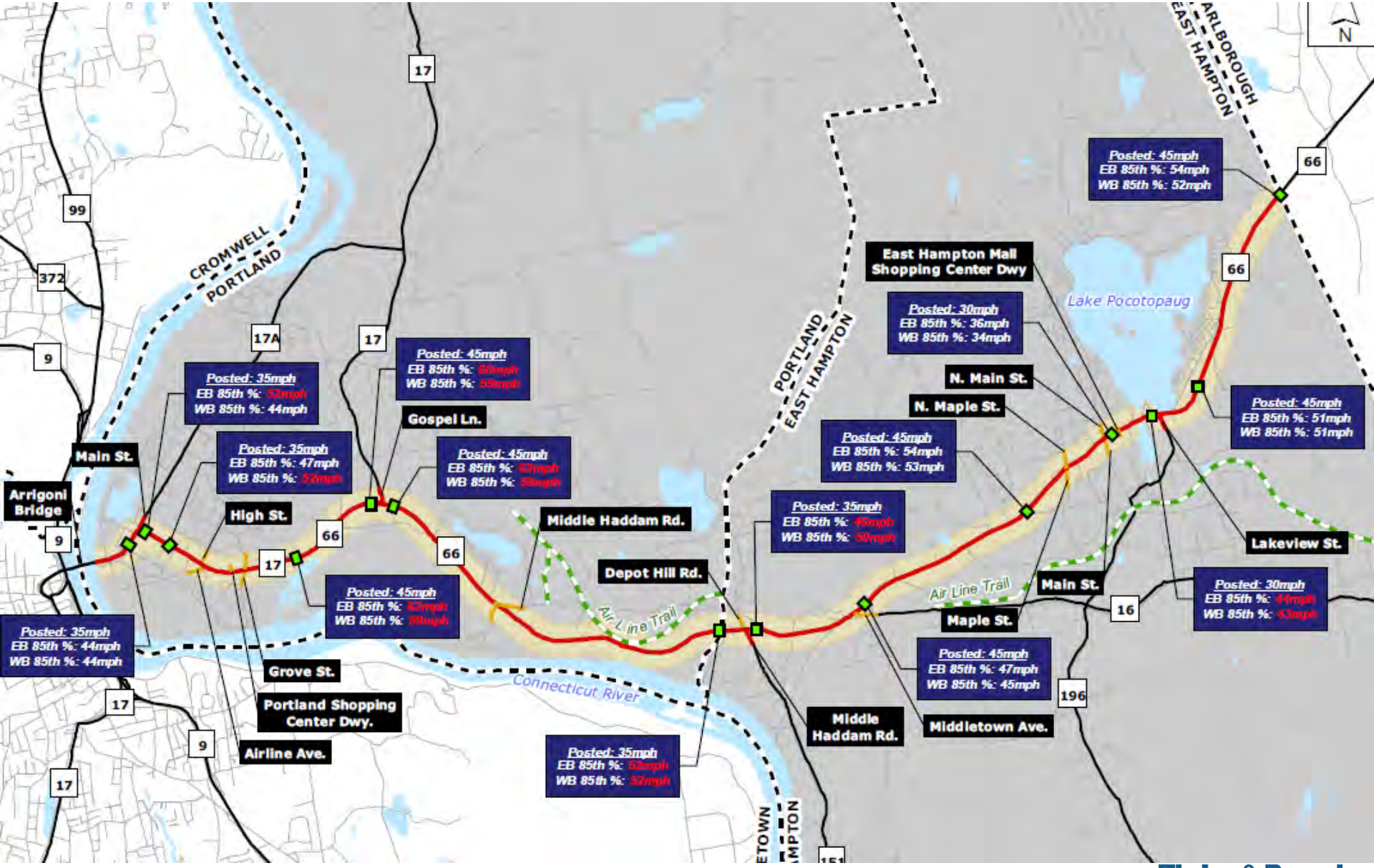
- **2020 Corridor Peak Hour Traffic Volumes Developed based on 2018 Existing Peak Hour Traffic Volumes**
  - CTDOT reviewed and approved
  - 0.7 and 1.2 percent per year volume growth in Portland and East Hampton, respectively

- **Heavy Commuter Traffic Flows**
  - Westbound During Weekday Morning Peak Periods
  - Eastbound During Weekday Afternoon Peak Periods

AVERAGE DAILY TRAFFIC



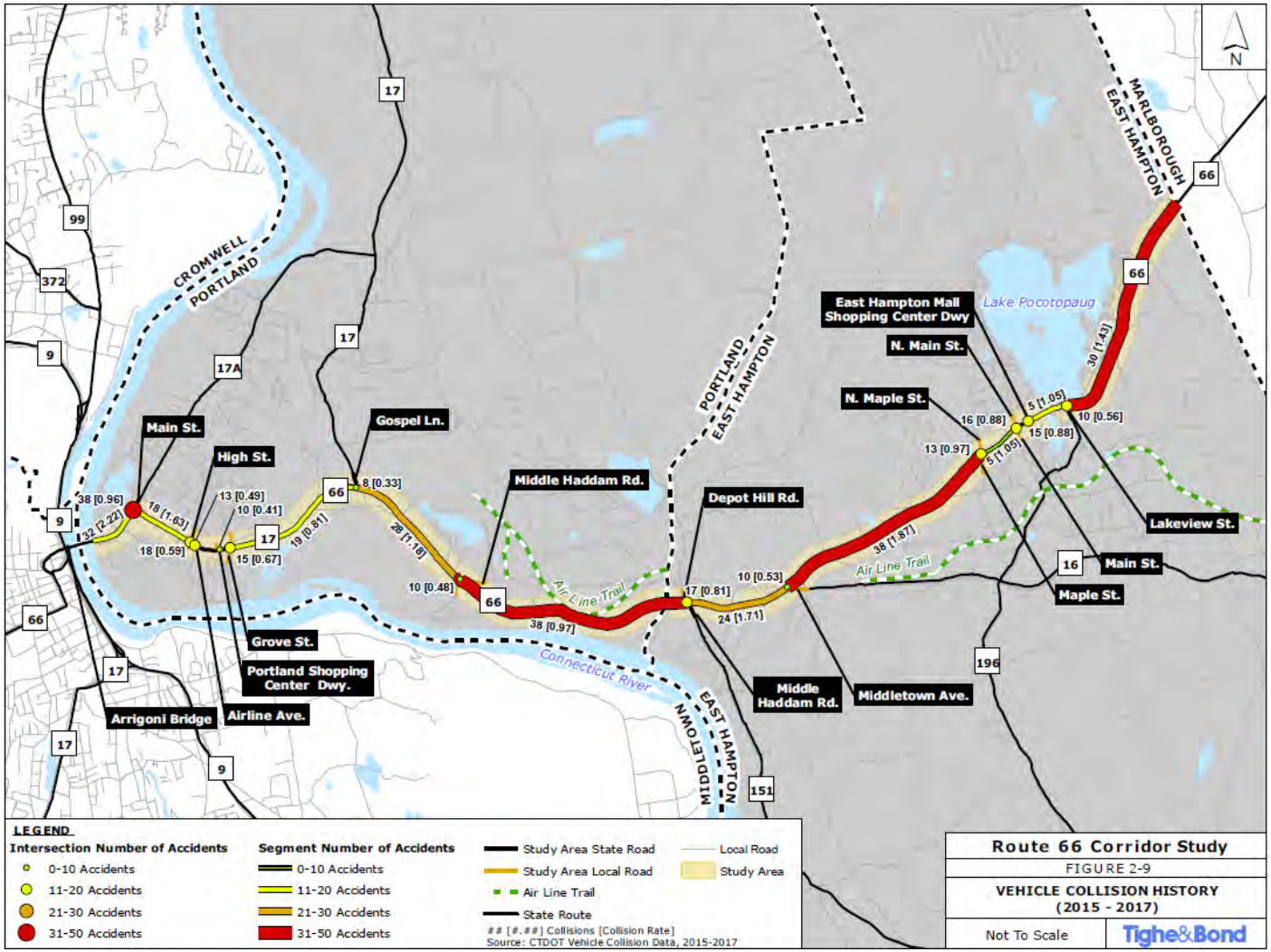
TRAVEL SPEEDS



Tighe&Bond

TRAFFIC SAFETY REVIEW (2015-2017)

- 455 Crashes: 52% rear-end; 17% angle; 13% fixed-objects
- 97% property damage only; 2% injuries, 1% fatality



Tighe&Bond

TRAFFIC SAFETY – ALTERNATIVE MODES

- **One (1) Collision Involving Pedestrians**
- **Three (3) Collisions Involving Bicyclists**

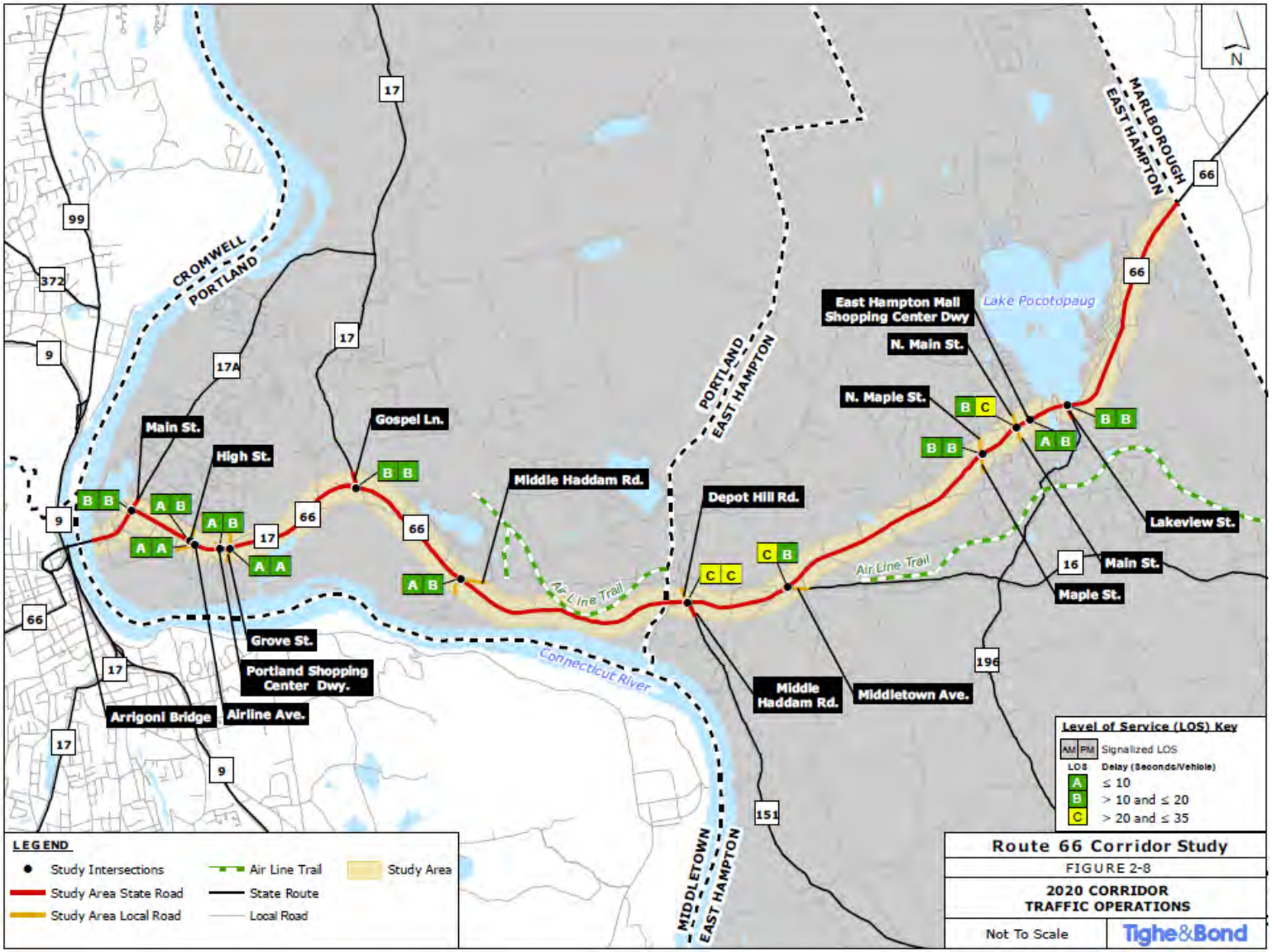
Pedestrians and Bicyclists Collisions Summary

Date	Type	Location	Contributing Factor	Injury
9/4/2015	Bicycle	Route 66 at Arrigoni Bridge (EB approach)	Unknown	Possible Injury
3/27/2016	Bicycle	Route 66 at Maple Street	Unknown	Suspected Minor Injury
5/25/2016	Bicycle	Route 66 at Mallard Cove	Unsafe Use of Highway By Bicyclist	None
9/4/2016	Pedestrian	Route 66 at North Main Street	Work Zone	Suspected Serious Injury

2020 TRAFFIC OPERATIONS

- **Two Analysis Periods**
  - Morning Peak Hour (7:15 – 8:15 AM)
  - Afternoon Peak Hour (4:30 – 5:30 PM)
- **Synchro 10 Traffic Analysis Software**
- **Traffic Model Inputs**
  - Balanced Intersection Turning Movement Counts
  - Existing Traffic Signal Timings
  - Intersection Geometry / Lane Use
- **Analysis Results**
  - Level of Service (LOS): Average Delay (sec), A – F Grades
  - v/c ratio: volume carried versus total capacity
  - Queue – Length of Vehicles stopped at Intersections by Lane

2020 TRAFFIC OPERATIONS



MULTI-MODAL TRANSPORTATION

- **Bike/Ped/Transit Infrastructure**
  - Discontinuous sidewalk network
  - Limited pedestrian signals, crosswalks and ADA ramps
  - Bicycle facilities not available except Airline Trail
  - MAT Route F bus stops or waiting areas not designated; lack of bus stop amenities

- **Airline Trail Usage**
  - 62,415 total uses in 2017
  - Average of 171 users/day

ACCESS MANAGEMENT

- **Main Street to Gospel Lane, Portland**
  - 2 miles long: 6 signals; 7 side streets; 75 driveways
- **Maple Street to Lakeview Street, East Hampton**
  - 0.84 miles long: 4 signals; 5 side streets; 51 driveways
- **Existing Driveway Deficiencies:**
  - Closely spaced
  - Poorly delineated
  - Redundant driveways
  - Potential egress/ingress conflicts
- **Opportunities:**
  - Improve inter-parcel connectivity
  - Consolidate driveways
  - Delineate driveways

PUBLIC ENGAGEMENT SURVEY RESULTS

- **Survey Monkey Online Survey – 23 Questions**
- **Link Distributed via Business Cards, Social Media, Etc.**
- **Probed Questions Related to**
  - Commuting Trends
  - Recreational Uses
  - Travel Modes
  - Airline Trail
  - Transit
  - Land Use
- **Select Summary of Responses**

Q6: How do you use Route 66 in Portland and/or East Hampton (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Commuting to the west in the direction of Middletown	61.51%	358
Commuting to the east in the direction of Marlborough	58.93%	343
Recreation/Exercise	26.29%	153
Shopping/Local Errands	86.77%	505
Waiting for Bus	0.86%	5
Walk or Bicycle	11.86%	69
Walking to School	0.34%	2
Driving to School	7.39%	43
Going to Community Activities	45.02%	262
Traveling to Route 2 for Regional Desitinations	71.82%	418
Travelling to Route 9 and I-91 for Regional Destinations	73.71%	429
Total Respondents: 582		

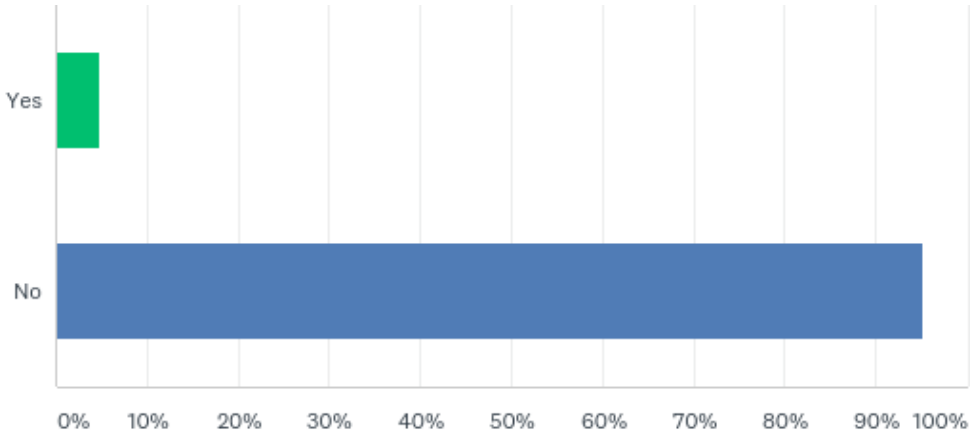
Q7: How do you travel on Route 66 (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Personal vehicle (Car/Truck)	99.48%	579
Motorcycle	9.62%	56
Bicycle	8.08%	47
Bus	0.86%	5
Walk	11.34%	66
Tractor Trailer	0.86%	5
Work Vehicle	6.36%	37
Rideshare/Carpool	2.23%	13
Total Respondents: 582		

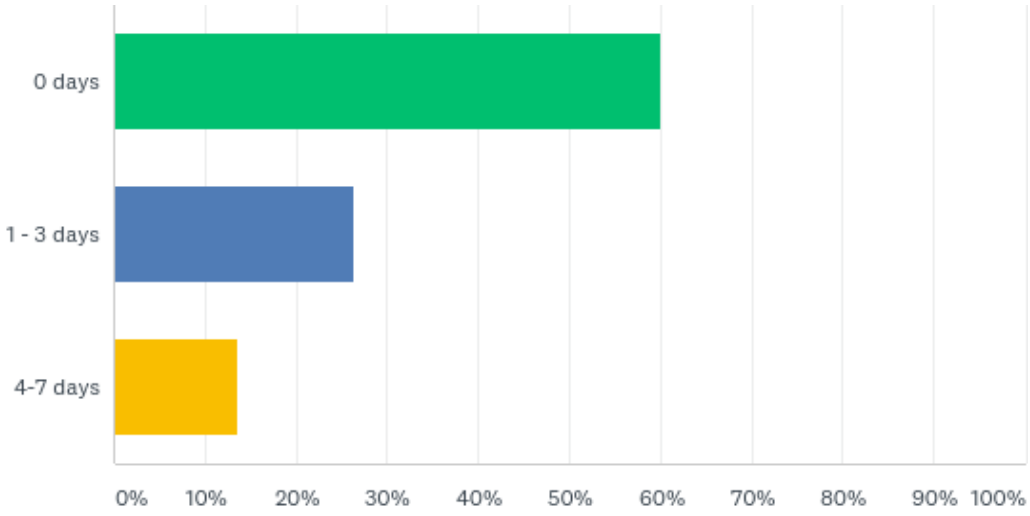
Q9: If you answered "Commuting to the east in the direction of Marlborough", do you utilize the Park and Ride at Route 2 - Exit 12 and ride the commuter bus to Downtown Hartford

Answered: 377 Skipped: 240



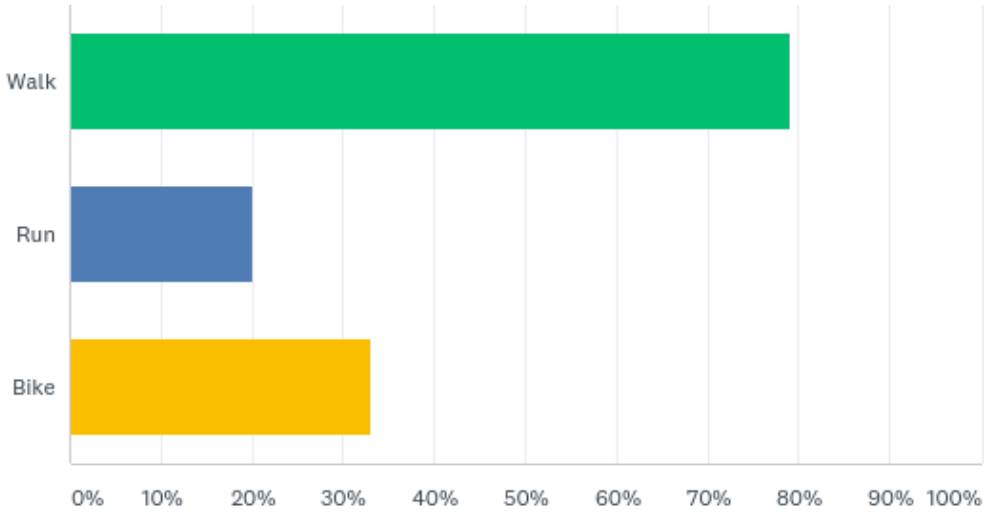
Q11: How many days a week do you use Route 66 for Fitness/Recreation

Answered: 511 Skipped: 106



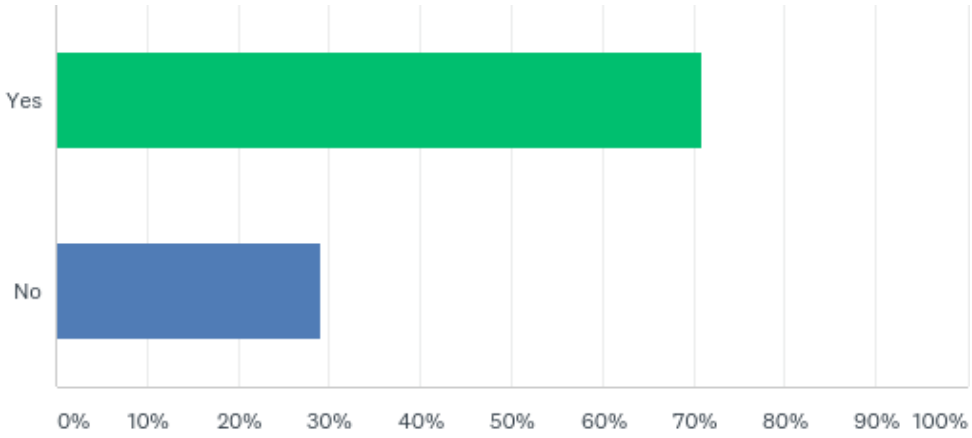
Q12: What forms of exercise? (Check all that apply)

Answered: 239 Skipped: 378



Q13: Do you use the Airline Trail?

Answered: 522 Skipped: 95



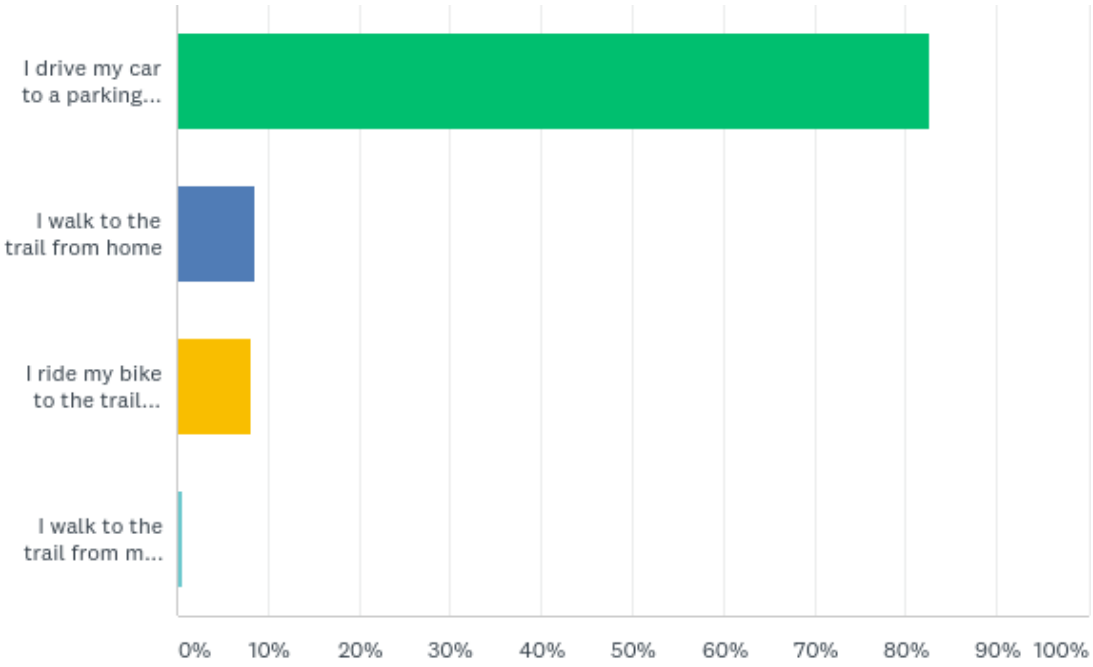
Q14: When weather permits I use the Airline Trail

Answered: 522 Skipped: 95

ANSWER CHOICES	RESPONSES	
Never	24.14%	126
A few times a year (0-5 times a year)	39.46%	206
Monthly (5-10 times a year)	16.48%	86
A few times a month (10-20 a year)	8.24%	43
Frequently (over 20 times a year)	11.69%	61
TOTAL		522

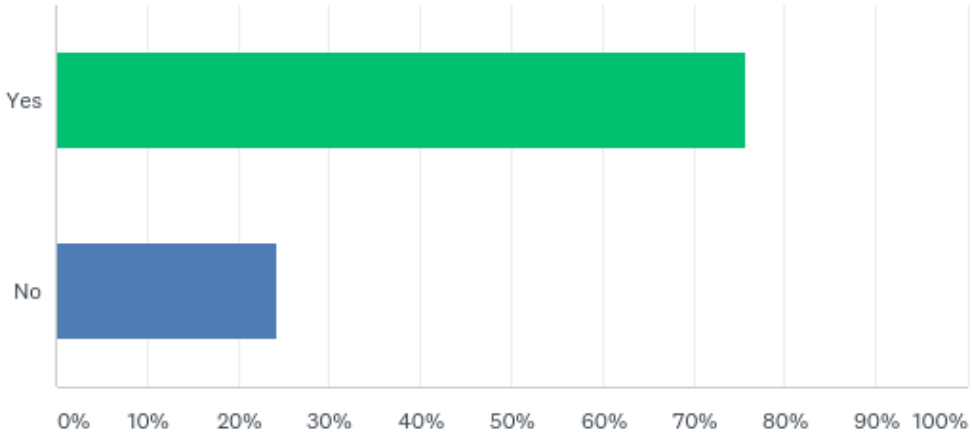
Q15: How do you get to the Airline Trail

Answered: 419 Skipped: 198



Q19: Do you know that Middletown Area Transit operates bus service between East Hampton and Downtown Middletown (F Route)?

Answered: 512 Skipped: 105



Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
If more frequent bus service was provided, I would consider taking the bus towards Downtown Middletown	26.56% 136	28.71% 147	28.32% 145	11.52% 59	4.88% 25	512
If bus service was provided, I would consider taking the bus towards the Park and Ride in Marlborough to commute to Hartford	25.39% 130	29.88% 153	32.81% 168	8.01% 41	3.91% 20	512
Bus shelters and bus stop signs should be installed at marked stops and improved to encourage more bus travel.	7.23% 37	7.81% 40	29.69% 152	41.80% 214	13.48% 69	512

Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
Bus service should be discontinued if it is too expensive to operate	9.96% 51	30.86% 158	33.40% 171	17.19% 88	8.59% 44	512
Bus service should be maintained to serve citizens that rely on it regardless of the cost	7.42% 38	13.67% 70	27.93% 143	36.52% 187	14.45% 74	512

Q21: What types of uses and development would you like to see more along Route 66 in Portland? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	73.09%	364
Professional Offices (medical, lawyer, accountant, etc)	30.92%	154
Larger-Scale Corporate Offices	13.05%	65
Light Industrial/Manufacturing	17.47%	87
Single-Family Residential	10.44%	52
Multi-Family Residential (Townhomes, Condos, Apartments)	12.05%	60
Mixed-Use (residential above first floor commercial)	27.51%	137
No New Development in Town	18.88%	94
Other	5.42%	27
Total Respondents: 498		

Q22: What types of development would you like to see/see more of along Route 66 in East Hampton? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	69.48%	346
Professional Offices (medical, lawyer, accountant, etc)	31.33%	156
Larger-Scale Corporate Offices	11.65%	58
Light Industrial/Manufacturing	19.28%	96
Single-Family Residential	9.04%	45
Multi-Family Residential (Townhomes, Condos, Apartments)	10.64%	53
Mixed-Use (residential above first floor commercial)	26.71%	133
No New Development in Town	23.69%	118
Other	4.62%	23
Total Respondents: 498		

EXISTING POPULATION AND EMPLOYMENT

- **Population**
  - Combined population of 22,000
  - Increased 2.4% since 2000.
  - Population is aging, 60% increase in 65+ age group since 2000.
  - 20% decrease in residents ages 24-44.

- **Households**
  - Number of households expected to increase 8% over the next five years.
  - Household income has increased substantially in both towns. 41% increase since 2000.

- **Employment**
  - 800 more jobs in 2017 than in 2013.
  - Unemployment near 5%.

EXISTING MARKET DATA

- **Housing**
  - 75% of housing is owner-occupied in both towns
  - Projected to add about 650 new housing units through 2022
  - Sale prices rose since 2010. 5% in East Hampton, 2% in Portland.
  - Multi-family rents in the $1.00 to $1.30 PSF.

Acreage by Land Use Designation					
	East Hampton			Portland	
	Acres	% of Total		Acres	% of Total
Residential	641	47%		317	26%
Commercial	122	9%		170	14%
Industrial	3	0%		63	5%
Mixed-Use	1	0%		11	1%
Vacant Land	452	33%		237	19%
Other (institutional, open space, etc.)	146	11%		425	35%
Total	**1,365**	**100%**		**1,223**	**100%**
Source: Tighe & Bond, Town Assessors					

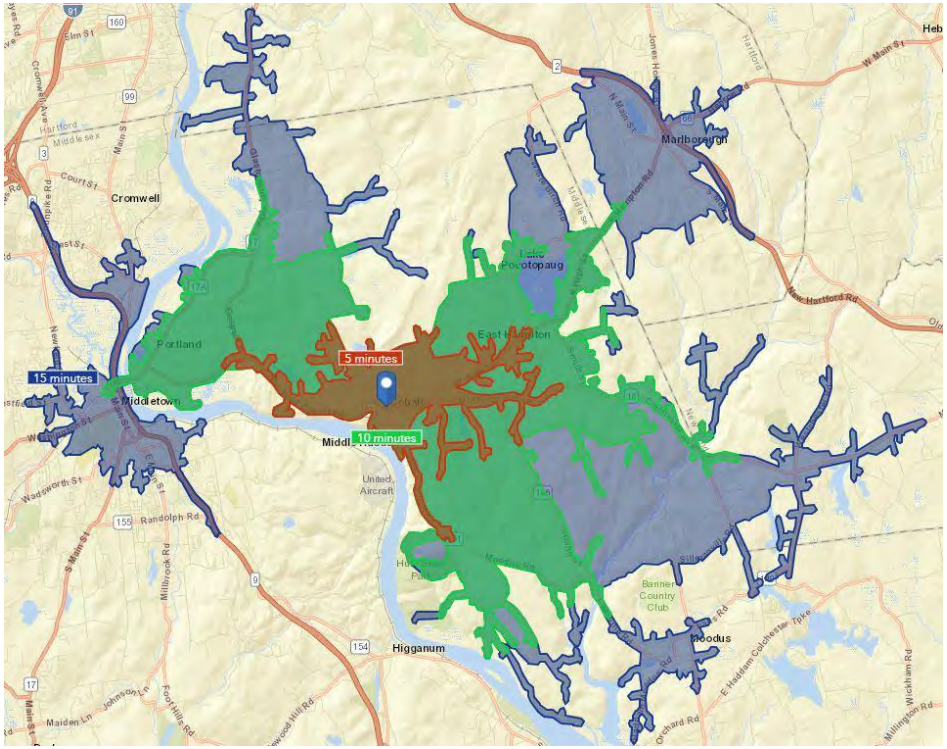
- **Office**
  - Limited office market, rents average $6 to $11 PSF.

Industrial

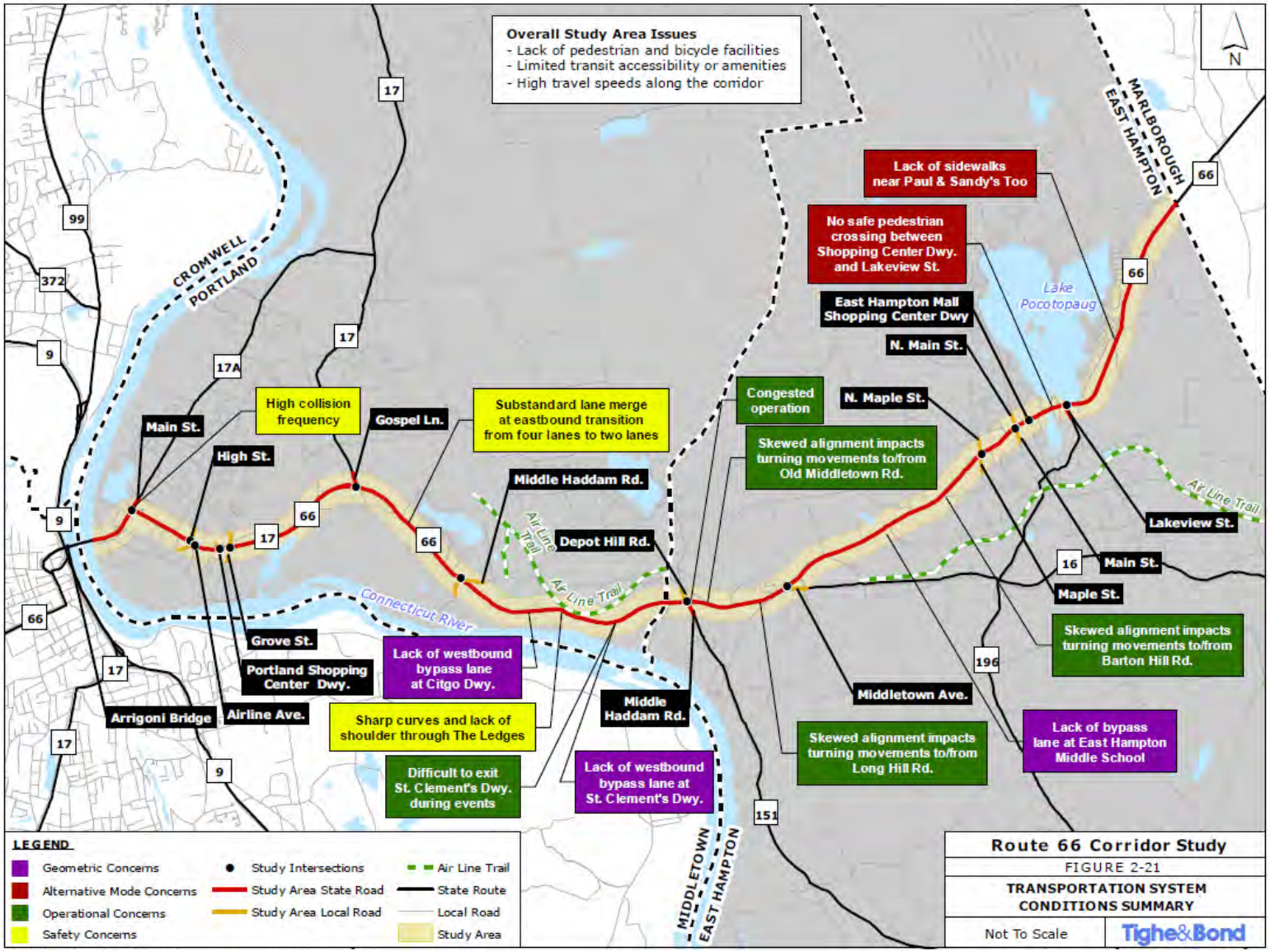
- Both towns have industrial parks.
- Smaller scale industrial has been popping up along Route 66.
- Rents in the $5 to $7 PSF range.

EXISTING MARKET DATA

- **Retail**
  - Within 10-minute drive time of corridor there are 98 retail businesses equaling 268,000 SF.
  - Corridor could support some retail development.
  - Leakage in general merchandise, grocery, and restaurants.
  - Potential to support 70,000 SF of space either in existing businesses or new space.



EXISTING AREAS OF CONCERN



2040 FUTURE TRAFFIC VOLUMES

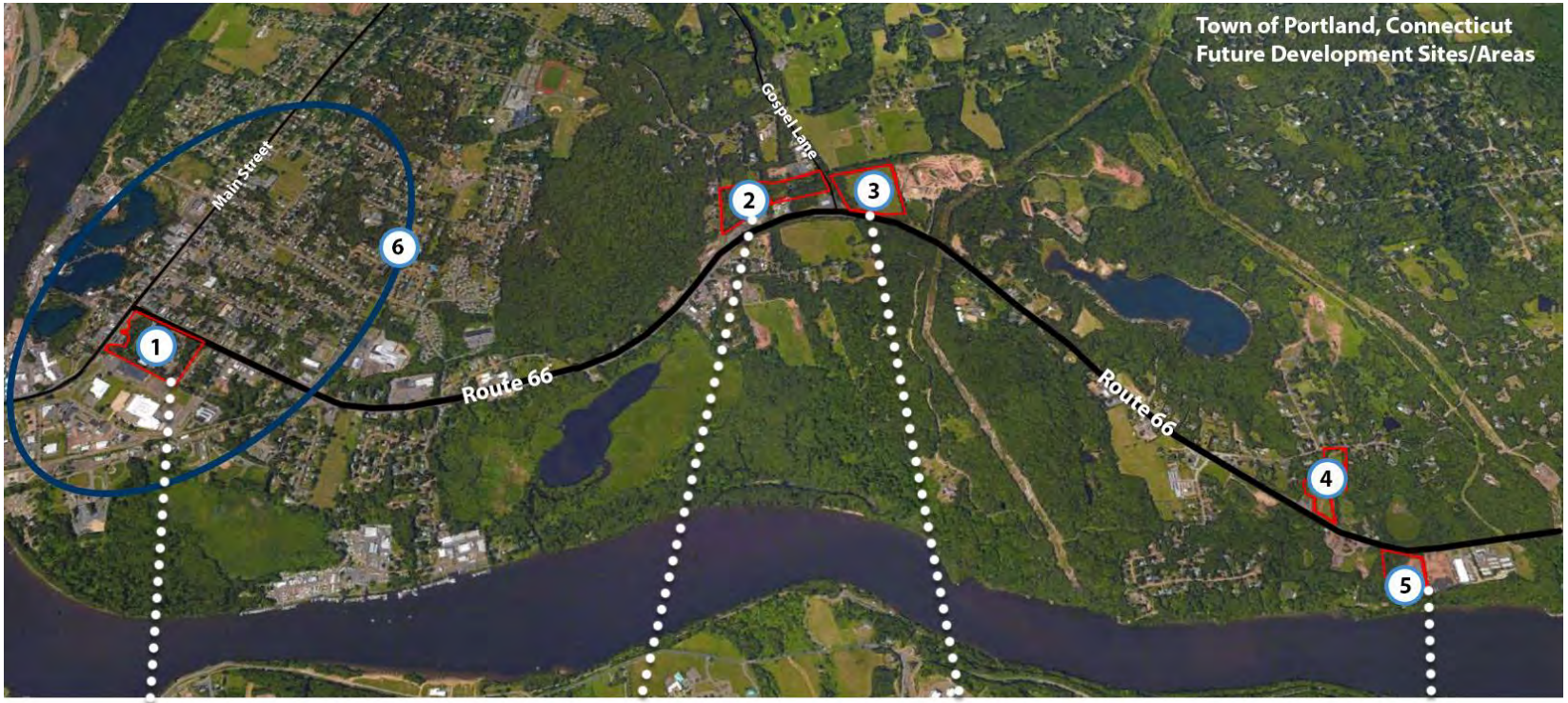
- **Projected using CTDOT Planning Volumes**
  - Socioeconomic Data, Population Growth, New Development, Land Use Expansion, Employment Growth
- **Average Total Growth (Annual Average Growth Rate)**
  - **Route 66 (Route 17A to Route 151):** 20.8% - 44.1% (1.0% - 2.6% per year)
  - **Route 66 (Route 151 to Route 196):** 27.8% - 32.6% (1.4% - 1.6% per year)

DEVELOPMENT PIPELINE

- **East Hampton**
  - Projects underway could result in close to 500 housing units and 100,000 square feet of commercial/industrial space. Could bring in an additional 400 jobs.
  - Major developments like Edgewater Hills plan to add 250 residential units and 80,000 square feet of commercial space.

- **Portland**
  - Projects underway could result in 360 housing units and 100,000 square feet of commercial/industrial space. Could bring in an additional 800 jobs.
  - Major developments like Brainerd Place will add 240 multi-family rental units (1 and 2 beds), and roughly 100,000 square feet of commercial/office/retail space.
  - Intersection of Route 66 and Gospel Lane is secondary node in Portland. New 120-bed assisted living and potential 99,000 square foot retail development are being discussed.

PORTLAND – FUTURE DEVELOPMENT



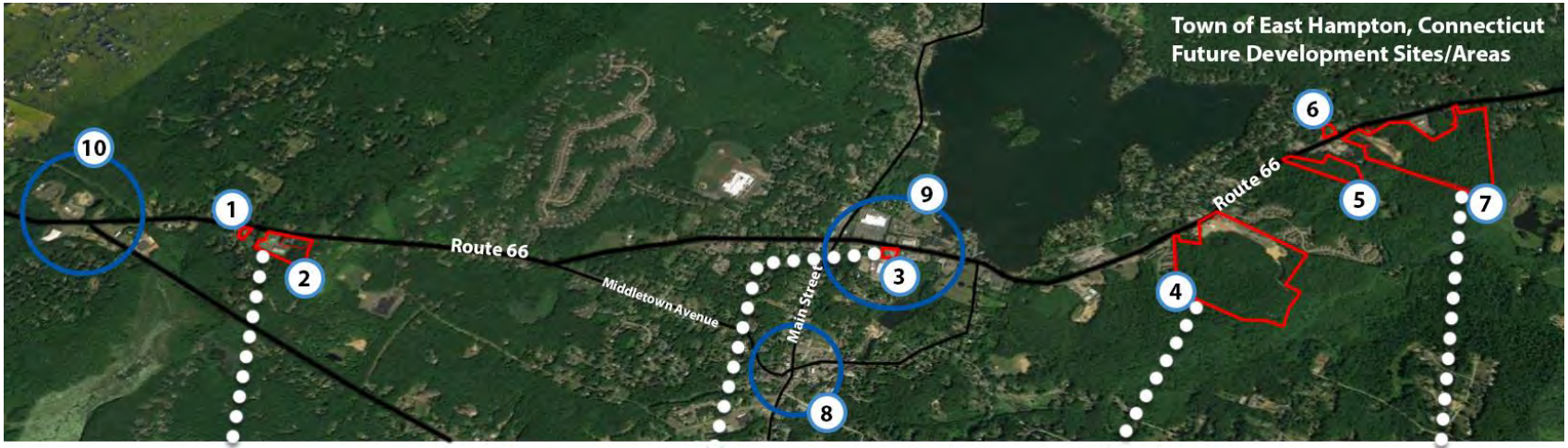
Brainerd Place Mixed-Use Development Project

Future Site for Assisted Living Facility

Future Site for Dairy Queen and Portland Commons Retail Center

Future Commercial Pad along Route 66

EAST HAMPTON – FUTURE DEVELOPMENT



Approved Future Commercial Pad along Route 66

Future Redevelopment on Site of Current Town Hall

Edgewater Hills Residential and Commercial Development

Hampton Woods Residential Development

CHALLENGES AND OPPORTUNITIES

- **Challenges**
  - Through year 2040, East Hampton may see population decline and both towns will see large uptick in senior population.
  - Increase in senior population means fewer families. Also brings up question of what happens in the market when single family housing comes up for sale.
  - Water service is limited in some locations.

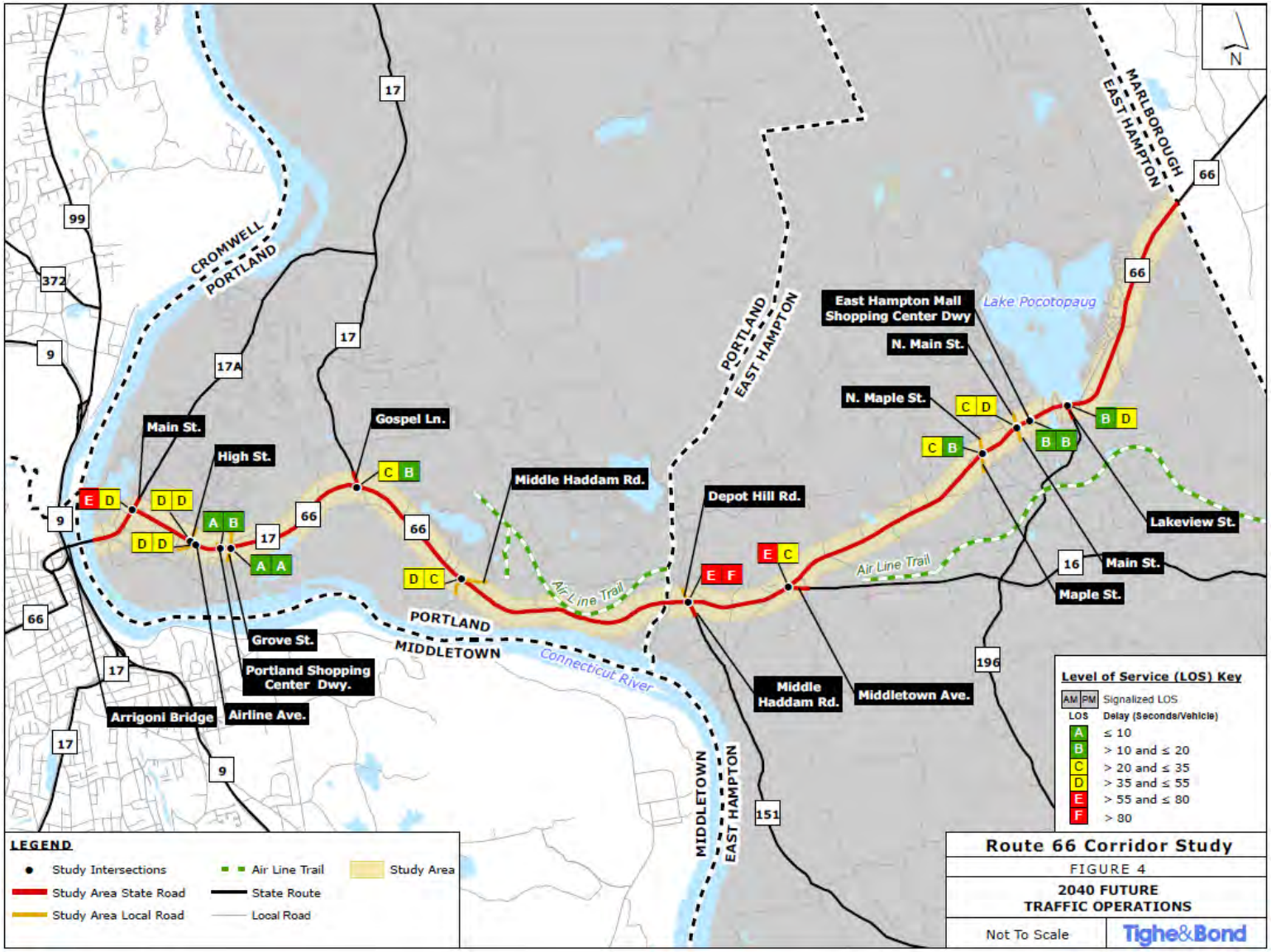
- **Opportunities**
  - Seniors and younger residents looking for smaller unit sizes, accessible, near amenities.
  - Build on existing downtown fabric, bring in additional amenities.
  - Recent development proposals have been mixed-use and multi-family rental bringing new product to market.
  - Development is concentrating at the ends of the corridor closer to transportation routes, utilities, services, and amenities.

ZONING IDEAS

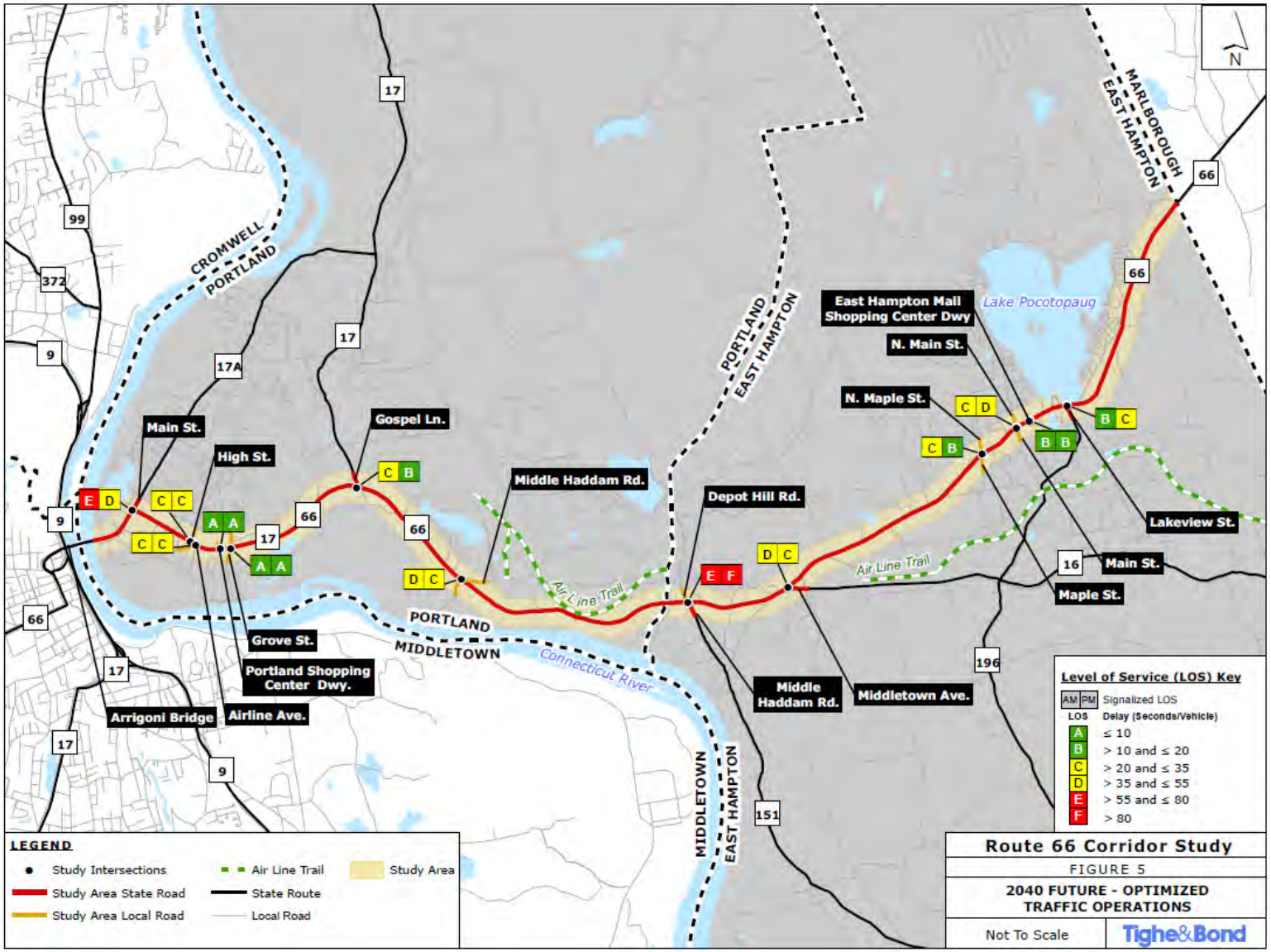
- **East Hampton**
  - Consider allowing some smaller mixed-use development as-of-right in the Village Center District.
  - Review minimum lot size and height restrictions in Village Center District to encourage parcel aggregation.
  - Consider new zoning district for Downtown area along Route 66. Current zoning facilitates large parcel, single use development.

- **Portland**
  - Look at transition zoning along Route 66 leading into Downtown area. Possibly shift some parcels to B-3.
  - Consider allowing some smaller mixed-use development in B-3 district as-of-right.
  - Consider rezoning area around Gospel Lane as future uses seem to be targeting residential and commercial, not industrial.

2040 FUTURE TRAFFIC OPERATIONS



2040 FUTURE-OPTIMIZED TRAFFIC OPERATIONS



2040 AREAS OF CONCERN / OPPORTUNITIES

- **Traffic Operations**
  - Route 66 at Route 17A (Main Street)
  - Route 66 at Route 151
- **Significant Queues**
  - Westbound during AM Peak Periods & Eastbound during PM Peak Periods
- **Safety Concerns**
  - Local Street Cut-throughs
  - High Travel Speeds
  - The Ledges Area
  - Skewed Side-Street Approaches
- **Bike/Ped/Transit Facilities**

PROJECT SCHEDULE / NEXT STEPS

- **Public Information Meeting 3**
  - May 14, 2019 – 6PM at the Portland Senior Center
- **Analysis of Alternatives – Summer/Fall 2019**
- **Study Advisory Committee Meeting 3**
  - Fall 2019 – Date TBD

QUESTIONS & DISCUSSIONS

Route 66 Public Information Meeting 3

TO: Community Advisory Committee Attendees

ATTENDEES: See attached sign-in sheet

FROM: Chris Granatini, PE

DATE: May 15, 2019

On May 14, 2019, Route 66 Corridor Study Public Information Meeting #3 was held at the Waverly Center in Portland from 6pm to 8pm. The objectives of Public Information Meeting #3 were to present the findings of assessment on Existing and Future Conditions to the public and receive inputs from the public to identify issues and deficiencies important to the communities. The following is a summary of the discussions from this meeting. A copy of the PowerPoint slides presented at the meeting and the attendance list are attached.

Discussion Summary

1. The meeting was opened with introductions. Tighe & Bond provided an introductory summary regarding the study goals and progress that has been accomplished.

2. Tighe & Bond provided a presentation on the following topics:
   - Summary of the Existing Conditions Assessment including existing and historical traffic volumes, travel speeds, safety review, 2020 traffic operations, multi-modal transportation, access management, and public engagement survey results
   - Summary of the 2040 Future Conditions Assessment including projected 2040 traffic volumes and 2040 future traffic operations in the study area
   - Identification of existing and future areas of concern within the network that should be investigated for potential improvements
   - Review of existing land use and market data in the study area
   - Review of planned future developments, challenges and opportunities, and zoning ideas for each town in the study area

3. Three meeting attendees from the public attended one or both previous Public Information Meetings held in June 2018; 6 meeting attendees from the public participated in the Online Public Engagement Survey conducted in summer/ fall of 2018.

4. The following concerns/ questions/ ideas were discussed following the presentation:
   - Study Background:
     - A previous Route 66 Improvement Plan was conducted in 1998, which mainly focused on geometry and traffic safety.
     - A new Route 66 Corridor Study is deemed necessary to support future development in a broader scale in addition to traffic and safety.
     - The goal of the new study is to be ready with potential plans for improvements when the State and/or Towns proposes a project.

- Concerns regarding potential developments in the neighboring Town of Marlborough which might impact the study results once they are occupied were discussed:
    - Initially, the Route 66 Study was to include 4 towns (Portland, East Hampton, Marlborough, and Hebron). The complexity of the study extending into 2 different COGs and the cost and long timeline associated with studying the corridor through 4 towns deemed it infeasible. The Study was then cut down to include Portland and East Hampton.
    - 2040 traffic volume projections include assumptions to capture traffic growth from a regional area. The State uses a state-wide traffic model based on social economic data and labor statistics to project future traffic volumes.
    - Traffic volumes along the corridor has been relatively stagnant since 2000.
- Future East Hampton Town Hall/ Edgewater Hill Development:
    - A traffic signal may need to be installed at the site driveway intersection with Route 66 once the developments are in place.
    - Jeremy Decarli from Town of East Hampton confirmed that a new traffic signal has been proposed associated with the Edgewater Hills Development at the driveway location.
    - Turn pockets may need to be installed by the developer as well to accommodate future turning traffic.
    - Signal warrant analysis and CTDOT review and approval must be conducted before a new traffic signal can be installed on a state highway.
- Brainerd Place Development
    - Traffic investigation report conducted by the developer is on file at the Town and CTDOT.
    - The demolition phase will be underway within the next few months.
    - Potential retail establishments are still yet to be determined.
    - Developer improvements at the intersection of Main Street and Marlborough Street include relocating the brownstone Welcome to Portland sign and tightening the radius on the free-flow right-turn.
    - A new traffic signal will be installed east of the Main Street and Marlborough Street intersection at the old entrance along Route 66.
    - Safety pedestrian crossings at the intersection of Main Street and Marlborough Street will need to be reviewed and addressed.
- Tangible Study Outcomes:
    - Both traffic signal installations at Lake View Street and Payne Boulevard intersections with Route 66 in East Hampton were based on improvement recommendations included in the 1998 Route 66 Improvement Plan.
    - Recommended improvements will be prioritized. Safety improvements will be classified as high-priority as safety funding are readily available, while capacity-related improvements are classified as low-priority and won't be implemented until the future traffic volumes are materialized.
- Driveway Access Issues:

  - It is recognized that there are driveway access issues in both towns.
  - A number of parcels have 2+ access points onto Route 66.
  - Older, smaller-sized parcels make access management difficult.
  - This may be addressed during redevelopment through re-zoning and potential combining of parcels to revise access points.
  - Town planning and zoning officials should be aware of parcel access deficiencies during development discussions.
- Transit Along the Corridor:
  - MAT Study being conducted by the region is currently underway.
  - F Route may be increasingly important as the population ages.
  - Transit needs to bring rural residents to destinations.
  - Idea of a minivan transport service with a depot has been discussed.
- Sewer and water issues along the corridor:
  - East Hampton Wastewater Treatment Plant currently operating at 50% of capacity.
  - Parts of East Hampton have a reliable sewer system; water is broken into smaller well systems.
  - Sewer and water would make St. Clement's future development much easier.
  - Bringing water to East Hampton will take a large investment. Potential future funding source is unknown.
- Issues related to Route 9 congestion in Middletown cause a domino effect in surrounding areas. The congestion downstream in Middletown exacerbates traffic congestion on the Arrigoni Bridge and into Portland on Route 66. This issue needs attention on the State level.
- General Safety Issues:
  - The Study team recognizes the Ledges area is unsafe and will look to potential shoulder widening in this area.
  - Study team should look at mitigating the 'speedway' feel in Portland where the road is currently separated by a median.
  - The intersection of Route 66 at Lake Drive adjacent the Dollar General is difficult to enter/ exit at night – a street light attached to a utility pole could help with visibility. State DOT would have to agree to install it.
- Both Towns need to create 'Livable Communities', encompassing all stages of life.
- Topics discussed at the Community Advisory Committee Meeting on May 6, 2019 included:
  - Reliable water system to foster new developments (hotels, offices, etc.).
  - Pedestrian and bicycle connections (including the Air Line Trail) along the corridor and connection to Downtown Portland and the Arrigoni Bridge.
  - Aging population, notably in East Hampton.

- Recognize that the assumptions that have been made during the Study are based on currently approved and/or pending improvements plans and projects and this should be stated in the final report.

5. The Study team will begin the Analysis of Alternatives in the summer/ fall of 2019.

\\tighebond.com\data\Data\Projects\L\L5001 LCRVCOG\001 Route 66 Study\Project Management\Meetings\2019-05-14 Public Info Meeting 3\2019_05-15 PIM Meeting 3 Meeting Minutes.docx

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting # 3

Name	Representing	E-Mail
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Don Burr	Self	DBurr10288@aol.com
NORMAN WARD	PORTLAND	SANTABEARIE@YAHOO.COM
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SIGN IN

Name	Representing	E-Mail
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Robert Haramut	RiverCOG	Haramut@RiverCOG.org

ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

PUBLIC INFORMATION MEETING #3

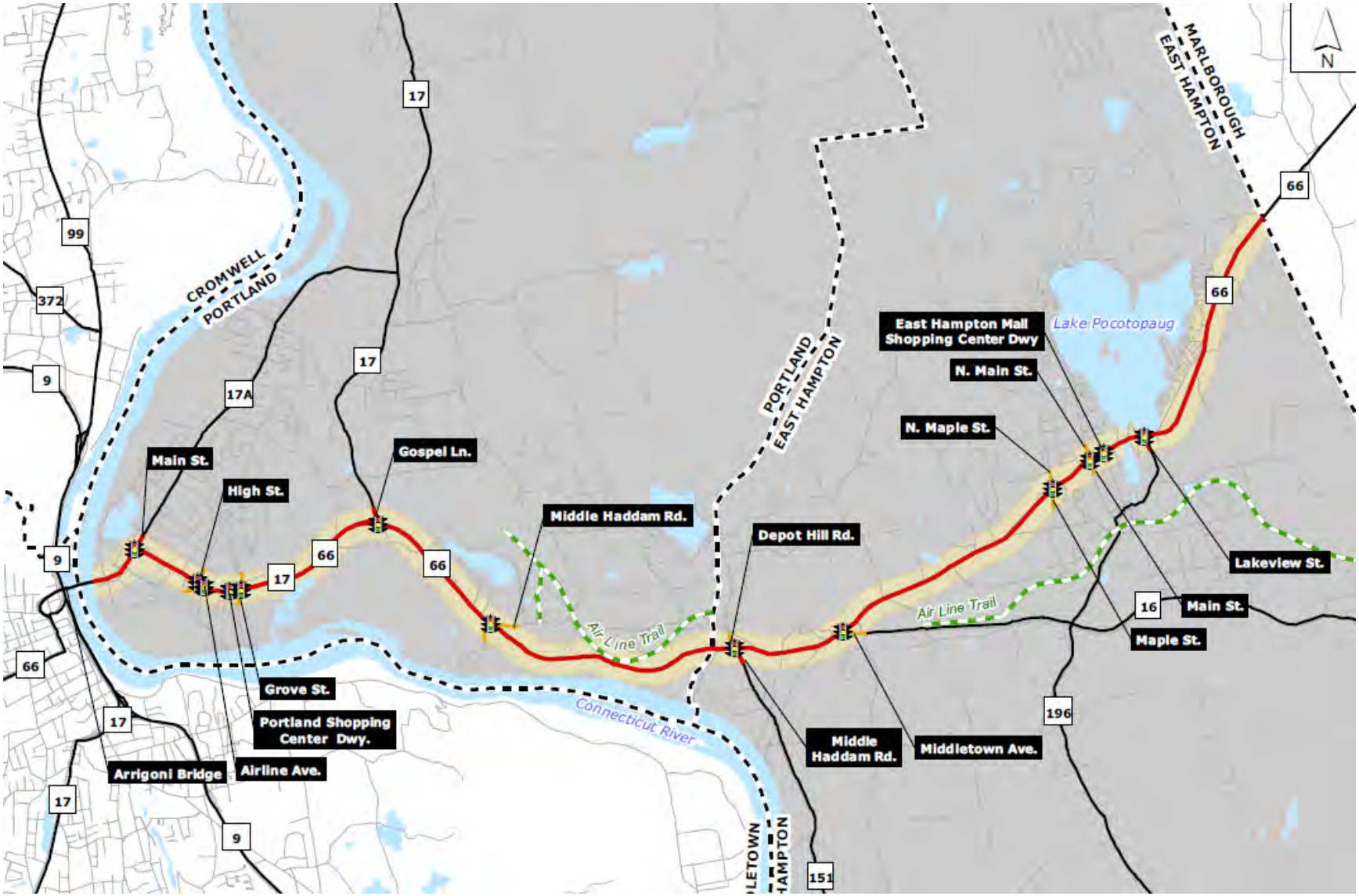
May 14, 2019

Presentation Team:
Chris Granatini, Tighe & Bond

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

STUDY AREA


N
MARLBOROUGH
EAST HAMPTON
CROMWELL
PORTLAND
PORTLAND
EAST HAMPTON
Lake Pocotopaug
Connecticut River
Air Line Trail
Air Line Trail
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Middletown Ave.
Depot Hill Rd.
Middle Haddam Rd.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
17
99
372
9
17A
66
16
196
151

AGENDA

- Review Study Goals & Objectives
- Public Information Meetings Summary
- Data Collection & Existing Conditions Assessment
- Future Conditions Assessment
- Project Schedule / Next Steps
- Open Discussion

STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

PUBLIC INFORMATION MEETING GOALS

- Receive Input from YOU!
- Present Existing and Future Conditions Assessment
- Identify Issues and Deficiencies Important to the Communities
- Develop a Study Vision Framework to Guide the Development of Improvement Concepts

PUBLIC INFORMATION MEETING 1 & 2

- **Meeting Dates**
  - June 12, 2018, East Hampton MS
  - June 14, 2018, Portland Library

- **Goals**
  - Introduce Study to Public
  - Gather Public Input on Study Objectives and Study Area Needs and Deficiencies

- **Focus Group Discussions**
  - Traffic and Safety Issues
  - Land Use and Development
  - Alternative Travel Modes and Facilities

- **45 Public Attendees over 2 Meetings**

KEY TAKEAWAYS

- Roadway Congestion in CBD Areas
- High Travel Speeds
- Roadway Geometry/ Sight Line Issues
- Lack of Bicycle, Transit and Pedestrian Facilities
- Access Management
- Meaningful Future Development

DATA COLLECTION & EXISTING CONDITIONS

- **Base Mapping/Aerial Imagery Data (GIS)**
- **Conducted Field Visits to Review:**
  - Traffic Conditions
  - Signs and Pavement Markings
  - Traffic Control Equipment
  - Multi-Modal Facilities
- **Peak and Daily Traffic Volumes**
- **Travel Speeds**
- **Traffic Safety Review**
- **Alternative Travel Modes**
- **Access Management**
- **Land Use Data**
- **Environmental Data**

TRAFFIC VOLUMES

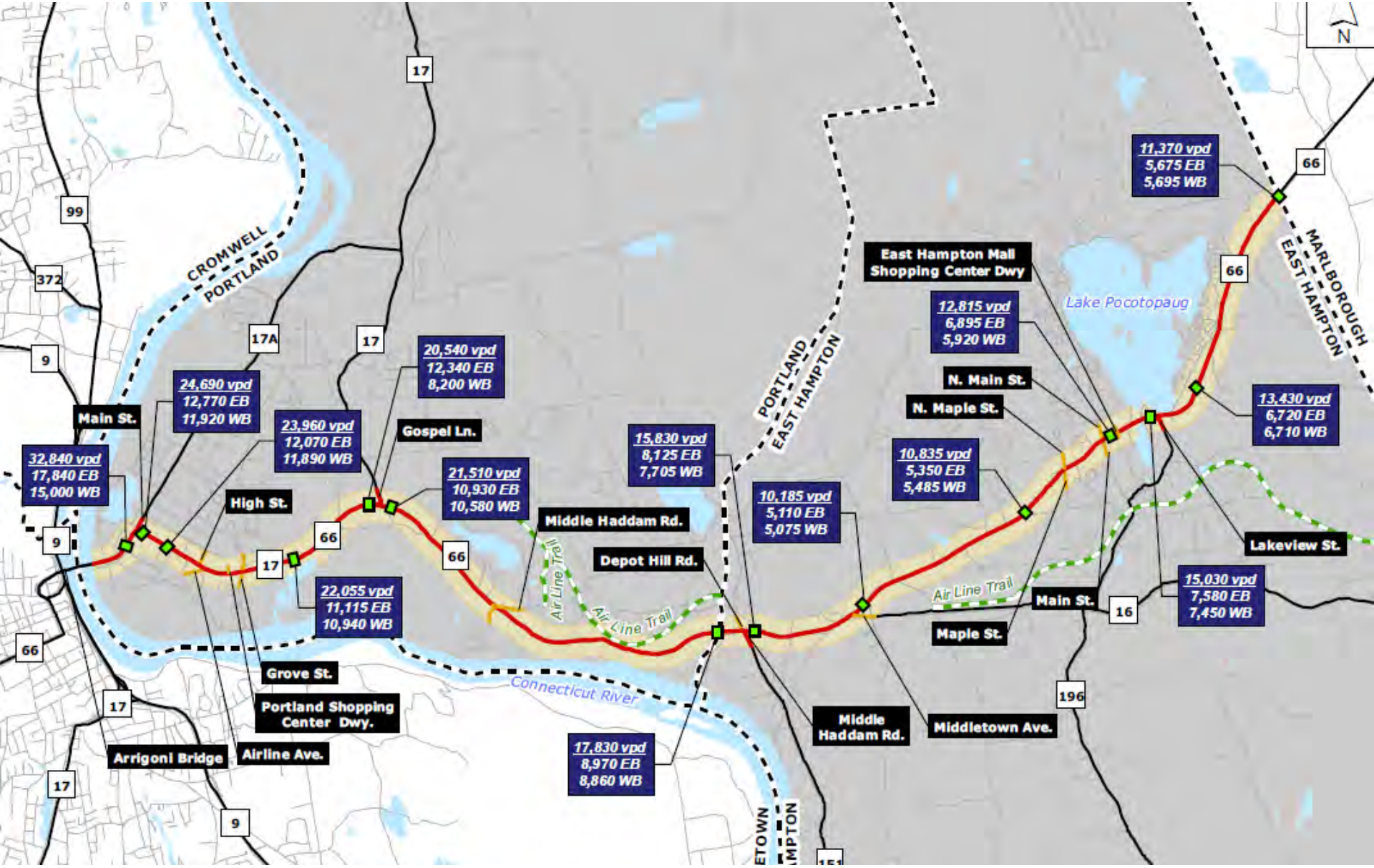
- **Peak Hour Turning Movement Counts (TMC)**
  - 13 Study Area intersections
    - Weekday Morning Peak Hours (7 – 9 AM)
    - Weekday Afternoon Peak Hours (4 – 6 PM)
- **Automatic Traffic Recorder Counts (ATR)**
  - Directional Volumes and Speeds at 14 locations
- **CTDOT Historical Daily Traffic Volume Data**
  - Triennial 24 hour ATR counts between 2003 and 2015
- **CTDOT Historical Directional Peak-Hour Traffic Volume Data**
  - Directional peak-hour traffic flow between 1991 and 2009 at Portland Count Stations

TURNING MOVEMENT VOLUMES

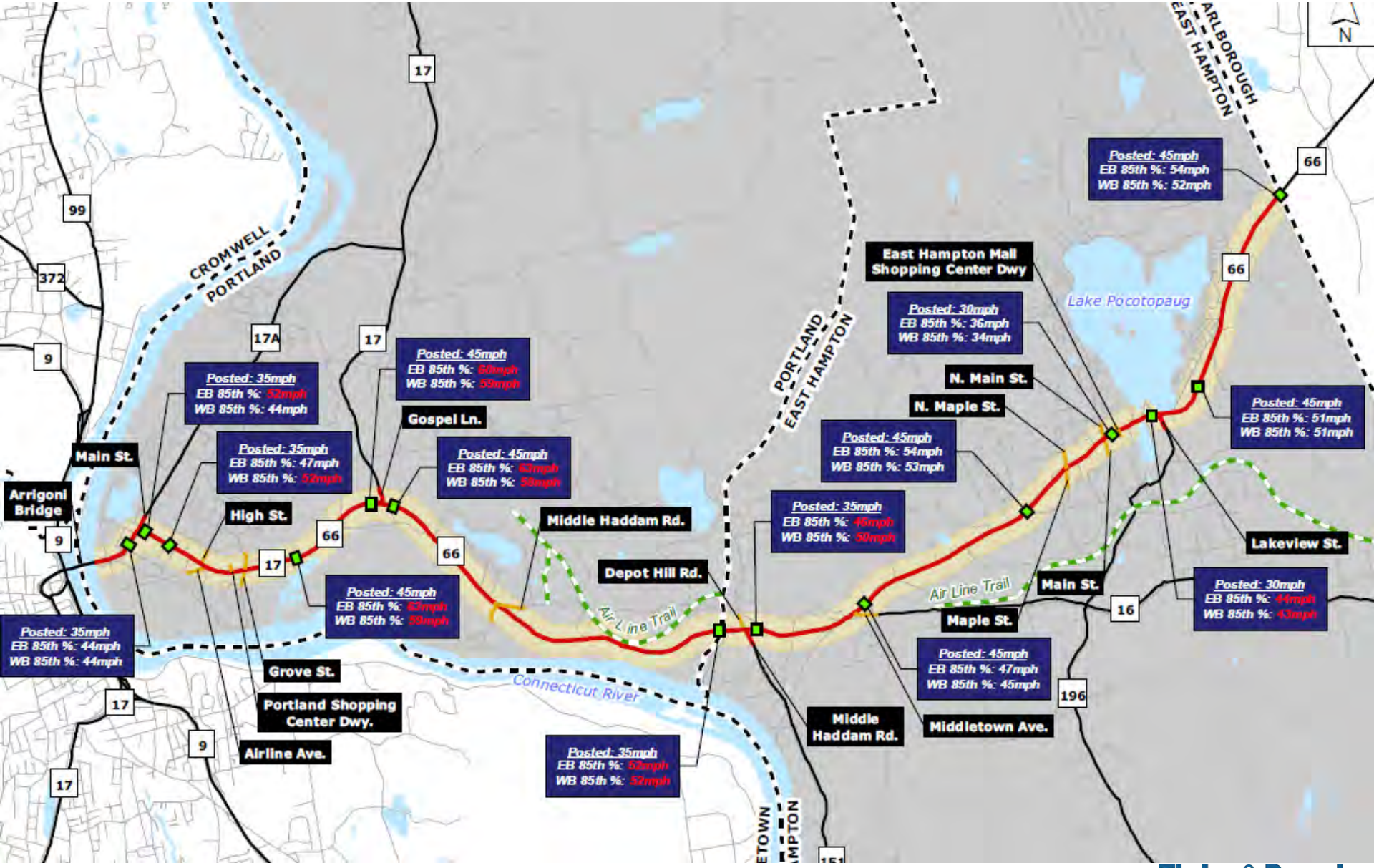
- **2020 Corridor Peak Hour Traffic Volumes Developed based on 2018 Existing Peak Hour Traffic Volumes**
  - CTDOT reviewed and approved
  - 0.7 and 1.2 percent per year volume growth in Portland and East Hampton, respectively

- **Heavy Commuter Traffic Flows**
  - Westbound During Weekday Morning Peak Periods
  - Eastbound During Weekday Afternoon Peak Periods

AVERAGE DAILY TRAFFIC



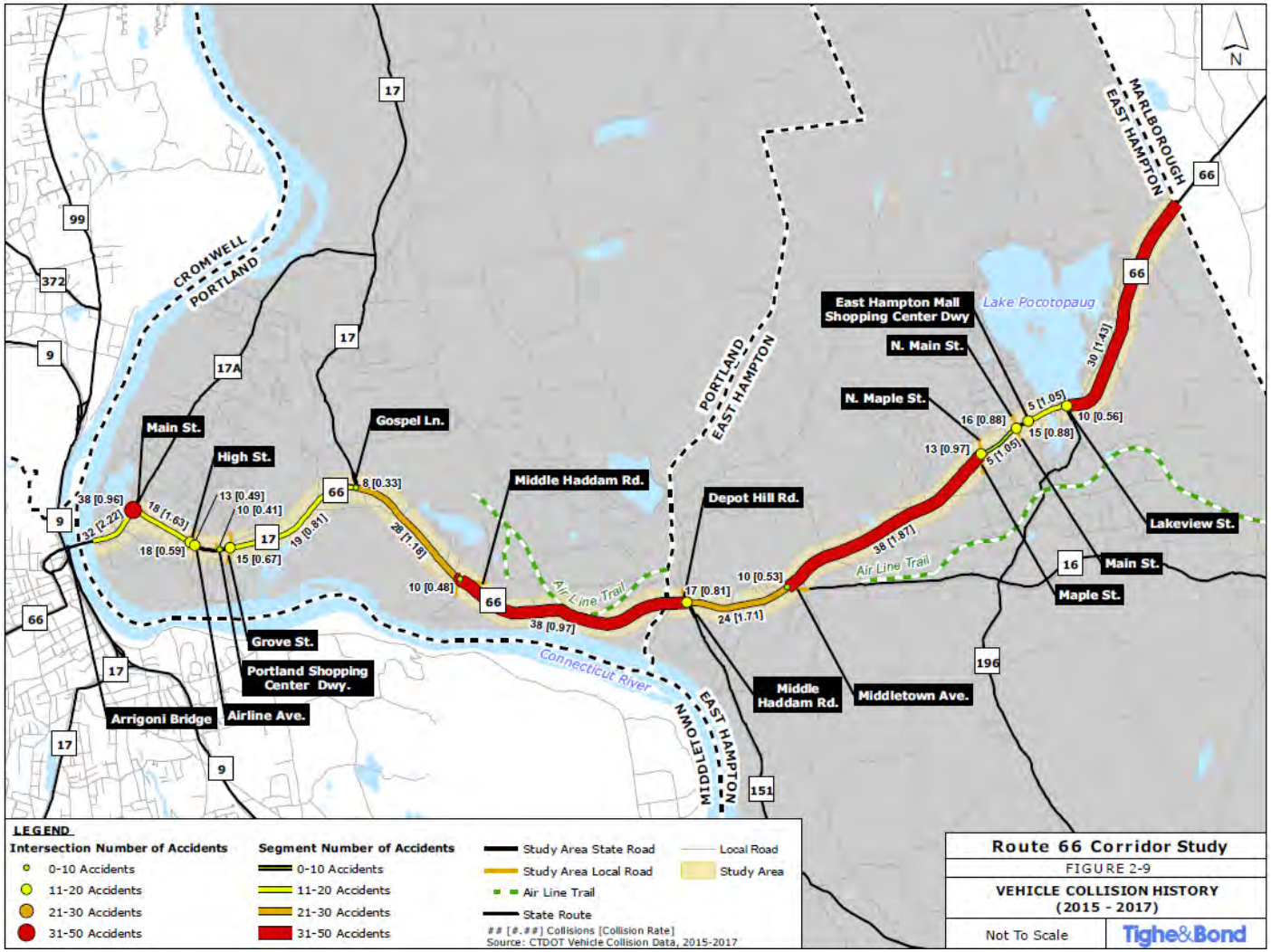
TRAVEL SPEEDS



Tighe&Bond

TRAFFIC SAFETY REVIEW (2015-2017)

- 455 Crashes: 52% rear-end; 17% angle; 13% fixed-objects
- 97% property damage only; 2% injuries, 1% fatality



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TRAFFIC SAFETY – ALTERNATIVE MODES

- **One (1) Collision Involving Pedestrians**
- **Three (3) Collisions Involving Bicyclists**

Pedestrians and Bicyclists Collisions Summary

Date	Type	Location	Contributing Factor	Injury
9/4/2015	Bicycle	Route 66 at Arrigoni Bridge (EB approach)	Unknown	Possible Injury
3/27/2016	Bicycle	Route 66 at Maple Street	Unknown	Suspected Minor Injury
5/25/2016	Bicycle	Route 66 at Mallard Cove	Unsafe Use of Highway By Bicyclist	None
9/4/2016	Pedestrian	Route 66 at North Main Street	Work Zone	Suspected Serious Injury

2020 TRAFFIC OPERATIONS

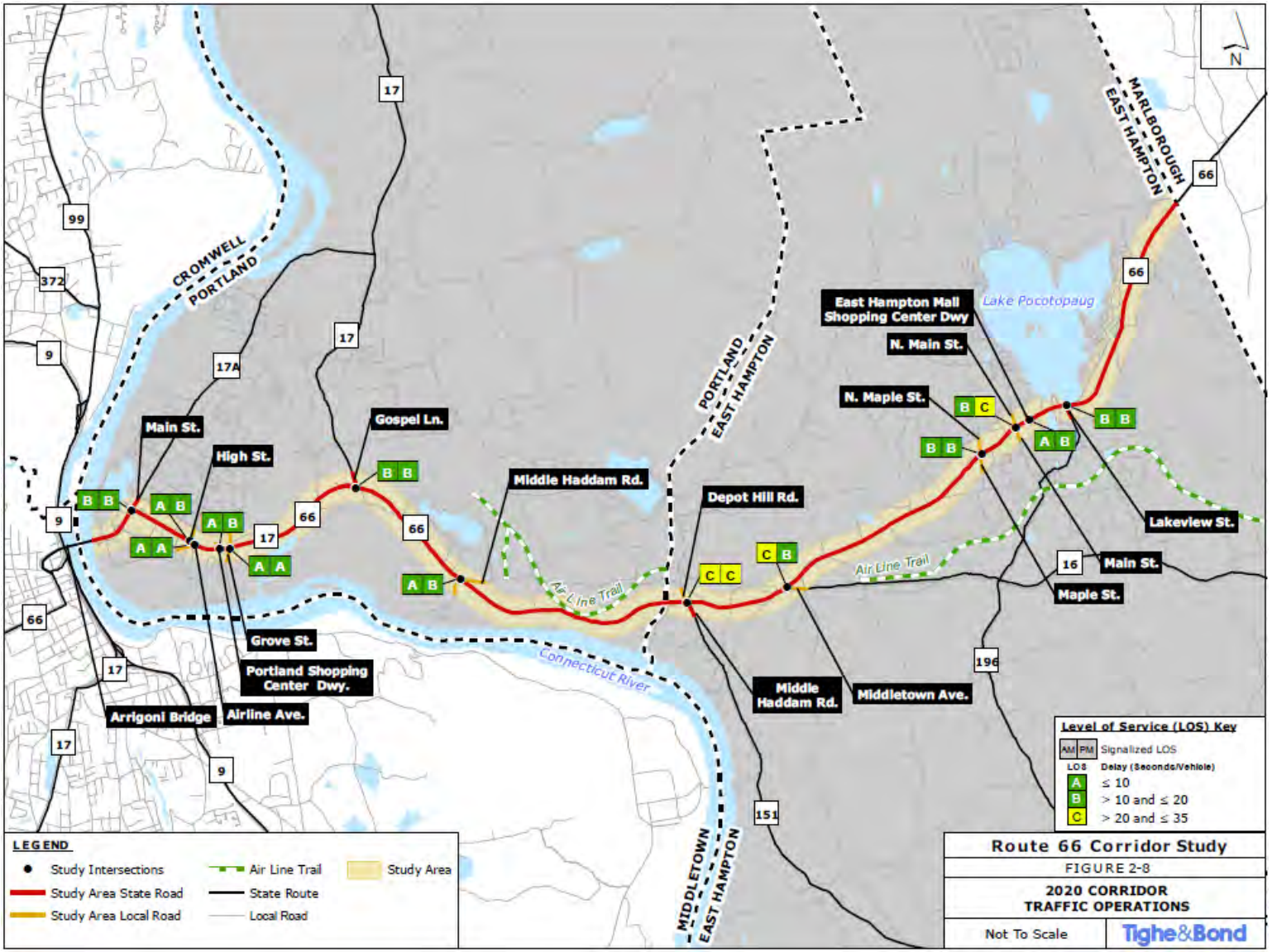
- **Two Analysis Periods**
  - Morning Peak Hour (7:15 – 8:15 AM)
  - Afternoon Peak Hour (4:30 – 5:30 PM)

- **Synchro 10 Traffic Analysis Software**

- **Traffic Model Inputs**
  - Balanced Intersection Turning Movement Counts
  - Existing Traffic Signal Timings
  - Intersection Geometry / Lane Use

- **Analysis Results**
  - Level of Service (LOS): Average Delay (sec), A – F Grades
  - v/c ratio: volume carried versus total capacity
  - Queue – Length of Vehicles stopped at Intersections by Lane

2020 TRAFFIC OPERATIONS



MULTI-MODAL TRANSPORTATION

- **Bike/Ped/Transit Infrastructure**
  - Discontinuous sidewalk network
  - Limited pedestrian signals, crosswalks and ADA ramps
  - Bicycle facilities not available except Airline Trail
  - MAT Route F bus stops or waiting areas not designated; lack of bus stop amenities

- **Airline Trail Usage**
  - 62,415 total uses in 2017
  - Average of 171 users/day

ACCESS MANAGEMENT

- **Main Street to Gospel Lane, Portland**
  - 2 miles long: 6 signals; 7 side streets; 75 driveways
- **Maple Street to Lakeview Street, East Hampton**
  - 0.84 miles long: 4 signals; 5 side streets; 51 driveways
- **Existing Driveway Deficiencies:**
  - Closely spaced
  - Poorly delineated & wide
  - Redundant driveways
  - Potential egress/ingress conflicts
- **Opportunities:**
  - Improve inter-parcel connectivity
  - Consolidate driveways
  - Delineate driveways

PUBLIC ENGAGEMENT SURVEY RESULTS

- **Survey Monkey Online Survey – 23 Questions**
- **Link Distributed via Business Cards, Social Media, Etc.**
- **Probed Questions Related to**
  - Commuting Trends
  - Recreational Uses
  - Travel Modes
  - Airline Trail
  - Transit
  - Land Use
- **Select Summary of Responses**

Q6: How do you use Route 66 in Portland and/or East Hampton (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Commuting to the west in the direction of Middletown	61.51%	358
Commuting to the east in the direction of Marlborough	58.93%	343
Recreation/Exercise	26.29%	153
Shopping/Local Errands	86.77%	505
Waiting for Bus	0.86%	5
Walk or Bicycle	11.86%	69
Walking to School	0.34%	2
Driving to School	7.39%	43
Going to Community Activities	45.02%	262
Traveling to Route 2 for Regional Desitinations	71.82%	418
Travelling to Route 9 and I-91 for Regional Destinations	73.71%	429
Total Respondents: 582		

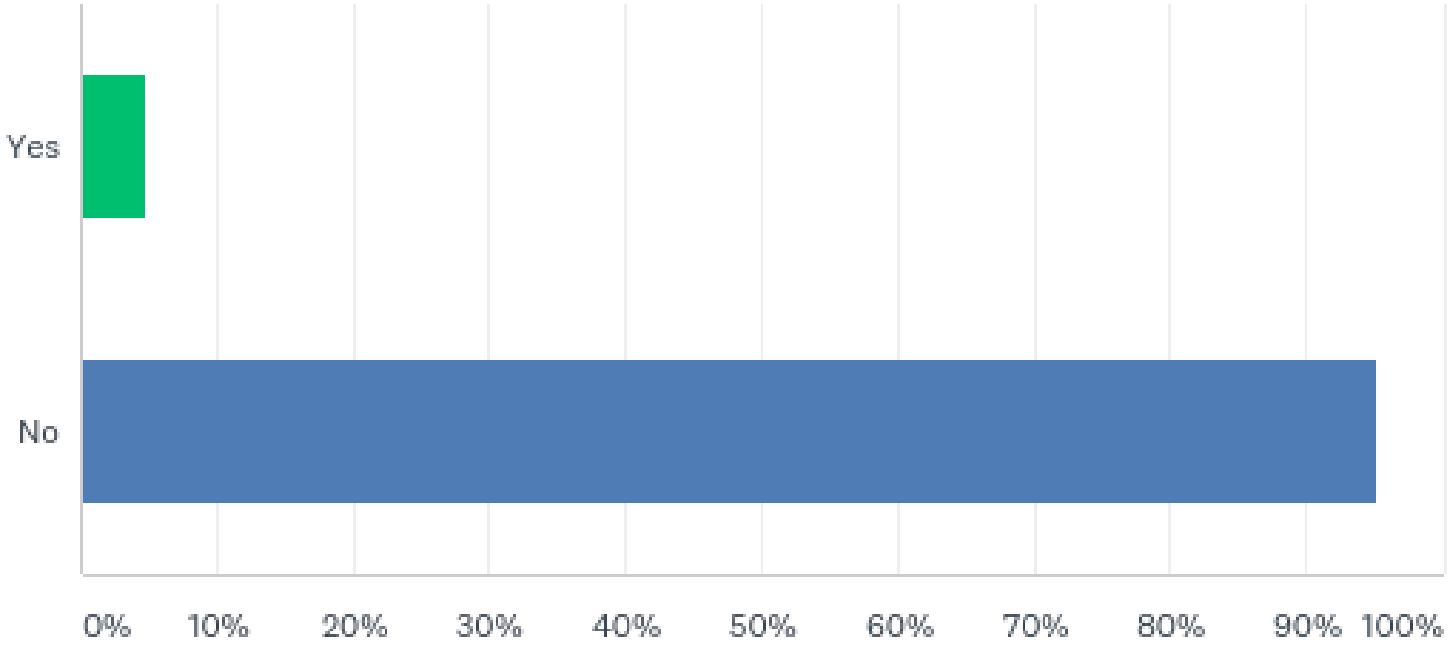
Q7: How do you travel on Route 66 (Check all that apply)

Answered: 582 Skipped: 35

ANSWER CHOICES	RESPONSES	
Personal vehicle (Car/Truck)	99.48%	579
Motorcycle	9.62%	56
Bicycle	8.08%	47
Bus	0.86%	5
Walk	11.34%	66
Tractor Trailer	0.86%	5
Work Vehicle	6.36%	37
Rideshare/Carpool	2.23%	13
Total Respondents: 582		

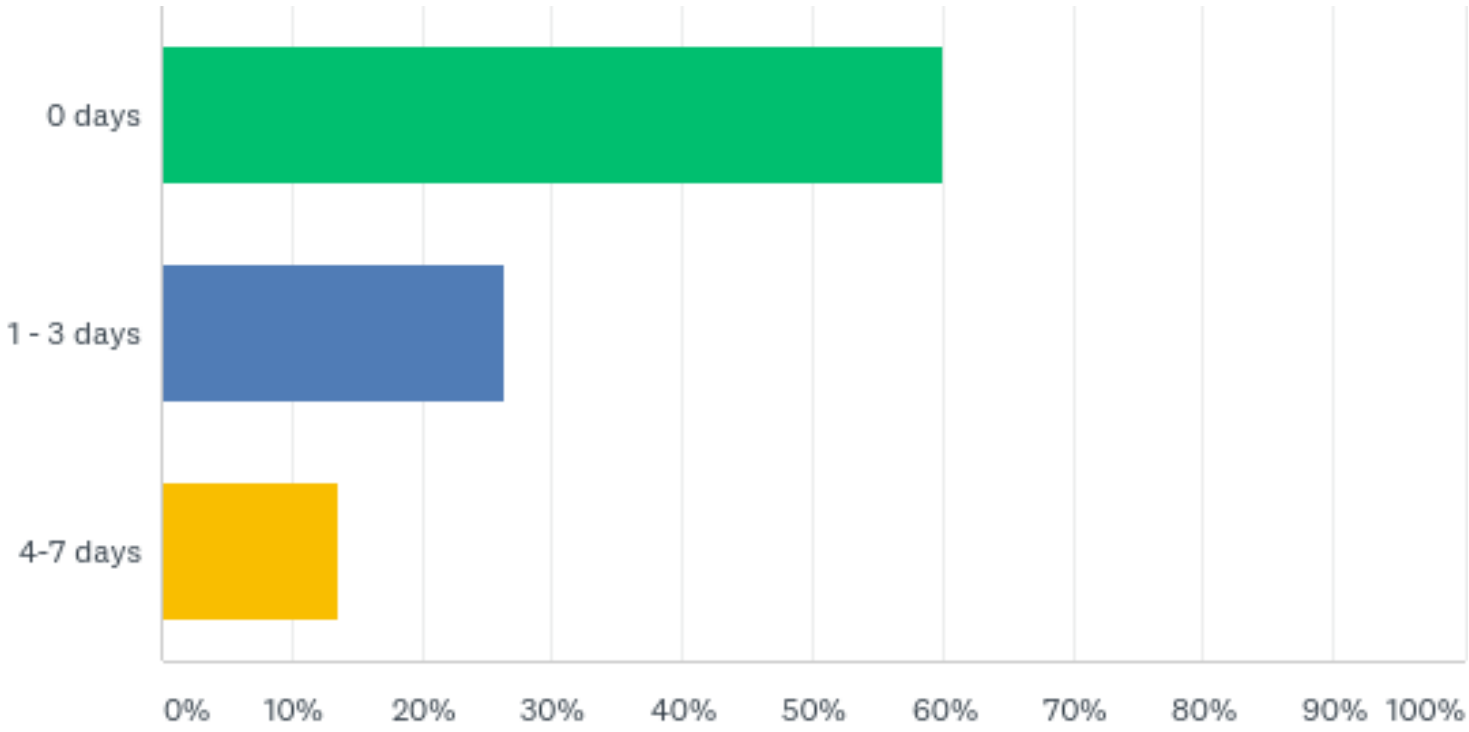
Q9: If you answered "Commuting to the east in the direction of Marlborough", do you utilize the Park and Ride at Route 2 - Exit 12 and ride the commuter bus to Downtown Hartford

Answered: 377 Skipped: 240



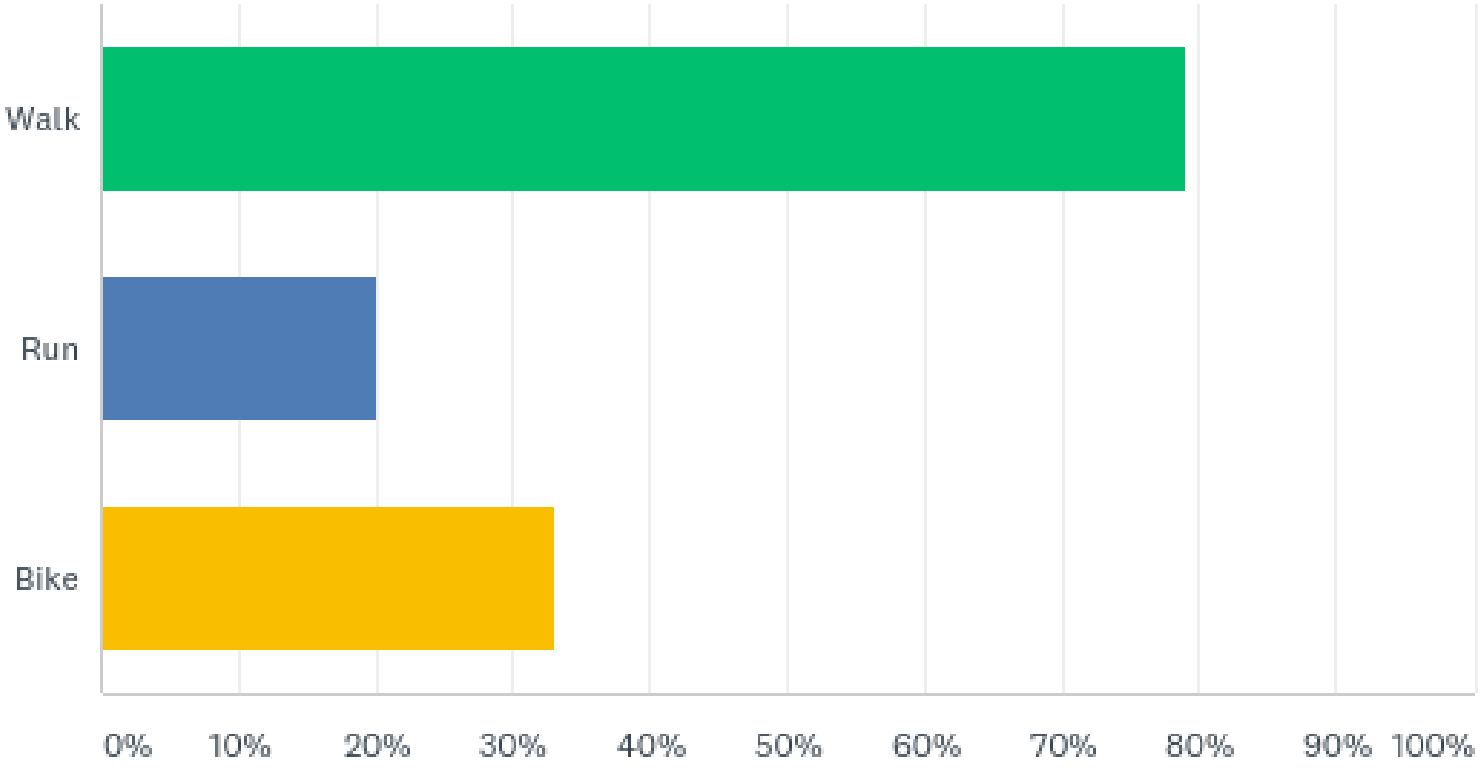
Q11: How many days a week do you use Route 66 for Fitness/Recreation

Answered: 511 Skipped: 106



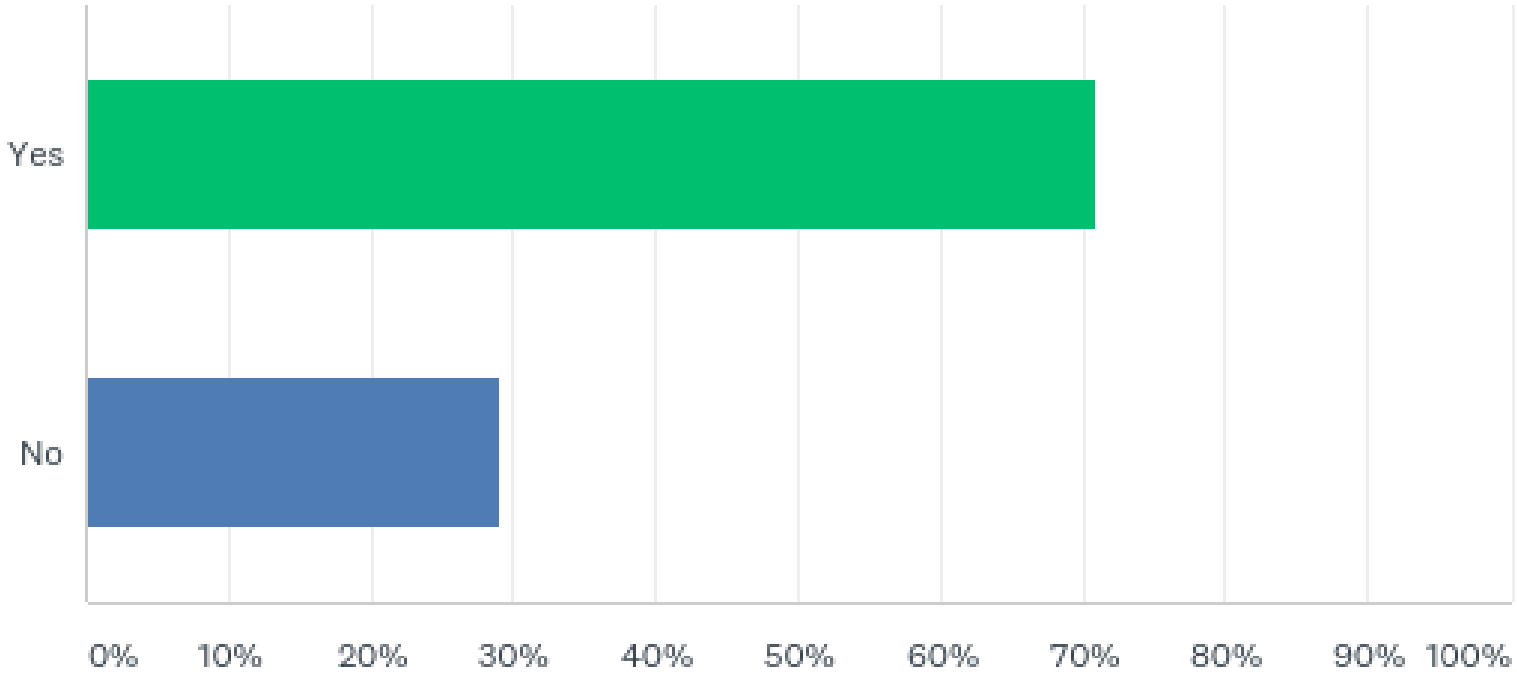
Q12: What forms of exercise? (Check all that apply)

Answered: 239 Skipped: 378



Q13: Do you use the Airline Trail?

Answered: 522 Skipped: 95



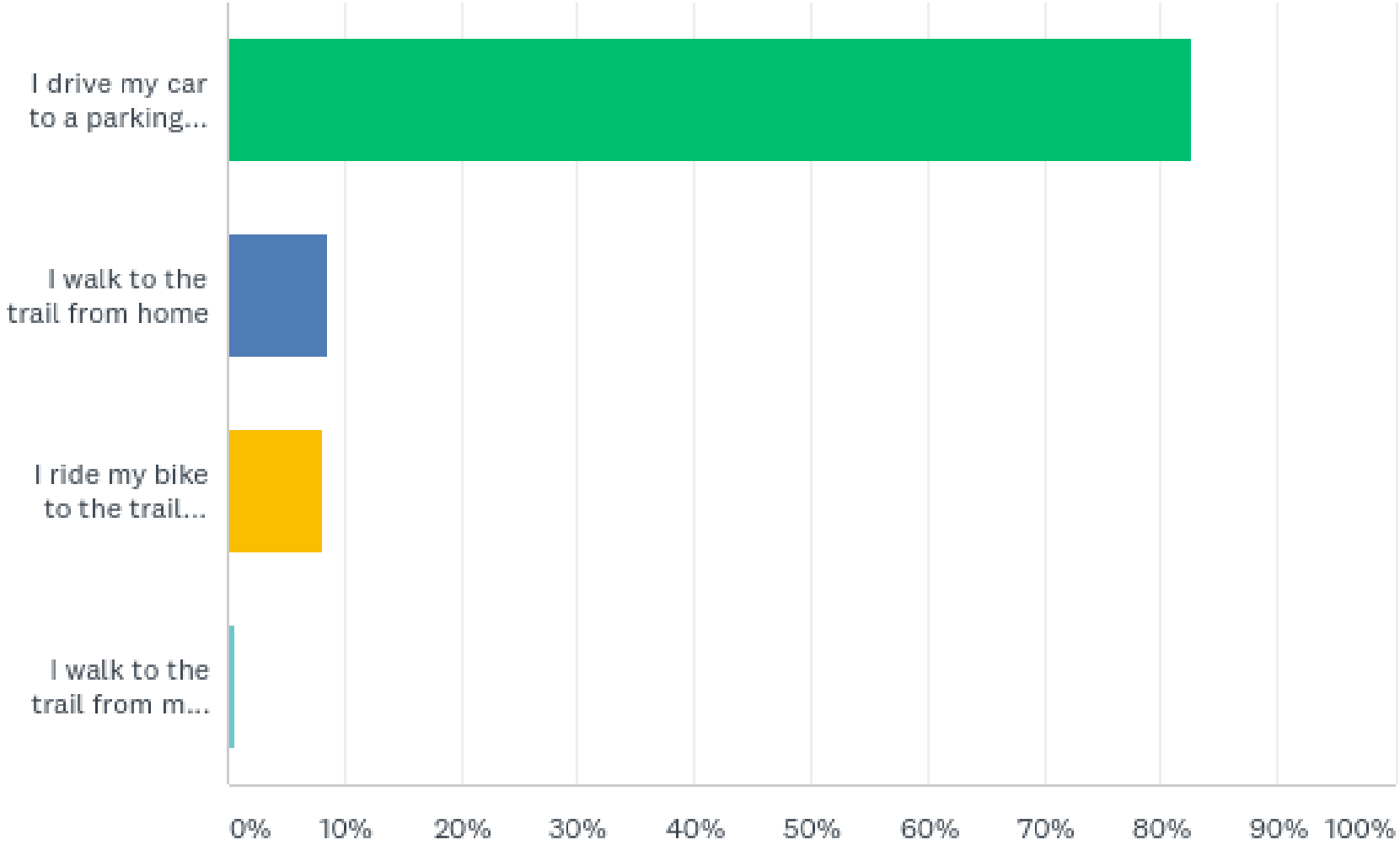
Q14: When weather permits I use the Airline Trail

Answered: 522 Skipped: 95

ANSWER CHOICES	RESPONSES	
Never	24.14%	126
A few times a year (0-5 times a year)	39.46%	206
Monthly (5-10 times a year)	16.48%	86
A few times a month (10-20 a year)	8.24%	43
Frequently (over 20 times a year)	11.69%	61
TOTAL		522

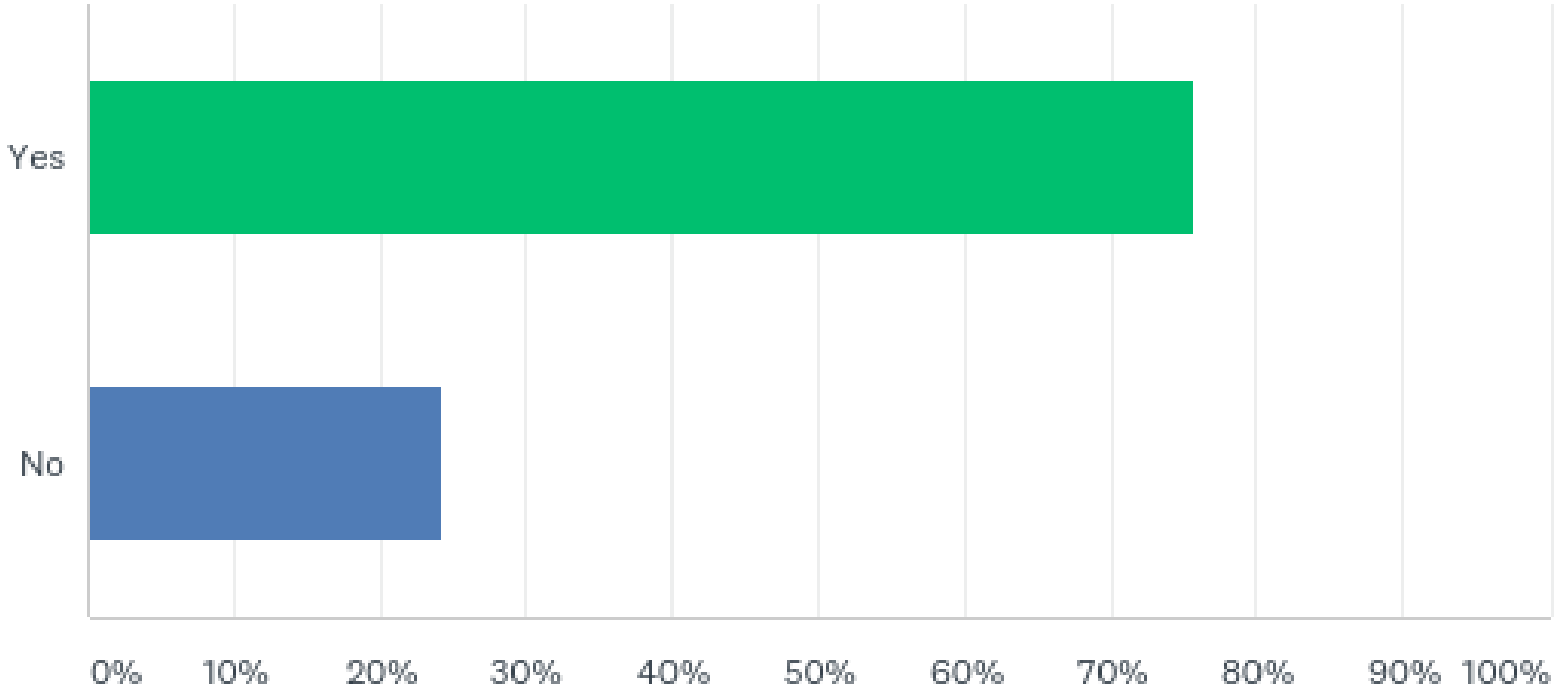
Q15: How do you get to the Airline Trail

Answered: 419 Skipped: 198



Q19: Do you know that Middletown Area Transit operates bus service between East Hampton and Downtown Middletown (F Route)?

Answered: 512 Skipped: 105



Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
If more frequent bus service was provided, I would consider taking the bus towards Downtown Middletown	26.56% 136	28.71% 147	28.32% 145	11.52% 59	4.88% 25	512
If bus service was provided, I would consider taking the bus towards the Park and Ride in Marlborough to commute to Hartford	25.39% 130	29.88% 153	32.81% 168	8.01% 41	3.91% 20	512
Bus shelters and bus stop signs should be installed at marked stops and improved to encourage more bus travel.	7.23% 37	7.81% 40	29.69% 152	41.80% 214	13.48% 69	512

Q20: Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 512 Skipped: 105

	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
Bus service should be discontinued if it is too expensive to operate	9.96% 51	30.86% 158	33.40% 171	17.19% 88	8.59% 44	512
Bus service should be maintained to serve citizens that rely on it regardless of the cost	7.42% 38	13.67% 70	27.93% 143	36.52% 187	14.45% 74	512

Q21: What types of uses and development would you like to see more along Route 66 in Portland? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	73.09%	364
Professional Offices (medical, lawyer, accountant, etc)	30.92%	154
Larger-Scale Corporate Offices	13.05%	65
Light Industrial/Manufacturing	17.47%	87
Single-Family Residential	10.44%	52
Multi-Family Residential (Townhomes, Condos, Apartments)	12.05%	60
Mixed-Use (residential above first floor commercial)	27.51%	137
No New Development in Town	18.88%	94
Other	5.42%	27
Total Respondents: 498		

Q22: What types of development would you like to see/see more of along Route 66 in East Hampton? (Check all that apply)

Answered: 498 Skipped: 119

ANSWER CHOICES	RESPONSES	
Retail/Restaurants	69.48%	346
Professional Offices (medical, lawyer, accountant, etc)	31.33%	156
Larger-Scale Corporate Offices	11.65%	58
Light Industrial/Manufacturing	19.28%	96
Single-Family Residential	9.04%	45
Multi-Family Residential (Townhomes, Condos, Apartments)	10.64%	53
Mixed-Use (residential above first floor commercial)	26.71%	133
No New Development in Town	23.69%	118
Other	4.62%	23
Total Respondents: 498		

EXISTING POPULATION AND EMPLOYMENT

- **Population**
  - Combined population of 22,000
  - Increased 2.4% since 2000.
  - Population is aging, 60% increase in 65+ age group since 2000.
  - 20% decrease in residents ages 24-44.

- **Households**
  - Number of households expected to increase 8% over the next five years.
  - Household income has increased substantially in both towns. 41% increase since 2000.

- **Employment**
  - 800 more jobs in 2017 than in 2013.
  - Unemployment near 5%.

EXISTING MARKET DATA

- **Housing**
  - 75% of housing is owner-occupied in both towns
  - Projected to add about 650 new housing units through 2022
  - Sale prices rose since 2010. 5% in East Hampton, 2% in Portland.
  - Multi-family rents in the $1.00 to $1.30 PSF.

Acreage by Land Use Designation					
	East Hampton			Portland	
	Acres	% of Total		Acres	% of Total
Residential	641	47%		317	26%
Commercial	122	9%		170	14%
Industrial	3	0%		63	5%
Mixed-Use	1	0%		11	1%
Vacant Land	452	33%		237	19%
Other (institutional, open space, etc.)	146	11%		425	35%
Total	**1,365**	**100%**		**1,223**	**100%**
Source: Tighe & Bond, Town Assessors					

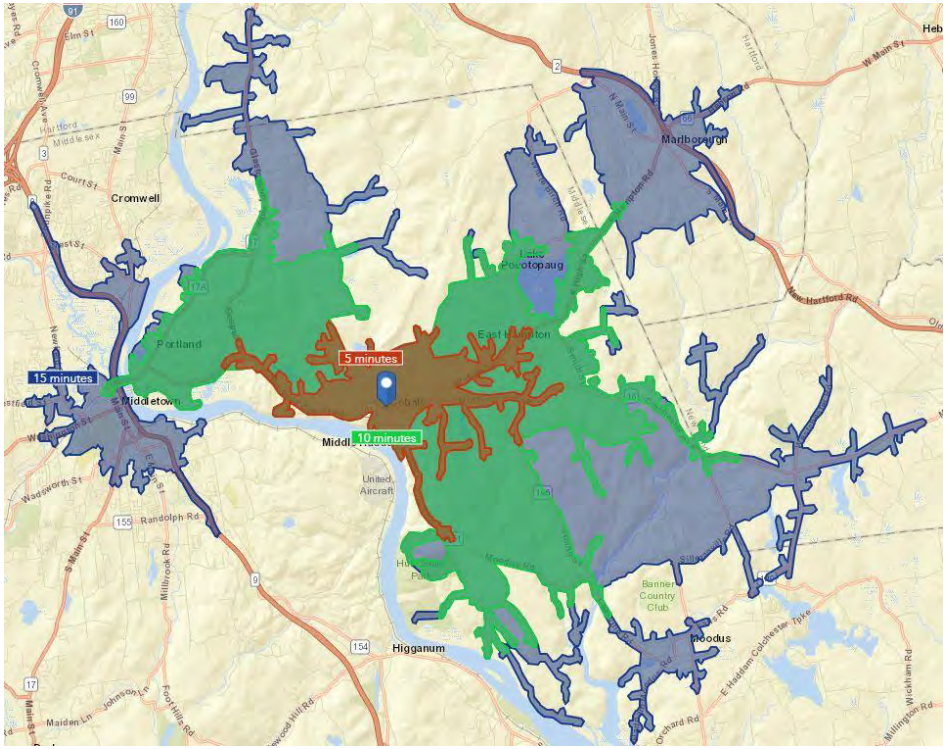
- **Office**
  - Limited office market, rents average $6 to $11 PSF.

Industrial

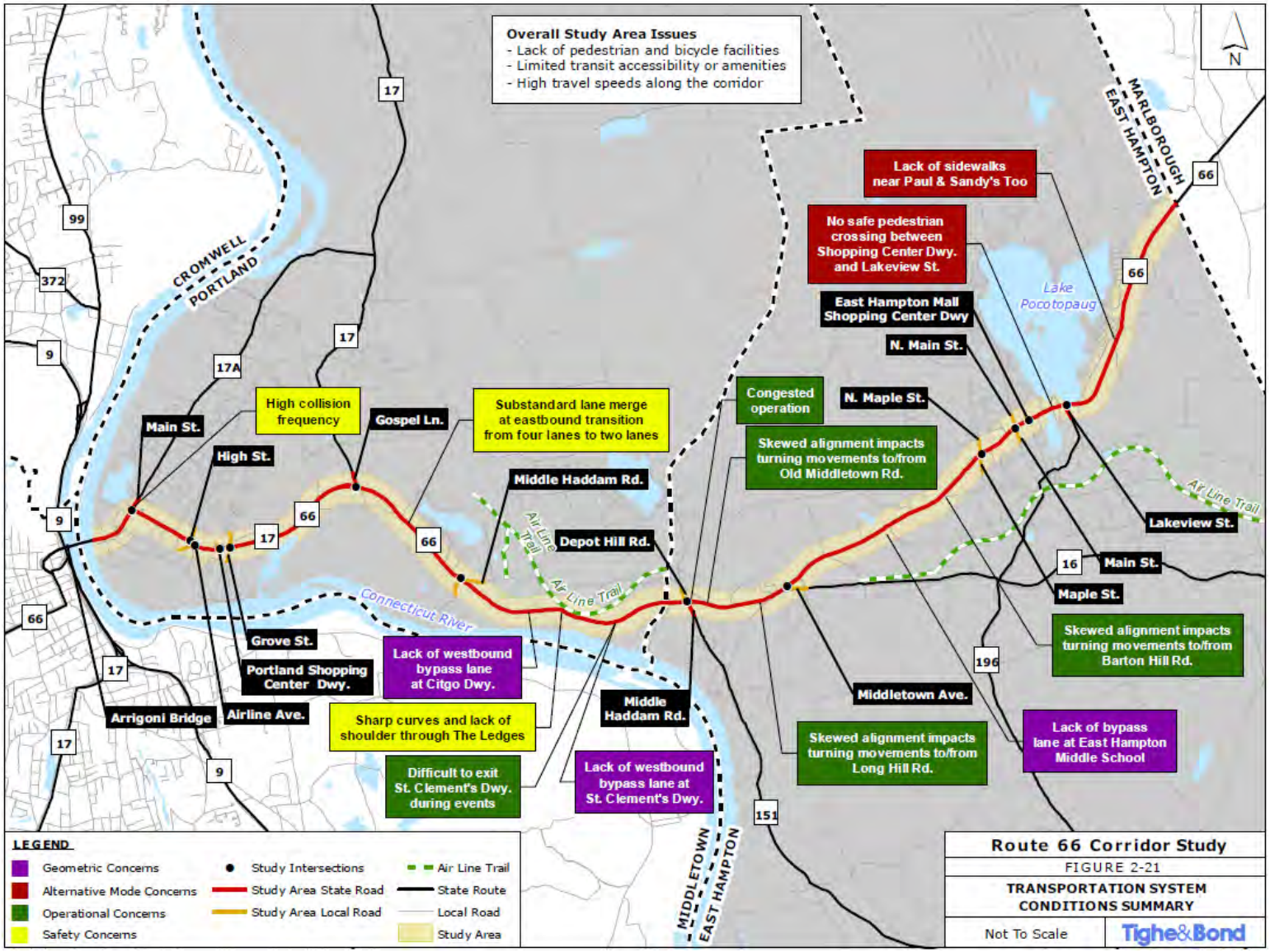
- Both towns have industrial parks.
- Smaller scale industrial has been popping up along Route 66.
- Rents in the $5 to $7 PSF range.

EXISTING MARKET DATA

- **Retail**
  - Within 10-minute drive time of corridor there are 98 retail businesses equaling 268,000 SF.
  - Corridor could support some retail development.
  - Leakage in general merchandise, grocery, and restaurants.
  - Potential to support 70,000 SF of space either in existing businesses or new space.



EXISTING AREAS OF CONCERN



2040 FUTURE TRAFFIC VOLUMES

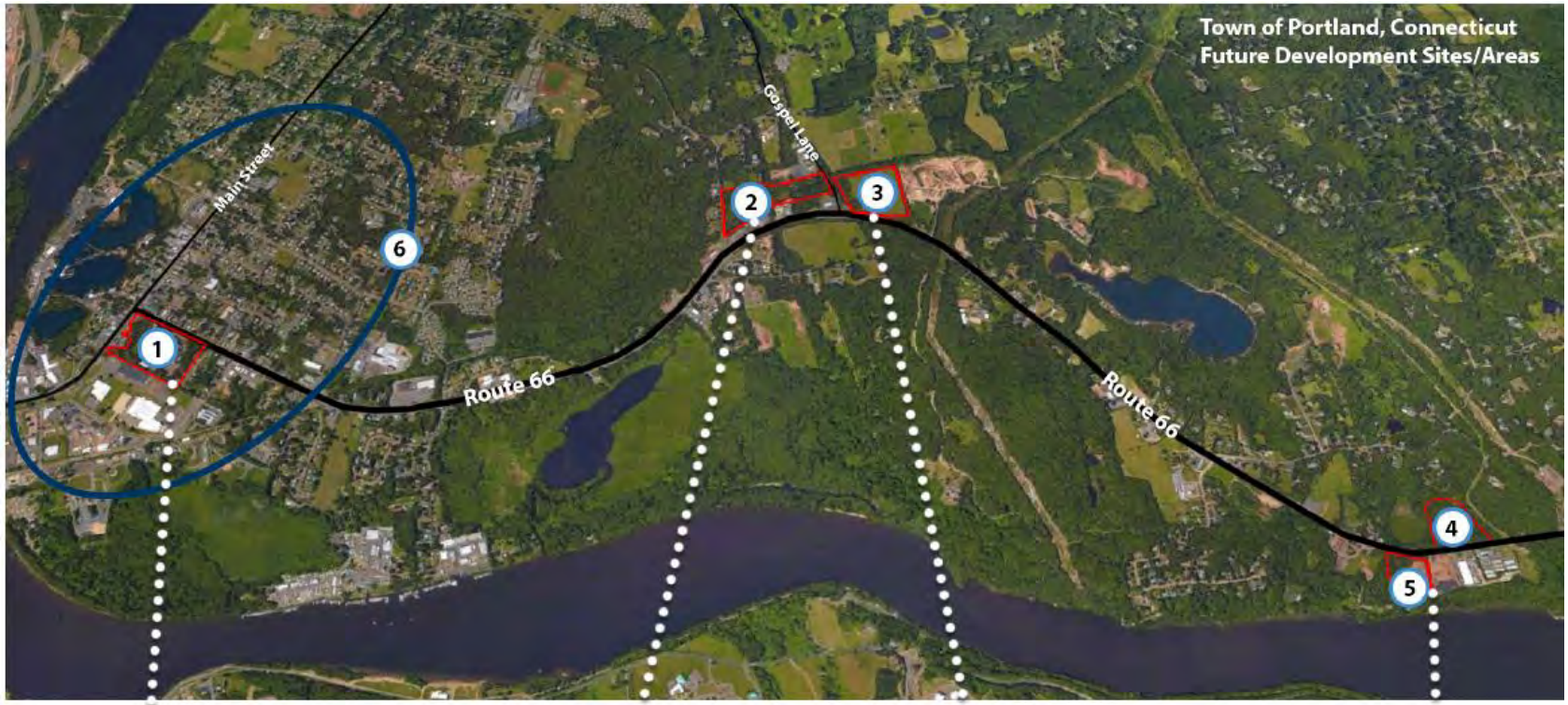
- **Projected using CTDOT Planning Volumes**
  - Socioeconomic Data, Population Growth, New Development, Land Use Expansion, Employment Growth
- **Average Total Growth (Annual Average Growth Rate)**
  - **Route 66 (Route 17A to Route 151):** 20.8% - 44.1% (1.0% - 2.6% per year)
  - **Route 66 (Route 151 to Route 196):** 27.8% - 32.6% (1.4% - 1.6% per year)

DEVELOPMENT PIPELINE

- **East Hampton**
  - Projects underway could result in close to 500 housing units and 100,000 square feet of commercial/industrial space. Could bring in an additional 400 jobs.
  - Major developments like Edgewater Hills plan to add 250 residential units and 80,000 square feet of commercial space.

- **Portland**
  - Projects underway could result in 360 housing units and 100,000 square feet of commercial/industrial space. Could bring in an additional 800 jobs.
  - Major developments like Brainerd Place will add 240 multi-family rental units (1 and 2 beds), and roughly 100,000 square feet of commercial/office/retail space.
  - Intersection of Route 66 and Gospel Lane is secondary node in Portland. New 120-bed assisted living and potential 99,000 square foot retail development are being discussed.

PORTLAND – FUTURE DEVELOPMENT



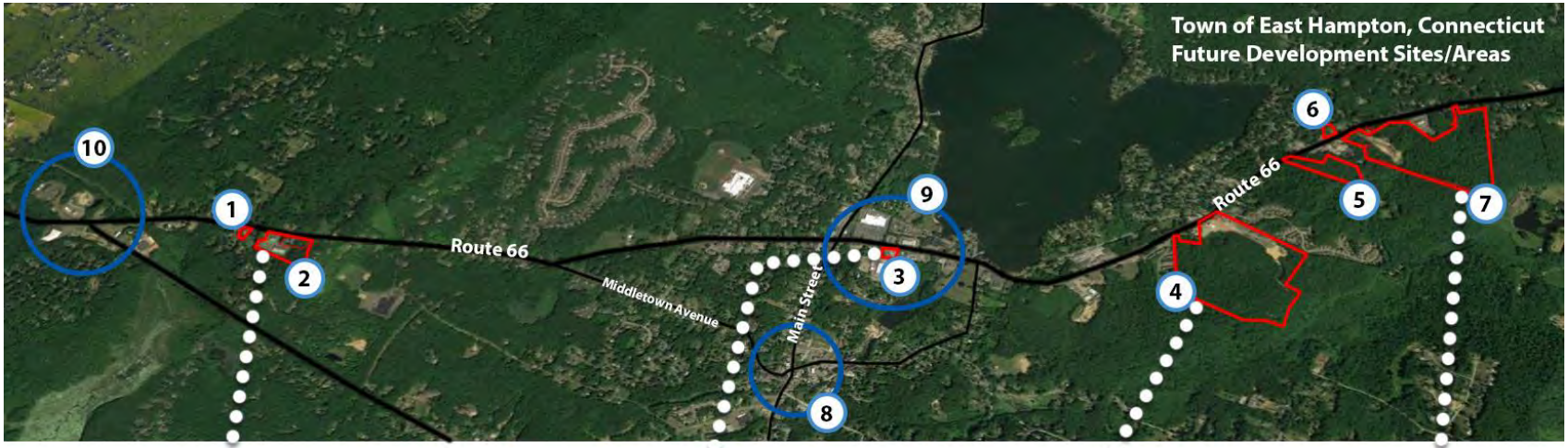
Brainerd Place Mixed-Use Development Project

Future Site for Assisted Living Facility

Future Site for Dairy Queen and Portland Commons Retail Center

Future Commercial Pad along Route 66

EAST HAMPTON – FUTURE DEVELOPMENT



Approved Future Commercial Pad along Route 66

Future Redevelopment on Site of Current Town Hall

Edgewater Hills Residential and Commercial Development

Hampton Woods Residential Development

CHALLENGES AND OPPORTUNITIES

- **Challenges**
  - Through year 2040, East Hampton may see population decline and both towns will see large uptick in senior population.
  - Increase in senior population means fewer families. Also brings up question of what happens in the market when single family housing comes up for sale.
  - Public water service is limited.

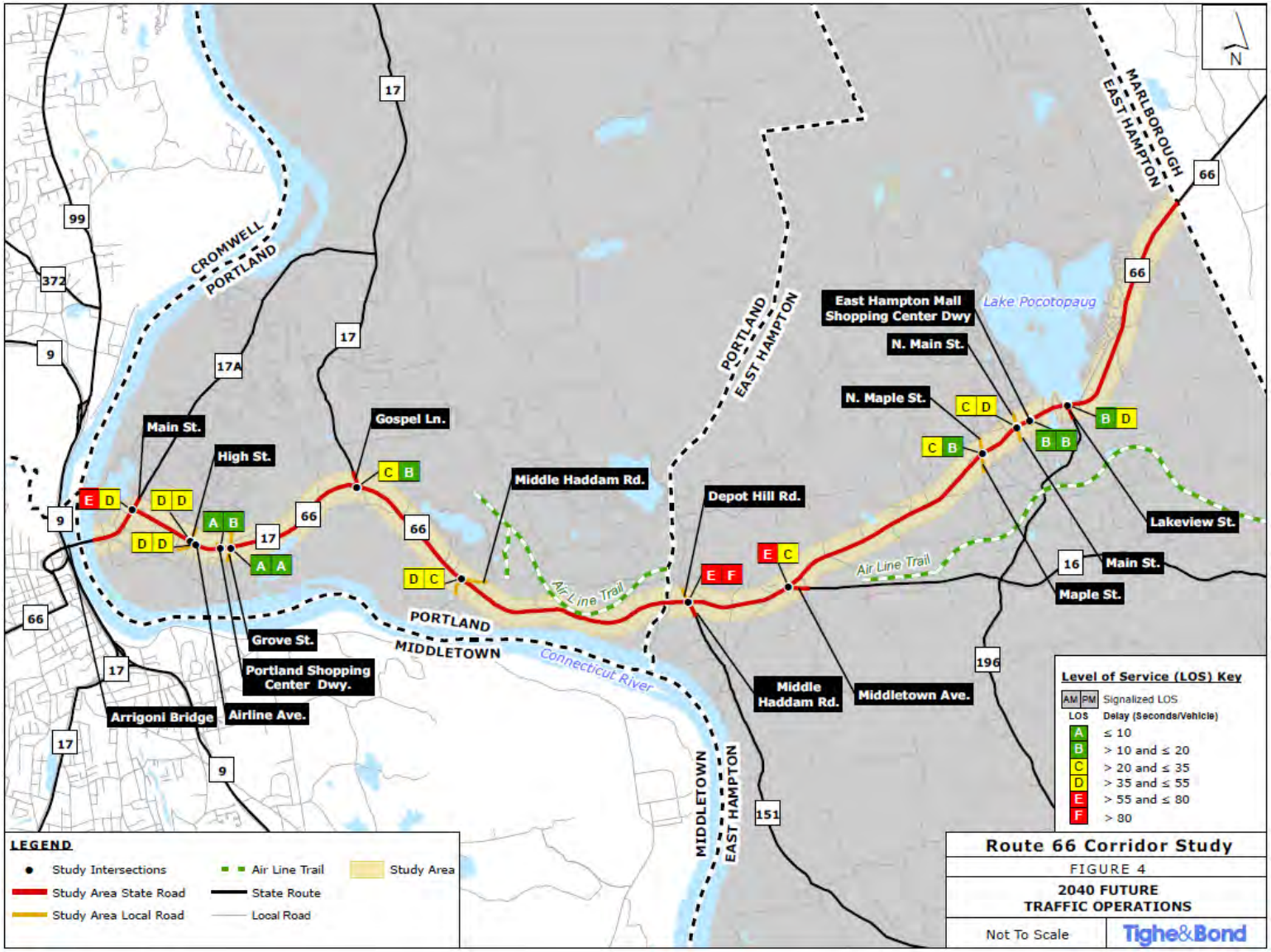
- **Opportunities**
  - Seniors and younger residents looking for smaller unit sizes, accessible, near amenities.
  - Build on existing downtown fabric, bring in additional amenities.
  - Recent development proposals have been mixed-use and multi-family rental bringing new product to market.
  - Development is concentrating at the ends of the corridor closer to transportation routes, utilities, services, and amenities.

ZONING IDEAS

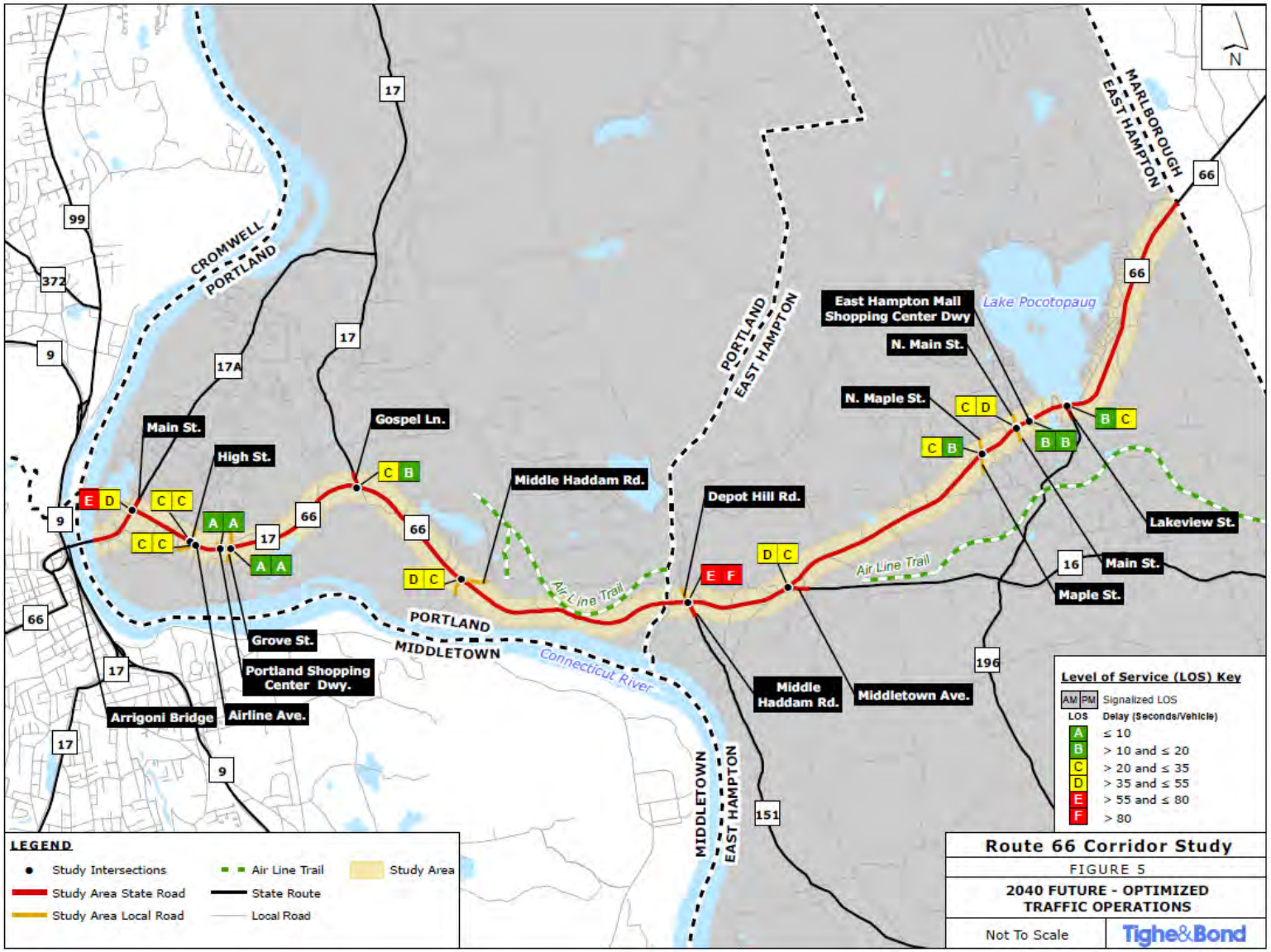
- **East Hampton**
  - Consider allowing some smaller mixed-use development as-of-right in the Village Center District.
  - Review minimum lot size and height restrictions in Village Center District to encourage parcel aggregation.
  - Consider new zoning district for Downtown area along Route 66. Current zoning facilitates large parcel, single use development.

- **Portland**
  - Look at transition zoning along Route 66 leading into Downtown area. Possibly shift some parcels to B-3.
  - Consider allowing some smaller mixed-use development in B-3 district as-of-right.
  - Consider rezoning area around Gospel Lane as future uses seem to be targeting residential and commercial, not industrial.

2040 FUTURE TRAFFIC OPERATIONS



2040 FUTURE-OPTIMIZED TRAFFIC OPERATIONS



2040 AREAS OF CONCERN / OPPORTUNITIES

- **Traffic Operations**
  - Route 66 at Route 17A (Main Street)
  - Route 66 at Route 151
- **Significant Queues**
  - Westbound during AM Peak Periods & Eastbound during PM Peak Periods
- **Safety Concerns**
  - Local Street Cut-throughs
  - High Travel Speeds
  - The Ledges Area
  - Skewed Side-Street Approaches
- **Bike/Ped/Transit Facilities**

PROJECT SCHEDULE / NEXT STEPS

- **Analysis of Alternatives – Summer/Fall 2019**
- **Study Advisory Committee Meeting 3**
  - Fall 2019 – Date TBD
- **Public Meetings – Fall 2019 / Winter 2020**
- **Finish Study – Winter / Spring 2020**

QUESTIONS & DISCUSSIONS

Route 66 Study Advisory Committee Meeting 3

TO: Meeting Attendees

ATTENDEES: See attached sign-in sheet

FROM: Chris Granatini, PE

DATE: October 18, 2019

On October 17, 2019, a meeting to discuss Route 66 Study Improvement Concepts was held at the Portland Town Hall. The following are discussion items from this meeting.

Discussion Items

1. Tighe & Bond provided an introductory summary regarding the progress that has been made thus far.

2. The next public information meeting (PIM) will be held on November 20, 2019 at the East Hampton Middle School Library to present the draft concept plans to the public. Advertising for the PIM will begin around November 1, 2019. Flyer, website, press release, Facebook page will be updated and utilized for advertising. The attendees discussed the PIM time and agreed to hold the meeting between 6:30pm and 8pm.

3. Tighe & Bond provided proposed concept plans and a concept improvement alternative matrix to outline the proposed improvements.

4. There were no attendees representing the Town of East Hampton at the meeting. Tighe & Bond will send the electronic copy of the draft concept plans to Jeremy DeCarli to inquire his inputs prior to the November PIM.

5. Anna Bergeron from CTDOT requested an electronic copy of the draft concept plans so she can send to CTDOT Traffic Division to seek inputs. Tighe & Bond will send the electronic copy of the draft concept plans to Anna to distribute within CTDOT.

6. Tighe & Bond facilitated a discussion of the concepts, seeking input from the attendees. The following comments were made on the proposed concepts:

   - Concept A-1, Route 66 Bypass Plan:

     - The attendees addressed a few comments regarding the Route 66 Bypass Plan including the assumptions of Route 66 bypass traffic volume rerouting, how would trucks get through the proposed ramps and property impacts particularly along the west side of Main Street adjacent to the Bridge terminus.

     - Tighe & Bond acknowledged the elevation difference, sharp curves of the ramps, and property taken make the ramp design challenging and the geometry needs to be refined. A traffic signal was considered as an alternative option for the interchange but congestion on the bridge is expected with a signal in place. Tighe & Bond asked if the Route 66 bypass plan should be presented to the public at the November PIM.

     - Attendee from Town of Portland Economic Development Committee suggested moving the off-ramp from the bridge to the east to soften the right-turn

movements and utilizing Wolcott Avenue as a potential route for Route 66 bypass and providing alternative parking lot for Standard Knapp if their parking lot is impacted. Tighe & Bond addressed that a preliminary Route 66 bypass concept plan utilizing Wolcott Avenue was developed and presented to Town of Portland in August 2019 and was suggested to utilize Pickering Street instead due to significant impacts to the business along Wolcott Avenue. Tighe & Bond will send the previous Route 66 bypass plan for review.

- The attendees suggested and are in favor of a rotary at the intersections of Route 66 bypass at realigned High Street and realigned Marlborough Street in lieu of two traffic signals. Cumberland located at the northwest corner of High Street intersection is a heavy traffic generator and would benefit from a roundabout associated with the proposed Route 66 bypass.
- The attendees discussed the possibility of providing traffic management to reroute partial of the traffic on Marlborough Street to Wolcott Avenue and Pickering Street but acknowledged that commuters have already been using Wolcott Avenue and Pickering Street as shortcut under existing conditions.
- Susan from Town of Portland addressed the bridge and providing safe route for people to cross the river should be the primary focus of Route 66 improvements in this area of Portland.

- Concept B-1B, Portland Pedestrian Facility Improvements:
  - Sam from RiverCOG pointed out that the proposed Airline Trail Extension behind Adam's Market may provide an alternative pedestrian connection instead of in the front.
- Concept B-3, Portland Access Management Improvements:
  - Sam requested an implementation document to specify how to implement the access management improvements.
  - Chris commented access management often don't come alone to modify existing access. The access management improvements would be implemented over time as a contingency for sidewalk improvements or review and approval of a site plan with a change in use on the site. Tighe & Bond will provide implementation documents for access management plans in the study.
- Concept C, Portland Bicycle Access:
  - The bike ramp proposed at the Arrigoni Bridge terminus within the Lower Main Street loop was well-received by the attendees and may be considered on the north side of Route 66 as well.
  - John Hall from Portland Complete Street Group suggested bicycles and pedestrians sharing the sidewalk on both sides of the bridge. Pedestrians will not want to cross long distance under the bridge to reach the other side on Main Street. Additionally, the low volume of bicycles and pedestrians do not cause conflicts with pedestrians and bicyclists today. This may be reconsidered if bicycle volumes increase substantially when the Air Line Trail is extended to the bridge.
  - John also suggested a roundabout at each end of Marlborough Street if Route 66 bypass is in place to improve bicycle safety.
  - The attendees acknowledged that if the bypass plan is constructed, Pedestrians and bicyclists may prefer to utilize Marlborough Street and Main Street bicycle

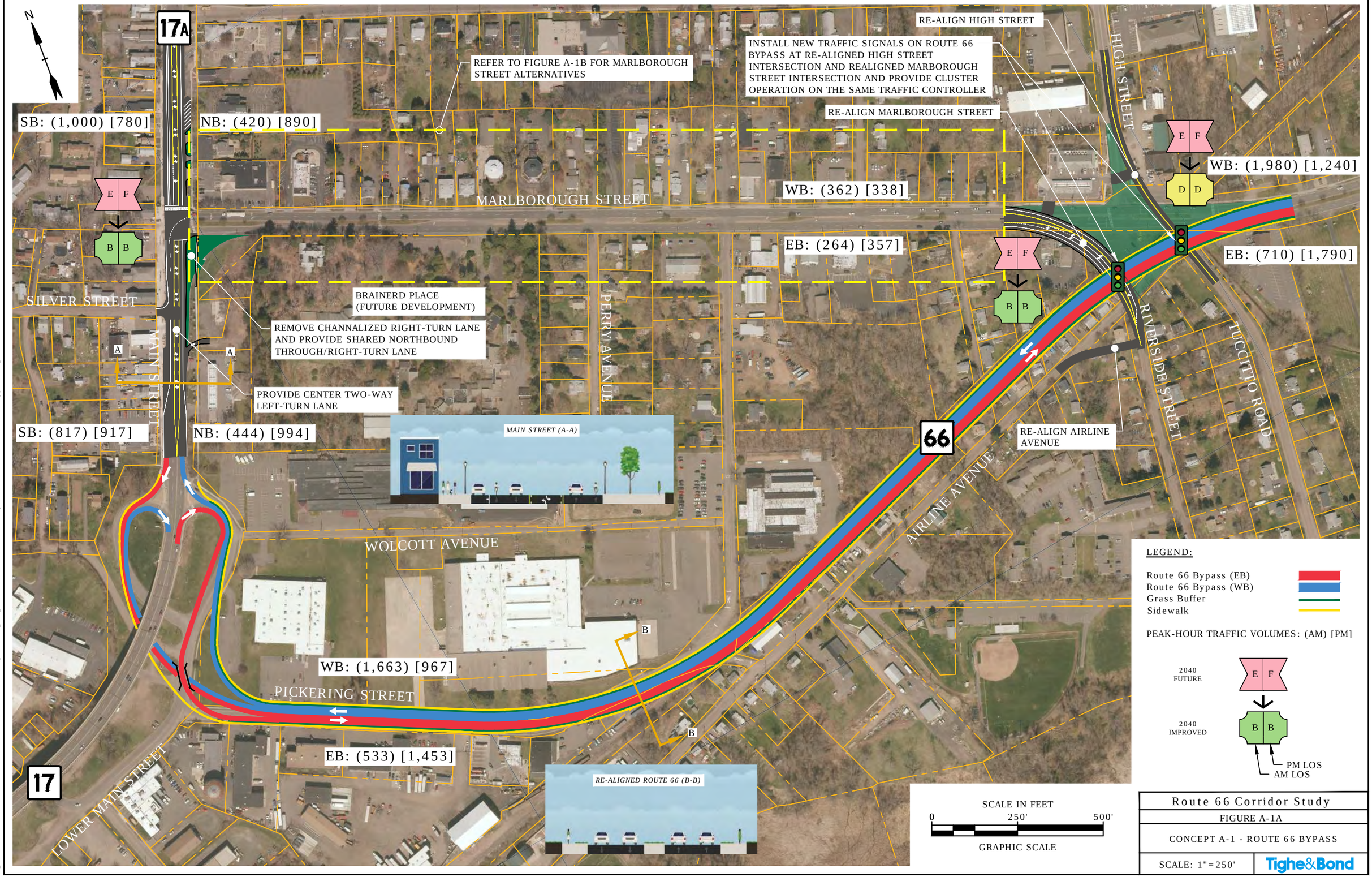
facilities for a more comfortable ride and to access downtown Portland destinations.

- Concept D-2, Multi-use path adjacent Route 66:
  - Sufficient right-of-way is available adjacent Route 66 for multi-use path. It is important to note grading and retaining walls may be required along portions to create a level surface.
- Concept E, Eastbound Merge and left-turn pocket at YMCA Camp Ingersoll Driveway:
  - The plan will be updated to provide a 50′ left-turn pocket with 50′ taper to accommodate westbound left-turn movements onto Sand Hill Road.
- Concept F, Left-turn pockets at Citgo Gas Station/ Opticom Driveway:
  - The plan will be updated to extend the left-turn pocket in each direction due to future developments in this area.
  - Sight distance at the Citgo driveway was noted as being insufficient.
- Concept H, Route 66 at Route 151 Multi-lane Modern Roundabout:
  - Possible location and alignment for the roundabout will continue to be vetted.
  - It was addressed by the attendees that the roundabout can be shifted to the southeast corner as the supermarket and post office parcel has no drainage system or water connection. The roundabout can also be shifted to the northeast corner as the lot at the corner is not seen as a critical development.
  - Roundabout should not impact "Calling All Dolls" business, located on the southwest corner of the intersection due to historic nature of the house.
  - The extent of the Middle Haddam Historic District will be investigated.
- Concept O: Traffic Management Plan
  - Areas with high collision rates and high vehicle speeds will be shown in a more simplistic way. Specific speeds and crash numbers will be replaced with general colors.
- Middletown Area Transit Improvements:
  - MAT will provide preferred bus stop locations, new bus routes and schedule.
  - A concept plan will be developed to illustrate proposed transit improvements including transit routes and bus stops.

\\tighebond.com\data\Data\Projects\L\L5001 LCRVCOG\001 Route 66 Study\Project Management\Meetings\2019-10-17 SAC Meeting 3\2019_10-17 SAC 3 Meeting Summary.docx

Route 66 Study Advisory Committee – Meeting 3

Name	Representing	E-Mail
Chris Granatini	Tighe & Bond	cogranatini@tighebond.com
Jianhong Wang	Tighe & Bond	jwang@tighebond.com
Matt Stoutz	Tighe & Bond	MStoutz@tighebond.com
Elwin Guild	EDC Portland	elwincud,joan@yahoo
Anna Bergeron	CTDOT	anna.Bergeron@ct.gov
Sam Gold	River COG	sgold@rivercog.org
Robert Haramut	RiverCOG	rharamut@RiverCOG.ORG
John Hall	Portland Complete Sts.	jhall@thejonahcenter.org
Angela Hammond	Town Beautification + EDC	hammonda25@gmail.com
Susan Bransfield	Town of Portland	sbransfield@portlandct.org
WELLINGTON B. FERREIRA M.A.T		WFERREIRA@MTDCT.ORG



Route 66 Corridor Study

FIGURE A-1A

CONCEPT A-1 - ROUTE 66 BYPASS

SCALE: 1"=250'

Tighe&Bond

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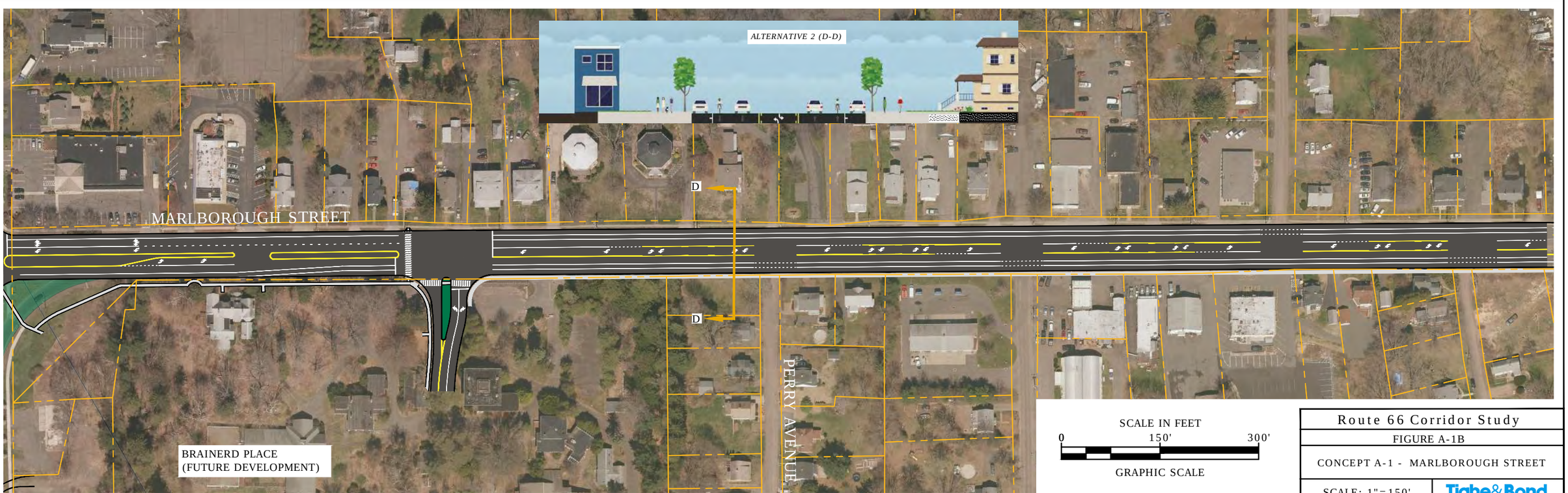

SCALE IN FEET

0 150' 300'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE A-1B	
CONCEPT A-1 - MARLBOROUGH STREET	
SCALE: 1"=150'	Tighe&Bond

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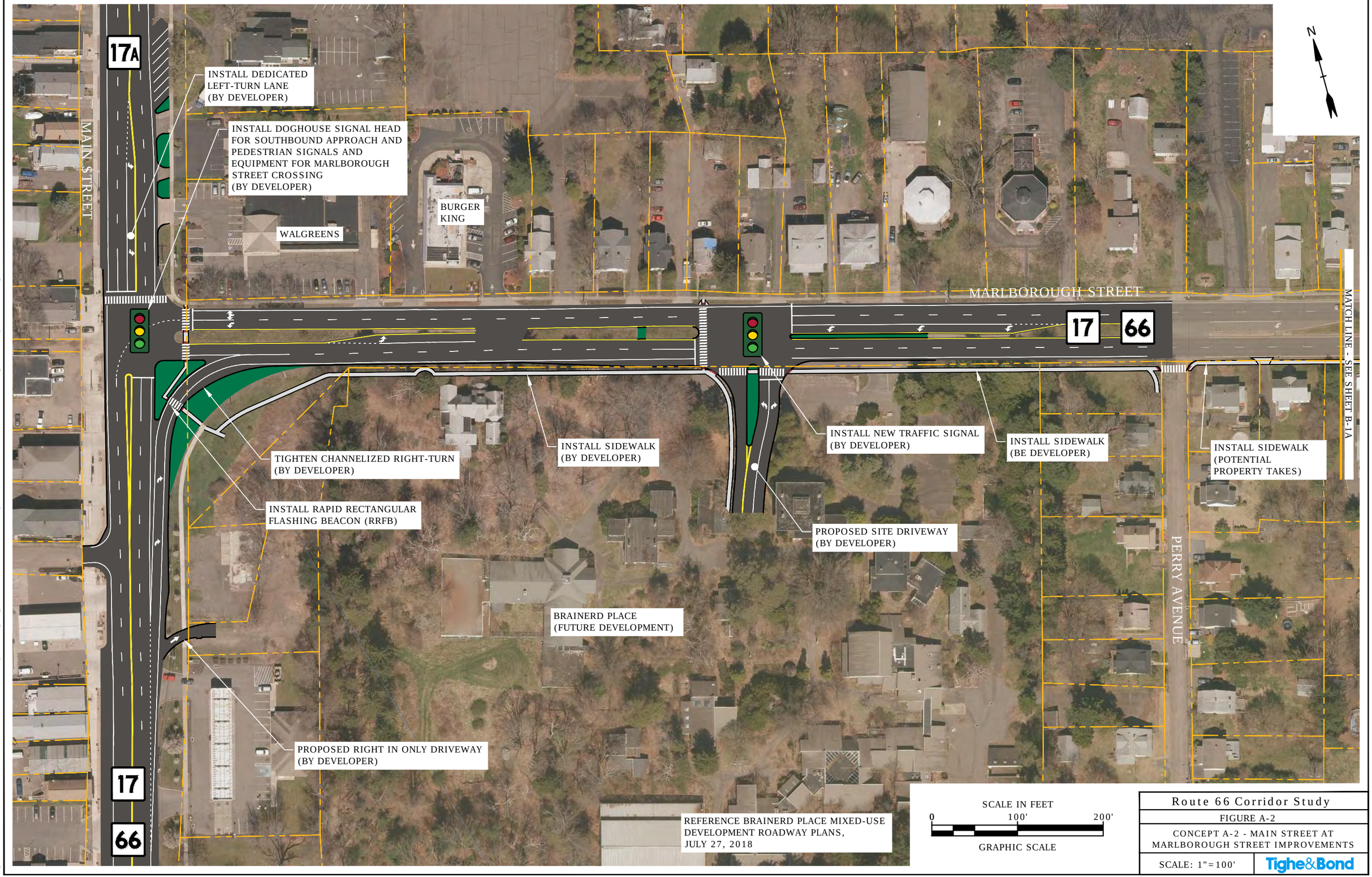

Route 66 Corridor Study

FIGURE A-2

CONCEPT A-2 - MAIN STREET AT MARLBOROUGH STREET IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

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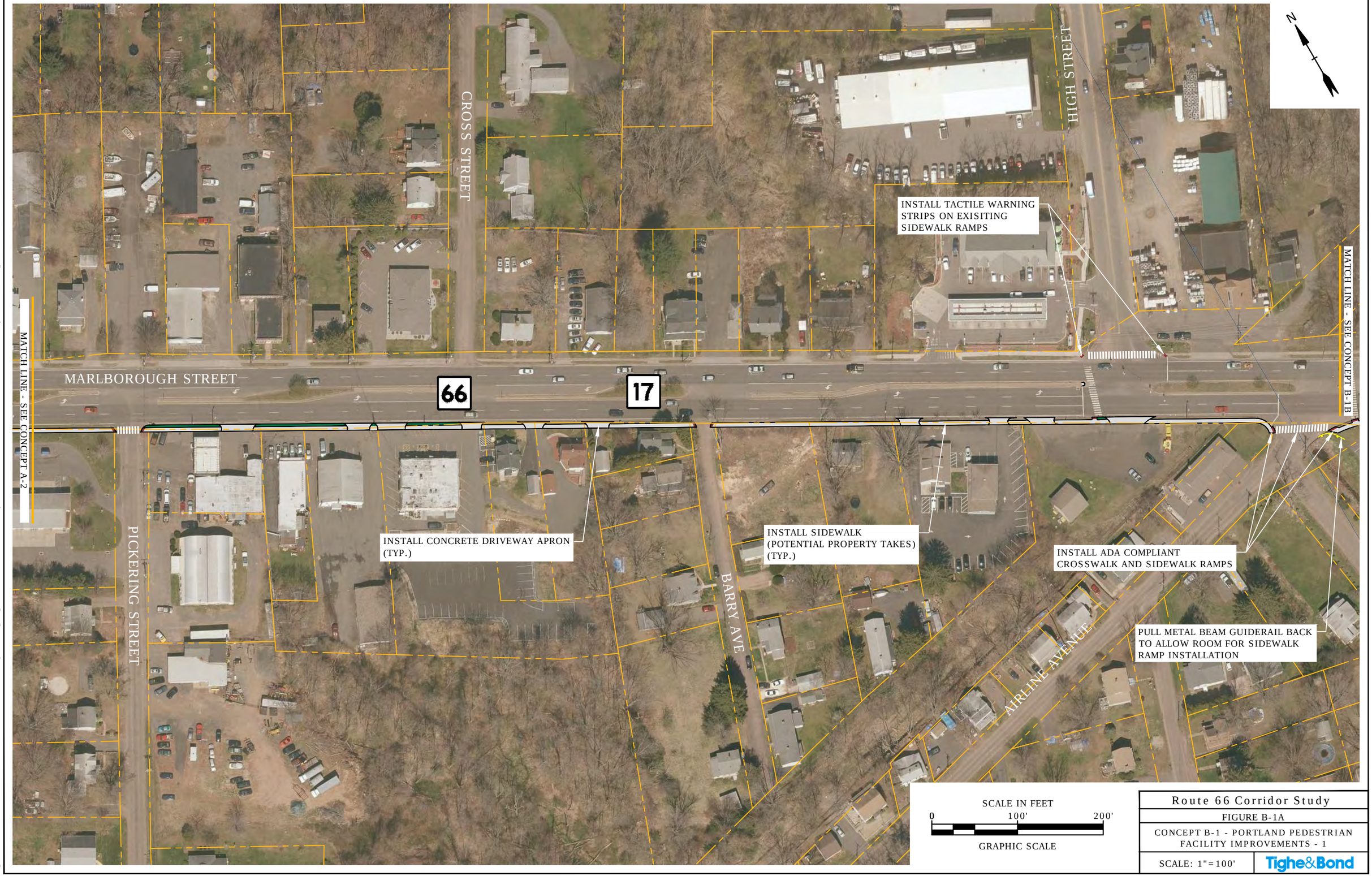

Route 66 Corridor Study

FIGURE B-1A

CONCEPT B-1 - PORTLAND PEDESTRIAN FACILITY IMPROVEMENTS - 1

SCALE: 1"=100'

Tighe&Bond

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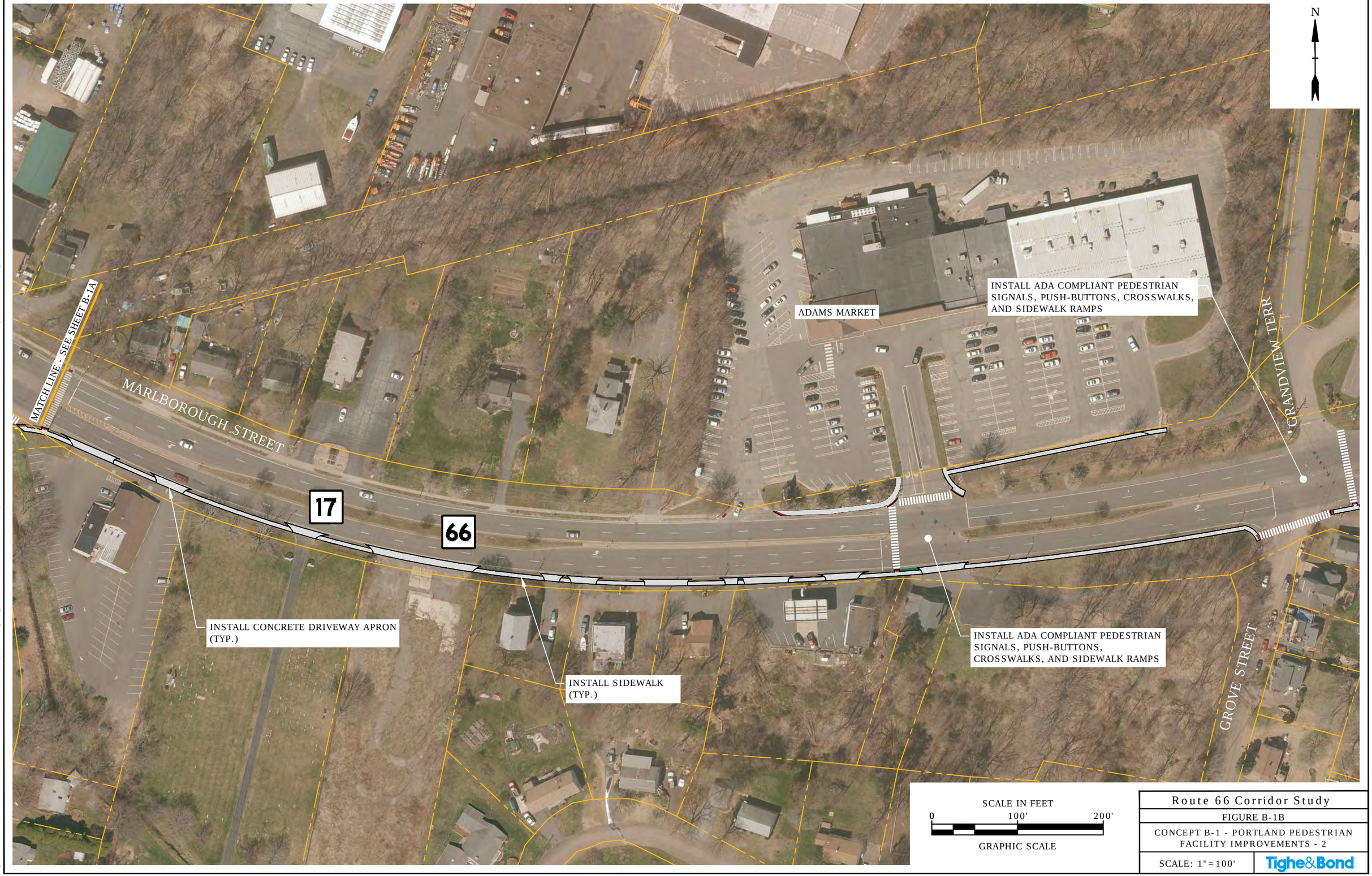

Route 66 Corridor Study

FIGURE B-1B

CONCEPT B-1 - PORTLAND PEDESTRIAN FACILITY IMPROVEMENTS - 2

SCALE: 1"=100'

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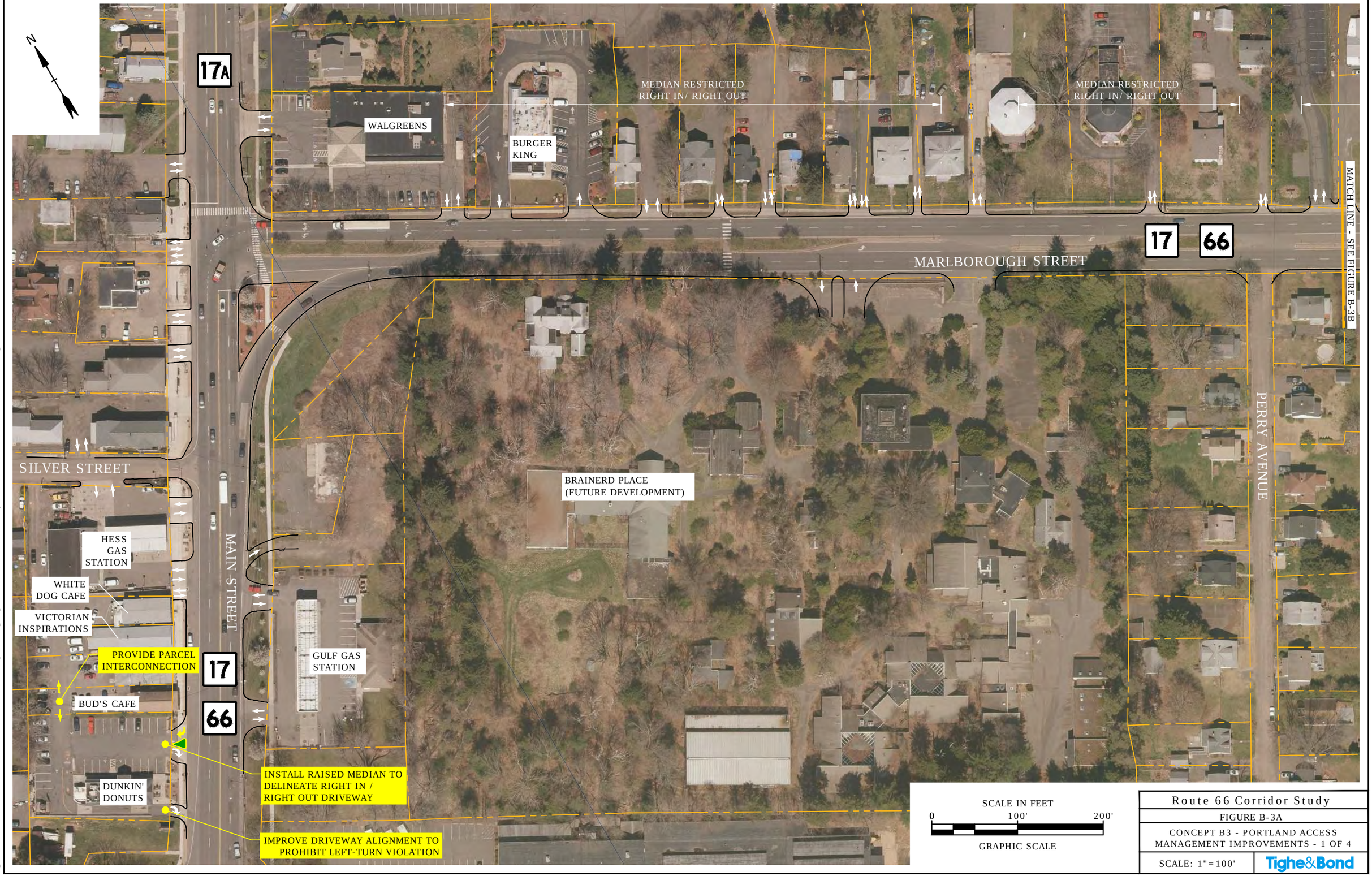

Route 66 Corridor Study

FIGURE B-3A

CONCEPT B3 - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 4

SCALE: 1"=100'

Tighe&Bond

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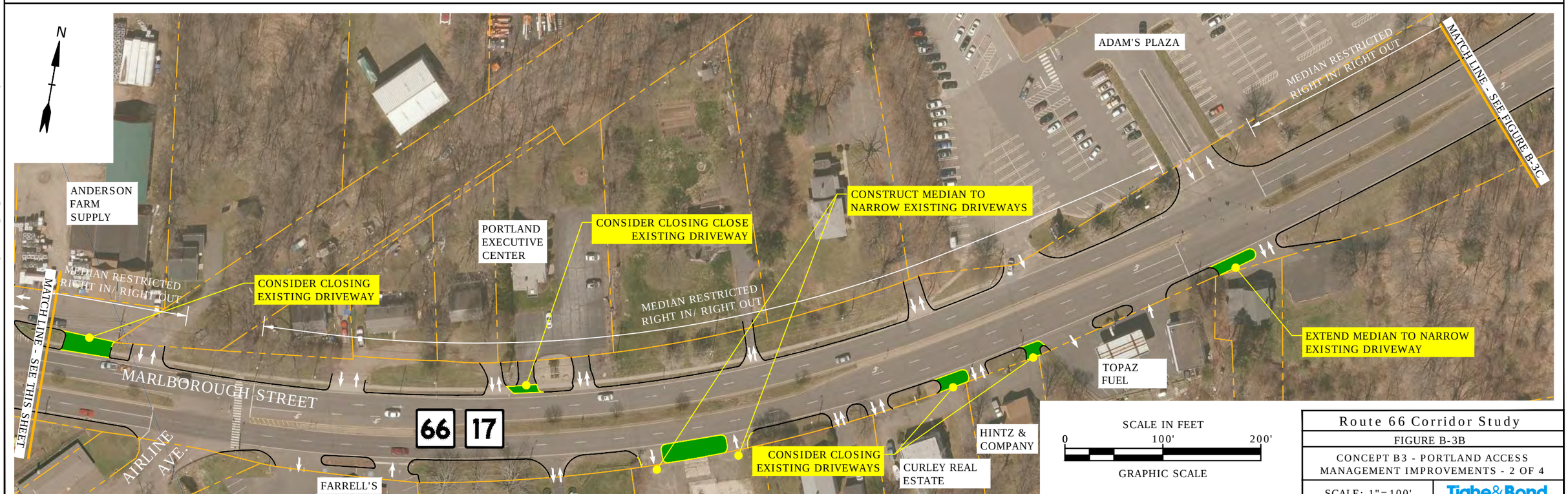

SCALE IN FEET

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GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE B-3B	
CONCEPT B3 - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 2 OF 4	
SCALE: 1"=100'	Tighe&Bond

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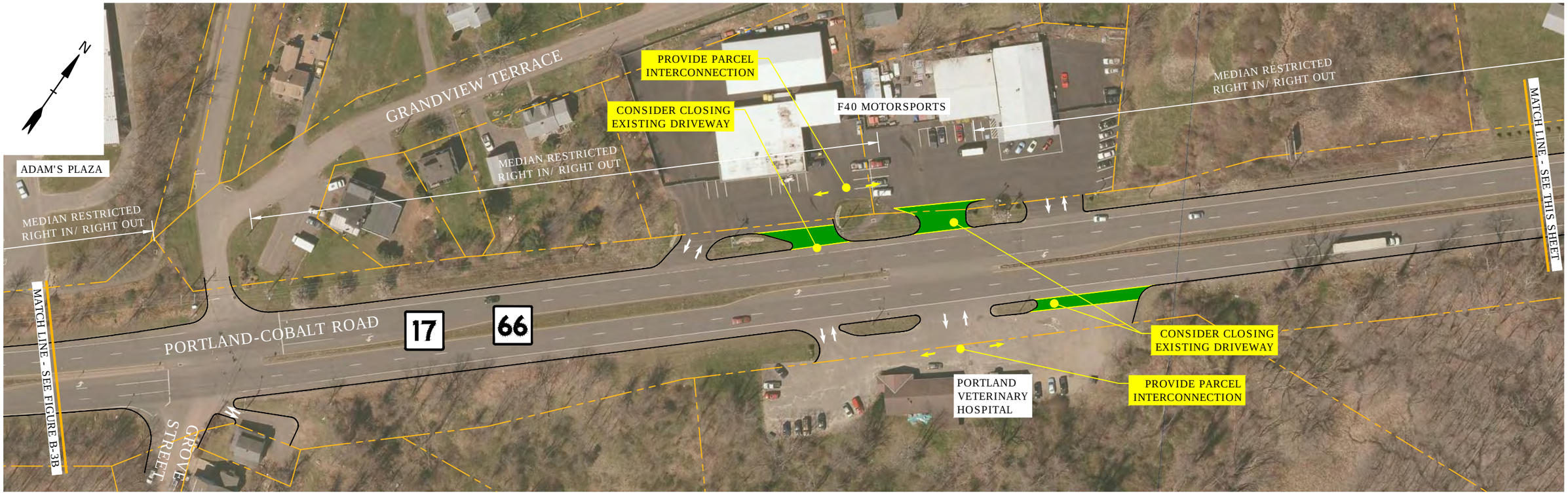

SCALE IN FEET

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GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE B-3C	
CONCEPT B3 - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 4	
SCALE: 1"=100'	Tighe&Bond

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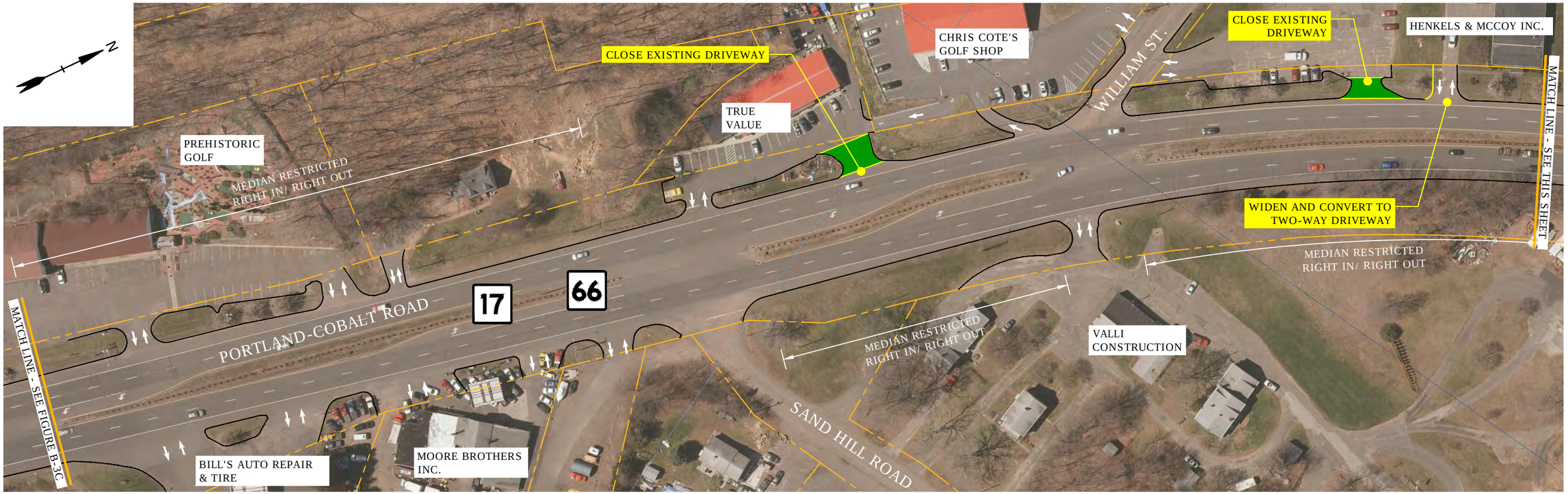

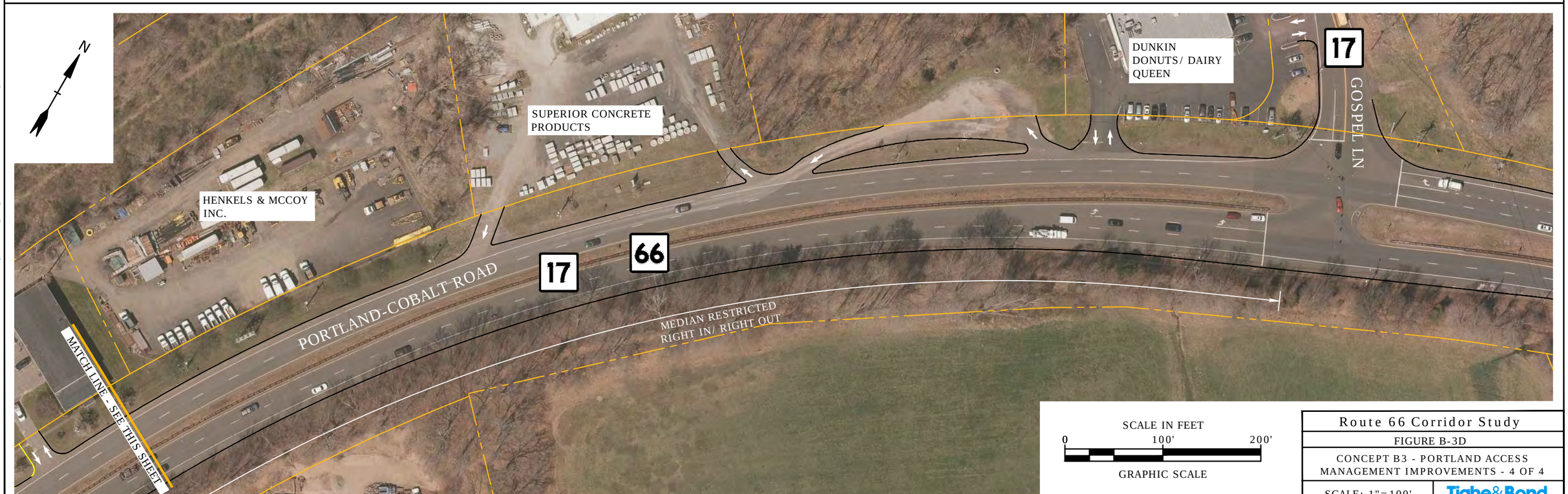

SCALE IN FEET

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GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE B-3D	
CONCEPT B3 - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 4 OF 4	
SCALE: 1"=100'	Tighe&Bond

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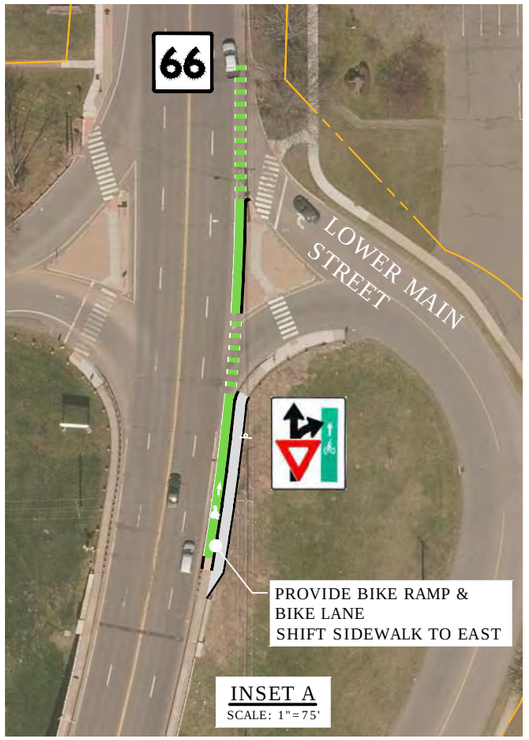

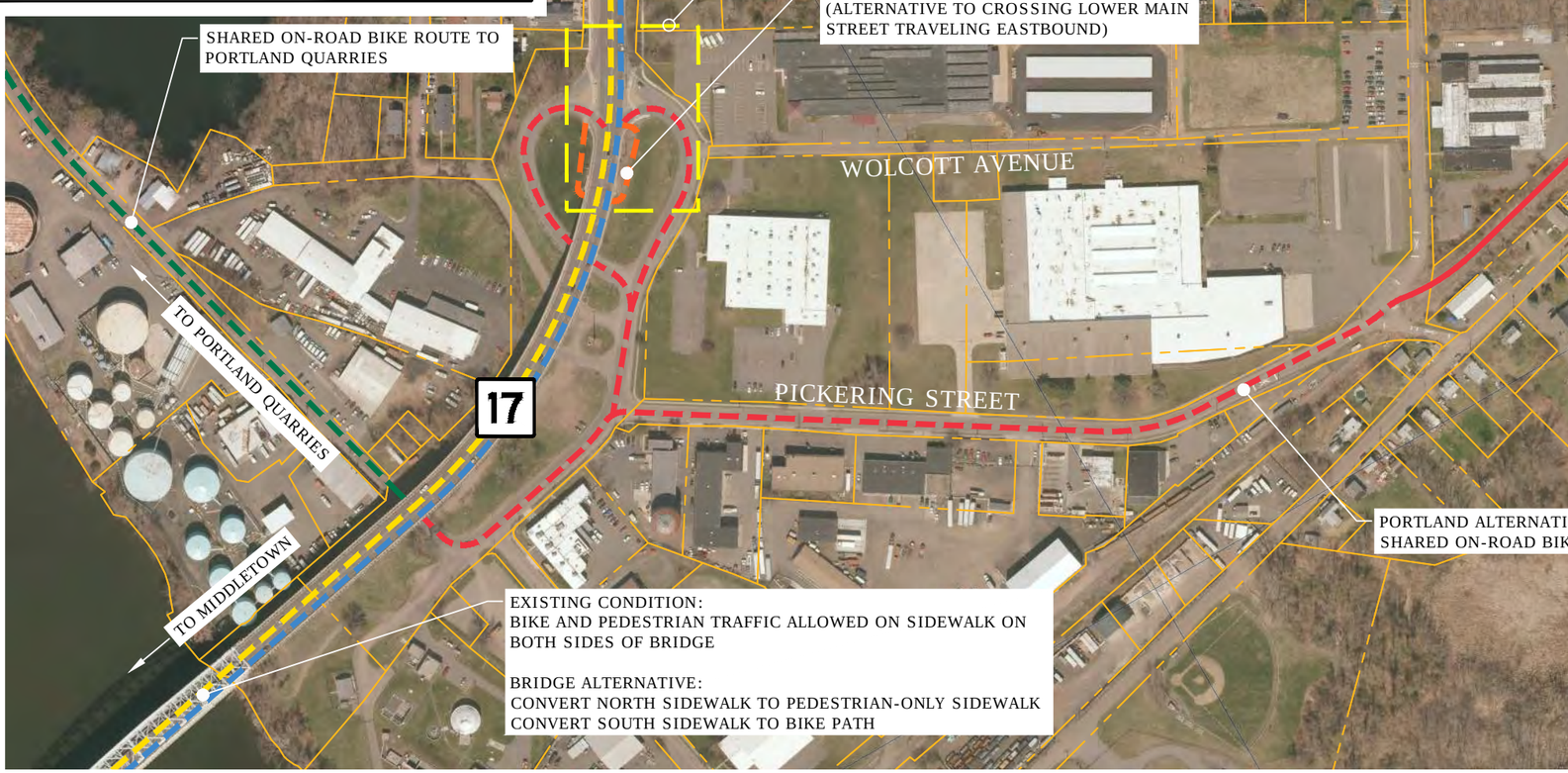

SCALE IN FEET

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GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE C	
CONCEPT C - PORTLAND BICYCLE ACCESS	
SCALE: 1"=300'	Tighe&Bond

Oct 17, 2019-8:28am Plotted By: MStoutz
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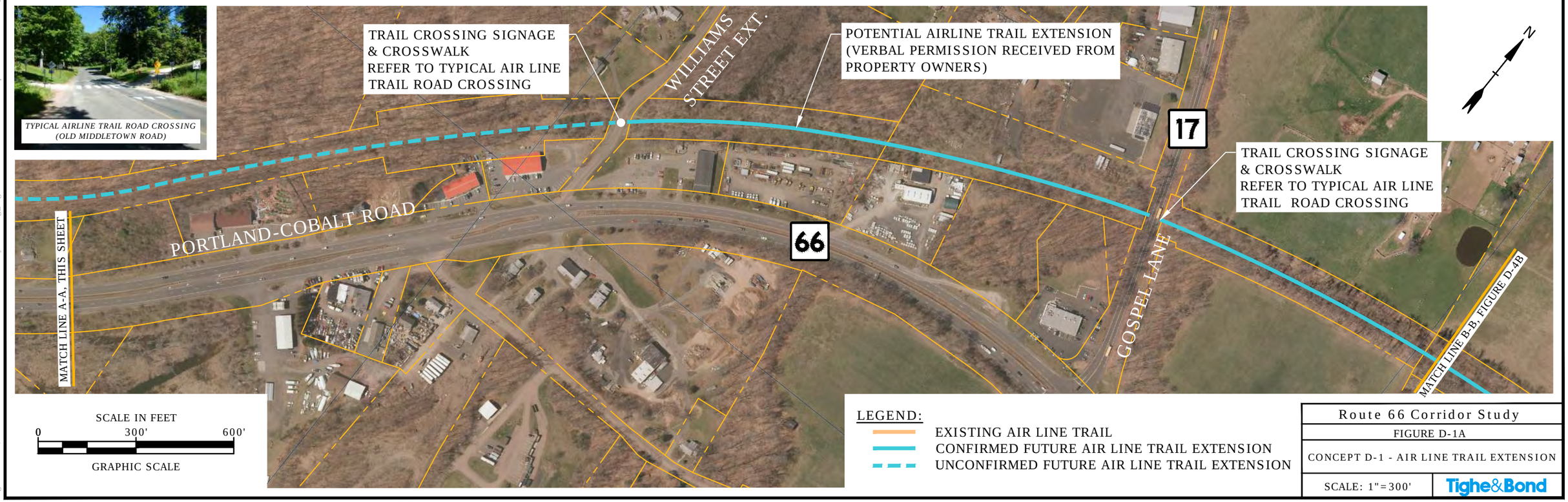


SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

LEGEND:

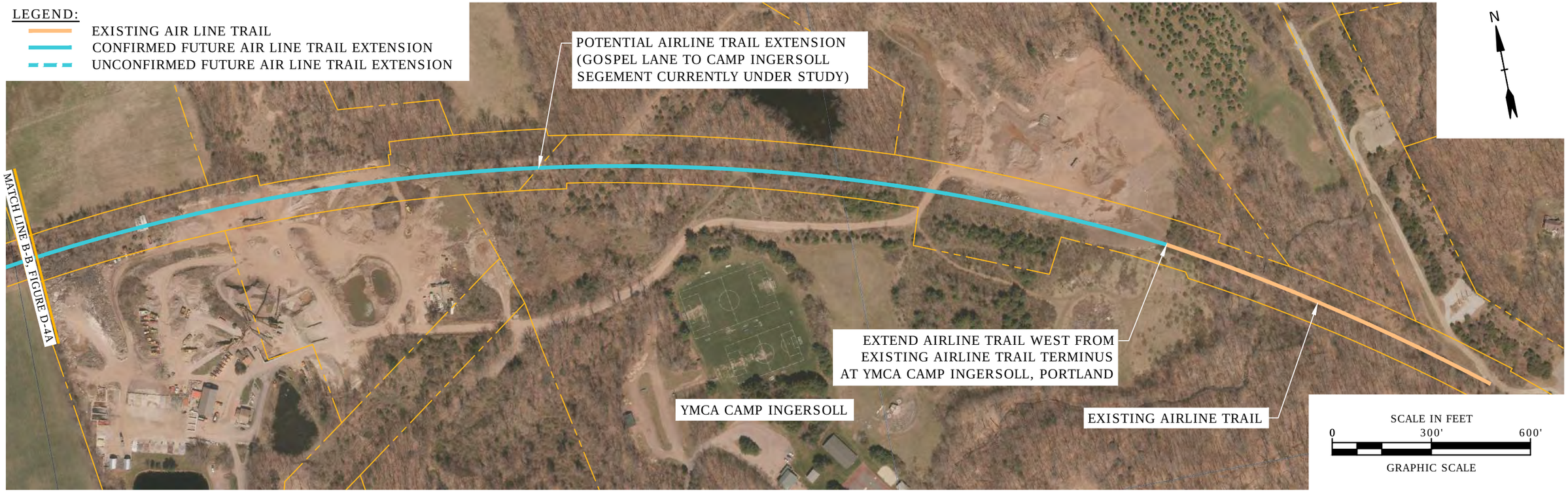
- EXISTING AIR LINE TRAIL
- CONFIRMED FUTURE AIR LINE TRAIL EXTENSION
- UNCONFIRMED FUTURE AIR LINE TRAIL EXTENSION

Route 66 Corridor Study	
FIGURE D-1A	
CONCEPT D-1 - AIR LINE TRAIL EXTENSION	
SCALE: 1"=300'	Tighe&Bond

Oct 17, 2019-8:28am Plotted By: MStoutz
Tighe & Bond, Inc. I:\U\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-D-1_Airline Trail.dwg

LEGEND:

- EXISTING AIR LINE TRAIL
- CONFIRMED FUTURE AIR LINE TRAIL EXTENSION
- UNCONFIRMED FUTURE AIR LINE TRAIL EXTENSION

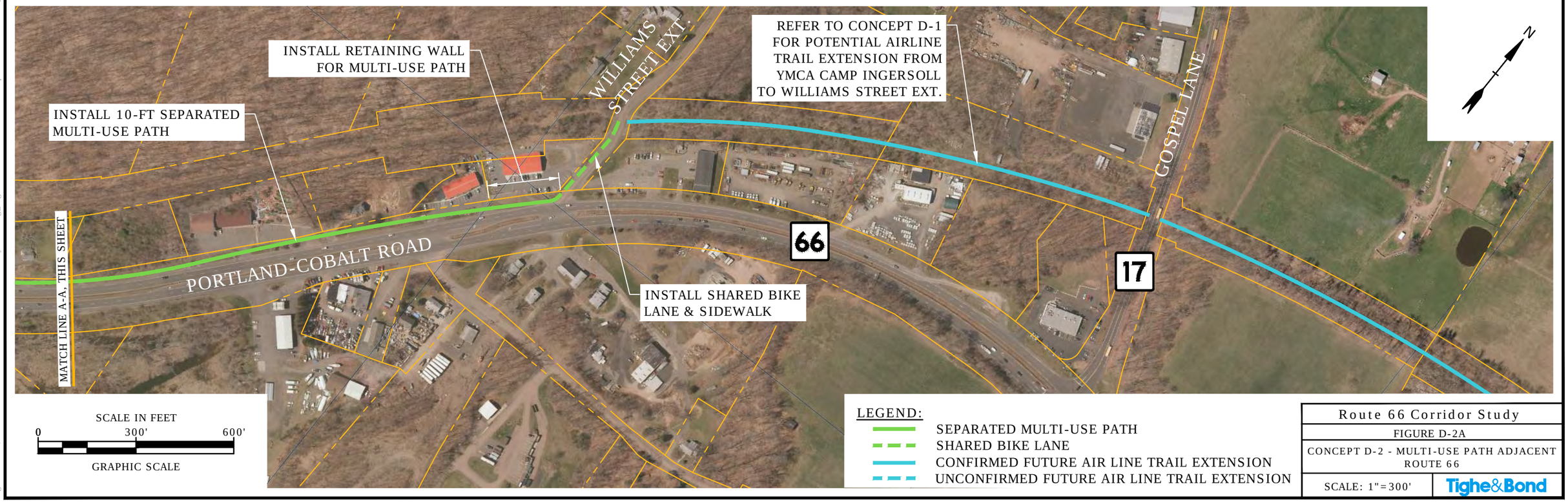


SCALE: 1"=100'

MAIN STREET AIR LINE TRAIL CROSSING
EAST HAMPTON VILLAGE CENTER
(NORTH OF WALNUT AVENUE)

Route 66 Corridor Study	
FIGURE D-1B	
CONCEPT D-1 - AIRLINE TRAIL EXTENSION	
SCALE: AS SHOWN	Tighe&Bond

Oct 17, 2019-8:29am Plotted By: MStoutz
Tighe & Bond, Inc. I:\U\U5001\CRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\U5001-001-D-1_Airline Trail.dwg



SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

LEGEND:

- SEPARATED MULTI-USE PATH
- SHARED BIKE LANE
- CONFIRMED FUTURE AIR LINE TRAIL EXTENSION
- UNCONFIRMED FUTURE AIR LINE TRAIL EXTENSION

Route 66 Corridor Study	
FIGURE D-2A	
CONCEPT D-2 - MULTI-USE PATH ADJACENT ROUTE 66	
SCALE: 1"=300'	Tighe&Bond

Oct 17, 2019-8:29am Plotted By: MStoutz
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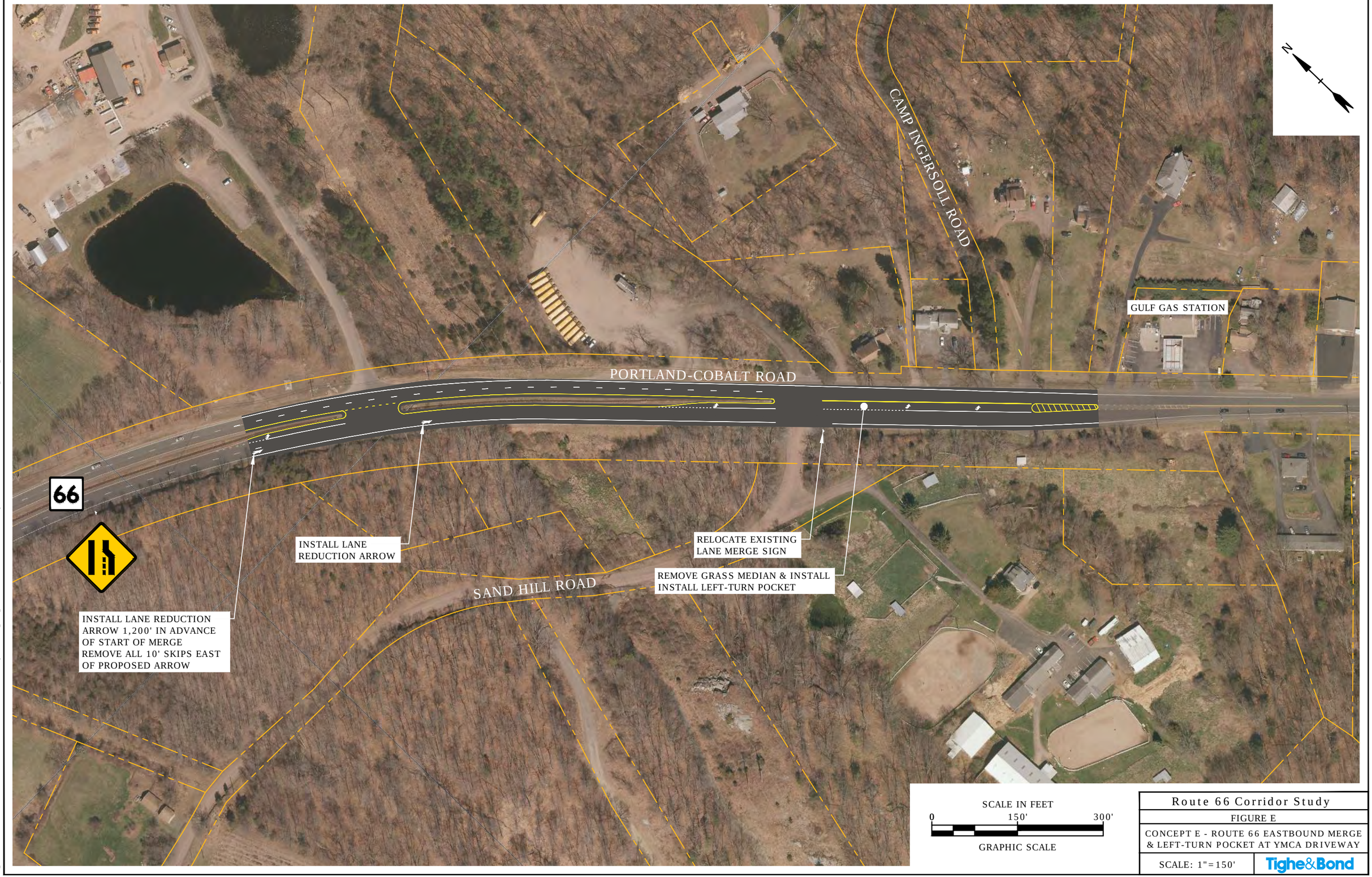

Route 66 Corridor Study

FIGURE E

CONCEPT E - ROUTE 66 EASTBOUND MERGE & LEFT-TURN POCKET AT YMCA DRIVEWAY

SCALE: 1"=150'

Tighe&Bond

Oct 17, 2019-8:29am Plotted By: MStoutz
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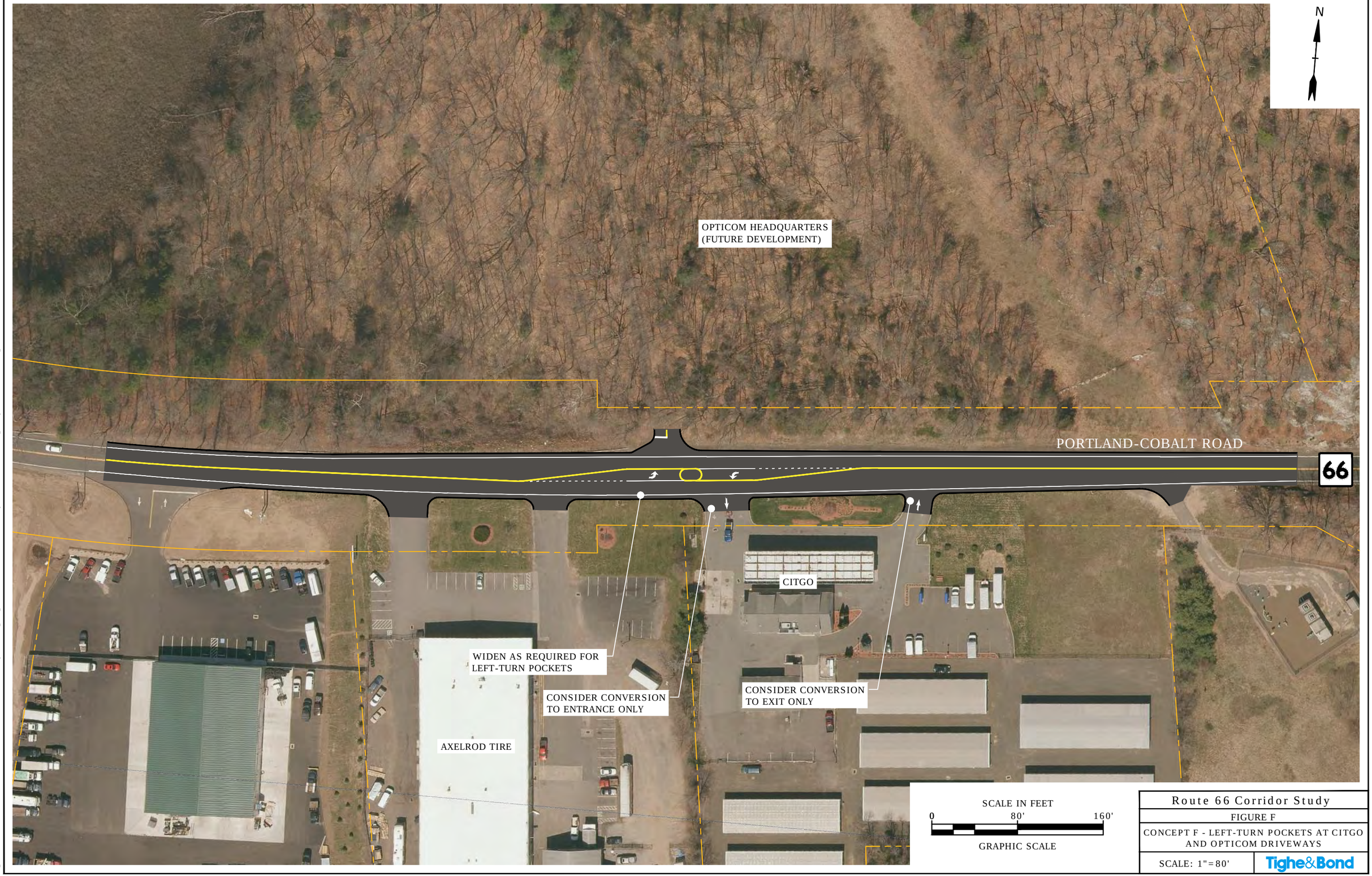

Route 66 Corridor Study

FIGURE F

CONCEPT F - LEFT-TURN POCKETS AT CITGO AND OPTICOM DRIVEWAYS

SCALE: 1"=80'

Tighe&Bond

Oct 17, 2019-8:29am Plotted By: MStoutz
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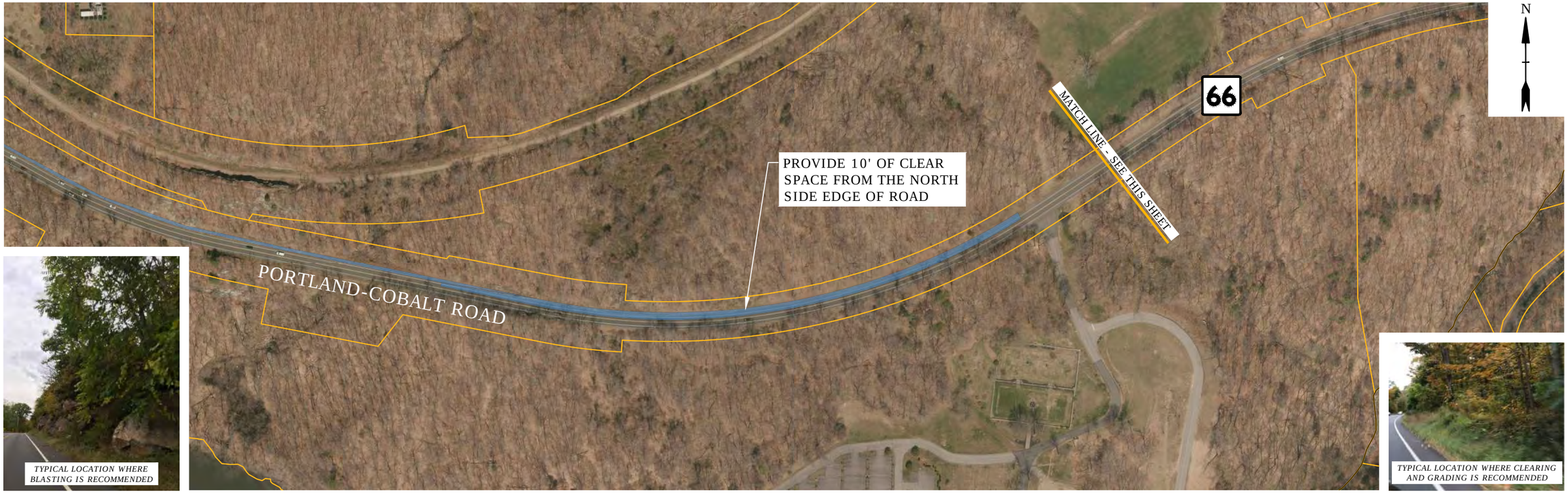

Route 66 Corridor Study	
FIGURE G	
CONCEPT G - "LEDGES" SAFETY IMPROVEMENTS	
SCALE: NTS	Tighe&Bond

Oct 17, 2019-8:29am Plotted By: MStoutz
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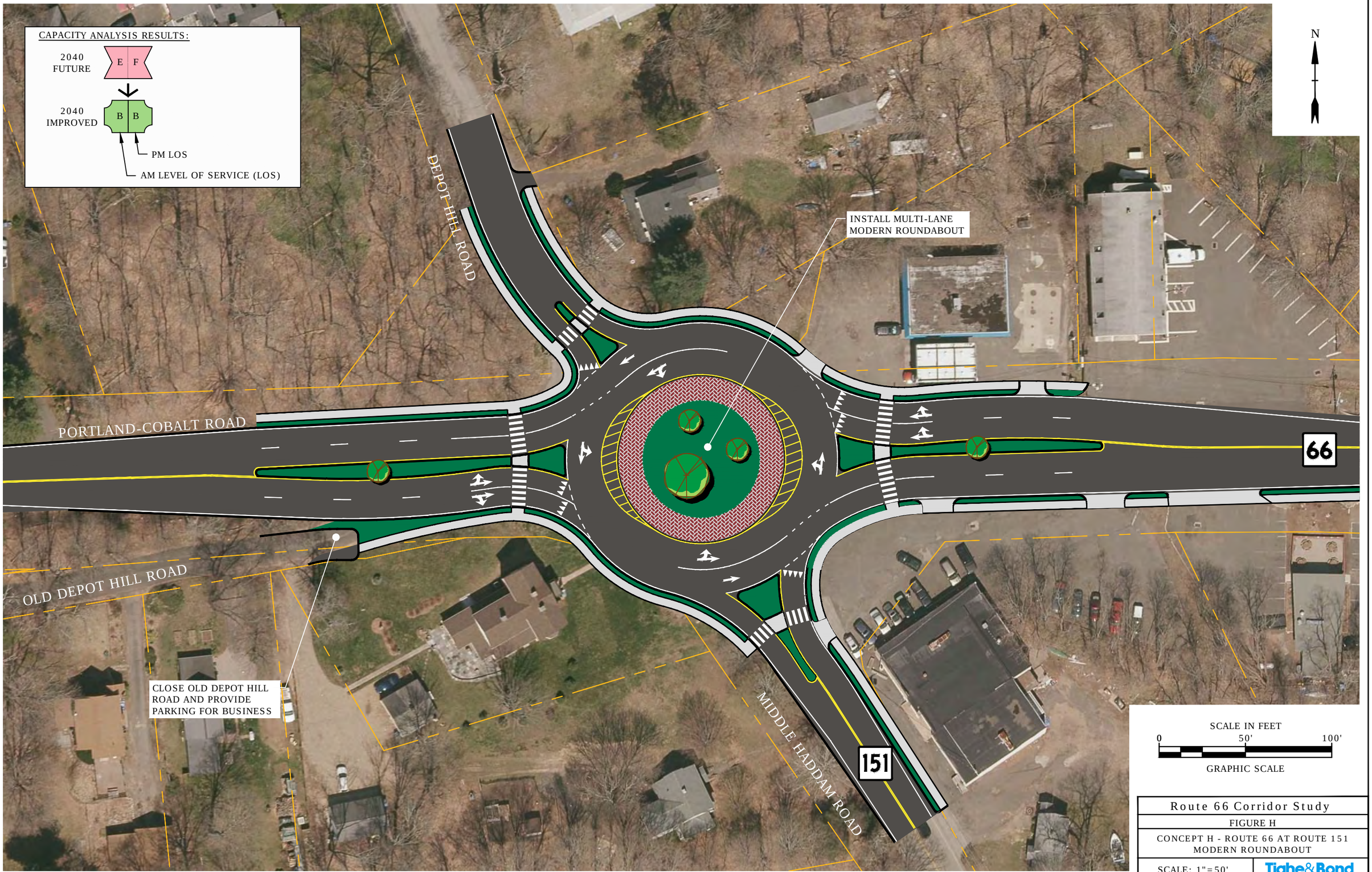

SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE H	
CONCEPT H - ROUTE 66 AT ROUTE 151 MODERN ROUNDABOUT	
SCALE: 1"=50'	Tighe&Bond

Oct 17, 2019-8:30am Plotted By: MStoutz
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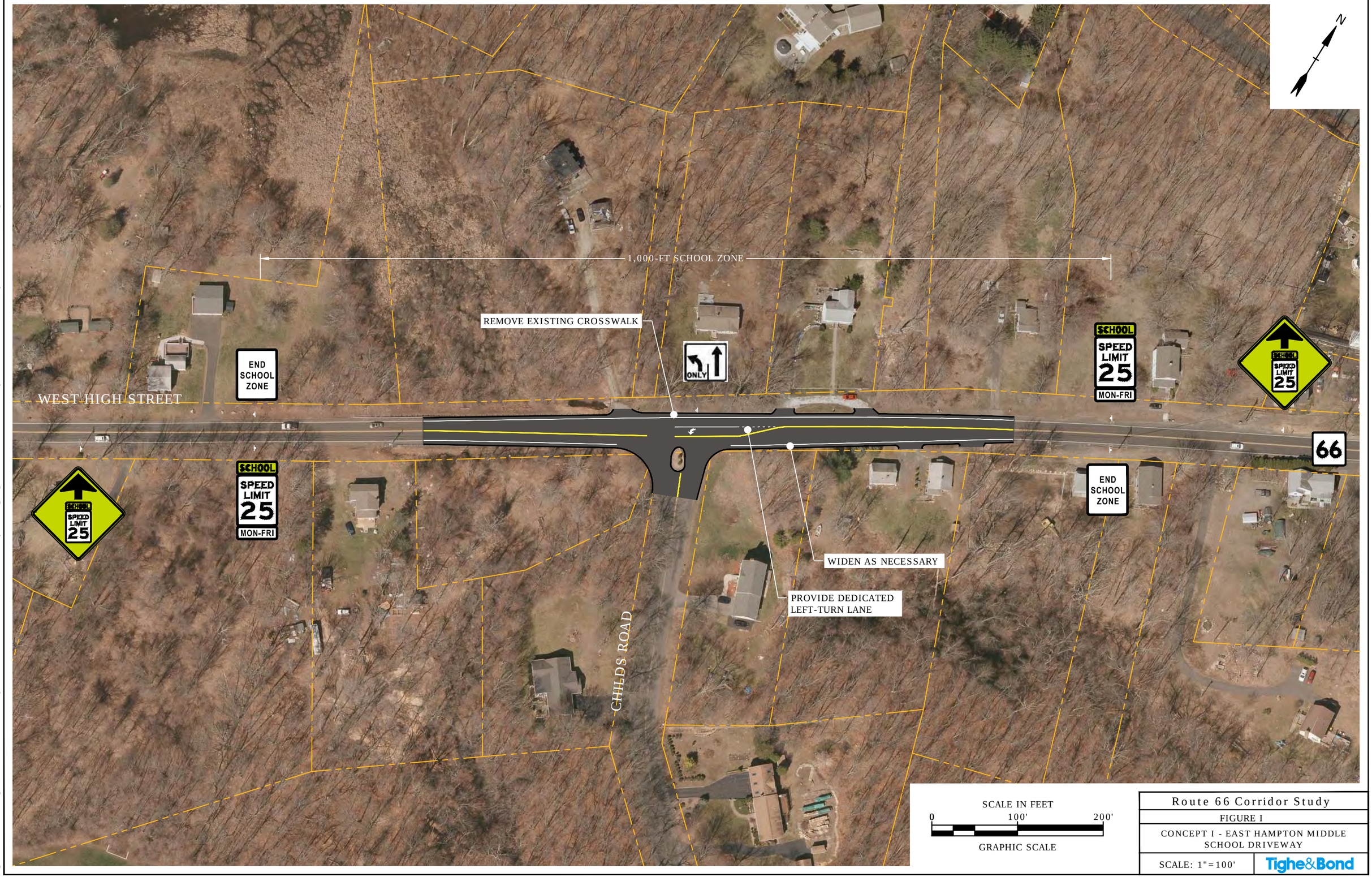


Route 66 Corridor Study

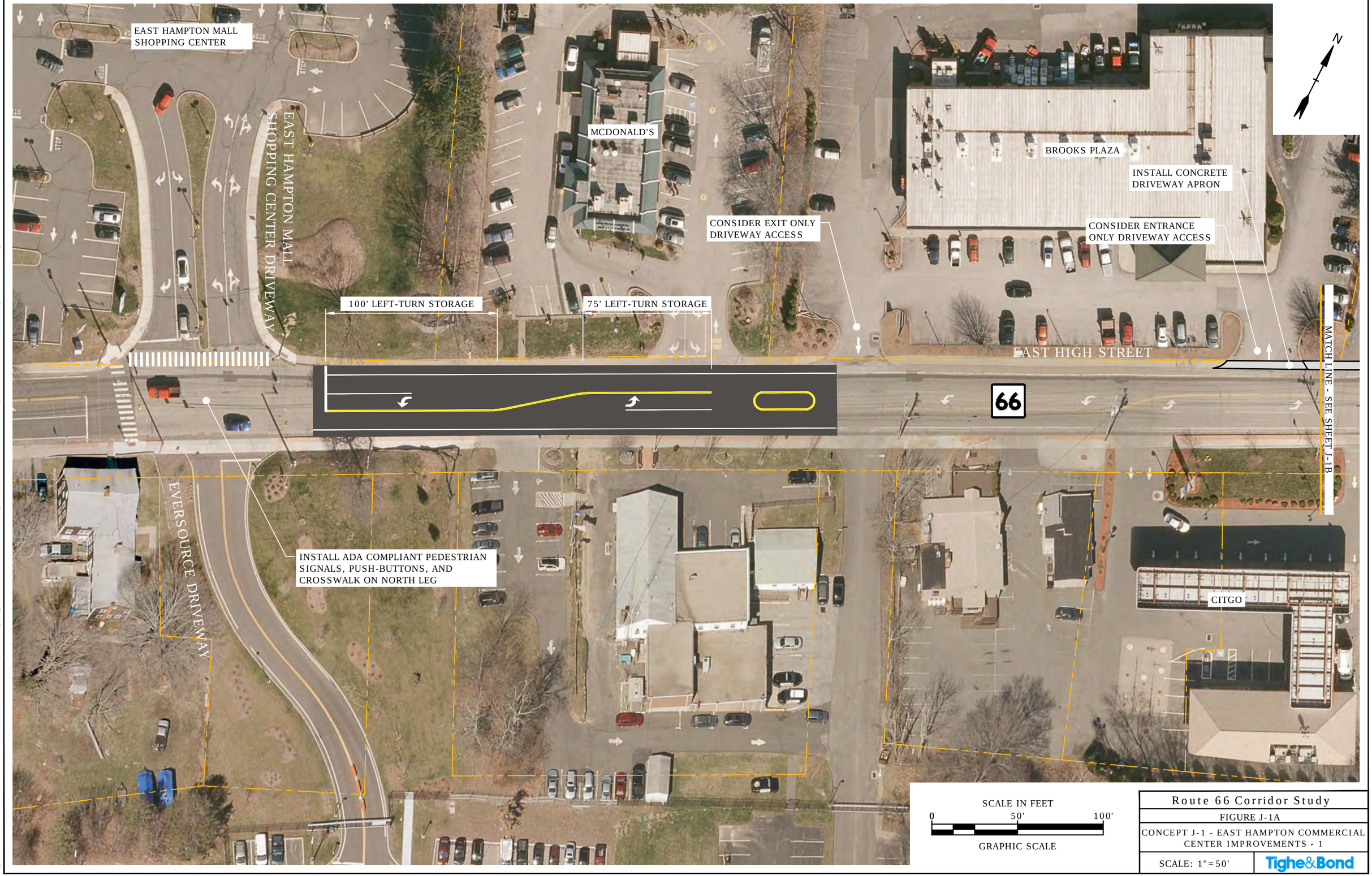
FIGURE I

CONCEPT I - EAST HAMPTON MIDDLE SCHOOL DRIVEWAY

SCALE: 1"=100'

Tighe&Bond

Oct 17, 2019-8:30am Plotted By: MStoutz
Tighe & Bond, Inc. \\tighebond.com\data\Data\Projects\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-I_East Hampton Middle School.dwg



SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE J-1A	
CONCEPT J-1 - EAST HAMPTON COMMERCIAL CENTER IMPROVEMENTS - 1	
SCALE: 1"=50'	Tighe&Bond

Oct 17, 2019-8:30am Plotted By: MStoutz
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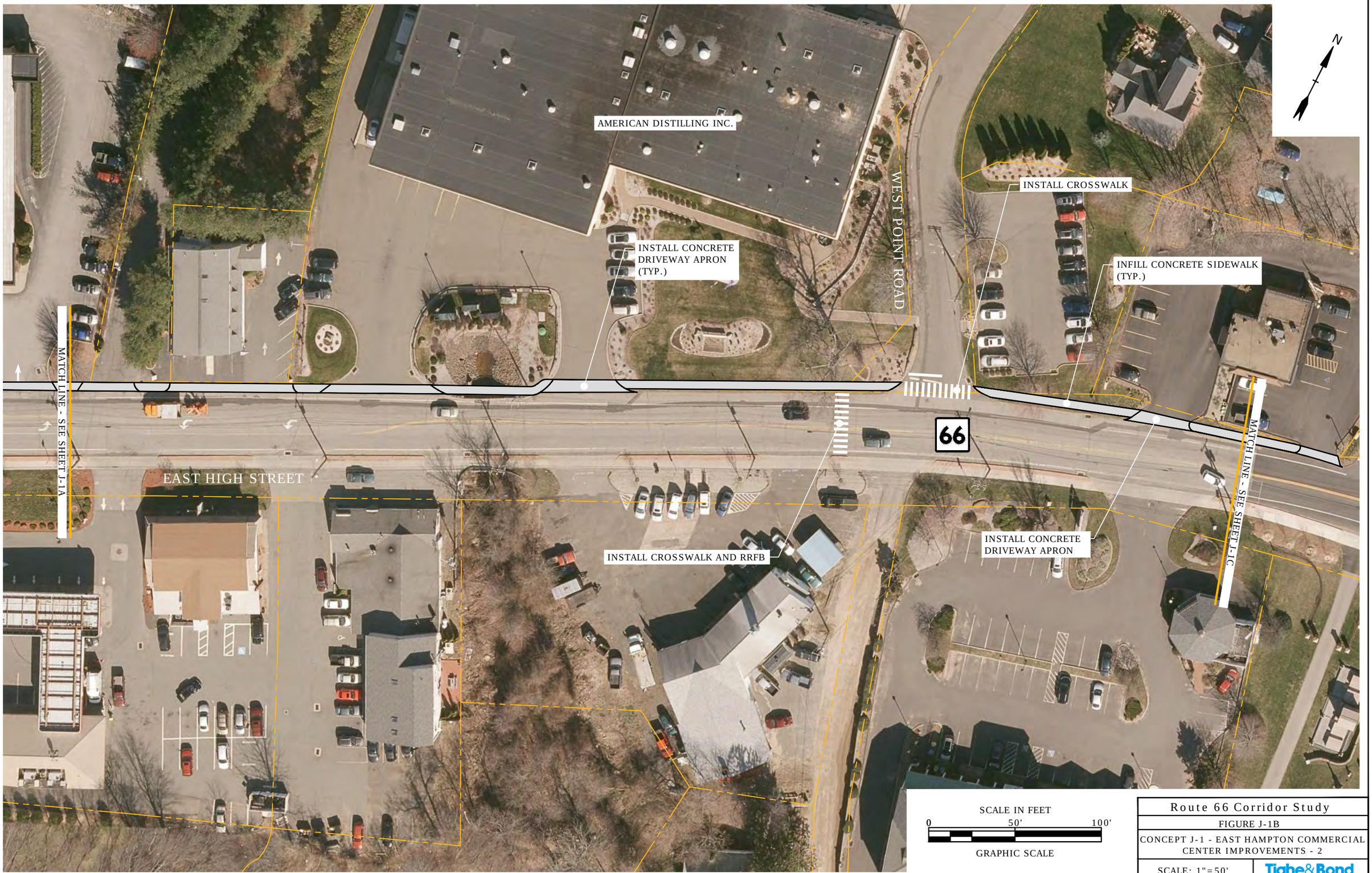

Route 66 Corridor Study

FIGURE J-1B

CONCEPT J-1 - EAST HAMPTON COMMERCIAL CENTER IMPROVEMENTS - 2

SCALE: 1"=50'

Tighe&Bond

Oct 17, 2019-8:30am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J-1_East Hampton Commercial Center Improvements.dwg

Route 66 Corridor Study

FIGURE J-1C

CONCEPT J-1 - EAST HAMPTON COMMERCIAL CENTER IMPROVEMENTS - 3

SCALE: 1"=50'

Tighe&Bond

Oct 17, 2019-8:30am Plotted By: MStoutz
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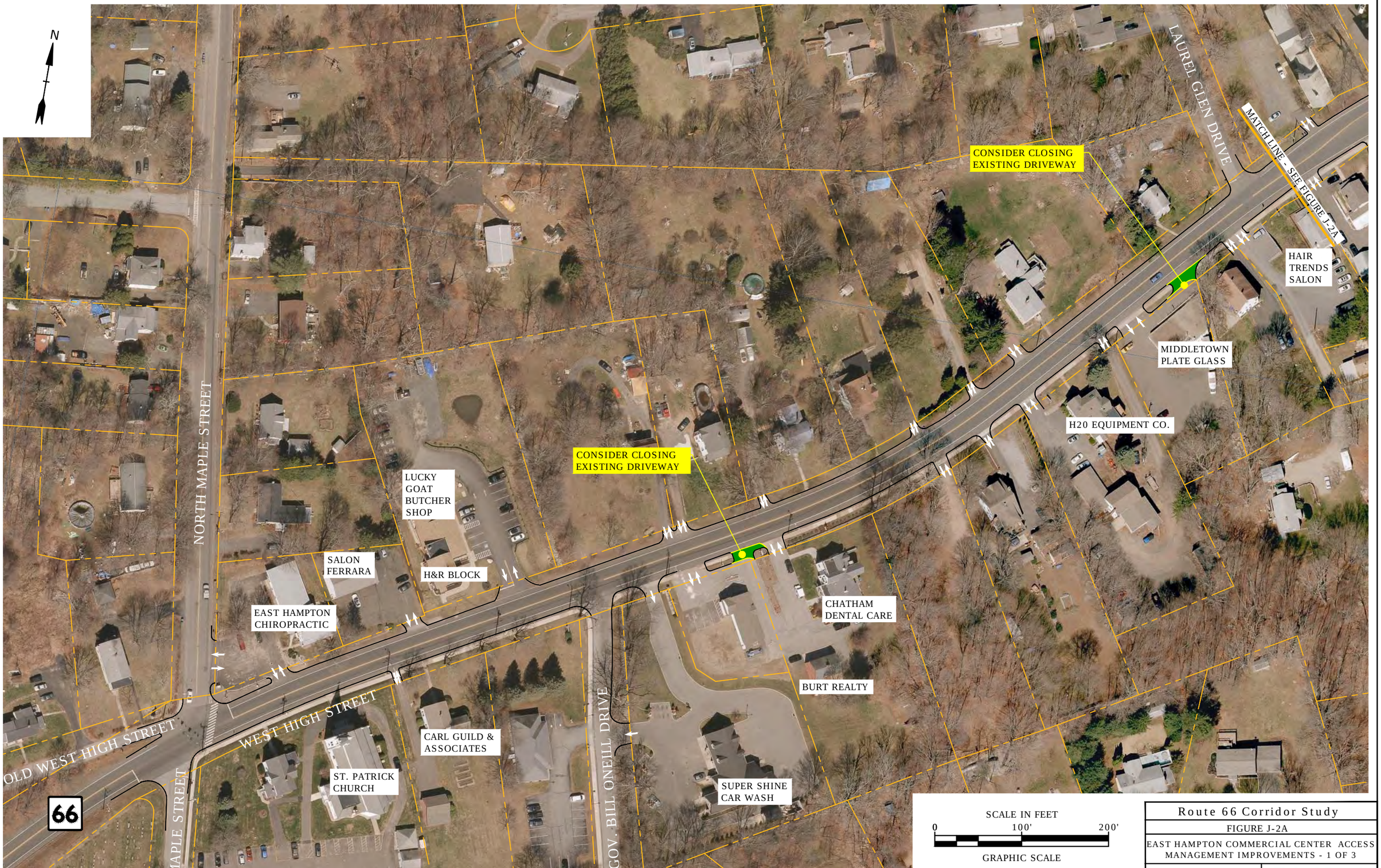

Route 66 Corridor Study

FIGURE J-2A

EAST HAMPTON COMMERCIAL CENTER ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 3

SCALE: 1"=100'

Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
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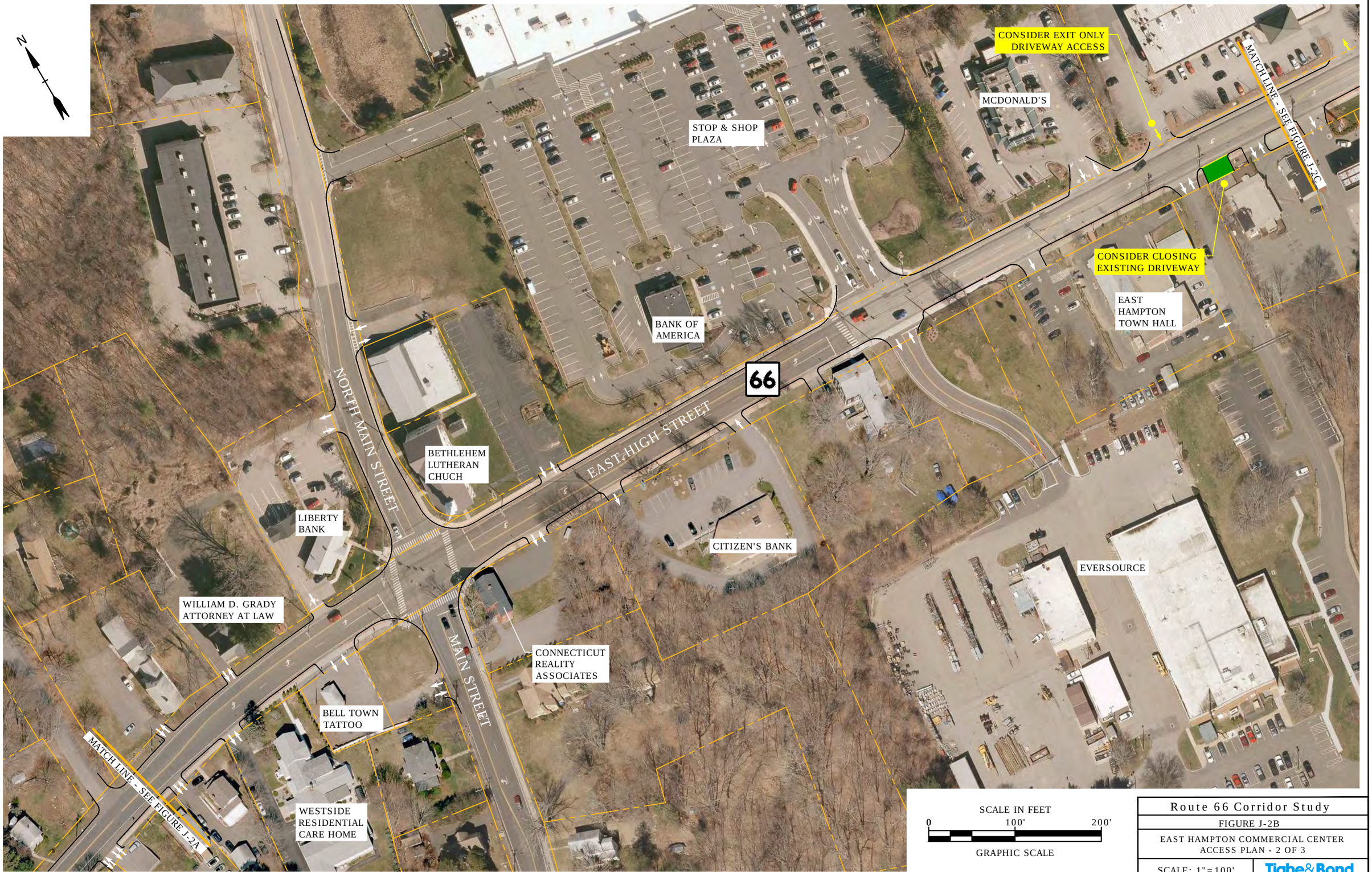

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE J-2B	
EAST HAMPTON COMMERCIAL CENTER ACCESS PLAN - 2 OF 3	
SCALE: 1"=100'	Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
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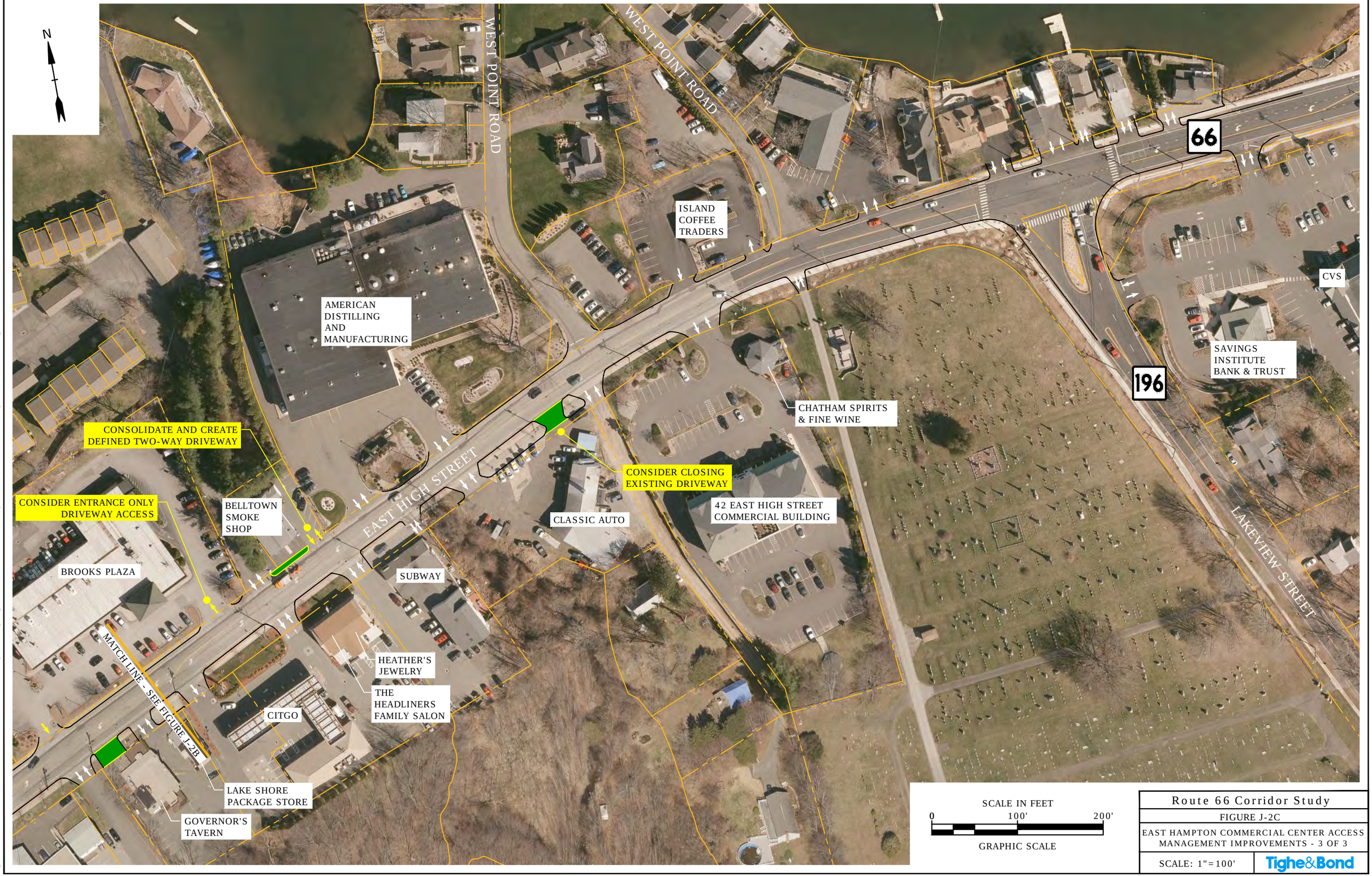

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE J-2C	
EAST HAMPTON COMMERCIAL CENTER ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 3	
SCALE: 1"=100'	Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
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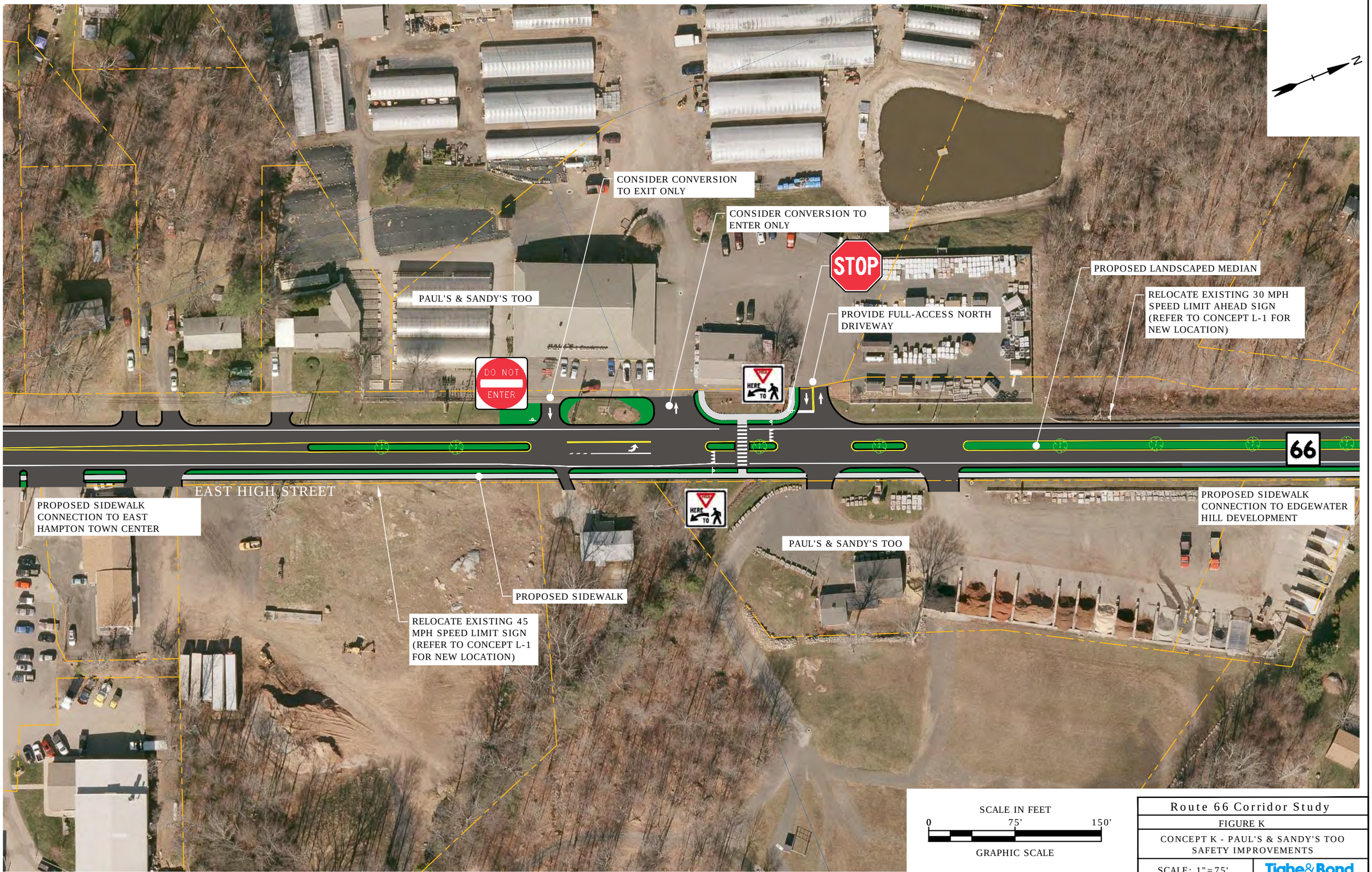

SCALE IN FEET

0 75' 150'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE K	
CONCEPT K - PAUL'S & SANDY'S TOO SAFETY IMPROVEMENTS	
SCALE: 1"=75'	Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
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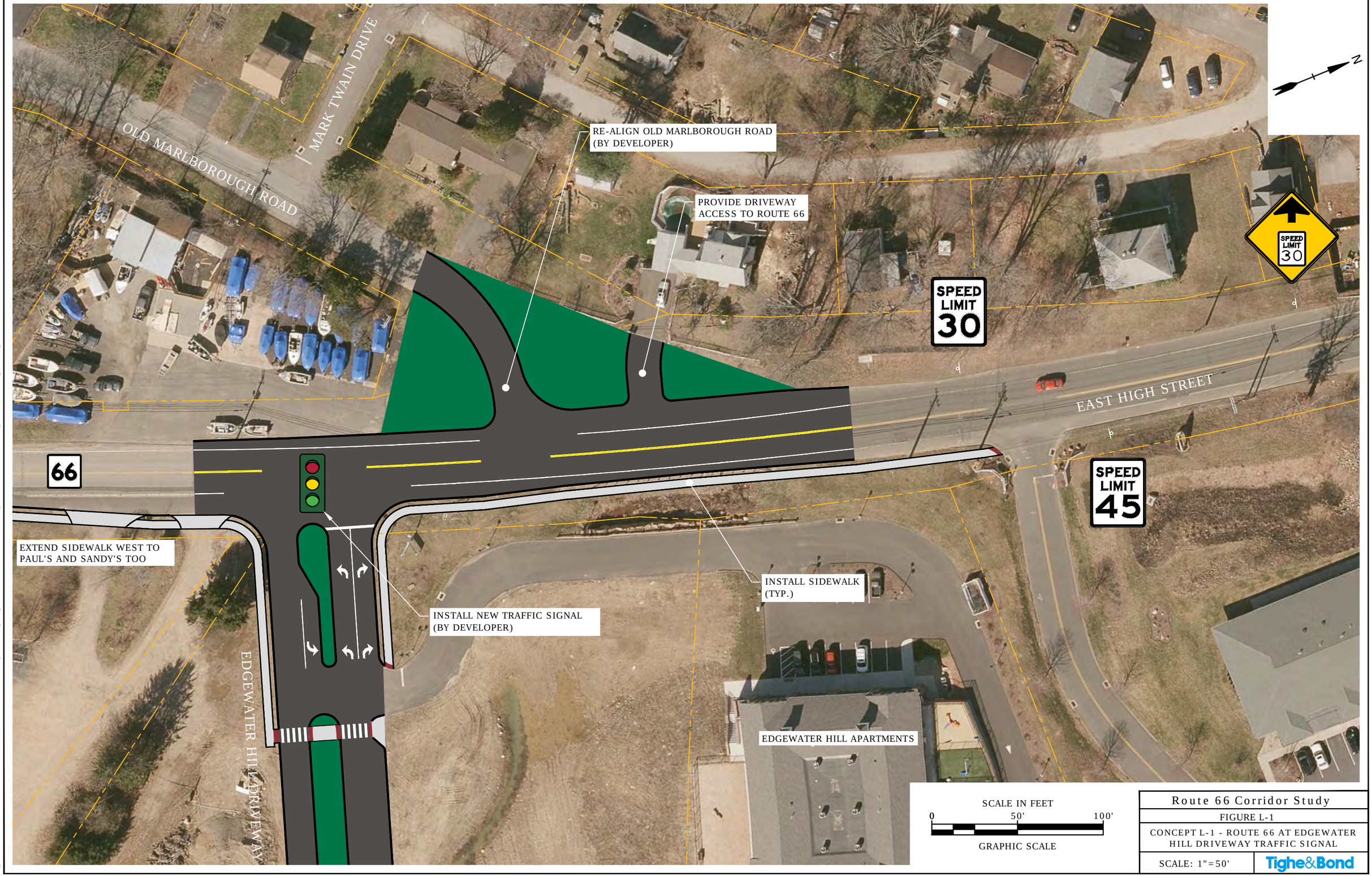

Route 66 Corridor Study

FIGURE L-1

CONCEPT L-1 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY TRAFFIC SIGNAL

SCALE: 1"=50'

Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-1_Edgewater Hill Signal.dwg

Route 66 Corridor Study

FIGURE L-2

CONCEPT L-2 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

Oct 17, 2019-8:31am Plotted By: MStoutz
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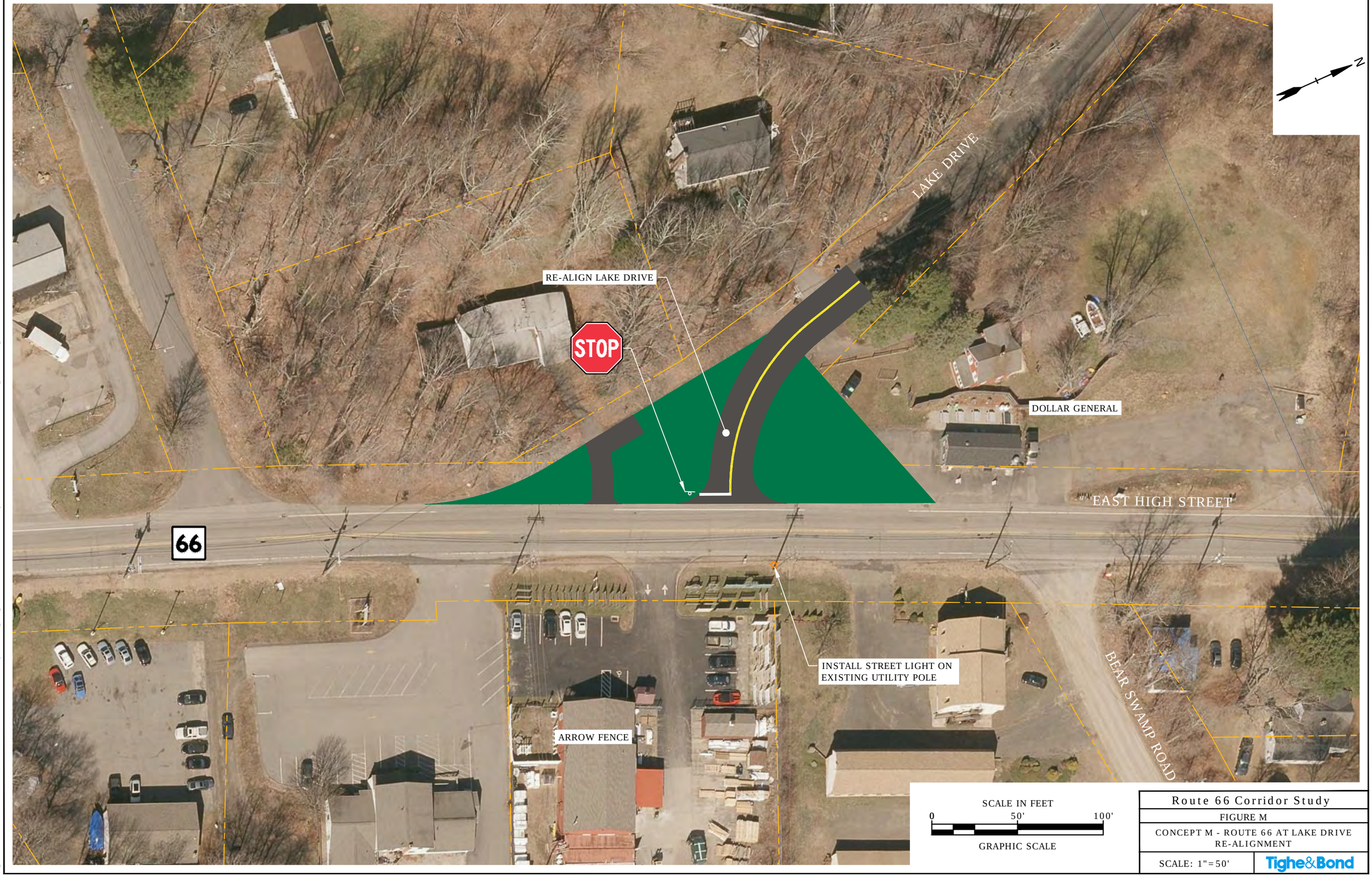


Route 66 Corridor Study

FIGURE M

CONCEPT M - ROUTE 66 AT LAKE DRIVE RE-ALIGNMENT

SCALE: 1"=50'

Tighe&Bond

Oct 17, 2019-8:32am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-M_Lake Drive Realignment.dwg

Route 66 Public Information Meeting 4

TO: Meeting Attendees

ATTENDEES: See attached sign-in sheet

FROM: Chris Granatini, PE

DATE: November 22, 2019

On November 21, 2019, Route 66 Corridor Study Public Information Meeting #4 was held at the East Hampton Public Library from 6pm to 8pm. The objectives of Public Information Meeting #4 were to present the initial concept improvement plans and receive inputs from the public. The following is a summary of the discussions from this meeting. A copy of the PowerPoint slides presented at the meeting and the attendance list are attached.

Discussion Summary

1. The meeting was opened with introductions. Tighe & Bond provided an introductory summary regarding the study goals and progress thus far.

2. Tighe & Bond presented the concept improvement alternatives that were developed.

3. The following concerns/ questions/ ideas were discussed before and following the presentation:

   - How will these improvements be funded?

     Answer: Potential funding sources include State, Federal, and local sources. Private development could fund improvements as part of development impact mitigation.

   - For the Route 66 Bypass concept plan, what percentage of traffic will travel North on Main Street in Portland towards Glastonbury?

     Answer: The bypass will not divert vehicles traveling north on Main Street in Portland towards Glastonbury. The bypass primarily targets regional commuters traveling east/ west to/ from the Arrigoni Bridge and Route 66 Corridor.

   - Should there be a speed limit change near the East Hampton Middle School? The speed limit is 30 mph east of Maple Street, then increases to 45 mph west of Maple Street.

     Answer: The speed limit on a State Highway is typically determined by the 85th percentile traveling speeds of the roadway. Speed enforcement can be implemented if higher travel speeds persists. A speed limit change requires the Local Traffic Authority (LTA) to submit an Application for Approval of Speed Limits to the Office of The State Traffic Administration at CTDOT for review and approval.

   - Could a flashing beacon work at the school advisory speed limit sign near the East Hampton Middle?

     Answer: Yes, a flashing beacon on the sign assembly would work.

   - Would a flashing yellow beacon on an overhead mast-arm improve safety at the intersection of Route 66 at Childs Road?

Answer: Flashing beacons at intersections are typically installed to improve intersection visibility. It is not recommended to install a flashing beacon because intersection visibility is not an issue. There are also not any major safety issues.

- Would a signal be warranted at the intersection of Route 66 and Childs Road?

  Answer: No, the traffic volumes at the intersection would not meet the minimum criteria for a traffic signal. There are also no major safety concerns at the intersection.

- Referring to the Route 66 Bypass concept plan, will taking vehicles off Marlborough Street hurt Main Street businesses and future development?

  Answer: Several of the homes on Marlborough Street have been designated State Historic Register, making alterations to the homes difficult, except for doctor's or law offices.

- How much of business in the Portland Village Center is created on a 'whim' when commuting, and how much of business are planned trips?

  Answer: It depends on the type of development. Food/ dining may be unplanned trips. Medical or other professional services are considered as planned trips. Developers want to see higher traffic volumes when looking for potential sites. It is important to note the Brainerd Place development could increase development of professional services in the immediate vicinity (i.e. doctor, dentist, lawyer).

4. Next steps for the Study include:
   - Meeting with the Connecticut Department of Transportation
   - Community Advisory Committee Meeting
   - Public Information Meeting
   - Town Council Meetings in Portland and East Hampton
   - Final Report

J:\L\L5001 LCRVCOG\001 Route 66 Study\Project Management\Meetings\2019-11-21 Public Info Meeting 4\2019_11-22 PIM Meeting 4 Meeting Minutes.docx

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Public Information Meeting # 4

Name	Representing	E-Mail
Kathy Herron	Portland Airline Trail / Complete Streets Group	Klherron87@comcast.net
Mary Dickerson	Town of Portland	mdickerson@portlandct.org
Mike Kluczniik	Village Center	mjkcpa89@comcast.net
Melissa Conway	East Hampton	melissaconway94@gmail.com
Barbi Noel	East Hampton	barbinoel@yahoo.com
Matt Stoutz	Tighe + Bond	mstoutz@tighebond.com
Jianhong Wang	Tighe + Bond	JWang@tighebond.com
Chris Granatini	Tighe + Bond	CGranatini@tighebond.com
Sam Gold	RiverCOG	sgold@rivercog.org
Rob Haramut	RiverCOG	RHaramut@rivercog.org
Jeremy DeCarli	Town of East Hampton	jdecarli@easthamptonct.gov

ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

PUBLIC INFORMATION MEETING #4

November 21, 2019

Presentation Team:
Sam Gold, RiverCOG
Chris Granatini, Tighe & Bond

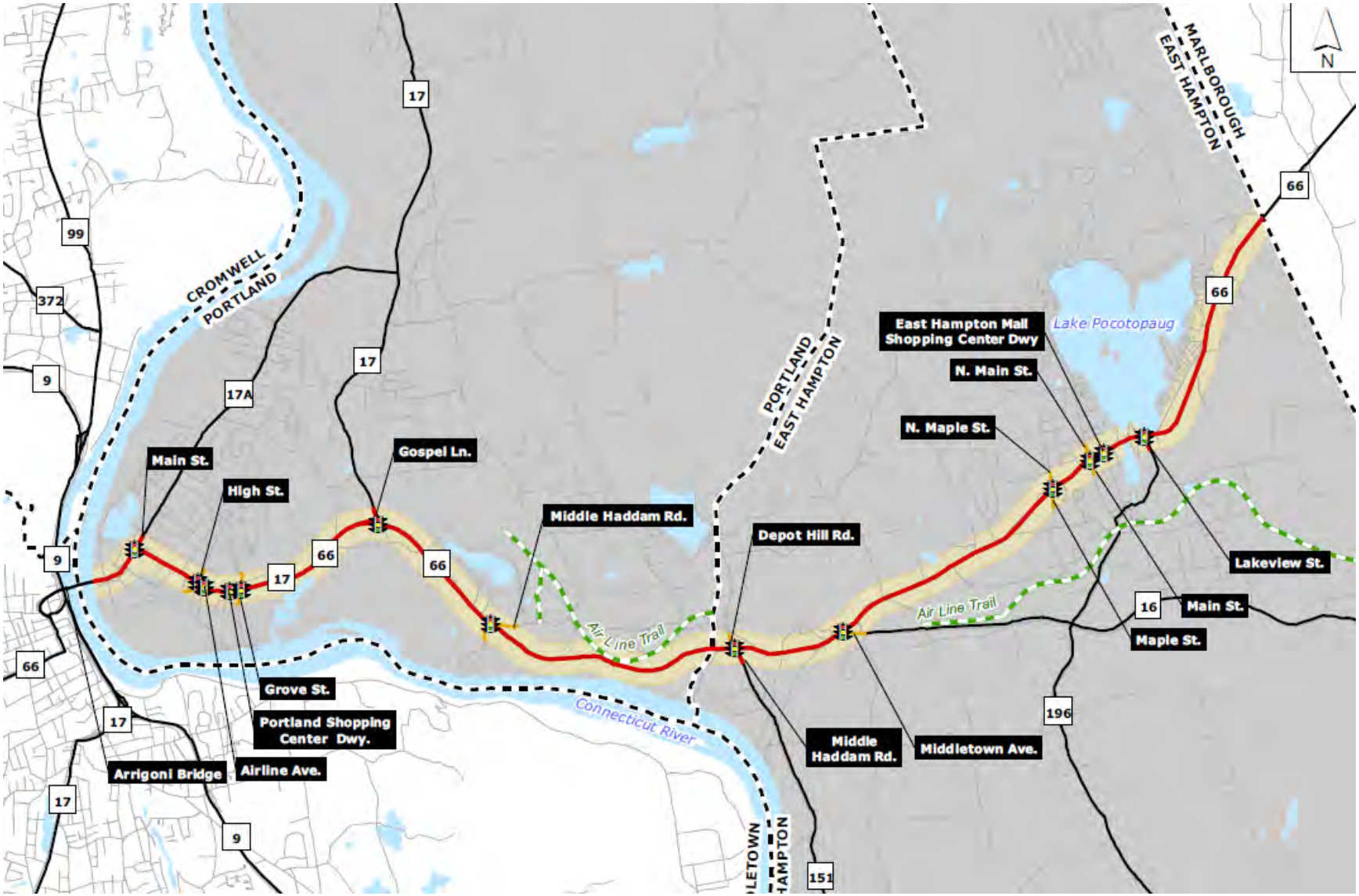
Town of Portland Connecticut

RiverCOG
Lower Connecticut River Valley Council of Governments

Town of East Hampton 1767 Connecticut

Tighe&Bond

STUDY AREA


N
MARLBOROUGH
EAST HAMPTON
CROMWELL
PORTLAND
PORTLAND
EAST HAMPTON
Lake Pocotopaug
Connecticut River
Air Line Trail
Air Line Trail
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Middletown Ave.
Depot Hill Rd.
Middle Haddam Rd.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
17
99
372
9
17A
66
16
196
151

STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

PUBLIC INFORMATION MEETING 1 & 2

- **Meeting Dates**
  - June 12, 2018, East Hampton MS
  - June 14, 2018, Portland Library

- **Goals**
  - Introduce Study to Public
  - Gather Public Input on Study Objectives and Study Area Needs and Deficiencies

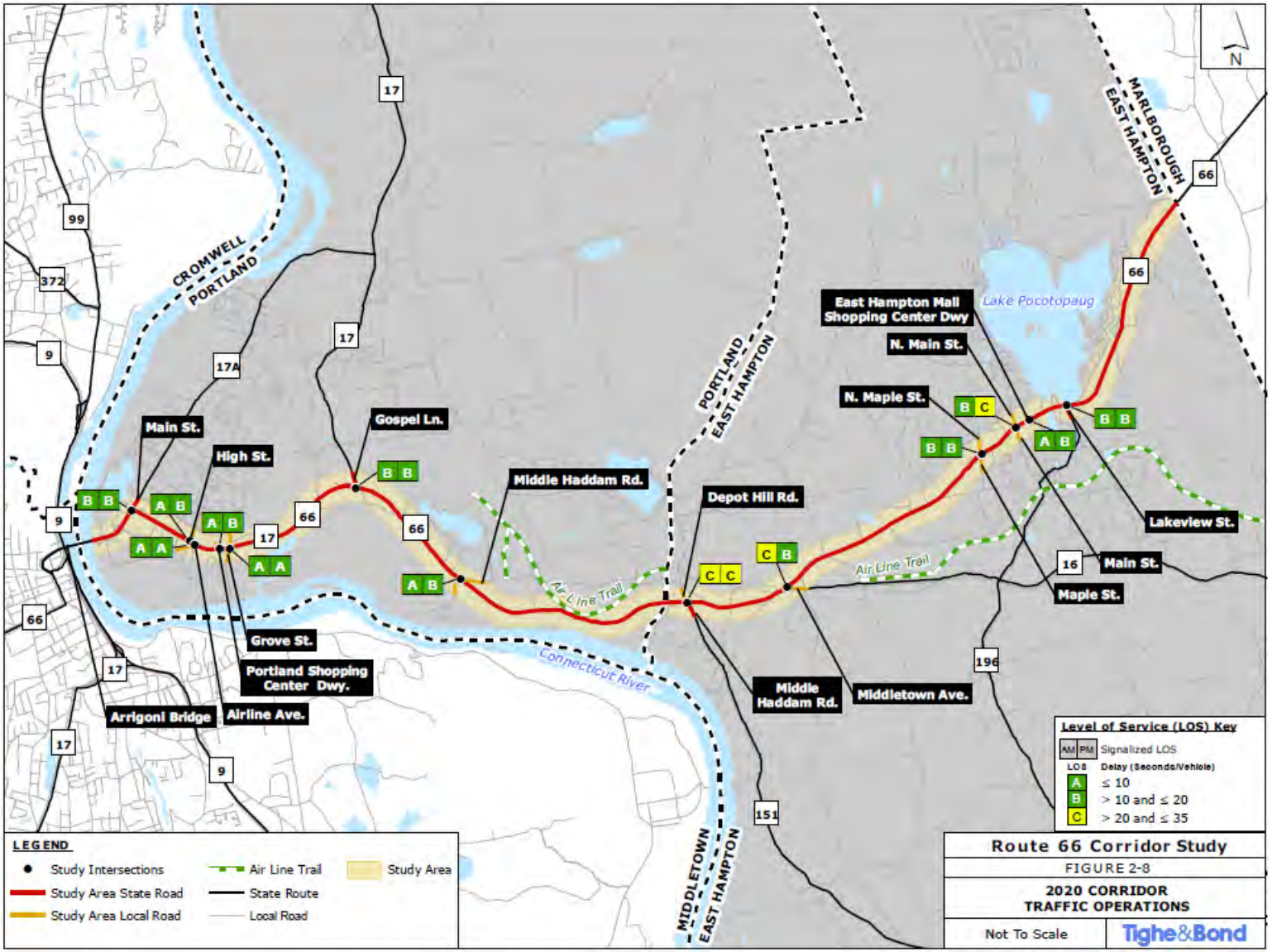
- **Focus Group Discussions**
  - Traffic and Safety Issues
  - Land Use and Development
  - Alternative Travel Modes and Facilities

- **45 Public Attendees over 2 Meetings**

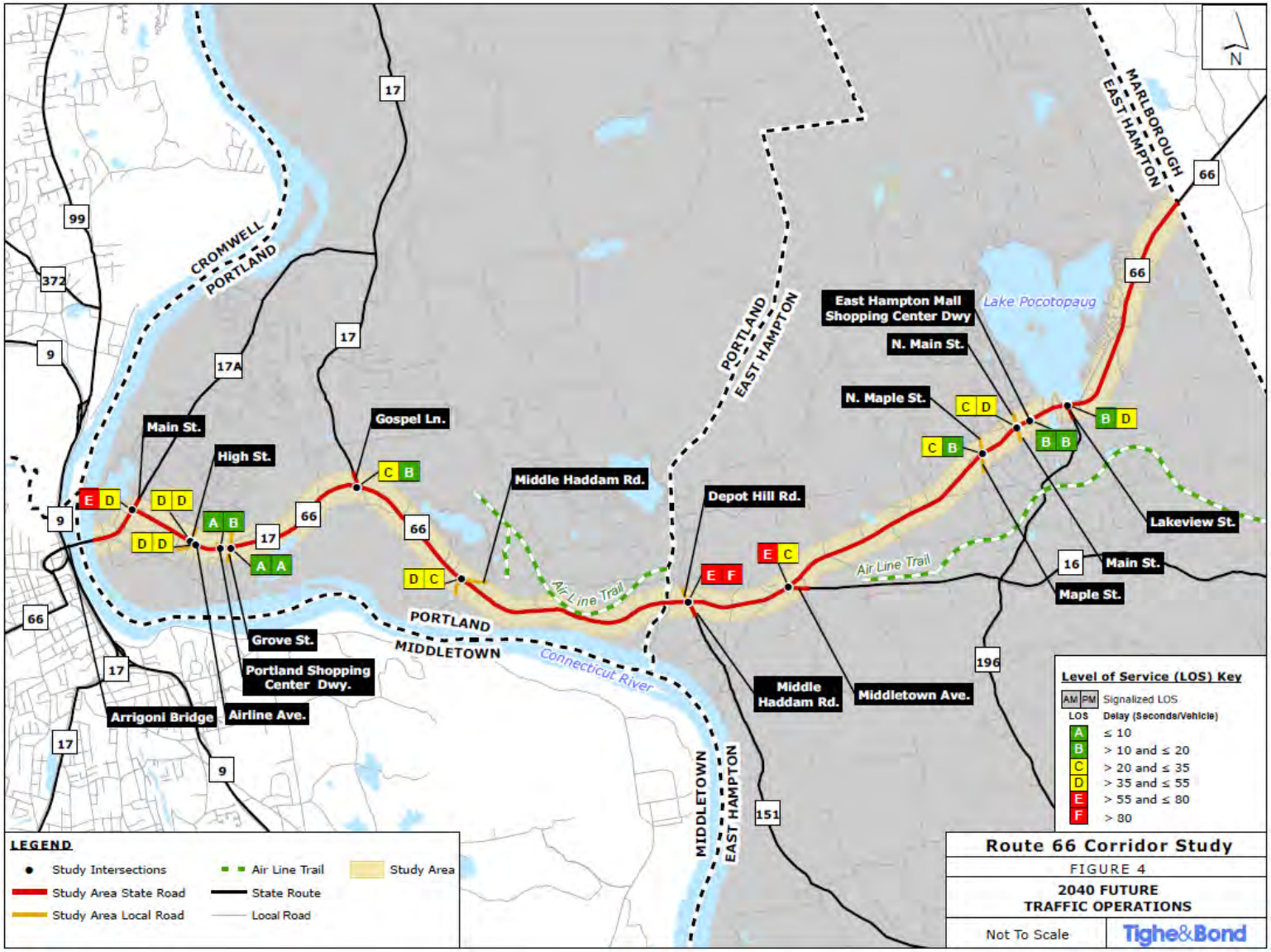
PUBLIC INFORMATION MEETING 3

- **Meeting Dates**
  - May 14, 2019, Waverly Center, Portland
- **Goals**
  - Update Study Progress to Public
  - Existing & Future Conditions Summary
- **Discussions**
  - Identify Issues and Deficiencies Important to the Community
- **20 Public Attendees**

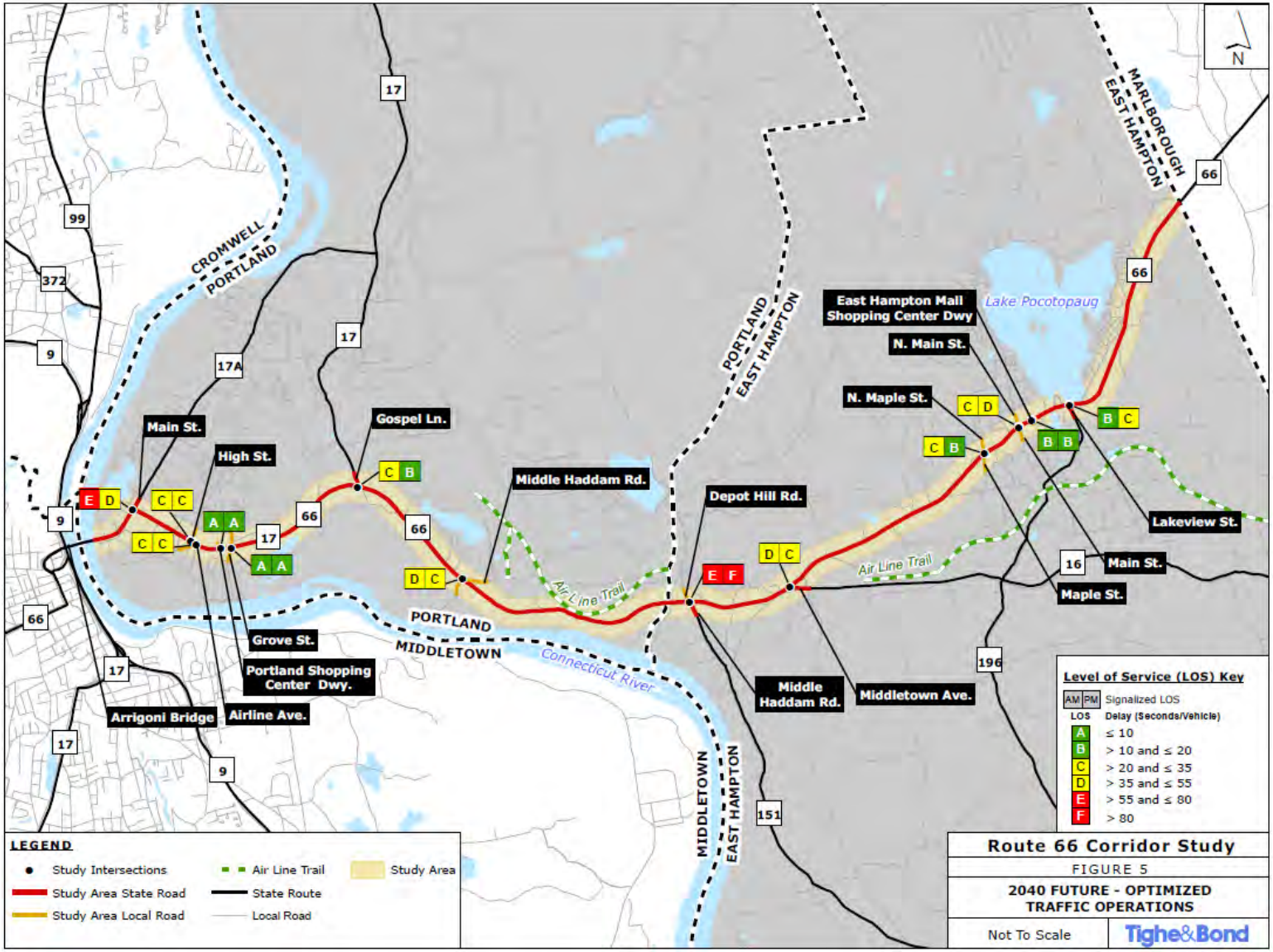
2020 TRAFFIC OPERATIONS



2040 FUTURE TRAFFIC OPERATIONS



2040 FUTURE-OPTIMIZED TRAFFIC OPERATIONS



KEY ISSUES

- Roadway Congestion in CBD Areas
- High Travel Speeds
- Roadway Geometry/ Sight Line Issues
- Lack of Bicycle, Transit and Pedestrian Facilities
- Access Management
- Meaningful Future Development

IMPROVEMENT ALTERNATIVES

- Seek to Address Safety and Operational Concerns
- Illustrate Physical Conceptual Improvements
- Goal to Provide Towns and Region Prioritized Solutions to Existing and Future Needs
- These are Conceptual Plans Not Final Plans
- Changes may be Made Based on Feedback

QUESTIONS & DISCUSSIONS

Route 66 Study Advisory Committee Meeting 3

TO: Meeting Attendees

ATTENDEES: See attached sign-in sheet

FROM: Chris Granatini, PE

DATE: February 18, 2020

On February 18, 2020, a meeting to discuss Route 66 Study Improvement Concepts was held at CTDOT Headquarter in Newington. The following are discussion items from this meeting.

Discussion Items

1. Tighe & Bond provided an introductory summary regarding the progress that has been made thus far.

2. Tighe & Bond facilitated a discussion of the concepts, seeking input from the attendees. The following comments were made on the proposed concepts:

   - Concept A-1 & A-2, Route 66 Bypass Concept:
     - Attendee from CTDOT Highway Management Group inquired on the design vehicle and design speed for the proposed ramp radii
     - Highway Management Group also asked to address access to the local business along Wolcott Avenue and local properties along Airline Avenue, impact to the parking lot to the east of the ramp, as well as geometric design of Route 66 Bypass eastbound ramp which has grade separation from the adjacent travel lane
     - CTDOT addressed concern on the ramp capacity with rerouted heavy traffic volume and recommended a ramp capacity analysis
     - T&B addressed that the concept was developed to seek high level inputs at this point and will work with RiverCOG to decide whether to include the bypass plan in the final report
   - Concept G-2, Route 66 at Route 151 Intersection Widening Concept:
     - CTDOT preferred head-to-head left-turn lanes on Route 66 and asked to review a potential five-leg cross-section at the intersection.
     - CTDOT addressed concern on the proposed merging lanes associated with intersection widening on Route 66.
     - CTDOT requested the Existing & Future Conditions Tech Memo to assist review and comments on the improvement plans, which T&B agreed to forward after the meeting.
   - Concept H, Route 66 at Route 16 Intersection Improvements Concept:
     - CTDOT mentioned that a preliminary plan was developed by the State to provide head-to-head left-turn lanes on Route 66. The project will be undertaken in 2021.

- T&B addressed the concept was developed based on 2040 future projected traffic volume and can be considered as a long-term improvement plan.

- Middletown Area Transit Improvements:
  - RiverCOG will provide T&B a proposed transit improvements concept plan developed by MAT
  - RiverCOG addressed that Transit Improvements has safety benefits and the concept plan matrix should be updated to include the safety icon

F:\Projects\L\L5001 LCRVCOG\001 Route 66 Study\Project Management\Meetings\2020-02-18 CTDOT Review Meeting\2020_02-18 CTDOT Review Meeting Summary.docx

SIGN IN

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

Route 66 Corridor Study - CTDOT Review Meeting

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ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

CONCEPT IMPROVEMENT ALTERNATIVES

FEBRUARY 2019

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

Tighe&Bond
Engineers | Environmental Specialists

Route 66 Concept Improvement Alternatives

Location	Issues	Concept	Concept Description	Cost	Right of Way Impact	Operations	Safety	Multimodal Improvements
Route 66 - Arrigoni Bridge to Airline Avenue	High traffic volumes and operating speeds cause capacity and safety concerns; Lack of "Complete Street" environment in Portland Village Center	**Concept A-1: Route 66 Bypass (Alternative 1)**	Construct Route 66 bypass utilizing railroad ROW and the southern section of Pickering Street corridor. Construct a modern five-leg roundabout at Route 66 bypass, High Street, Airline Avenue and Tuccitto Road. Implement complete streets design elements to reduce the number of travel lanes and emphasize alternative travel modes on Marlborough Street and Main Street.	**$$$$$**				
		Concept A-2: Route 66 Bypass (Alternative 2)	Construct Route 66 bypass utilizing railroad ROW and the southern section of Pickering Street corridor. Realign High Street, Airline Avenue, Riverside Street, and Tuccitto Road at Route 66 bypass to create two new signalized intersections. Implement complete streets design elements to reduce the number of travel lanes and emphasize alternative travel modes on Marlborough Street and Main Street.	**$$$$$**				
		Concept A-3: Main Street at Marlborough Street Intersection Improvements	Brainerd Place Approved Off-Site Improvements - Minor roadway widening and restriping along Main Street southbound approach to provide a dedicated southbound left-turn lane. Reduce the curve radius and lane width of the existing northbound channelized right-turn lane to reduce right-turning travel speeds. Shift the crosswalk on the east leg further from the intersection to provide a shorter crossing with straight alignment and refuge area on the median island. Install pedestrian signals and pushbuttons. Install traffic signal at Brainerd Driveway on Marlborough Street. Provide right-in only driveway for Brainerd Place along Main Street north of Gulf gas station.	**Implemented by Others**				
Route 66 Pedestrian Mobility Improvements	Lack of sidewalk along the south side of Route 66 and ADA compliant pedestrian infrastructures at signalized intersections	**Concept B**	Provide pedestrian signal upgrade between Main Street and Grove Street along Marlborough Street. Install crosswalk on Airline Ave, Portland Shopping Center Driveway, and Grandview Terrace intersections. Install sidewalk along the south side of Route 66.	**$**				
Multi-Modal Mobility Enhancements	Incomplete multi-modal travel modes accessibility in Portland	**Concept C**	Various bicycle route alternatives from Airline Avenue to Arrigoni Bridge in Portland to improve safety and mobility for cyclists. Extend Air Line Trail from YMCA Camp Ingersoll to Airline Avenue. Provide roadside separated 10-12-ft two-way multi-use path adjacent to Route 66 from Williams Street Extension to Airline Avenue.	**$$$**				
Route 66 Eastbound Merge Lane Area	Insufficient Route 66 eastbound merge lane causes safety concerns	**Concept D**	Improve Route 66 eastbound merging operations near Portland Gulf Gas Station by providing sufficient merge length, signage and pavement markings based on MUTCD guidelines. Install dedicated left-turn lane on Route 66 eastbound direction at Camp Ingersoll entrance.	**$**				
Route 66 at Portland Citgo & Opticom Driveways	Heavy left-turn traffic blocking through traffic on Route 66 at major business driveways	**Concept E**	Provide dedicated left-turn lane on Route 66 at Citgo driveway and future Opticom Headquarters driveway, respectively.	**$**				

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Route 66 Concept Improvement Alternatives

Location	Issues	Concept	Concept Description	Cost	Right of Way Impact	Operations	Safety	Multimodal Improvements
Route 66 at the Ledges Area	Existing sightline restrictions due to reversed horizontal curves and insuffcient clear zone	**Concept F**	Remove rock ledge and vegetation along both sides of Route 66 to improve roadside safety via expanded available clear zone and increased horizontal sight distance.	$$				
Route 66 at Route 151 and Depot Hill Road	Heavy through traffic causes capacity issues and significant queues on Route 66 approaches; Lack of infrastructures for alternative travel modes	**Concept G-1**	Convert existing signalized intersection into a hybrid multi-lane modern roundabout. Provide shared bike lanes and sidewalks on Depot Hill Road extending to the existing Air Line Trail as well as new sidewalks and crosswalks at the intersection to improve Ped/Bike mobility and safety.	$$$$				
		Concept G-2	Widen Route 66 to provide two shared travel lanes at the intersection and sufficient extension of receiving lanes and merge lane in each direction. Provide shared bike lane and sidewalk on Depot Hill Road extending to the existing Air Line Trail to the north. Provide sidewalks, crosswalks and pedestrian signals at the intersection.	$$				
Route 66 at Route 16	Future capacity issues for Route 16 northbound traffic approaching intersection	**Concept H**	Convert the existing Route 16 northbound shared left-through lane to dedicated left-turn lane. Convert the existing Route 16 right-turn lane to shared left-through-right turn lane. Provide two westbound receiving lanes.	$				
Route 66 at Childs Road	Heavy left-turn traffic blocking through traffic on Route 66 at Childs Road during school arrival and dismissal peak hours	**Concept I**	Provide westbound left-turn pocket on Route 66 at Childs Road. Install school zone speed limit signage. Remove existing crosswalk on Route 66.	$				
Route 66 at East Hampton Commercial District	Existing sidewalk gap along the northbound side of Route 66; Lack of pedestrian crossing on Route 66 between far spaced signalized intersections; Dense driveways cause safety concerns	**Concept J**	Install pedestrian signals, push buttons, and crosswalk on East Hampton Shopping Center Driveway leg. Modify left-turn storage into McDonald's driveway and Eversource driveway, respectively. Consider converting the current full access driveways to one entrance only and one exit only at Walgreens Plaza driveway locations. Install sidewalk along the north side of Route 66. Install mid-block crosswalk and Rectangular Rapid Flash Beacon (RRFB) on Route 66 to the west of West Point Road. Install crosswalk on the north leg at the intersection of Route 66 and West Point Road.	$$				
Route 66 at Paul's & Sandy's Too	Existing vechicle speeding issues and lack of pedestrian facilities cause safety concerns	**Concept K**	Install speed radar and reduced speed limit sign. Install mid-block crosswalk in vicinity of the entrance. Install sidewalks along both sides of Route 66 and connect to East Hampton Commercial Center to the west and Edgewater Hill & new East Hampton Town Hall to the east. Consider altering the one-way driveway access at the southern driveways. Add dedicated left-turn pocket on Route 66 eastbound direction at the proposed entrance-only driveway.	$$				
Route 66 at Edgewater Hill Driveway	Skewed intersection geometry at Old Marlborough Road; Lack of sidewalks along Route 66 in the vicinity of the proposed Edgewater Hill Development and new Town Hall	**Concept L-1**	Install a stop sign at Edgewater Hill Driveway intersection as part of the Edgewater Hill Development. Realign Old Marlborough Road at Route 66.	$$$				
		Concept L-2	Construct a single lane modern roundabout at Edgewater Hill Driveway and Route 66. Realign Old Marborough Road at Route 66.	$$$				

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Route 66 Concept Improvement Alternatives

Location	Issues	Concept	Concept Description	Cost	Right of Way Impact	Operations	Safety	Multimodal Improvements
Route 66 at Lake Drive	Skewed intersection geometry at Lake Drive; Poor intersection visibility	**Concept M**	Realign Lake Drive opposite to Arrow Fence Driveway at Route 66.	$$				
Transit Improvements	Lack of designated bus stops, shelters and signs along the existing MAT Route 586 in the study area	**Concept N**	Maintain existing bus flag-down serivce and supplement with designated bus stops and bus amenities at Quarry Heights, Brainerd Place, and Adam's Market in Portland, as well as at Stop & Shop Plaza, Edgewater Hills & New East Hampton Town Hall, and Hampton Woods in East Hampton.	$				
Access Management	Dense and poorly delineated driveaways in the commercial areas of both Towns	**Concept AM**	Various commercial driveway access management recommendations in Portland Village Center area and East Hampton Commercial Center area, respectively.	$				

LEGEND

Significant Right-of-Way impact

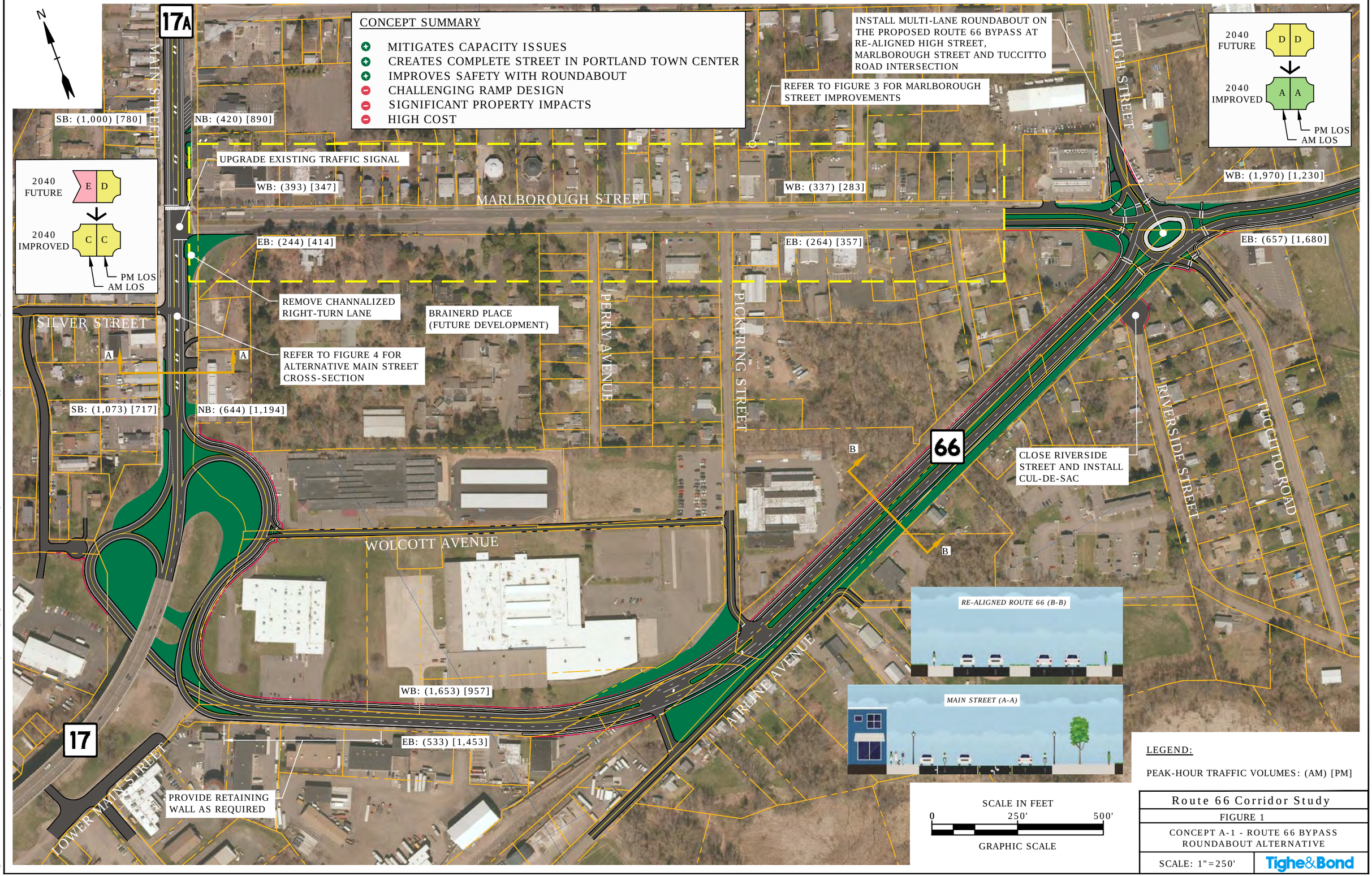
Improves Intersection Traffic Operation

Convert intersection to a roundabout

Improve safety for pedestrians and vehicles

Improve access to pedestrian/bicyclist facilities and encourage their uses

Improve access to pedestrian facilities and encourage their uses

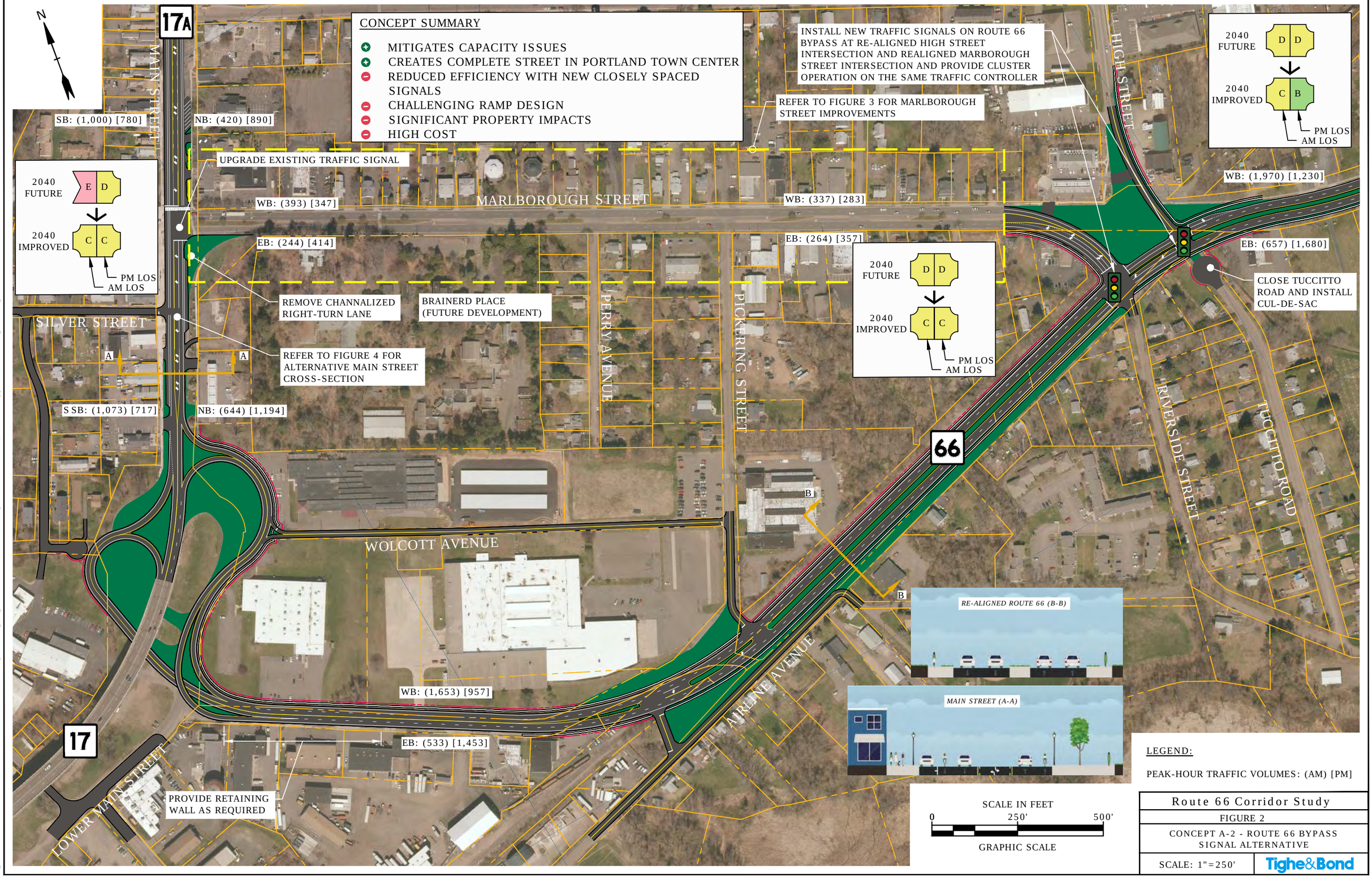


LEGEND:

PEAK-HOUR TRAFFIC VOLUMES: (AM) [PM]

Route 66 Corridor Study	
FIGURE 1	
CONCEPT A-1 - ROUTE 66 BYPASS ROUNDABOUT ALTERNATIVE	
SCALE: 1"=250'	Tighe&Bond

Jan 21, 2020-3:30pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg



LEGEND:

PEAK-HOUR TRAFFIC VOLUMES: (AM) [PM]

Route 66 Corridor Study	
FIGURE 2	
CONCEPT A-2 - ROUTE 66 BYPASS SIGNAL ALTERNATIVE	
SCALE: 1"=250'	Tighe&Bond

Jan 21, 2020-3:31pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-2_Route 66 Bypass - Cluster Signals.dwg

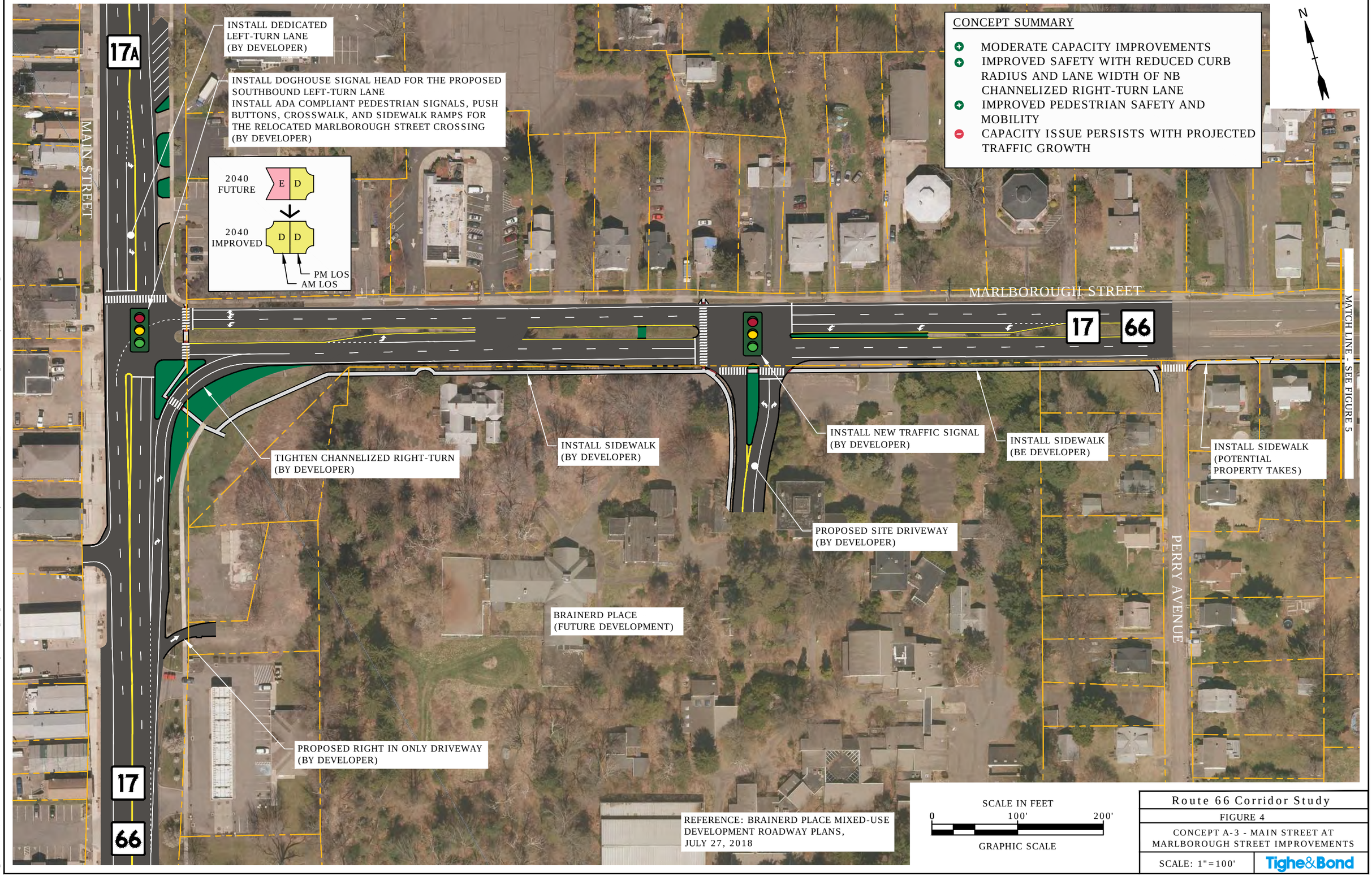
SCALE IN FEET

0 150' 300'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 3	
CONCEPT A-1 & A-2 - MARLBOROUGH STREET IMPROVEMENTS	
SCALE: 1"=150'	Tighe&Bond

Jan 20, 2020-2:41pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg



Route 66 Corridor Study

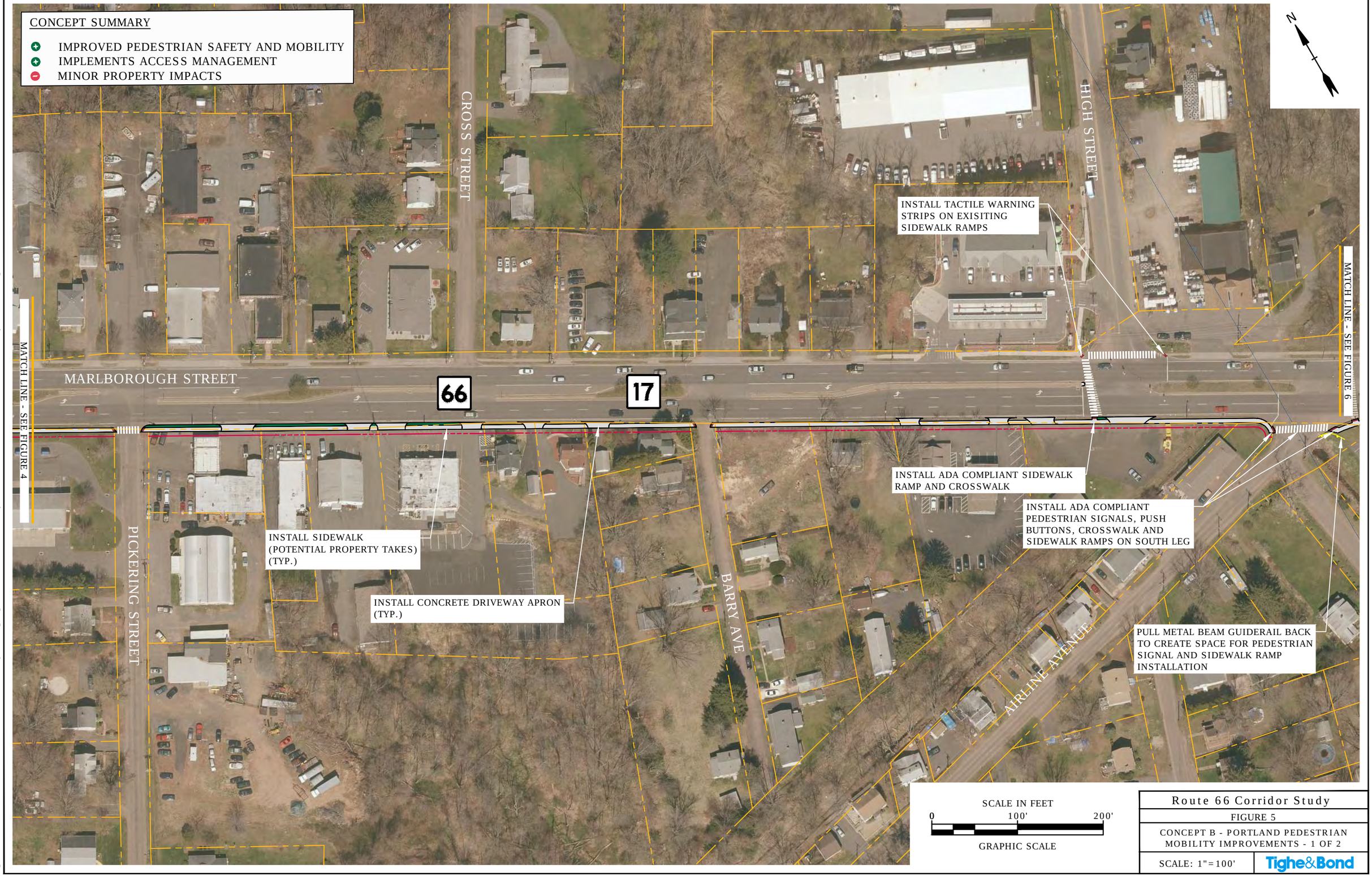
FIGURE 4

CONCEPT A-3 - MAIN STREET AT MARLBOROUGH STREET IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Jan 21, 2020-3:26pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-3_Main at Marlborough-VHB Improvement.dwg



Route 66 Corridor Study

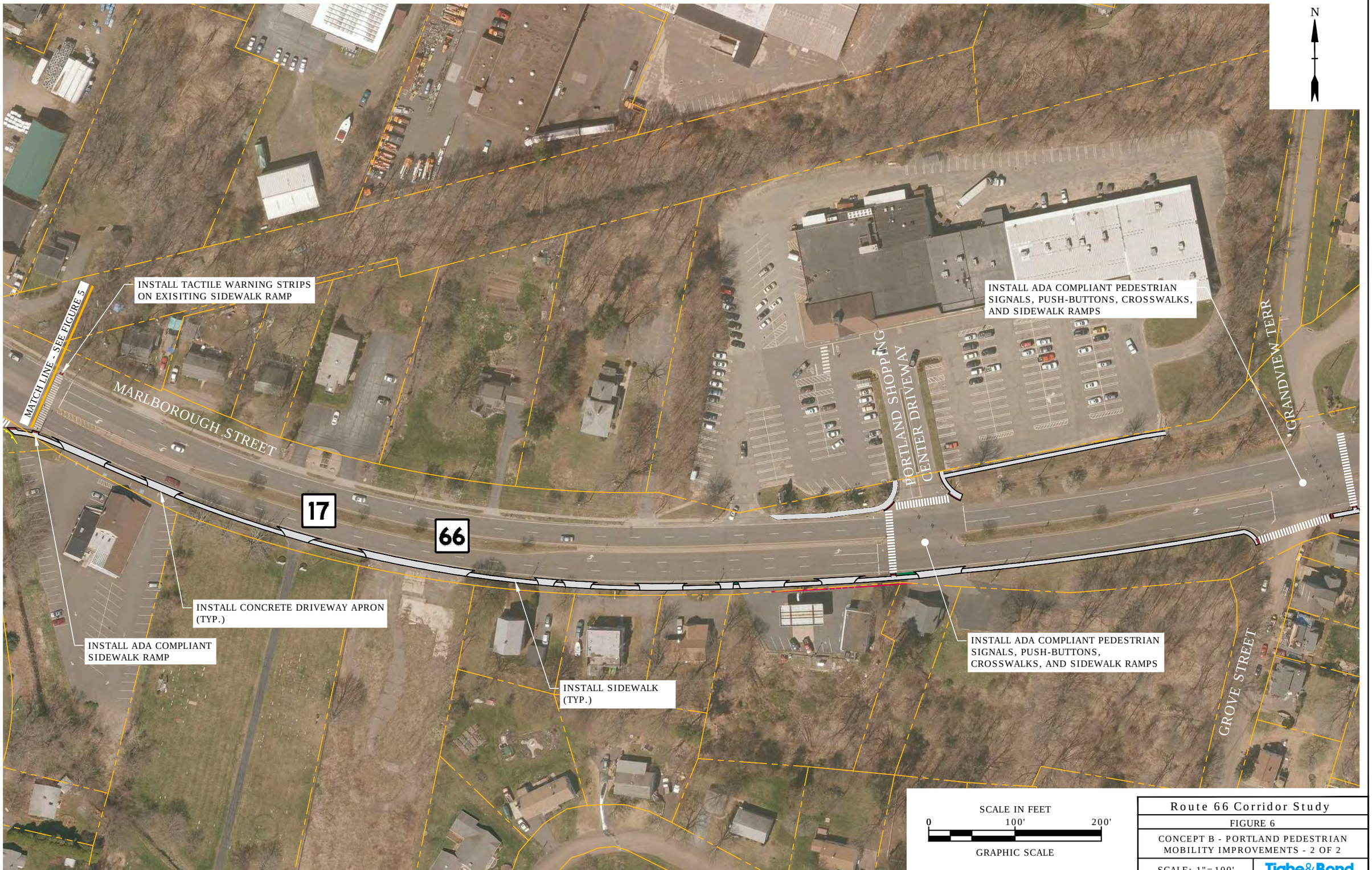
FIGURE 5

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 1 OF 2

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:42pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-B_Portland Commercial Center Improvements.dwg



Route 66 Corridor Study

FIGURE 6

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 2 OF 2

SCALE: 1"=100'

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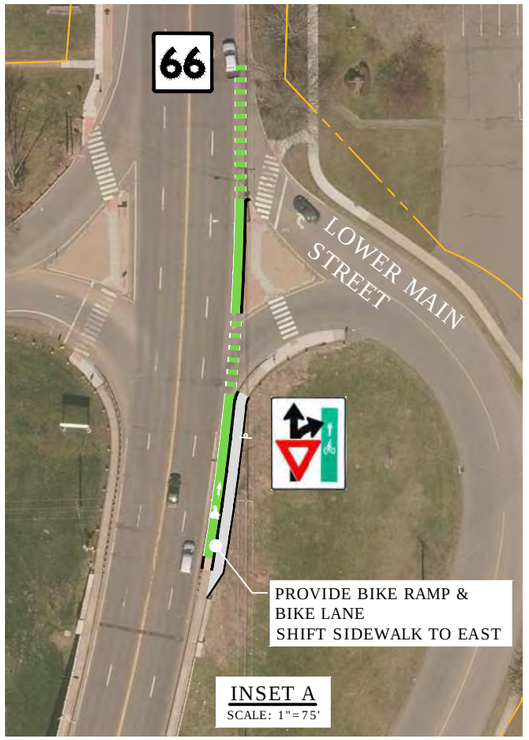
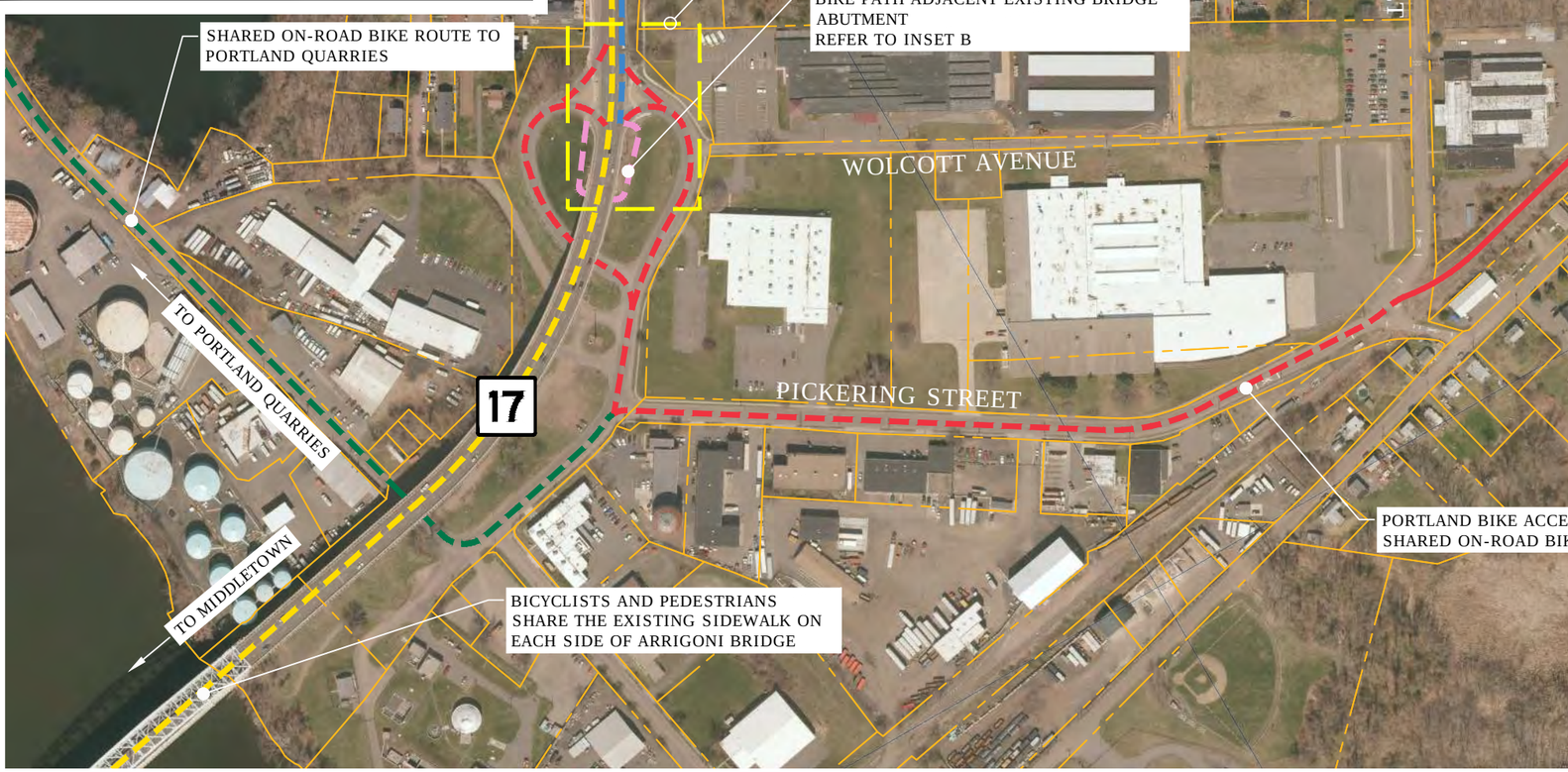
Jan 20, 2020-2:42pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-B_Portland Commercial Center Improvements.dwg





SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

Route 66 Corridor Study

FIGURE 7

CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 1 OF 3

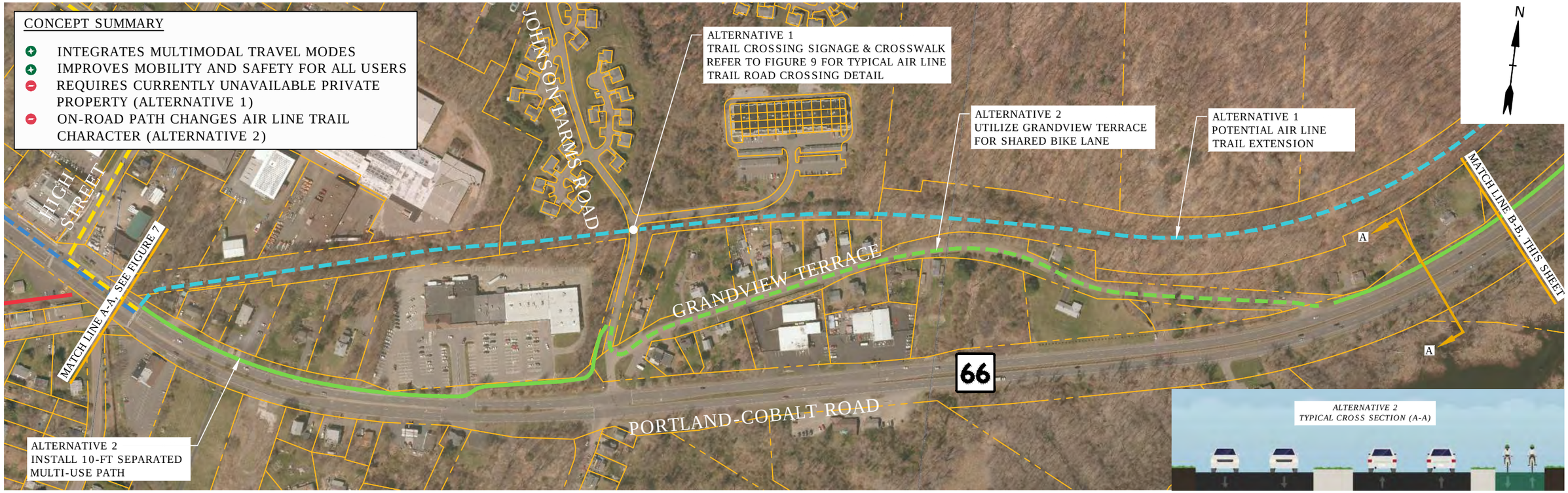
SCALE: AS SHOWN

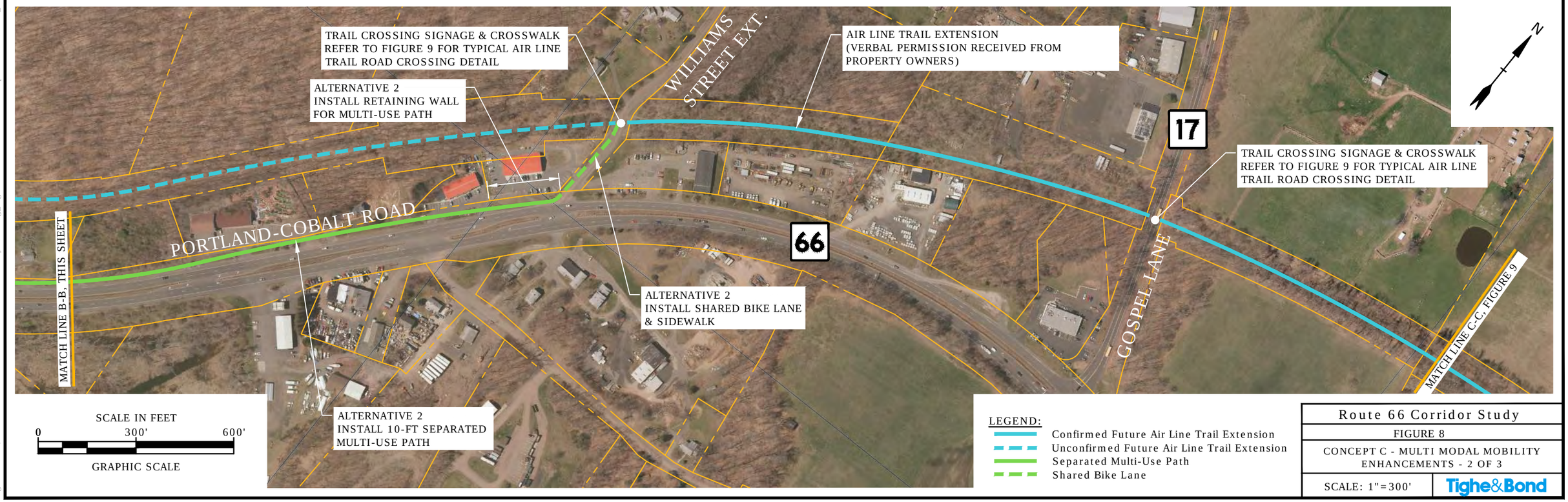
Tighe&Bond

Jan 20, 2020-2:42pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Portland Bike Access.dwg

CONCEPT SUMMARY

- INTEGRATES MULTIMODAL TRAVEL MODES
- IMPROVES MOBILITY AND SAFETY FOR ALL USERS
- REQUIRES CURRENTLY UNAVAILABLE PRIVATE PROPERTY (ALTERNATIVE 1)
- ON-ROAD PATH CHANGES AIR LINE TRAIL CHARACTER (ALTERNATIVE 2)





SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

LEGEND:

- Confirmed Future Air Line Trail Extension
- Unconfirmed Future Air Line Trail Extension
- Separated Multi-Use Path
- Shared Bike Lane

Route 66 Corridor Study	
FIGURE 8	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 2 OF 3	
SCALE: 1"=300'	Tighe&Bond

Jan 20, 2020-2:43pm Plotted By: MStoutz
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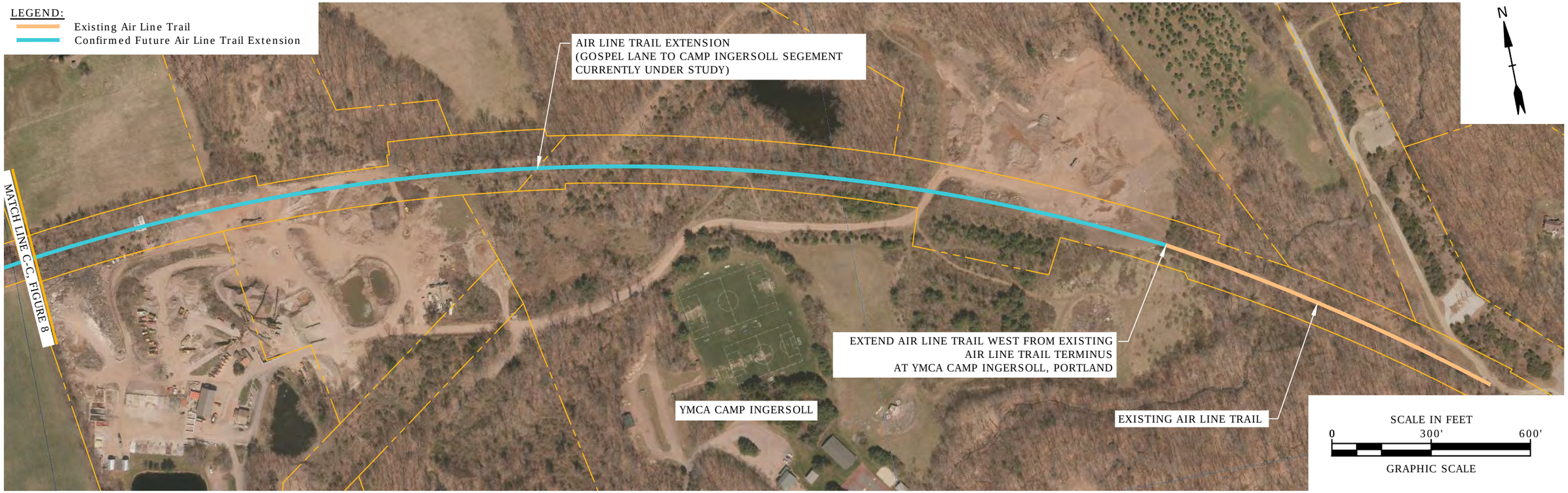
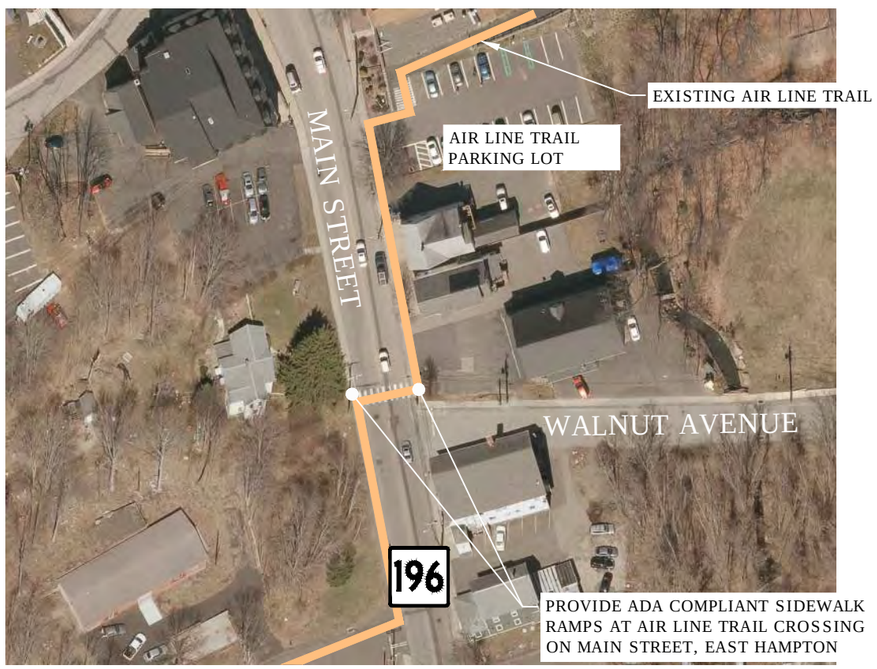
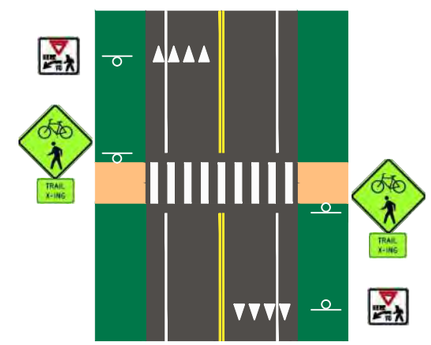




SCALE: 1"=100'

MAIN STREET AIR LINE TRAIL CROSSING
EAST HAMPTON VILLAGE CENTER
(NORTH OF WALNUT AVENUE)



TYPICAL AIR LINE TRAIL
ROAD CROSSING DETAIL

Route 66 Corridor Study	
FIGURE 9	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 3 OF 3	
SCALE: AS SHOWN	Tighe&Bond

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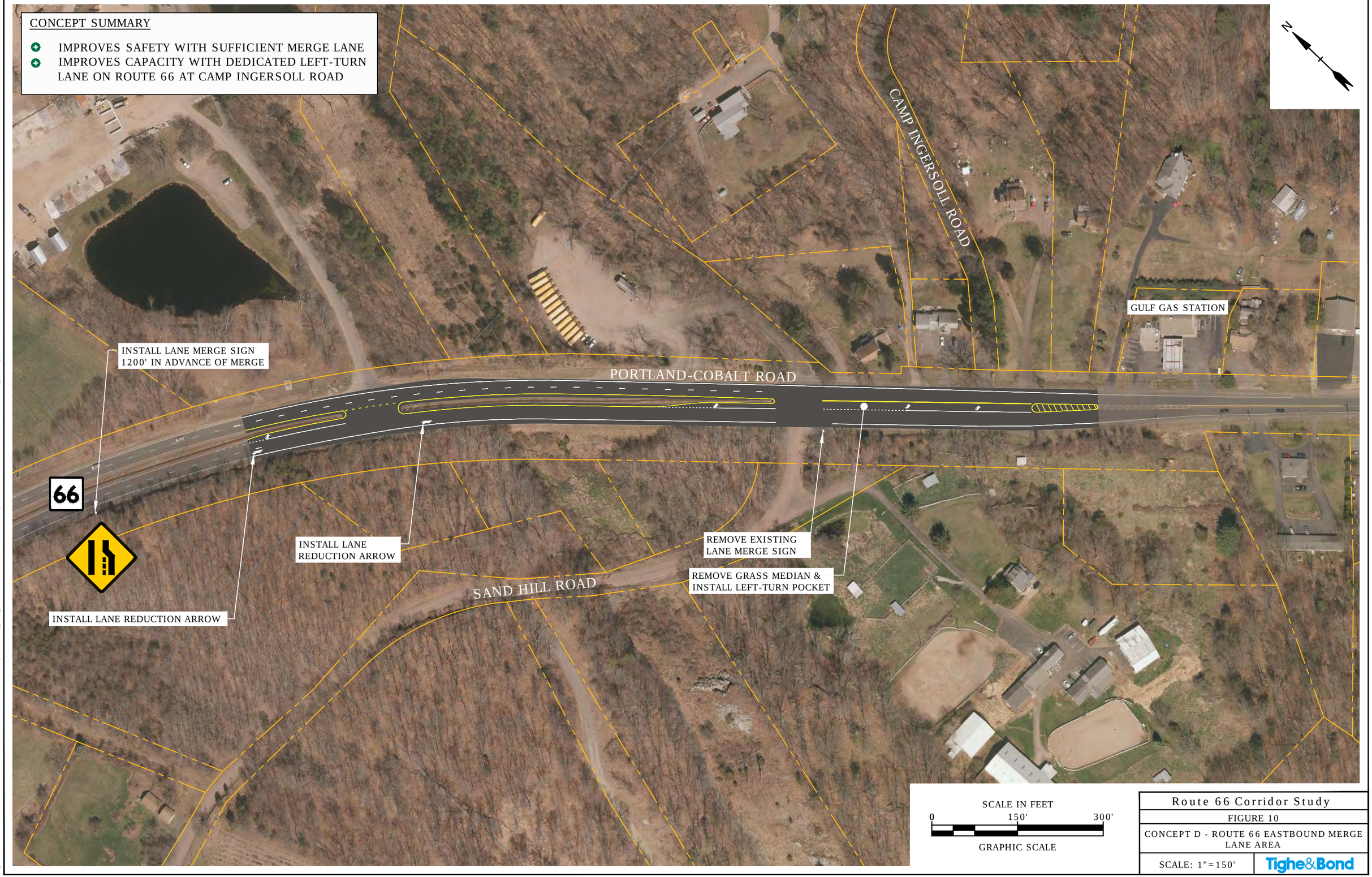

Route 66 Corridor Study

FIGURE 10

CONCEPT D - ROUTE 66 EASTBOUND MERGE LANE AREA

SCALE: 1"=150'

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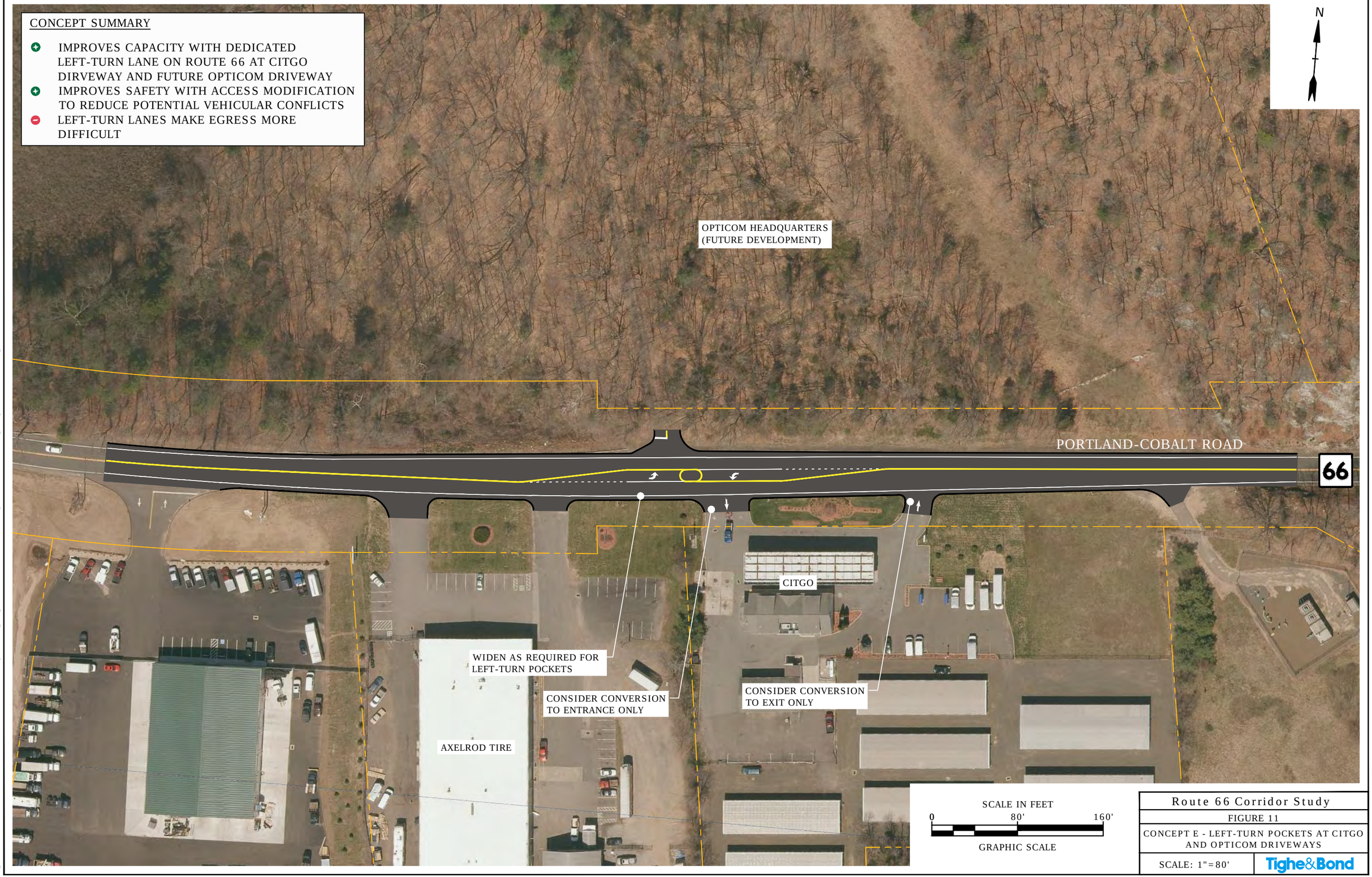

Route 66 Corridor Study

FIGURE 11

CONCEPT E - LEFT-TURN POCKETS AT CITGO AND OPTICOM DRIVEWAYS

SCALE: 1"=80'

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Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-E_Citgo, Opticom Access.dwg

CONCEPT SUMMARY

- INCREASES ROADSIDE CLEAR SPACE TO IMPROVE SAFETY AND SIGHT DISTANCE
- ENCROACHMENT PERMIT REQUIRED FOR ROCK BLASTING AND TREE CLEARING

Route 66 Corridor Study

FIGURE 12

CONCEPT F - THE "LEDGES" AREA

SCALE: NTS

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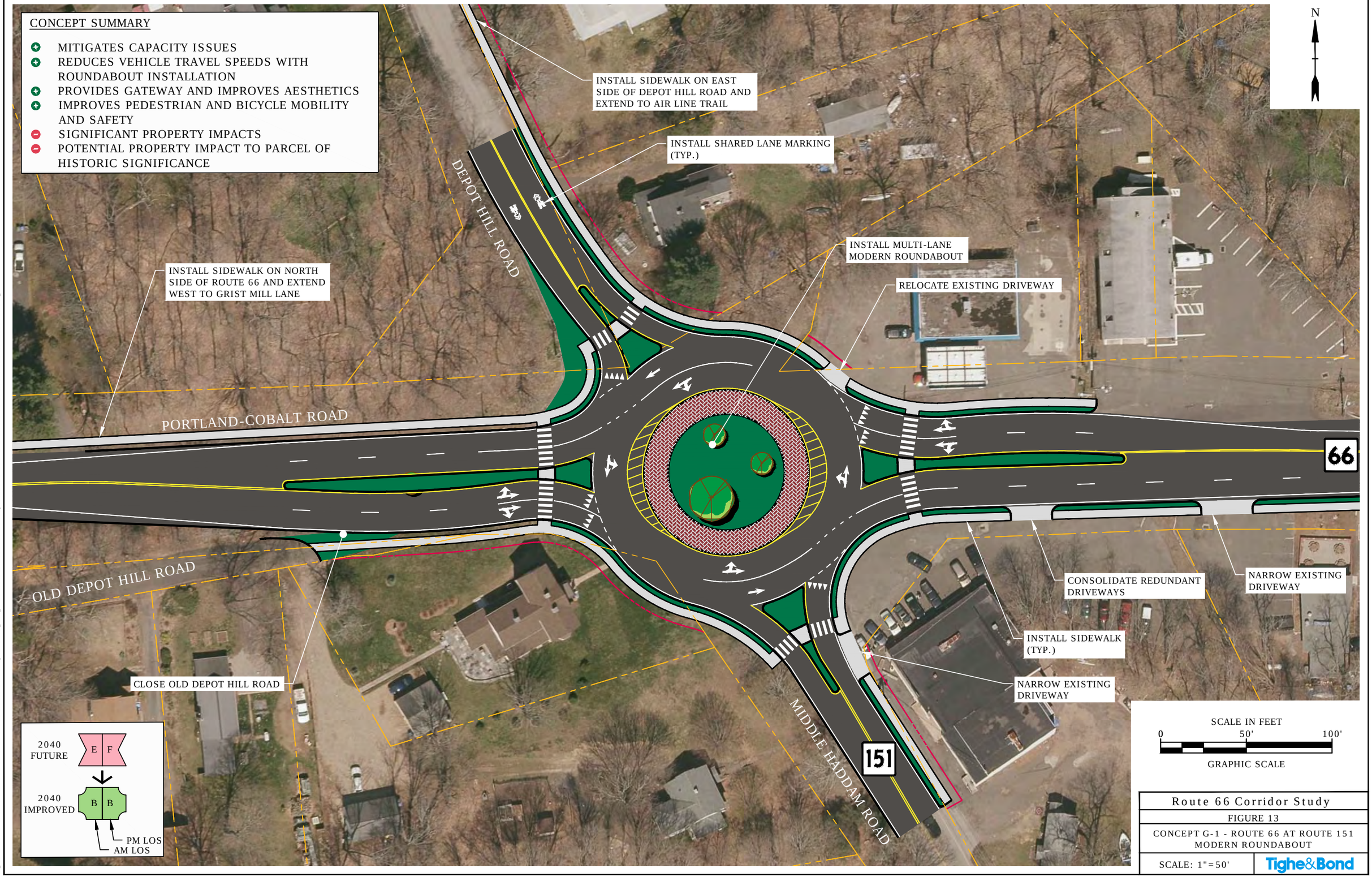

Route 66 Corridor Study

FIGURE 13

CONCEPT G-1 - ROUTE 66 AT ROUTE 151 MODERN ROUNDABOUT

SCALE: 1"=50'

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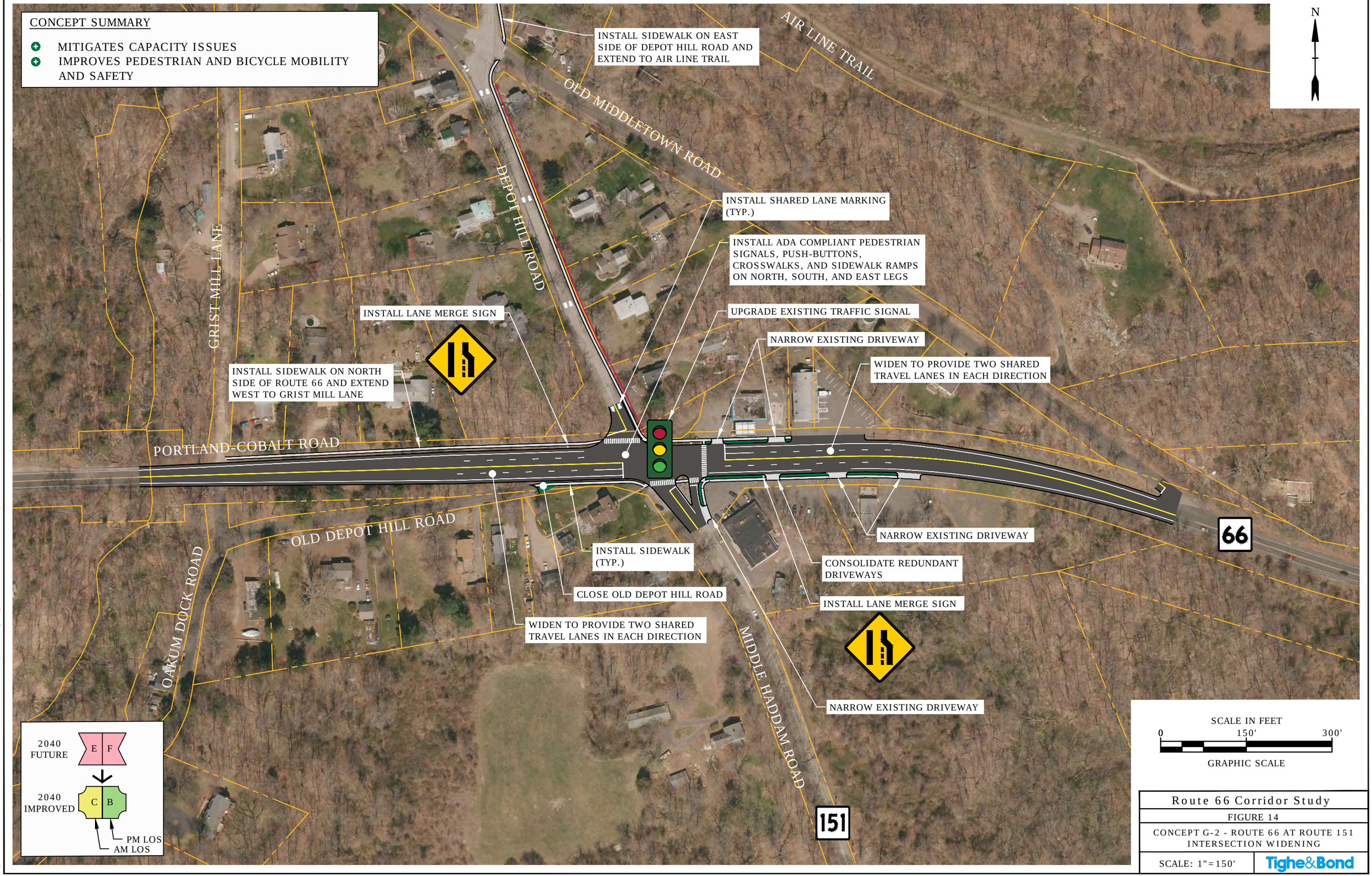

Route 66 Corridor Study

FIGURE 14

CONCEPT G-2 - ROUTE 66 AT ROUTE 151 INTERSECTION WIDENING

SCALE: 1"=150'

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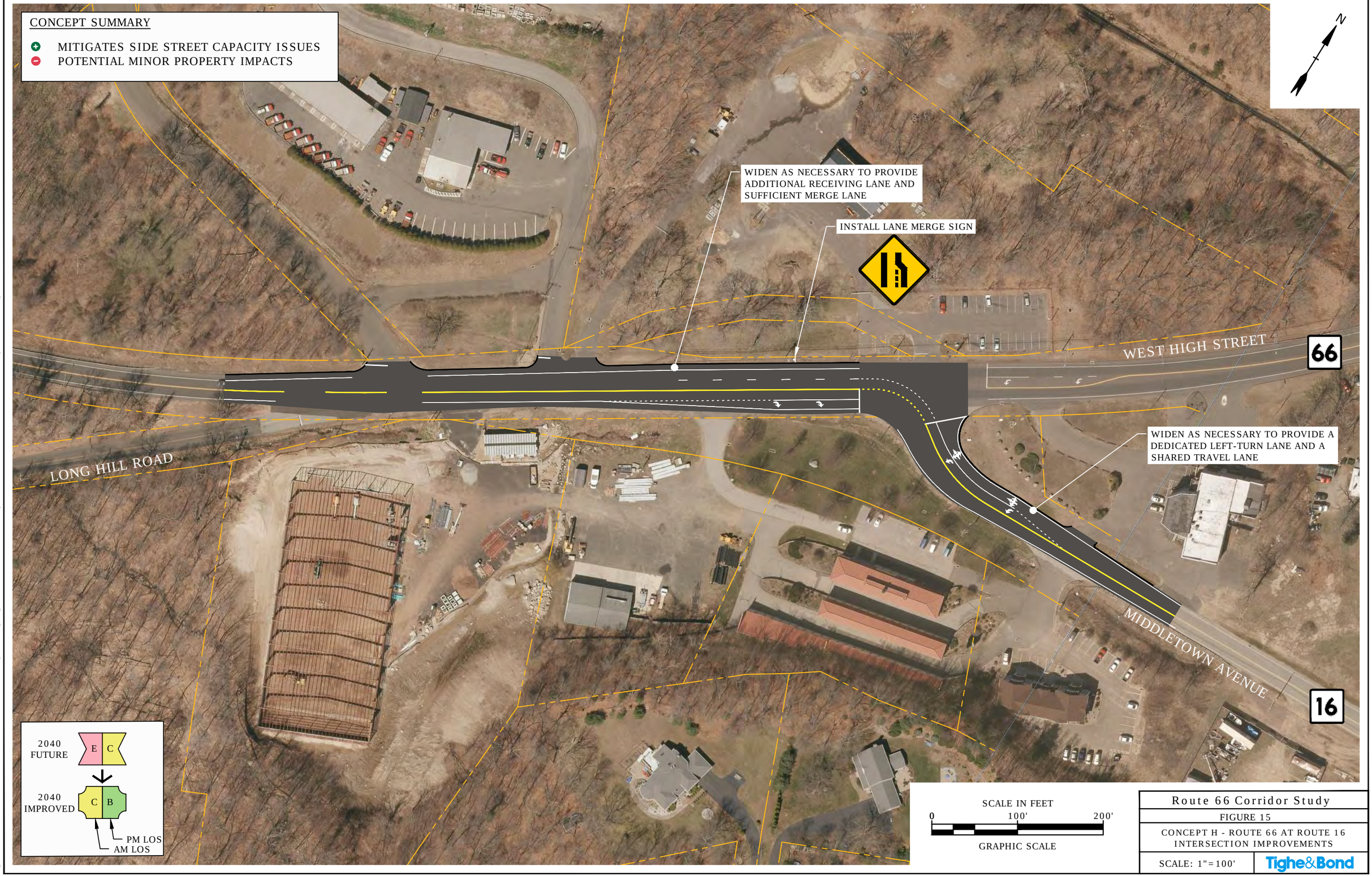
Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-G-2_Route 66 at Route 151 Intersection Improvements.dwg



Route 66 Corridor Study

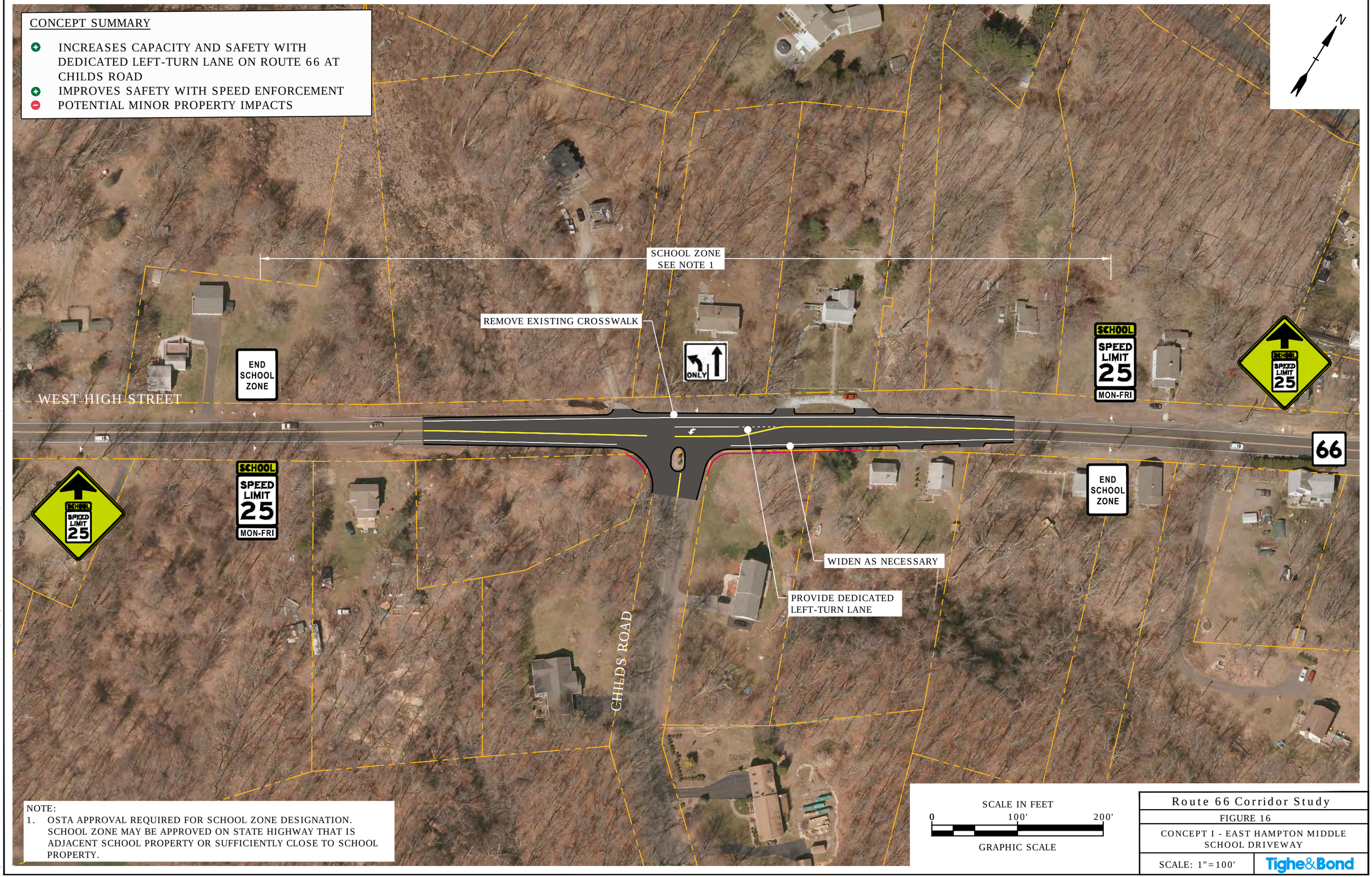
FIGURE 15

CONCEPT H - ROUTE 66 AT ROUTE 16 INTERSECTION IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-H_Route 66 at Route 16 Improvements.dwg



Route 66 Corridor Study

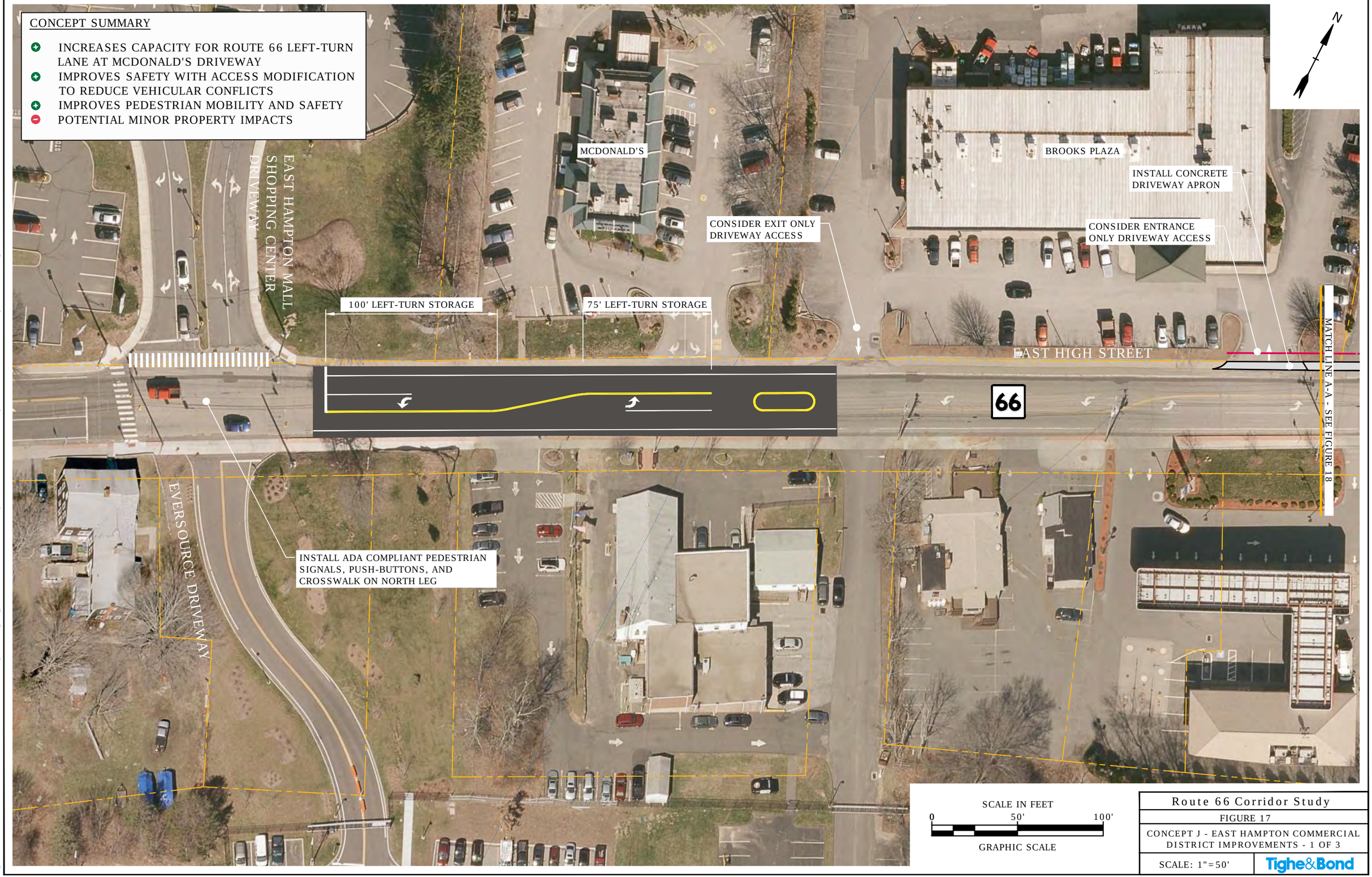
FIGURE 16

CONCEPT I - EAST HAMPTON MIDDLE SCHOOL DRIVEWAY

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-I_East Hampton Middle School.dwg



Route 66 Corridor Study

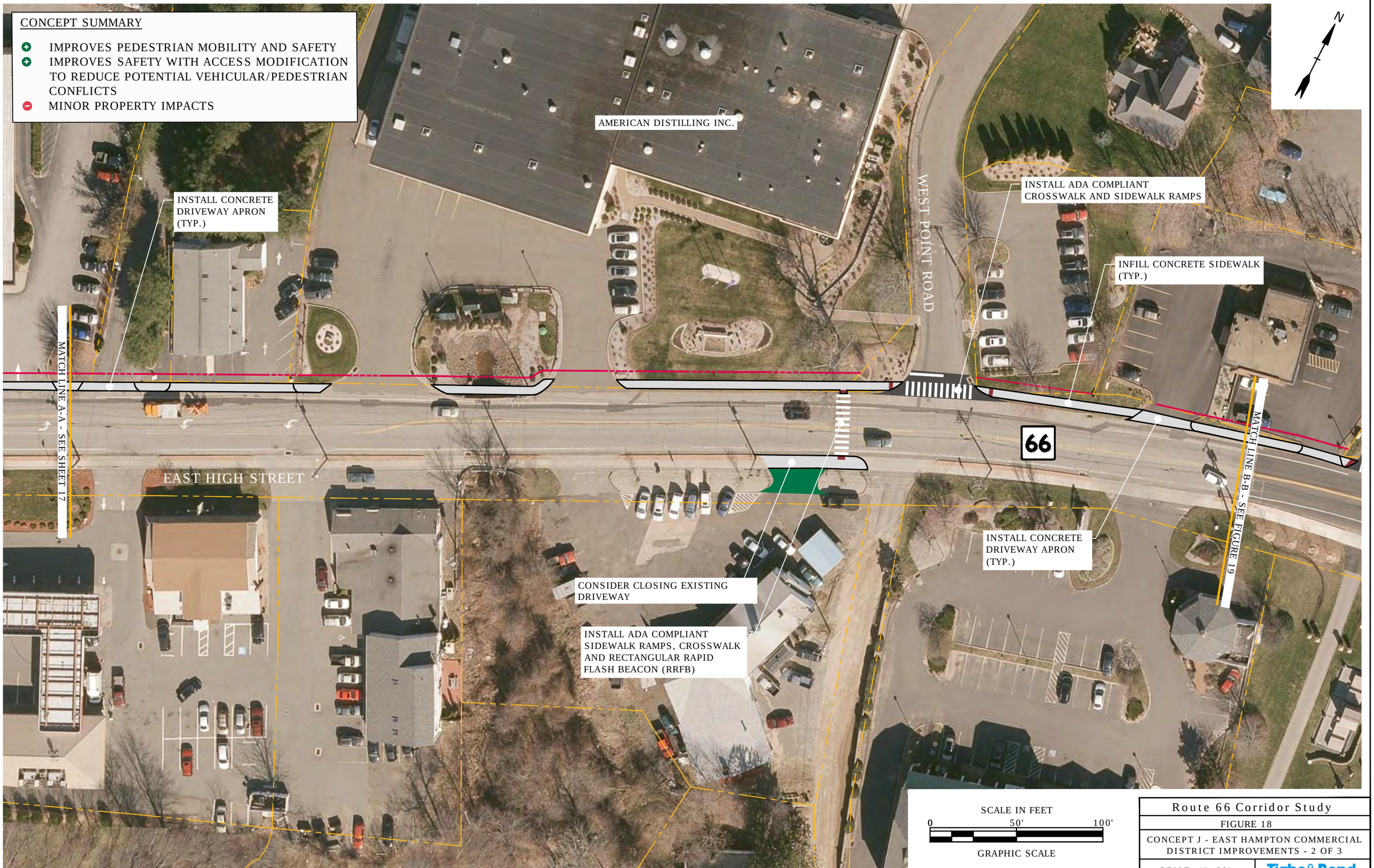
FIGURE 17

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 1 OF 3

SCALE: 1"=50'

Tighe&Bond

Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

FIGURE 18

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 2 OF 3

SCALE: 1"=50'

Tighe&Bond

Jan 20, 2020-2:45pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg

Route 66 Corridor Study

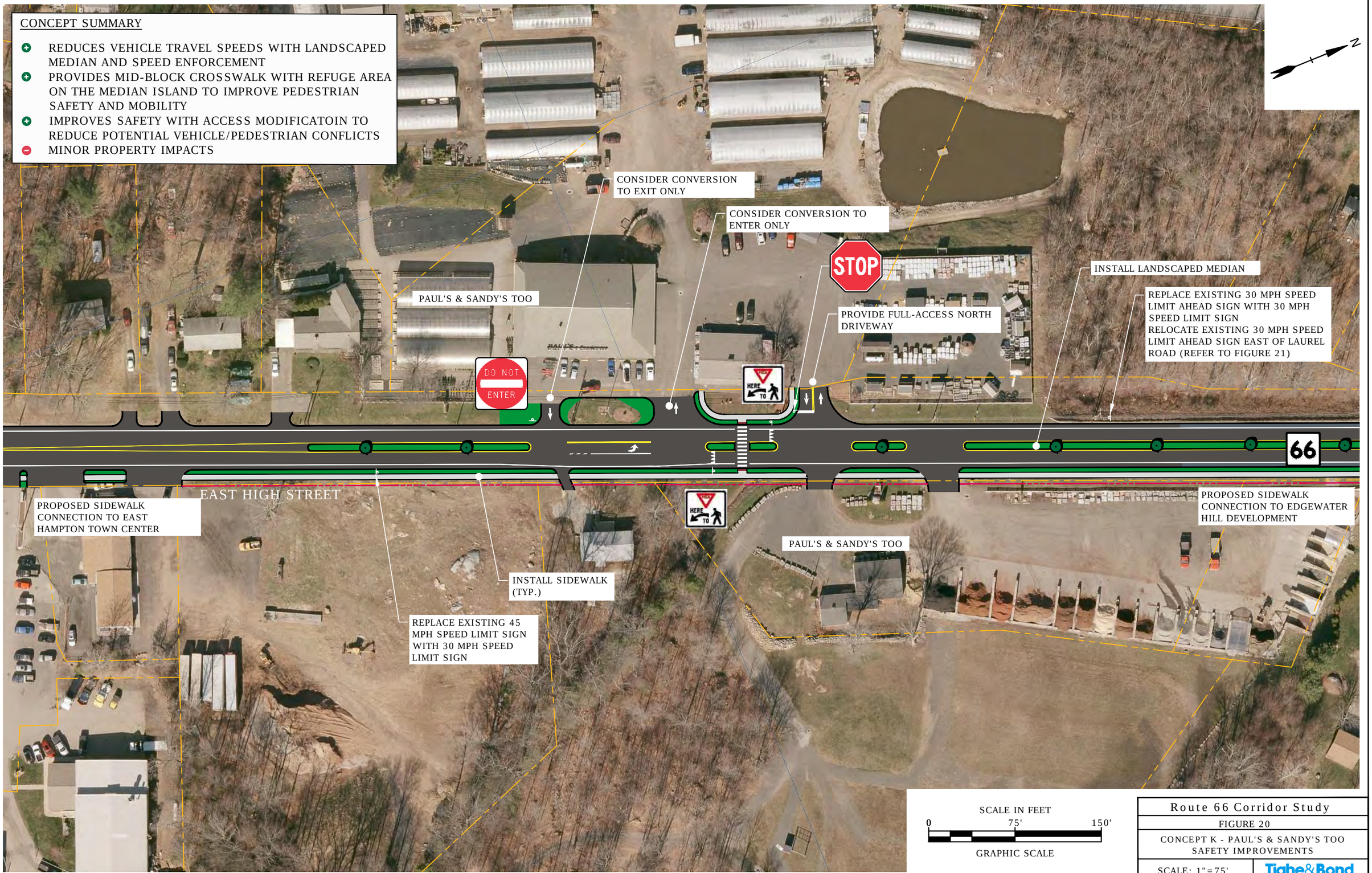
FIGURE 19

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 3 OF 3

SCALE: 1"=50'

Tighe&Bond

Jan 20, 2020-2:45pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

FIGURE 20

CONCEPT K - PAUL'S & SANDY'S TOO SAFETY IMPROVEMENTS

SCALE: 1"=75'

Tighe&Bond

Jan 20, 2020-2:45pm Plotted By: MStoutz
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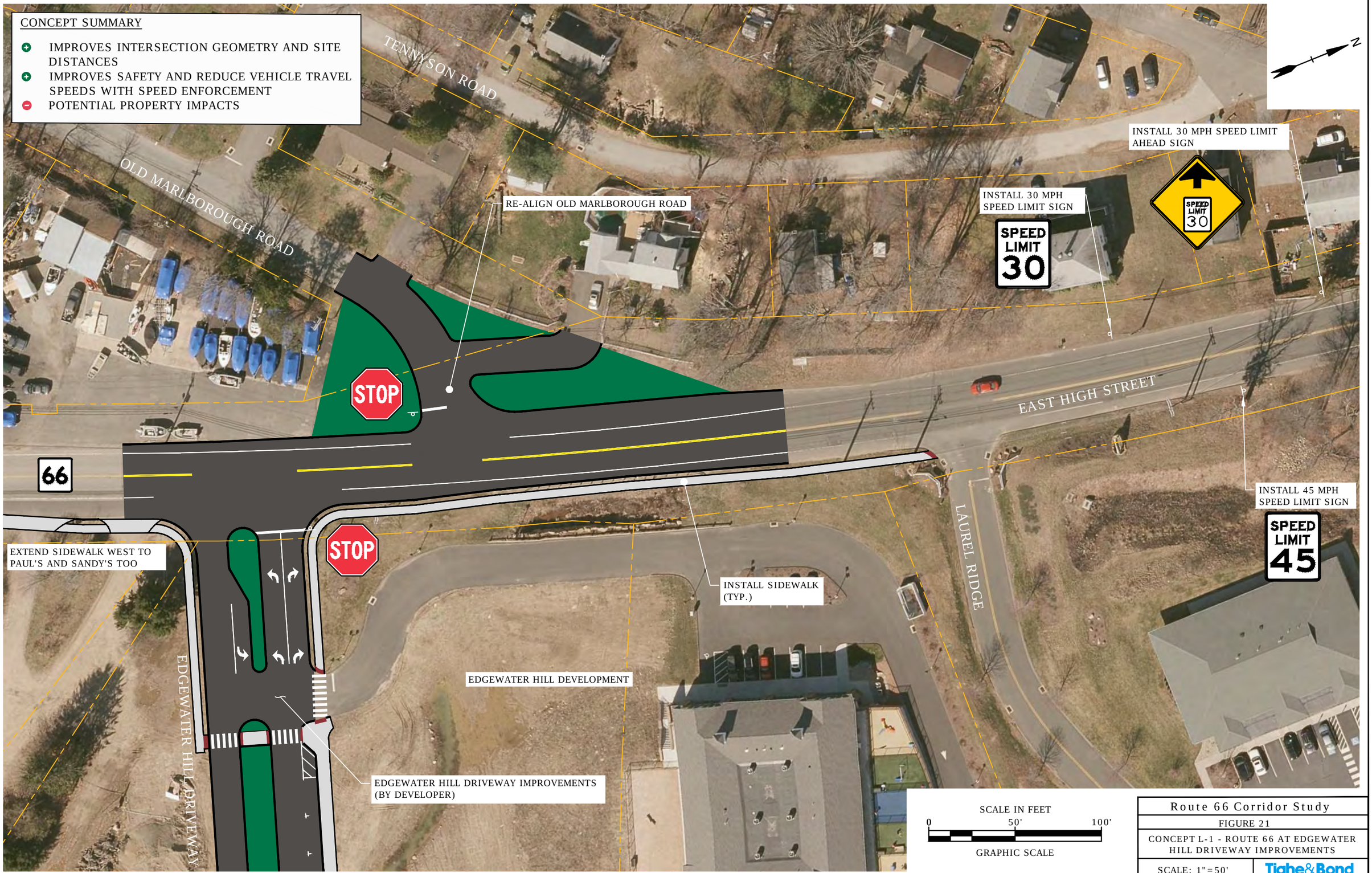
CONCEPT SUMMARY

- IMPROVES INTERSECTION GEOMETRY AND SITE DISTANCES
- IMPROVES SAFETY AND REDUCE VEHICLE TRAVEL SPEEDS WITH SPEED ENFORCEMENT
- POTENTIAL PROPERTY IMPACTS



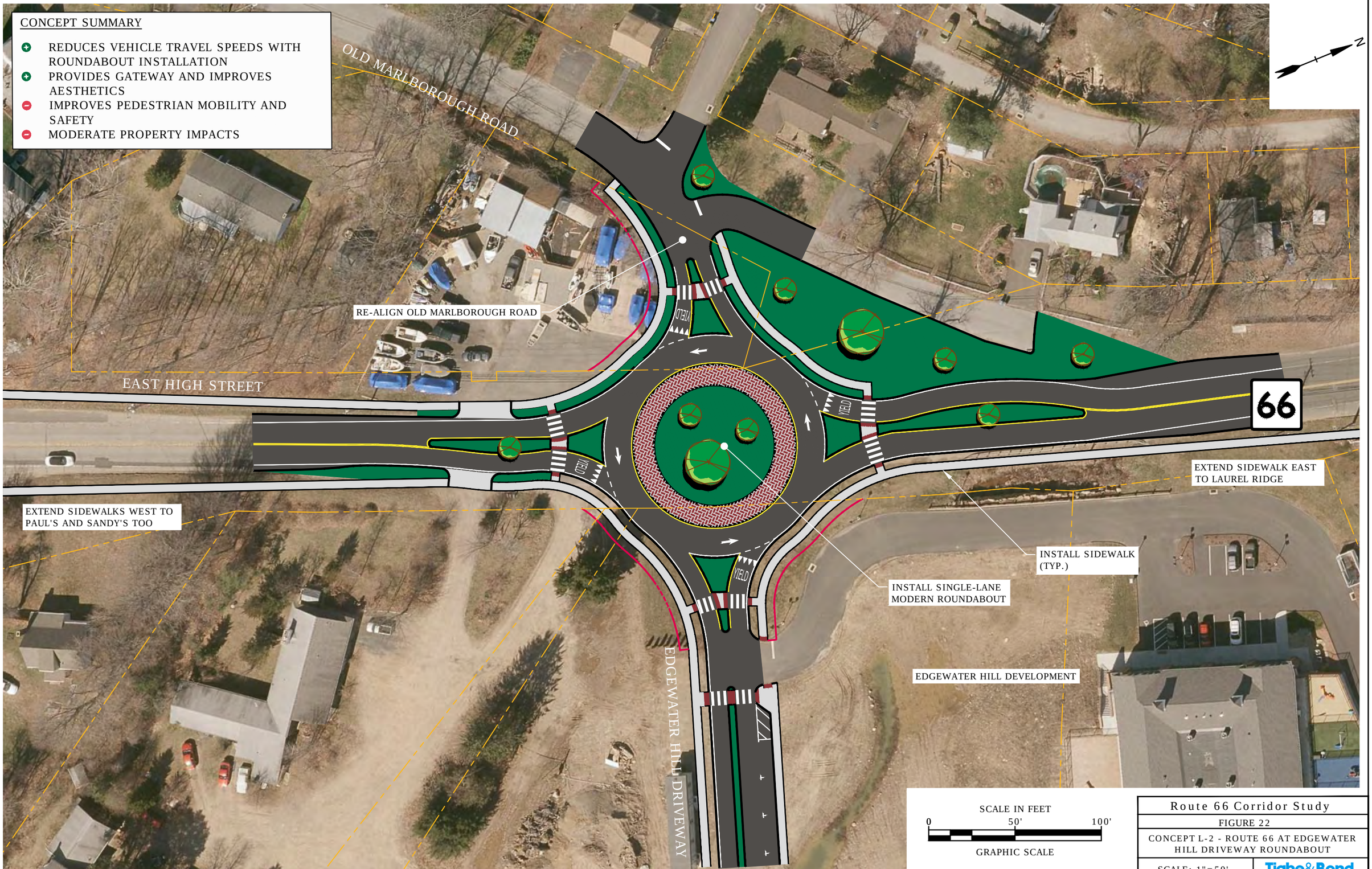
SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 21	
CONCEPT L-1 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY IMPROVEMENTS	
SCALE: 1"=50'	Tighe&Bond

Feb 18, 2020-8:04am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-1_Edgewater Hill Signal.dwg



Route 66 Corridor Study

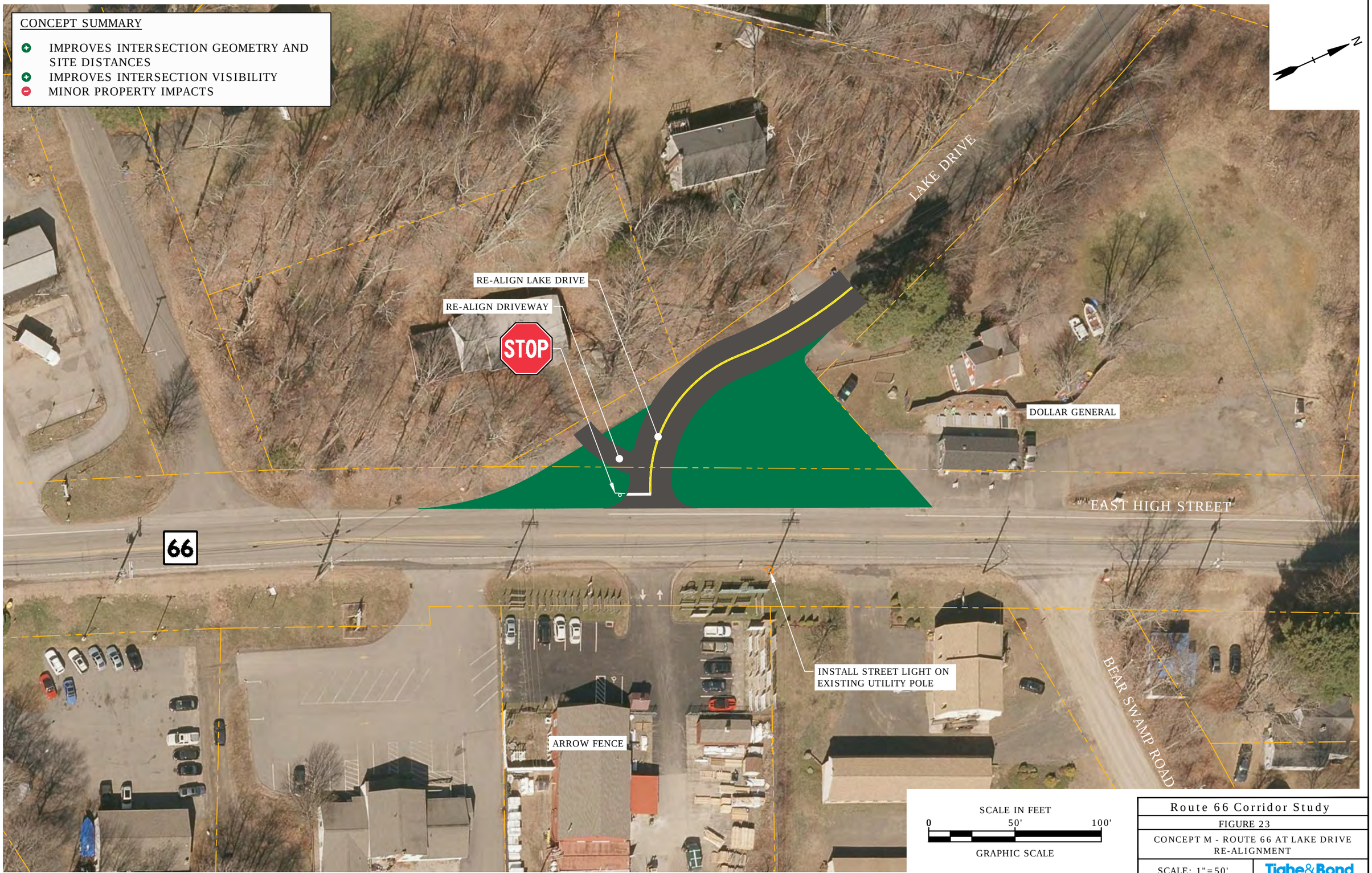
FIGURE 22

CONCEPT L-2 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

Jan 20, 2020-2:45pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-2_Edgewater Hill Roundabout.dwg



Route 66 Corridor Study

FIGURE 23

CONCEPT M - ROUTE 66 AT LAKE DRIVE RE-ALIGNMENT

SCALE: 1"=50'

Tighe&Bond

Jan 20, 2020-2:45pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-M_Lake Drive Realignment.dwg

CONCEPT SUMMARY

- IMPROVED TRANSIT ACCESS AND AMENITIES.

QUARRY HEIGHTS

PROPOSED BUS STOP WITH BUS SHELTER AT QUARRY HEIGHTS

17A

MAIN STREET

17

66

BRAINERD PLACE (FUTURE DEVELOPMENT)

MARLBOROUGH STREET

17

66

PROVIDE BUS STOP WITH BUS SHELTER AT BRAINERD PLACE

N

PROVIDE BUS STOP WITH BUS SHELTER AT PORTLAND SHOPPING CENTER

PORTLAND SHOPPING CENTER DRIVEWAY

MARLBOROUGH STREET

GROVE STREET

17

66

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 24	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 1 OF 2	
SCALE: 1"=100'	Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-N_Portland Transit Improvements.dwg

CONCEPT SUMMARY

- IMPROVED TRANSIT ACCESS AND AMENITIES.

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 25	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 2 OF 2	
SCALE: 1"=100'	Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
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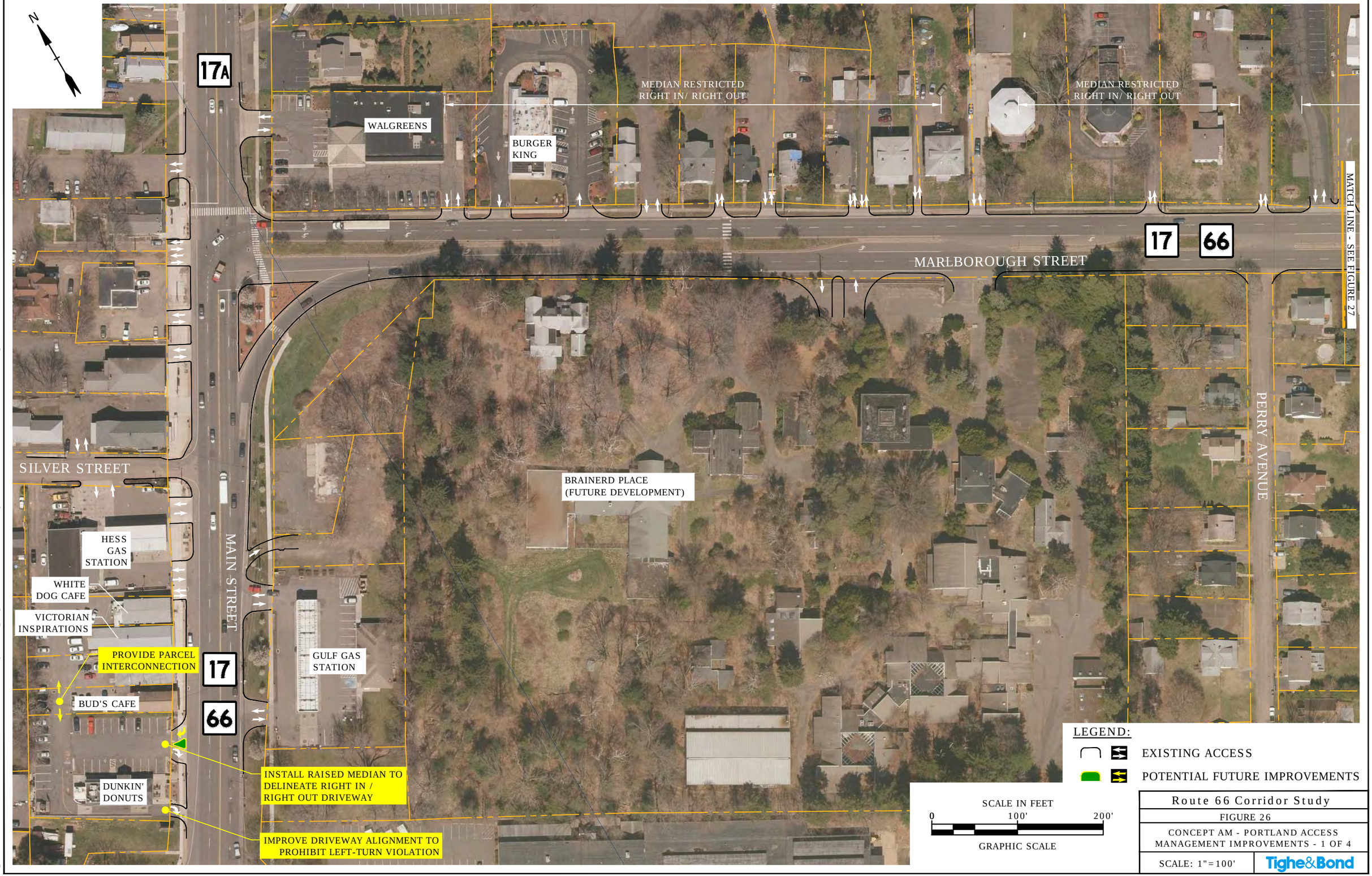


Route 66 Corridor Study

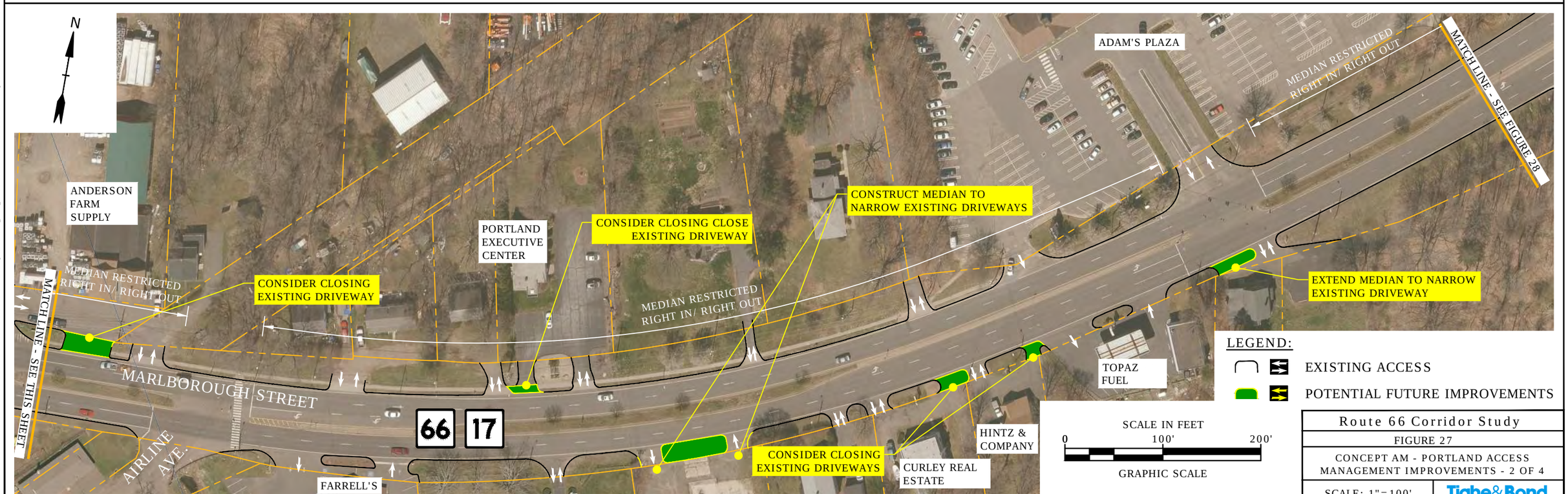
FIGURE 26

CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 4

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg



LEGEND:

EXISTING ACCESS

POTENTIAL FUTURE IMPROVEMENTS

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 27	
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 2 OF 4	
SCALE: 1"=100'	Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
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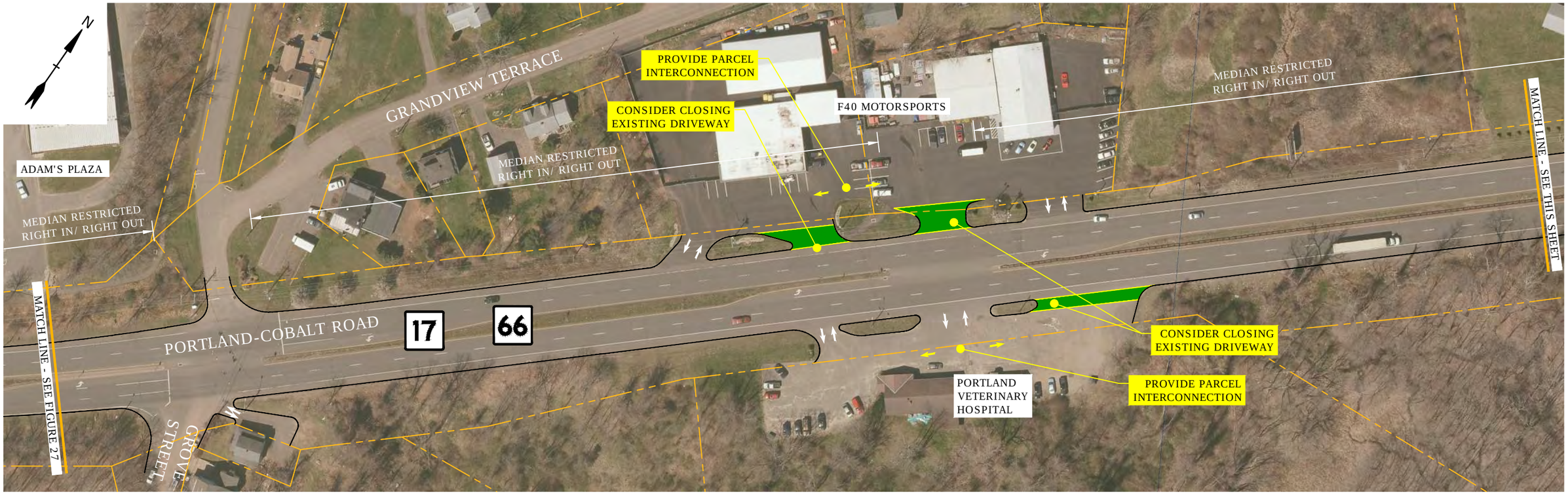


LEGEND:

- EXISTING ACCESS
- POTENTIAL FUTURE IMPROVEMENTS

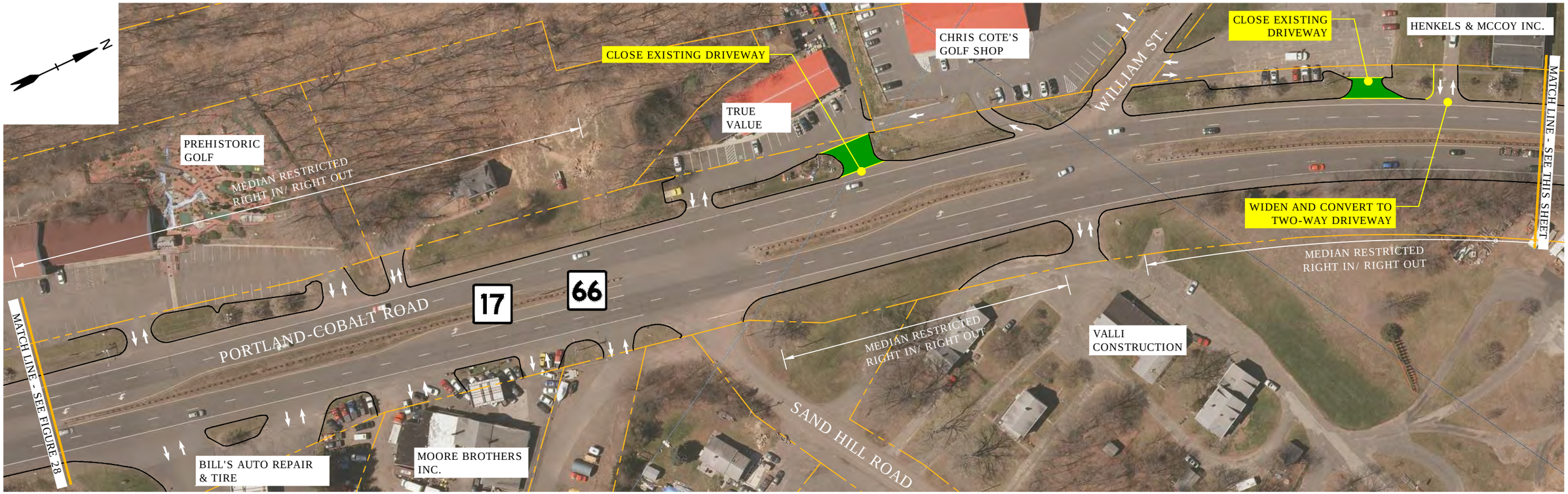
SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 28	
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 4	
SCALE: 1"=100'	Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg



LEGEND:

EXISTING ACCESS

POTENTIAL FUTURE IMPROVEMENTS

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study

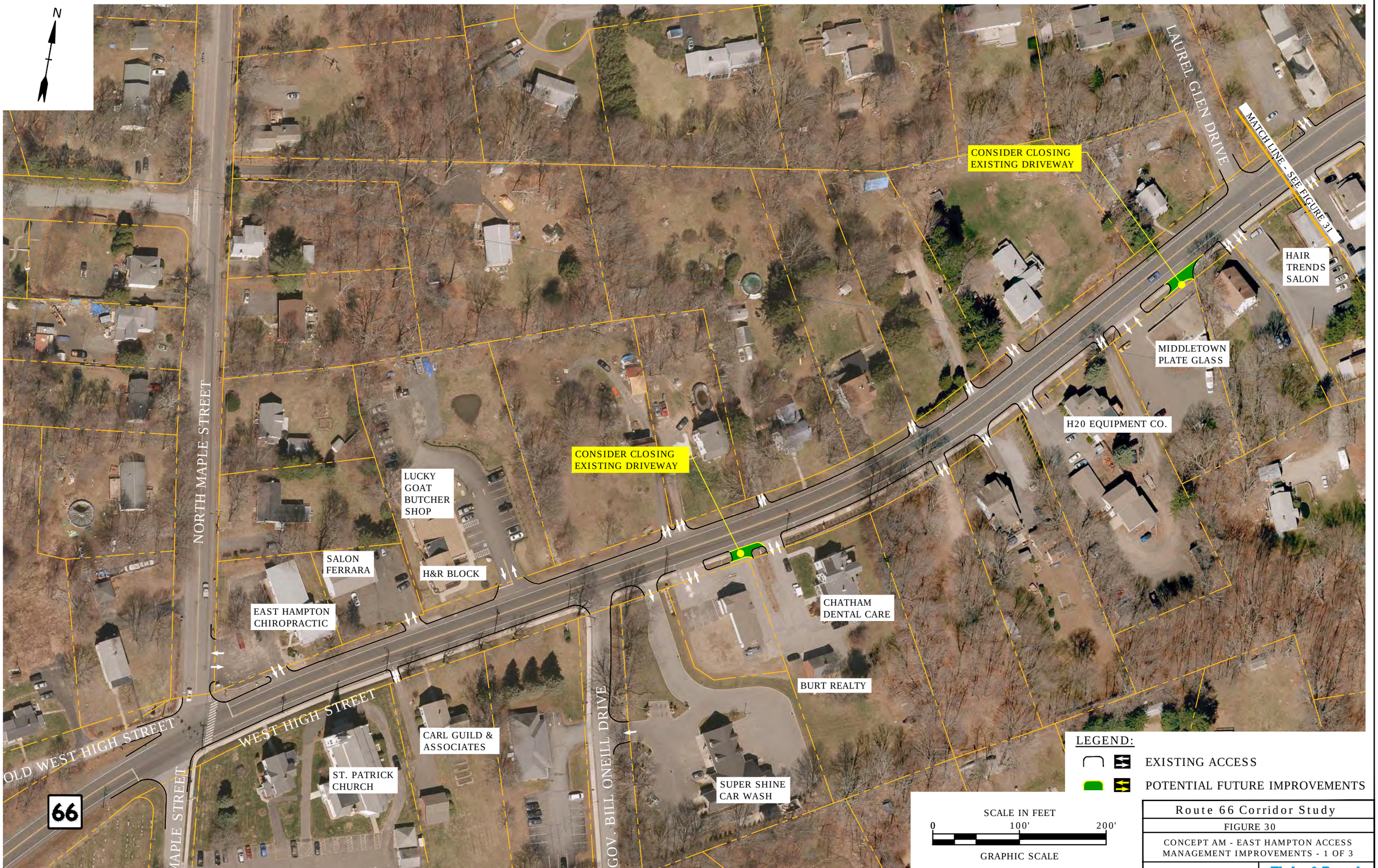
FIGURE 29

CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 4 OF 4

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:46pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg



Route 66 Corridor Study

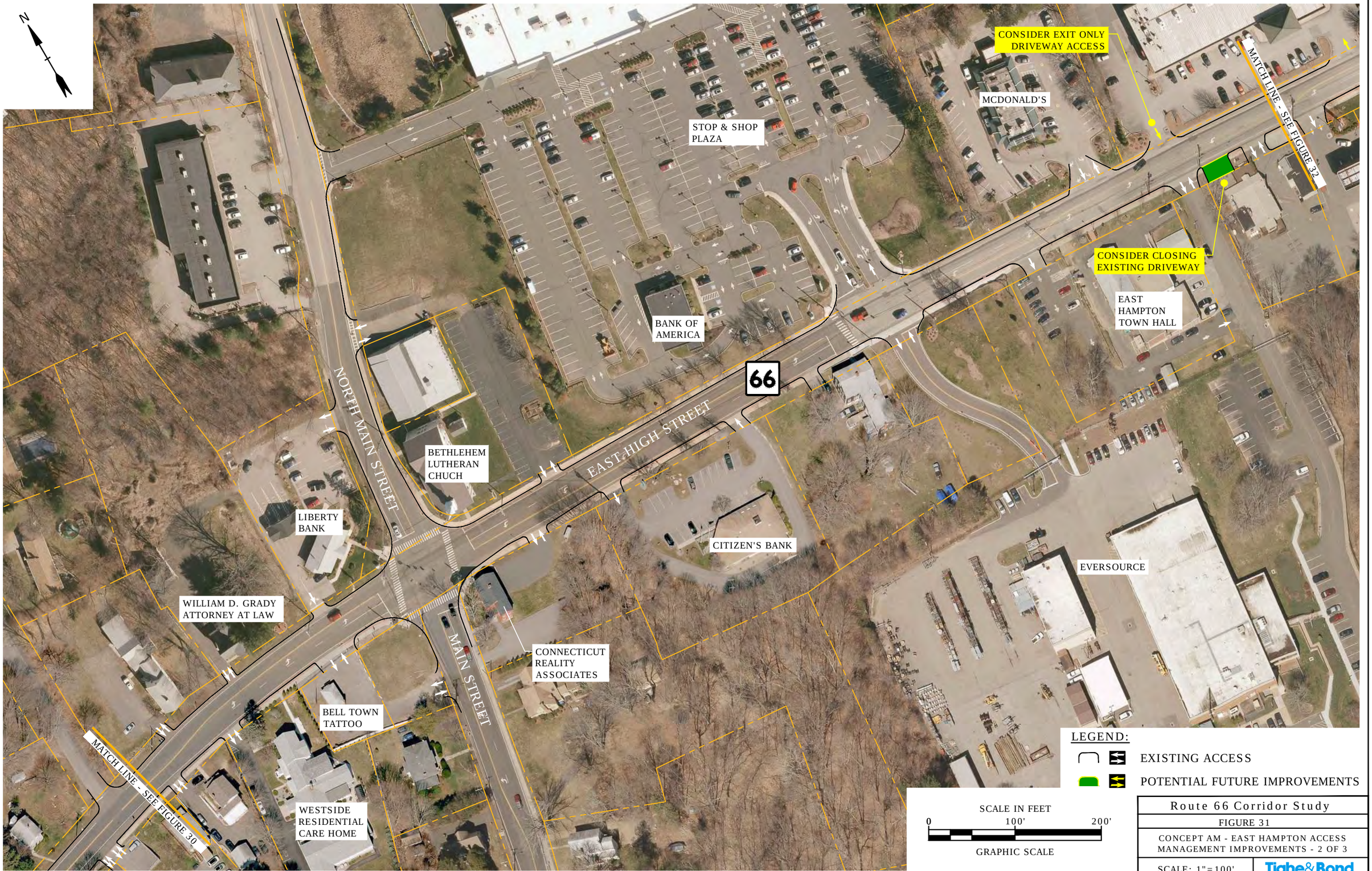
FIGURE 30

CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 3

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:47pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_East Hampton Access Plan.dwg



Route 66 Corridor Study

FIGURE 31

CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 2 OF 3

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:47pm Plotted By: MStoutz
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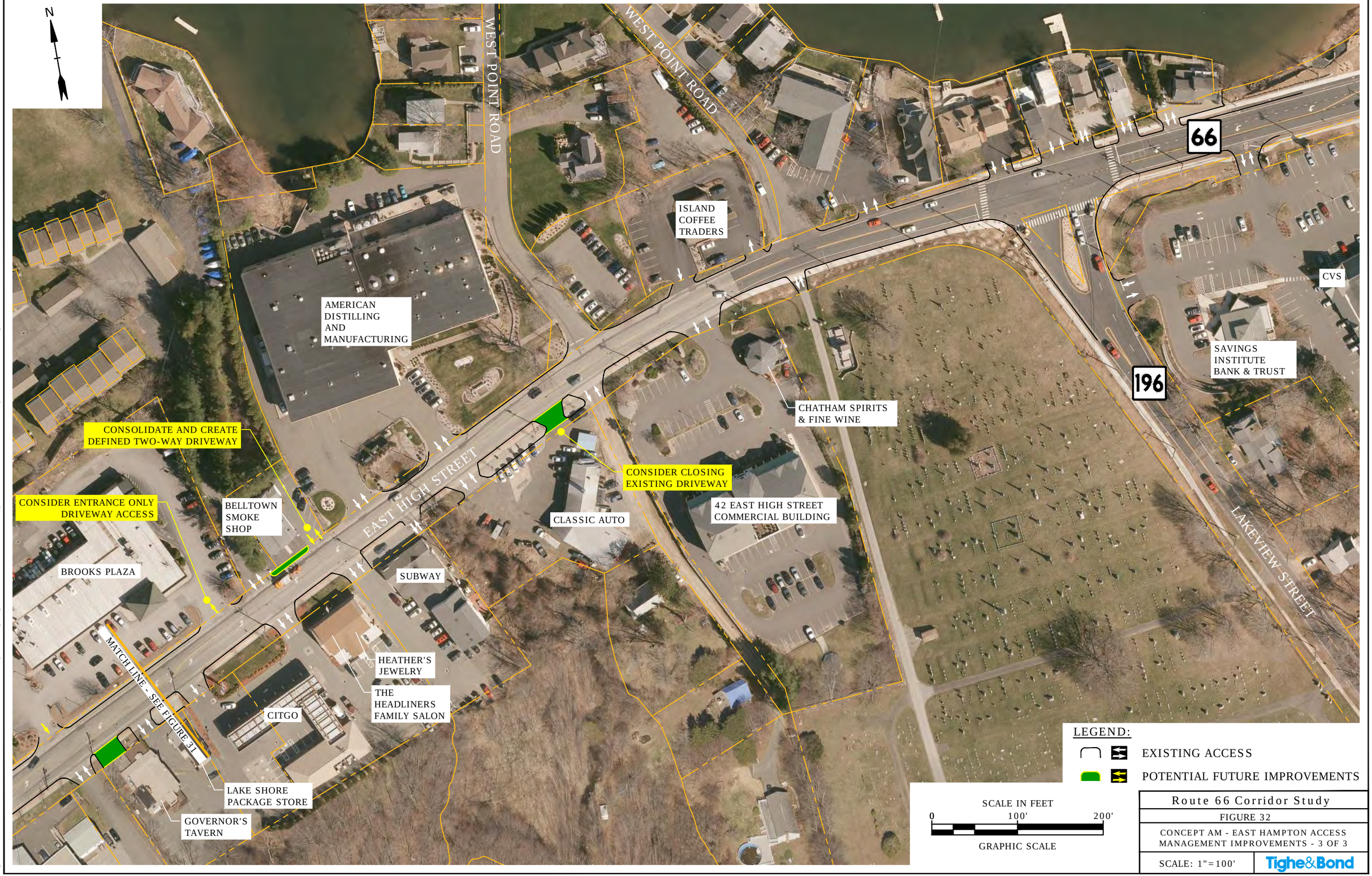


Route 66 Corridor Study

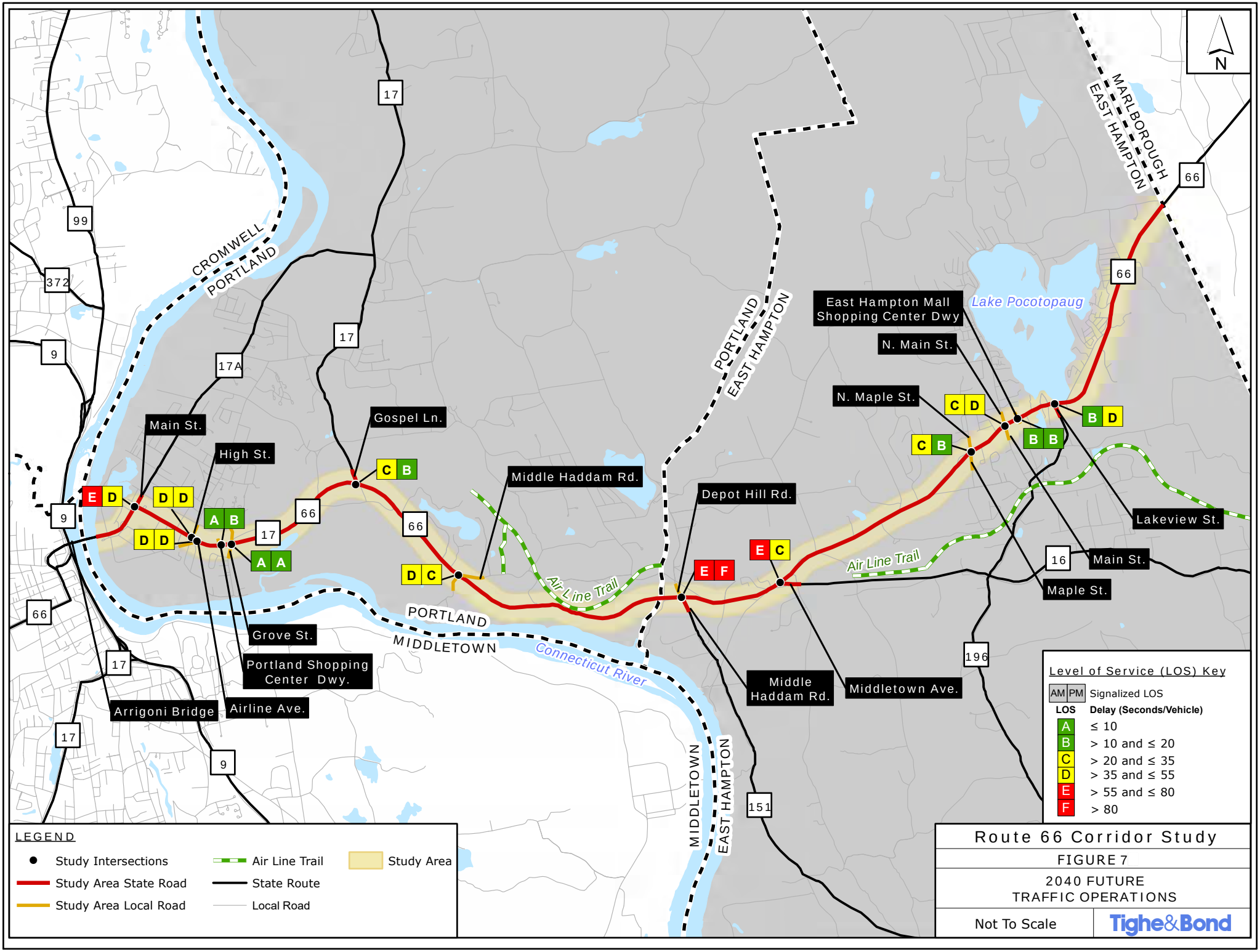
FIGURE 32

CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 3

SCALE: 1"=100'

Tighe&Bond

Jan 20, 2020-2:47pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_East Hampton Access Plan.dwg



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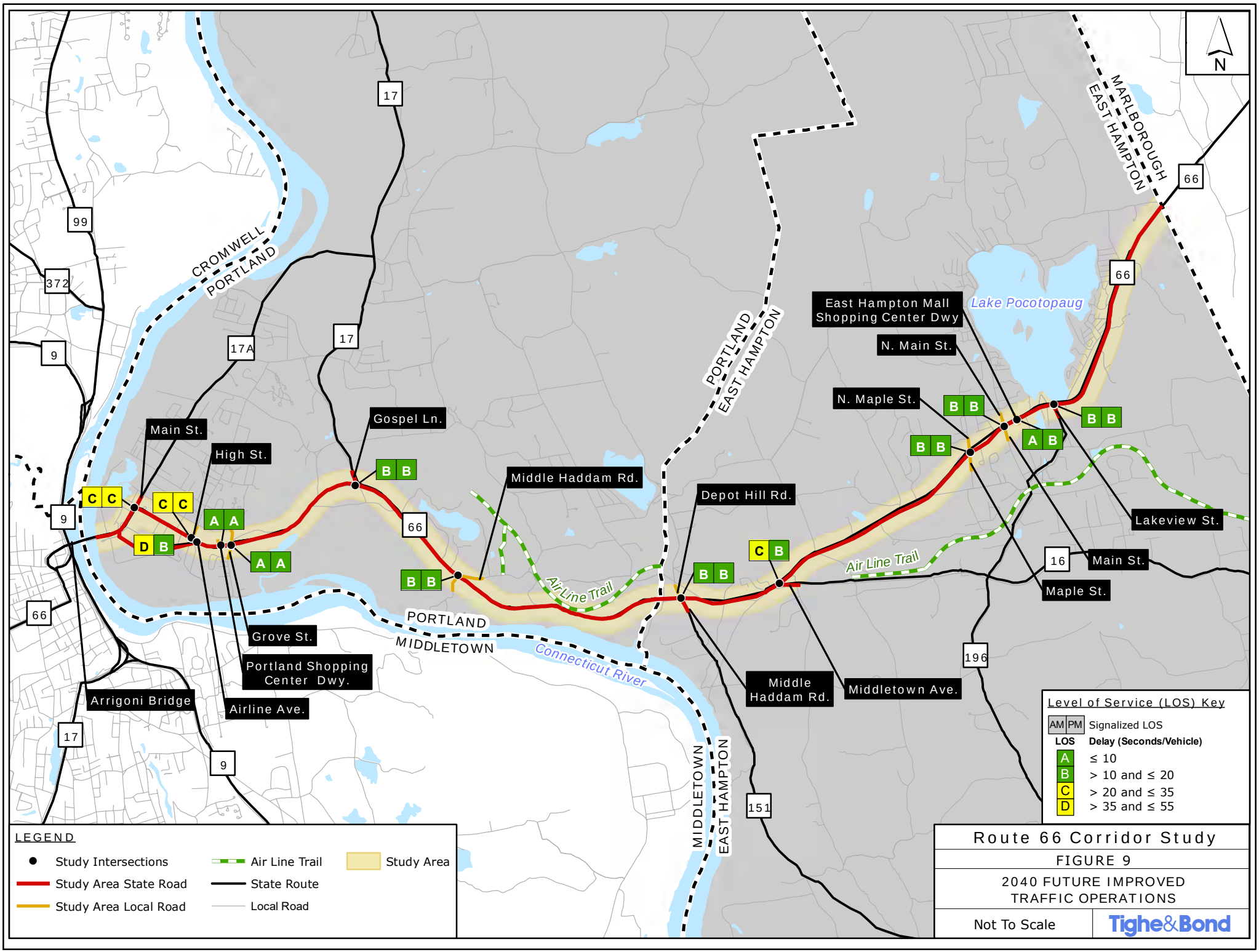

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TABLE 1
Intersection Operation Summary - 2040 Future Improved - LOS

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	V/C	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	V/C
Concept A-1 & Concept A-2 (Route 66 Bypass)							
Traffic Signal - Route 66 at Route 17A (Main Street)							
Overall		C	22.5	0.87	C	28	1.09
Route 66	WBL	D	50.4	0.87	D	49.4	1.09
	WBR	A	7.3	0.27	A	9.0	0.54
Route 66	NB	C	27.1	0.76	D	39.9	0.48
Route 17A	SBL	A	5.6	0.22	D	35.7	0.40
	SBT	B	15.0	0.79	A	6.2	0.82
Concept A-1 (Route 66 Bypass - Roundabout Alternative)							
Roundabout - Route 66 at Marlborough St, High St & Riverside St							
Overall		A	16.4	0.97	A	4.3	0.79
Route 66	EB	A	2.1	0.28	A	8.1	0.12
Route 66	WB	C	22.5	0.97	A	4.7	0.65
Airline Avenue	NB	A	2.0	0.01	A	4.8	0.16
High Street	SB	A	5.1	0.22	A	2.8	0.79
Marlborough Street	SEB	A	4.8	0.28	A	3.1	0.26
Concept A-2 (Route 66 Bypass - Signal Alternative)							
Traffic Signal - Route 66 at Marlborough St & Riverside St							
Overall		C	27.8	0.87	C	21.8	0.97
Route 66	EB	B	13.0	0.87	C	34.2	0.78
Route 66	WB	C	29.8	0.27	A	3.2	0.43
Riverside Street	NB	D	40.6	0.76	D	37.0	0.97
Marlborough Street	SBL	D	42.8	0.22	C	34.1	0.72
	SBTR	C	24.3	0.79	B	17.2	0.48
Traffic Signal - Route 66 at High St							
Overall		D	38.9	1.02	B	16.2	0.86
Route 66	EBL	D	52.2	0.63	D	46.6	0.85
	EBT	A	2.7	0.27	A	4.7	0.77
Route 66	WBT	D	53.2	1.02	B	18.2	0.65
	WBR	A	6.2	0.23	A	5.0	0.24
High Street	SB	D	37.4	0.76	D	53.5	0.86
Concept A-3 (Main Street at Marlborough Street Improvements)							
Traffic Signal - Route 66 at Route 17A (Main St)							
Overall		D	40.2	1.09	D	41.9	0.85
Route 66	WB	E	60.7	1.09	B	19.8	0.85
Route 66	NB	C	33.0	0.54	C	27.3	0.68
Route 17A	SBL	C	23.6	0.40	B	16.6	0.49
	SBT	C	31.6	0.82	B	13.0	0.37
Concept G-1 (Route 66 at Route 151 Modern Roundabout)							
Roundabout - Route 66 at Route 151/Depot Hill Rd							
Overall		B	10.1	0.65	B	10.3	0.69
Route 66	EB	A	5.3	0.33	B	12.0	0.15
Route 66	WB	B	12.2	0.65	A	6.1	0.32
Route 151	NB	A	8.9	0.35	C	15.7	0.31
Depot Hill Road	SB	C	17.4	0.28	A	7.1	0.69
Concept G-2 (Route 66 at Route 151 Intersection Widening)							
Traffic Signal - Route 66 at Route 151/Depot Hill Rd							
Overall		C	20.1	0.87	B	10.3	0.72
Route 66	EB	B	10.5	0.42	A	8.9	0.72
Route 66	WB	B	18.9	0.82	A	4.6	0.32
Route 151	NBLT	D	52.7	0.87	D	43.4	0.63
	NBR	A	0.0	0.01	A	0.0	0.01
Depot Hill Road	SB	B	19.0	0.36	D	37.1	0.55
Concept H (Route 66 at Route 16 Intersection Improvements)							
Traffic Signal - Route 66 at Route 16/Park & Ride Dwy							
Overall		C	24.2	0.93	B	14.6	0.81
Route 66	EBLT	B	12.5	0.50	B	19.7	0.81
	EBR	A	2.5	0.34	A	2.8	0.53
Route 66	WBL	A	8.3	0.03	A	6.7	0.01
	WBTR	C	34.4	0.93	B	10.2	0.51
Route 16	NBLT	D	37.9	0.81	C	30.1	0.63
	NBLTR	C	23.5	0.71	C	29.7	0.63
Park & Ride Dwy	SB	A	0.0	0.0	B	14.2	0.02

TR and LT denote shared "through-right" and shared "left-through" lanes

TABLE 2
Intersection Operation Summary - 2040 Future Improved Conditions - Queues

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Concept A-1 & Concept A-2 (Route 66 Bypass)						
Traffic Signal - Route 66 at Route 17A (Main Street)						
Route 66	WBL	580	106	#229	99	m140
	WBR	580	0	33	2	m15
Route 66	NB	>1000	134	270	501	#825
Route 17A	SBL	75	15	31	42	#144
	SBT	510	204	#385	124	185
Concept A-1 (Route 66 Bypass - Roundabout Alternative)						
Roundabout - Route 66 at Marlborough St, High St & Riverside St						
Route 66	EB	>1000	--	22	--	251
Route 66	WB	>1000	--	647	--	134
Airline Avenue	NB	>500	--	1	--	15
High Street	SB	>500	--	29	--	11
Marlborough Street	SEB	>1000	--	30	--	204
Concept A-2 (Route 66 Bypass - Signal Alternative)						
Traffic Signal - Route 66 at Marlborough St & Riverside St						
Route 66	EB	>1000	97	**134**	430	#612
Route 66	WB	>1000	~125	m#92	27	27
Riverside Street	NB	>500	12	42	12	42
Marlborough Street	SBL	210	64	105	65	117
	SBTR	>1000	3	30	5	m20
Traffic Signal - Route 66 at High St						
Route 66	EBL	150	107	m#173	146	m163
	EBT	150	50	42	96	m71
Route 66	WBT	>1000	~577	#757	234	303
	WBR	100	29	63	53	36
High Street	SB	>1000	86	#201	156	#303
Concept A-3 (Main Street at Marlborough Street Improvements)						
Traffic Signal - Route 66 at Route 17A (Main St)						
Route 66	WB	>750	~605	m#540	255 58	234
Route 66	NB	>1000	122	280	172	80
Route 17A	SBL	75	45	85	44	139
	SBT	510	220	296	100	139
Concept G-1 (Route 66 at Route 151 Modern Roundabout)						
Roundabout - Route 66 at Route 151/Depot Hill Rd						
Route 66	EBLT	>1000	--	28	--	129
	EBTR	200	--	30	--	152
Route 66	WBLT	>1000	--	114	--	33
	WBTR	200	--	130	--	36
Route 151	NB	>1000	--	39	--	34
Depot Hill Road	SB	>1000	--	37	--	13
Concept G-2 (Route 66 at Route 151 Intersection Widening)						
Traffic Signal - Route 66 at Route 151/Depot Hill Rd						
Route 66	EB	>2500	81	115	187	276
Route 66	WB	>1500	223	299	55	80
Route 151	NBLT	>500	92	#198	43	#106
	NBR	65	0	0	0	0
Depot Hill Road	SB	>500	26	64	34	#84
Concept H (Route 66 at Route 16 Intersection Improvements)						
Traffic Signal - Route 66 at Route 16/Park & Ride Dwy						
Route 66	EBLT	>750	99	168	185	#475
	EBR	250	0	31	0	41
Route 66	WBL	125	2	9	0	4
	WBTR	>500	256	#478	87	194
Route 16	NBLT	150	96	#201	52	106
	NBLTR	>1000	63	#141	51	105
Park & Ride Dwy	SB	75	0	0	1	8

m: Volume for 95th percentile queue is metered by upstream signal.
#: 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
TR and LT denote shared "through-right" and shared "left-through" lanes

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh) - Weekday Morning Peak Hour

	Lane Use	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Traffic Signal - Route 66 at Route 17A (Main Street)											
Overall		**B / 18.1**	**B / 17.4**	**E / 75.6**	**E / 65.9**	**C / 22.5**	**C / 22.5**	**D / 40.2**	-- / --	-- / --	-- / --
Route 66	WB	B / 19.8	B / 19.1	E / 72.4	D / 52.4	-- / --	-- / --	E / 60.7	-- / --	-- / --	-- / --
	WBL	-- / --	-- / --	-- / --	-- / --	D / 50.4	D / 50.4	-- / --	-- / --	-- / --	-- / --
	WBR	-- / --	-- / --	-- / --	-- / --	A / 7.3	A / 7.3	-- / --	-- / --	-- / --	-- / --
Route 66	NB	C / 27.2	C / 29.3	C / 27.8	D / 53.3	C / 27.1	C / 27.1	C / 33.0	-- / --	-- / --	-- / --
	NBR	A / 0.7	A / 0.7	A / 1.1	A / 1.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SB	C / 24.9	C / 22.4	F / 147.8	F / 139.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17A	SBL	-- / --	-- / --	-- / --	-- / --	A / 5.6	A / 5.6	C / 23.6	-- / --	-- / --	-- / --
	SBT	-- / --	-- / --	-- / --	-- / --	B / 15.0	B / 15.0	C / 31.6	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at High Street											
Overall		**A / 7.3**	**A / 6.4**	**D / 39.1**	**C / 28.3**	**See Results on Next Page**	**See Results on Next Page**	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 6.1	A / 6.4	B / 18.2	C / 25.3			-- / --	-- / --	-- / --	-- / --
	EBT	A / 7.7	A / 7.5	B / 10.8	B / 13.8			-- / --	-- / --	-- / --	-- / --
Route 66	WB	A / 4.7	A / 3.6	D / 53.5	C / 32.8			-- / --	-- / --	-- / --	-- / --
High Street	SB	C / 25.9	C / 24.2	C / 26.8	D / 40.0			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Airline Avenue											
Overall		**A / 6.3**	**A / 10.0**	**D / 39.2**	**C / 33.8**	**See Results on Next Page**	**See Results on Next Page**	-- / --	-- / --	-- / --	-- / --
Route 66	EB	A / 3.9	A / 3.7	A / 4.1	A / 4.7			-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 1.2	A / 1.5	A / 3.9	A / 6.0			-- / --	-- / --	-- / --	-- / --
	WBT	A / 6.4	B / 11.9	E / 55.9	D / 47.2			-- / --	-- / --	-- / --	-- / --
Airline Avenue	NB	C / 25.7	C / 25.9	C / 26.6	C / 33.3			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Portland Shopping Center Driveway											
Overall		**A / 5.2**	**A / 6.4**	**A / 9.3**	**A / 8.8**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 1.4	A / 4.1	A / 6.0	A / 4.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	A / 0.8	A / 3.1	A / 3.8	A / 0.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBTR	A / 6.7	A / 7.5	B / 11.3	B / 12.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Portland Shopping Center	SBL	C / 32.3	C / 32.3	C / 33.7	D / 44.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Driveway	SBR	C / 22.3	C / 22.3	B / 18.5	C / 23.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough St/Portland-Cobalt Rd) at Grove Street/ Grandview Terrace											
Overall		**A / 3.6**	**A / 3.2**	**A / 4.9**	**A / 5.4**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 0.6	A / 0.6	A / 0.7	A / 2.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	A / 2.0	A / 0.6	A / 0.6	A / 4.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 1.7	A / 1.7	A / 1.7	A / 1.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBT	A / 4.1	A / 4.1	A / 6.7	A / 5.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grove Street	NBT	A / 1.4	A / 1.4	A / 1.6	A / 2.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grandview Terrace	SBT	D / 35.3	D / 35.3	D / 35.7	D / 46.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Route 17 (Gospel Lane)											
Overall		**B / 11.7**	**B / 13.4**	**C / 20.6**	**C / 20.6**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	D / 36.5	C / 27.7	D / 39.7	D / 39.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	A / 3.1	A / 3.7	A / 3.7	A / 3.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	B / 13.3	B / 17.9	C / 28.9	C / 28.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBR	A / 2.6	A / 3.3	A / 3.5	A / 3.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17 (Gospel Lane)	SBL	C / 33.1	C / 23.5	D / 36.6	D / 36.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	B / 10.3	A / 8.2	B / 11.0	B / 11.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Middle Haddam Road/Payne Boulevard											
Overall		**A / 9.7**	**B / 10.0**	**D / 40.4**	**D / 37.6**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 1.9	A / 2.1	A / 5.3	A / 5.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	A / 3.3	A / 3.4	A / 4.2	A / 4.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 1.5	A / 1.5	A / 1.5	A / 1.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	B / 12.5	B / 13.0	E / 57.1	D / 53.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Payne Boulevard	NB	A / 1.6	A / 1.0	A / 5.0	A / 4.8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Middle Haddam Road	SB	D / 43.7	C / 34.7	D / 43.3	D / 45.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Rd/West High St) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd											
Overall		**C / 26.6**	**C / 31.2**	**E / 63.3**	**E / 63.3**	-- / --	-- / --	-- / --	**See Results on Next Page**	**C / 20.1**	-- / --
Route 66	EB	A / 8.7	B / 10.9	B / 11.3	B / 11.3	-- / --	-- / --	-- / --		B / 10.5	-- / --
Route 66	WB	C / 24.6	D / 36.6	E / 69.8	E / 69.8	-- / --	-- / --	-- / --		B / 18.9	-- / --
Route 151 (Middle Haddam Road)	NBLT	E / 74.1	D / 55.0	F / 164.5	F / 164.5	-- / --	-- / --	-- / --		D / 52.7	-- / --
	NBR	A / 0.0	A / 0.0	A / 0.0	A / 0.0	-- / --	-- / --	-- / --		A / 0.0	-- / --
Depot Hill Road	SB	D / 45.3	C / 25.6	E / 78.6	E / 78.6	-- / --	-- / --	-- / --		B / 19.0	-- / --
Traffic Signal - Route 66 (West High Street) at Route 16 (Middletown Avenue)/Park & Ride Driveway											
Overall		**C / 26.2**	**C / 27.2**	**E / 65.5**	**D / 50.3**	-- / --	-- / --	-- / --	-- / --	-- / --	**C / 24.2**
Route 66	EBLT	B / 14.0	B / 15.8	B / 13.5	C / 20.0	-- / --	-- / --	-- / --	-- / --	-- / --	B / 12.5
	EBR	A / 2.5	A / 3.1	A / 2.2	A / 3.0	-- / --	-- / --	-- / --	-- / --	-- / --	A / 2.5
Route 66	WBL	A / 9.0	B / 11.5	A / 8.3	B / 13.4	-- / --	-- / --	-- / --	-- / --	-- / --	A / 8.3
	WBTR	C / 26.8	C / 31.3	C / 30.3	D / 54.9	-- / --	-- / --	-- / --	-- / --	-- / --	C / 34.4
	NBLT	D / 45.8	D / 41.3	F / 189.7	F / 92.8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 16 (Middletown Avenue)	NBR	A / 0.0	A / 0.0	A / 0.0	A / 0.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBL	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	D / 37.9
	NBLTR	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	C / 23.5
Park & Ride Driveway	SB	A / 0.0	A / 0.0	A / 0.0	A / 0.0	-- / --	-- / --	-- / --	-- / --	-- / --	A / 0.0
Traffic Signal - Route 66 (West High Street) at Maple Street/North Maple Street/Old West High Street											
Overall		**B / 15.4**	**B / 14.7**	**C / 21.7**	**C / 21.7**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	B / 12.7	B / 12.3	B / 18.7	B / 18.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	B / 13.5	B / 13.4	B / 18.7	B / 18.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NB	C / 24.6	C / 21.7	C / 29.5	C / 29.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SB	C / 28.5	C / 25.4	D / 39.6	D / 39.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Old West High Street	SEB	C / 29.0	C / 22.0	C / 34.0	C / 34.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East Main St/West Main St) at Main Street/North Main Street											
Overall		**B / 18.2**	**B / 14.8**	**C / 21.6**	**C / 21.6**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 6.3	A / 6.6	A / 7.9	A / 7.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	B / 14.2	B / 15.5	B / 19.7	B / 19.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 7.1	A / 3.3	A / 5.6	A / 5.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	B / 18.3	B / 12.2	C / 22.3	C / 22.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NBL	C / 29.0	C / 22.8	C / 28.1	C / 28.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBTR	C / 20.2	B / 15.9	C / 24.4	C / 24.4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SBL	C / 32.1	C / 26.1	C / 30.6	C / 30.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBTR	C / 22.6	B / 17.5	C / 24.8	C / 24.8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High St.) at East Hampton Mall Shopping Center Dwy/Eversource Dwy											
Overall		**A / 9.0**	**A / 8.5**	**B / 10.2**	**B / 10.2**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 3.7	A / 3.7	A / 3.5	A / 3.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	A / 9.0	A / 8.5	B / 10.3	B / 10.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 2.0	A / 2.3	A / 2.1	A / 2.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBT	A / 6.0	A / 6.2	A / 7.7	A / 7.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Eversource Driveway	NBT	D / 40.3	C / 32.9	D / 40.6	D / 40.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
East Hampton Mall Shopping	SBT	D / 45.1	D / 36.3	D / 45.2	D / 45.2	-	-	-	-	-	-
Center Dwy.	SBR	A / 0.7	A / 0.5	A / 0.8	A / 0.8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at Route 196 (Lake View Street)											
Overall		**B / 13.4**	**B / 12.6**	**B / 16.9**	**B / 16.9**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	C / 22.6	C / 20.8	C / 29.5	C / 29.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 4.7	A / 4.9	A / 6.4	A / 6.4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	A / 5.2	A / 5.3	A / 6.0	A / 6.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 196 (Lake View St.)	NBL	C / 26.9	C / 23.5	C / 32.2	C / 32.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	A / 8.8	A / 8.4	A / 9.6	A / 9.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh) - Weekday Morning Peak Hour

	Lane Use	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved					
						Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Concept A-1 (Roundabout)- Route 66 at Marlborough Street, High Street & Riverside Street											
Overall		-- / --	-- / --	-- / --	-- / --	A / 16.4	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	A / 2.1	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	C / 22.5	-- / --	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	-- / --	-- / --	-- / --	-- / --	A / 2.0	-- / --	-- / --	-- / --	-- / --	-- / --
High Street	SB	-- / --	-- / --	-- / --	-- / --	A / 5.1	-- / --	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SEB	-- / --	-- / --	-- / --	-- / --	A / 4.8	-- / --	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at Marlborough Street & Riverside Street											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	**C / 27.8**	-- / --	-- / --	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	-- / --	B / 13.0	-- / --	-- / --	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	-- / --	C / 29.8	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	-- / --	-- / --	-- / --	-- / --	-- / --	D / 40.6	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SBL	-- / --	-- / --	-- / --	-- / --	-- / --	D / 42.8	-- / --	-- / --	-- / --	-- / --
	SBTR	-- / --	-- / --	-- / --	-- / --	-- / --	C / 24.3	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at High Street											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	**D / 38.9**	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	-- / --	-- / --	-- / --	-- / --	-- / --	D / 52.2	-- / --	-- / --	-- / --	-- / --
	EBT	-- / --	-- / --	-- / --	-- / --	-- / --	A / 2.7	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	-- / --	-- / --	-- / --	-- / --	-- / --	D / 53.2	-- / --	-- / --	-- / --	-- / --
	WBR	-- / --	-- / --	-- / --	-- / --	-- / --	A / 6.2	-- / --	-- / --	-- / --	-- / --
High Street	SB	-- / --	-- / --	-- / --	-- / --	-- / --	D / 37.4	-- / --	-- / --	-- / --	-- / --
Concept G-1 (Roundabout) - Route 66 (Portland-Cobalt Road) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	**B / 10.1**	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	A / 5.3	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	B / 12.2	-- / --	-- / --
Route 151	NB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	A / 8.9	-- / --	-- / --
Depot Hill Road	SB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	C / 17.4	-- / --	-- / --

TR and LT denote shared "through-right" and shared "left-through" lanes

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh) - Weekday Afternoon Peak Hour

	Lane Use	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Traffic Signal - Route 66 at Route 17A (Main Street)											
Overall		**B / 17.8**	**B / 17.9**	**D / 47.3**	**D / 46.6**	**C / 28.4**	**C / 28.4**	**D / 41.9**	-- / --	-- / --	-- / --
Route 66	WB	C / 20.7	C / 29.6	B / 15.1	C / 24.3	-- / --	-- / --	B / 19.8	-- / --	-- / --	-- / --
	WBL	-- / --	-- / --	-- / --	-- / --	D / 49.4	D / 49.4	-- / --	-- / --	-- / --	-- / --
	WBR	-- / --	-- / --	-- / --	-- / --	A / 9.0	A / 9.0	-- / --	-- / --	-- / --	-- / --
Route 66	NB	D / 39.2	C / 29.5	D / 51.4	C / 32.6	D / 39.9	D / 39.9	C / 27.3	-- / --	-- / --	-- / --
	NBR	A / 7.6	A / 7.6	E / 75.0	E / 75.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SB	B / 10.6	B / 10.3	C / 26.4	C / 28.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17A	SBL	-- / --	-- / --	-- / --	-- / --	D / 35.7	D / 35.7	B / 16.6	-- / --	-- / --	-- / --
	SBT	-- / --	-- / --	-- / --	-- / --	A / 6.2	A / 6.2	B / 13.0	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at High Street											
Overall		**B / 10.6**	**B / 11.9**	**D / 40.5**	**C / 28.1**	**See Results on Next Page**	**See Results on Next Page**	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 4.2	A / 4.2	A / 6.5	A / 9.8			-- / --	-- / --	-- / --	-- / --
	EBT	B / 11.7	B / 12.2	E / 66.0	D / 42.4			-- / --	-- / --	-- / --	-- / --
Route 66	WB	A / 2.7	A / 6.0	A / 6.6	A / 3.4			-- / --	-- / --	-- / --	-- / --
High Street	SB	D / 36.6	D / 35.3	D / 37.9	D / 46.7			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Airline Avenue											
Overall		**A / 5.0**	**A / 8.3**	**D / 43.6**	**C / 32.1**	**See Results on Next Page**	**See Results on Next Page**	-- / --	-- / --	-- / --	-- / --
Route 66	EB	A / 4.9	A / 5.1	E / 66.2	C / 33.8			-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 1.7	A / 7.2	A / 1.3	A / 8.7			-- / --	-- / --	-- / --	-- / --
	WBT	A / 3.3	B / 12.4	A / 6.0	C / 30.2			-- / --	-- / --	-- / --	-- / --
Airline Avenue	NB	C / 20.3	C / 20.4	B / 17.4	C / 24.8			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Portland Shopping Center Driveway											
Overall		**B / 11.2**	**A / 8.9**	**B / 14.6**	**A / 9.3**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 8.6	A / 3.8	A / 7.9	A / 8.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	B / 11.5	A / 3.1	B / 16.6	A / 3.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBTR	A / 7.2	B / 14.9	B / 10.4	B / 14.4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Portland Shopping Center	SBL	D / 37.7	D / 37.9	D / 37.6	D / 49.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Driveway	SBR	B / 10.8	B / 10.7	B / 10.6	B / 12.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough St/Portland-Cobalt Rd) at Grove Street/ Grandview Terrace											
Overall		**A / 2.7**	**A / 7.1**	**A / 3.4**	**A / 9.2**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 0.7	A / 2.7	A / 1.1	A / 2.5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	A / 2.0	A / 8.9	A / 2.7	B / 12.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 1.8	A / 1.8	A / 2.0	A / 1.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBT	A / 3.6	A / 3.6	A / 4.3	A / 3.8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grove Street	NBT	A / 1.5	A / 1.5	A / 2.4	A / 6.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grandview Terrace	SBT	B / 19.3	B / 19.3	B / 18.5	C / 22.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Route 17 (Gospel Lane)											
Overall		**B / 12.4**	**B / 10.9**	**B / 14.3**	**B / 14.3**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	C / 34.8	C / 27.0	D / 41.7	D / 41.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	A / 5.5	A / 5.9	A / 7.1	A / 7.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	B / 15.1	B / 15.0	B / 17.2	B / 17.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBR	A / 3.4	A / 4.2	A / 3.3	A / 3.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17 (Gospel Lane)	SBL	D / 42.1	C / 26.1	D / 45.4	D / 45.4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	B / 10.1	A / 7.4	A / 9.4	A / 9.4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Middle Haddam Road/Payne Boulevard											
Overall		**B / 12.0**	**B / 12.7**	**C / 34.4**	**C / 31.1**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 2.6	A / 2.7	A / 4.2	A / 3.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	B / 14.6	B / 15.6	D / 50.6	D / 46.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 2.0	A / 2.0	A / 2.3	A / 2.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	A / 8.4	A / 9.0	B / 12.1	B / 11.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Payne Boulevard	NB	D / 39.6	D / 36.8	D / 43.4	D / 47.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Middle Haddam Road	SB	A / 9.7	A / 7.2	B / 17.3	A / 7.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Rd/West High St) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd											
Overall		**C / 22.0**	**C / 22.5**	**F / 99.2**	**F / 99.2**	-- / --	-- / --	-- / --	**See Results on Next Page**	**B / 10.3**	-- / --
Route 66	EB	C / 24.1	C / 26.6	F / 144.4	F / 144.4	-- / --	-- / --	-- / --		A / 8.9	-- / --
Route 66	WB	A / 5.6	A / 6.2	A / 9.5	A / 9.5	-- / --	-- / --	-- / --		A / 4.6	-- / --
Route 151 (Middle Haddam Road)	NBLT	E / 69.5	D / 54.8	E / 76.0	E / 76.0	-- / --	-- / --	-- / --		D / 43.4	-- / --
	NBR	A / 0.0	A / 0.0	A / 0.0	A / 0.0	-- / --	-- / --	-- / --		A / 0.0	-- / --
Depot Hill Road	SB	E / 65.9	D / 46.6	E / 62.5	E / 62.5	-- / --	-- / --	-- / --		D / 37.1	-- / --
Traffic Signal - Route 66 (West High Street) at Route 16 (Middletown Avenue)/Park & Ride Driveway											
Overall		**B / 13.4**	**B / 13.0**	**C / 20.1**	**C / 20.3**	-- / --	-- / --	-- / --	-- / --	-- / --	**B / 14.6**
Route 66	EBLT	B / 15.6	B / 15.2	C / 24.6	C / 25.4	-- / --	-- / --	-- / --	-- / --	-- / --	B / 19.7
	EBR	A / 2.5	A / 2.6	A / 2.9	A / 2.9	-- / --	-- / --	-- / --	-- / --	-- / --	A / 2.8
Route 66	WBL	A / 7.7	A / 7.3	A / 8.3	A / 9.0	-- / --	-- / --	-- / --	-- / --	-- / --	A / 6.7
	WBTR	B / 10.6	B / 10.2	B / 13.4	B / 13.9	-- / --	-- / --	-- / --	-- / --	-- / --	B / 10.2
Route 16 (Middletown Avenue)	NBLT	C / 33.3	C / 32.0	D / 51.3	D / 49.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	A / 0.0	A / 0.0	A / 0.1	A / 0.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBL	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	C / 30.1
	NBLTR	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	C / 29.7
Park & Ride Driveway	SB	B / 17.3	B / 13.7	B / 19.3	B / 19.3	-- / --	-- / --	-- / --	-- / --	-- / --	B / 14.2
Traffic Signal - Route 66 (West High Street) at Maple Street/North Maple Street/Old West High Street											
Overall		**B / 10.1**	**B / 10.3**	**B / 14.6**	**B / 14.6**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	A / 9.0	A / 9.8	B / 13.9	B / 13.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	A / 7.7	A / 8.3	A / 9.9	A / 9.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NB	C / 21.7	B / 17.4	C / 25.3	C / 25.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SB	C / 25.1	C / 21.1	D / 37.5	D / 37.5	-		-	-	-- / --	-
Old West High Street	SEB	0 / 0.0	0 / 0.0	0 / 0.0	0 / 0.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East Main St/West Main St) at Main Street/North Main Street											
Overall		**C / 21.7**	**B / 18.9**	**D / 35.5**	**D / 35.5**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 8.9	B / 10.0	C / 28.9	C / 28.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	B / 19.3	C / 20.2	D / 35.6	D / 35.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 5.5	A / 6.2	B / 17.7	B / 17.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	B / 18.9	B / 15.6	D / 42.0	D / 42.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NBL	C / 26.1	C / 20.8	C / 23.2	C / 23.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBTR	D / 41.4	C / 33.4	D / 43.1	D / 43.1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SBL	C / 29.1	C / 23.9	C / 25.7	C / 25.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBTR	C / 33.8	C / 24.1	C / 31.7	C / 31.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High St.) at East Hampton Mall Shopping Center Dwy/Eversource Dwy											
Overall		**B / 13.9**	**B / 12.2**	**B / 17.1**	**B / 17.1**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	A / 5.0	A / 4.3	A / 6.0	A / 6.0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	B / 10.2	A / 8.2	B / 13.3	B / 13.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 3.2	A / 3.5	A / 3.2	A / 3.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBT	B / 12.7	B / 12.4	B / 17.6	B / 17.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Eversource Driveway	NBT	C / 33.3	C / 27.1	C / 34.2	C / 34.2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
East Hampton Mall Shopping	SBT	D / 48.9	D / 39.5	D / 48.8	D / 48.8	-		-	-	-	-
Center Dwy.	SBR	A / 9.8	A / 6.4	B / 10.3	B / 10.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at Route 196 (Lake View Street)											
Overall		**B / 15.8**	**B / 13.5**	**D / 44.3**	**C / 22.3**	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	C / 29.0	C / 23.1	F / 99.8	C / 33.7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	A / 8.0	A / 9.2	B / 18.4	C / 31.3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	A / 4.9	A / 4.9	A / 7.5	A / 5.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 196 (Lake View St.)	NBL	C / 31.1	C / 25.8	C / 34.5	D / 45.9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	A / 9.1	A / 8.1	A / 9.1	B / 11.6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh) - Weekday Afternoon Peak Hour

	Lane Use	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved					
						Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Roundabout (Concept A-1) - Route 66 at Marlborough Street, High Street & Riverside Street											
Overall		-- / --	-- / --	-- / --	-- / --	A / 4.3	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	A / 8.1	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	A / 4.7	-- / --	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	-- / --	-- / --	-- / --	-- / --	A / 4.8	-- / --	-- / --	-- / --	-- / --	-- / --
High Street	SB	-- / --	-- / --	-- / --	-- / --	A / 2.8	-- / --	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SEB	-- / --	-- / --	-- / --	-- / --	A / 3.1	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal (Concept A-2) - Route 66 at Marlborough Street & Riverside Street											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	**C / 21.8**	-- / --	-- / --	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	-- / --	C / 34.2	-- / --	-- / --	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	-- / --	A / 3.2	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	-- / --	-- / --	-- / --	-- / --	-- / --	D / 37.0	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SBL	-- / --	-- / --	-- / --	-- / --	-- / --	C / 34.1	-- / --	-- / --	-- / --	-- / --
	SBTR	-- / --	-- / --	-- / --	-- / --	-- / --	B / 17.2	-- / --	-- / --	-- / --	-- / --
Traffic Signal (Concept A-2) - Route 66 at High Street											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	**B / 16.2**	-- / --	-- / --	-- / --	-- / --
Route 66	EBL	-- / --	-- / --	-- / --	-- / --	-- / --	D / 46.6	-- / --	-- / --	-- / --	-- / --
	EBTR	-- / --	-- / --	-- / --	-- / --	-- / --	A / 4.7	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	-- / --	-- / --	-- / --	-- / --	-- / --	B / 18.2	-- / --	-- / --	-- / --	-- / --
	WBR	-- / --	-- / --	-- / --	-- / --	-- / --	A / 5.0	-- / --	-- / --	-- / --	-- / --
High Street	SB	-- / --	-- / --	-- / --	-- / --	-- / --	D / 53.5	-- / --	-- / --	-- / --	-- / --
Roundabout (Concept G-1) - Route 66 (Portland-Cobalt Road) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd											
Overall		-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	**B / 10.3**	-- / --	-- / --
Route 66	EB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	B/ 12.0	-- / --	-- / --
Route 66	WB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	A / 6.1	-- / --	-- / --
Route 151	NB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	C / 15.7	-- / --	-- / --
Depot Hill Road	SB	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	A / 7.1	-- / --	-- / --

TR and LT denote shared "through-right" and shared "left-through" lanes

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet) - Weekday Morning Peak Hour

	Lane Use	Available Storage	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Traffic Signal - Route 66 at Route 17A (Main Street)												
Route 66	WB	>750	355 / 444	394 / 357	~613 / m#552	~839 / #977	-- / --	-- / --	~605 / m#540	-- / --	-- / --	-- / --
	WBL	580	-- / --	-- / --	-- / --	-- / --	106 / #229	106 / #229	-- / --	-- / --	-- / --	-- / --
	WBR	580	-- / --	-- / --	-- / --	-- / --	0 / 33	0 / 33	-- / --	-- / --	-- / --	-- / --
Route 66	NB	>1000	65 / 101	67 / 105	75 / 114	130 / 181	134 / 270	134 / 270	122 / 280	-- / --	-- / --	-- / --
	SB	510	132 / 186	128 / 178	~350 / #470	~523 / #484	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17A	SBL	75	-- / --	-- / --	-- / --	-- / --	15 / 31	15 / 31	45 / 85	-- / --	-- / --	-- / --
	SBT	510	-- / --	-- / --	-- / --	-- / --	204 / #385	204 / #385	220 / 296	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at High Street												
Route 66	EBL	225	9 / m25	9 / m25	23 / m82	50 / 118	See Results Below	See Results Below	-- / --	-- / --	-- / --	-- / --
	EBT	>1000	44 / 88	43 / 88	87 / m160	133 / 222			-- / --	-- / --	-- / --	-- / --
Route 66	WBT	150	31 / 67	11 / 40	~553 / m#689	~725 / m#902			-- / --	-- / --	-- / --	-- / --
High Street	SB	>500	49 / 106	44 / 101	64 / 129	106 / 182			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Airline Avenue												
Route 66	EB	145	21 / 33	21 / 33	27 / 37	35 / 45	See Results Below	See Results Below	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	175	1 / m3	4 / m0	1 / m5	5 / m8			-- / --	-- / --	-- / --	-- / --
	WBT	>500	190 / 71	313 / 2	424 / #735	591 / #849			-- / --	-- / --	-- / --	-- / --
Airline Avenue	NB	>500	20 / 52	20 / 52	29 / 64	39 / 80			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Portland Shopping Center Driveway												
Route 66	EBL	350	1 / 6	1 / 0	1 / m21	0 / m8	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>500	0 / 35	0 / 130	0 / 186	1 / 1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBTR	370	0 / 437	0 / 455	0 / 599	333 / 583	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Portland Shopping Center Dwy.	SBL	155	3 / 15	3 / 15	10 / 31	13 / 36	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	155	0 / 8	0 / 8	0 / 14	0 / 16	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough St/Portland-Cobalt Rd) at Grove Street/ Grandview Terrace												
Route 66	EBL	125	1 / 0	0 / 1	1 / m0	1 / 9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	370	22 / 35	5 / 10	2 / 4	40 / 206	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	150	0 / 1	0 / 1	0 / 1	0 / 1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>500	95 / 217	95 / 217	182 / 440	182 / 422	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grove Street	NB	>500	0 / 0	0 / 0	0 / 0	0 / 1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grandview Terrace	SB	>500	3 / 15	3 / 15	5 / 21	7 / 25	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Route 17 (Gospel Lane)												
Route 66	EBL	200	32 / 75	23 / 60	49 / 103	49 / 103	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	>500	21 / 42	20 / 41	35 / 68	35 / 68	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	>750	138 / 268	131 / #280	297 / #556	297 / #556	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBR	200	0 / 33	0 / 34	5 / 45	5 / 45	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17	SBL	>500	35 / 81	25 / 61	40 / 88	40 / 88	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	100	0 / 43	0 / 36	0 / 51	0 / 51	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Middle Haddam Road/Payne Boulevard												
Route 66	EBL	175	2 / 5	1 / 5	3 / 6	3 / 6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>1500	58 / 142	0 / 148	95 / 227	95 / 224	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	300	0 / 1	0 / 1	0 / 1	0 / 1	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>2000	307 / #922	0 / #848	~1258 / #1475	~1303 / #1514	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Payne Boulevard	NB	>500	0 / 0	0 / 0	0 / 8	0 / 7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Middle Haddam Road	SB	>500	2 / 11	1 / 10	2 / 11	2 / 11	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Rd/West High St) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd												
Route 66	EB	>2500	142 / 193	121 / 231	247 / 327	247 / 327	-- / --	-- / --	-- / --	See Results Below	81 / 115	-- / --
Route 66	WB	>1500	584 / 789	494 / #923	~1233 / #1442	~1233 / #1442	-- / --	-- / --	-- / --		223 / 299	-- / --
Middle Haddam Road	NBLT	>500	150 / #270	102 / 171	~247 / #404	~247 / #404	-- / --	-- / --	-- / --		92 / #198	-- / --
	NBR	65	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --		0 / 0	-- / --
Depot Hill Road	SB	>500	49 / 102	29 / 67	74 / #175	74 / #175	-- / --	-- / --	-- / --		26 / 64	-- / --
Traffic Signal - Route 66 (West High Street) at Route 16 (Middletown Avenue)/Park & Ride Driveway												
Route 66	EBLT	>750	86 / 133	97 / 155	127 / 189	172 / 254	-- / --	-- / --	-- / --	-- / --	-- / --	99 / 168
	EBR	250	0 / 26	0 / 32	0 / 30	0 / 39	-- / --	-- / --	-- / --	-- / --	-- / --	0 / 31
Route 66	WBL	125	1 / 6	1 / 7	2 / 9	3 / 12	-- / --	-- / --	-- / --	-- / --	-- / --	2 / 9
	WBTR	>500	216 / 318	245 / #385	329 / 481	445 / #681	-- / --	-- / --	-- / --	-- / --	-- / --	256 / #478
Route 16	NBLT	>750	167 / #450	183 / #352	~402 / #625	~374 / #554	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	100	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBL	150	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	96 / #201
	NB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	63 / #141
Park & Ride Driveway	SB	75	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	0 / 0
Traffic Signal - Route 66 (West High Street) at Maple Street/North Maple Street/Old West High Street												
Route 66	EB	>500	74 / 251	72 / 233	154 / #474	154 / #474	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>750	96 / 312	92 / #306	186 / #551	186 / #551	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Maple Street	NB	>500	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Maple Street	SB	>500	30 / 108	30 / 86	77 / 157	77 / 157	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Old West High Street	SEB	>500	0 / 5	0 / 4	0 / 5	0 / 5	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East Main St/West Main St) at Main Street/North Main Street												
Route 66	EBL	275	7 / 21	7 / 19	10 / 28	10 / 28	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>1000	140 / 251	136 / 227	217 / 405	217 / 405	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	225	16 / 25	9 / 6	24 / m6	24 / m6	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	485	245 / 359	162 / 302	374 / #544	374 / #544	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NBL	225	16 / 40	13 / 34	24 / 49	24 / 49	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBTR	>500	27 / 77	22 / 68	44 / 98	44 / 98	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SBL	175	51 / 90	40 / 77	64 / 103	64 / 103	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBTR	>500	33 / 91	24 / 76	53 / 117	53 / 117	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at East Hampton Mall Shopping Center Dwy/Eversource Dwy												
Route 66	EBL	225	2 / m11	1 / m10	4 / m7	4 / m7	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	485	135 / 369	69 / 353	233 / 402	233 / 402	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	125	1 / 4	1 / 4	1 / 4	1 / 4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>1000	79 / 224	78 / 225	123 / 352	123 / 352	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Eversource Driveway	NB	260	11 / 32	9 / 27	12 / 35	12 / 35	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
East Hampton Mall Shopping	SBL	140	24 / 56	20 / 49	25 / 56	25 / 56	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Center Dwy	SBR	140	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at Route 196 (Lake View Street)												
Route 66	EB	>1000	143 / 280	132 / 228	239 / #486	239 / #486	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	250	10 / 28	10 / 23	15 / 39	15 / 39	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>500	50 / 108	50 / 89	77 / 171	77 / 171	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 196 (Lake View St.)	NBL	170	23 / 69	21 / 59	43 / 87	43 / 87	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	>500	0 / 59	0 / 54	0 / 66	0 / 66	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet) - Weekday Morning Peak Hour

	Lane Use	Available Storage	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved					
							Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Concept A-1 (Roundabout)- Route 66 at Marlborough Street, High Street & Riverside Street												
Route 66	EB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 22	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 647	-- / --	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	>500	-- / --	-- / --	-- / --	-- / --	-- / 1	-- / --	-- / --	-- / --	-- / --	-- / --
High Street	SB	>500	-- / --	-- / --	-- / --	-- / --	-- / 29	-- / --	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SEB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 30	-- / --	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at Marlborough Street & Riverside Street												
Route 66	EB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	97 / 134	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	~125 / m#92	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	>500	-- / --	-- / --	-- / --	-- / --	-- / --	12 / 42	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SBL	210	-- / --	-- / --	-- / --	-- / --	-- / --	64 / 105	-- / --	-- / --	-- / --	-- / --
	SBTR	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	3 / 30	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at High Street												
Route 66	EBL	150	-- / --	-- / --	-- / --	-- / --	-- / --	107 / m#173	-- / --	-- / --	-- / --	-- / --
	EBT	150	-- / --	-- / --	-- / --	-- / --	-- / --	50 /42	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	~577 / #757	-- / --	-- / --	-- / --	-- / --
	WBR	100	-- / --	-- / --	-- / --	-- / --	-- / --	29 / 63	-- / --	-- / --	-- / --	-- / --
High Street	SB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	86 / #201	-- / --	-- / --	-- / --	-- / --
Concept G-1 (Roundabout) - Route 66 (Portland-Cobalt Rd) at Rte. 151 (Middle Haddam Rd)/ Depot Hill Rd												
Route 66	EBLT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 28	-- / --	-- / --
	EBTR	200	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 30	-- / --	-- / --
Route 66	WBLT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 114	-- / --	-- / --
	WBTR	200	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 130	-- / --	-- / --
Route 151	NB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 39	-- / --	-- / --
Depot Hill Road	SB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 37	-- / --	-- / --

m: Volume for 95th percentile queue is metered by upstream signal.

#: 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

TR and LT denote shared "through-right" and shared "left-through" lanes

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet) - Weekday Afternoon Peak Hour

	Lane Use	Available Storage	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Traffic Signal - Route 66 at Route 17A (Main Street)												
Route 66	WB	>750	181 / 196	213 / 150	253 / 41	226 / 260	-- / --	-- / --	255 58	-- / --	-- / --	-- / --
	WBL	580	-- / --	-- / --	-- / --	-- / --	99 / m140	99 / m140	-- / --	-- / --	-- / --	-- / --
	WBR	580	-- / --	-- / --	-- / --	-- / --	2 / m15	2 / m15	-- / --	-- / --	-- / --	-- / --
Route 66	NB	>1000	167 / #252	155 / 214	197 / #308	183 / 249	501 / #825	501 / #825	172 / 234	-- / --	-- / --	-- / --
	SB	510	56 / 100	55 / 98	142 / #328	139 / #317	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17A	SBL	75	-- / --	-- / --	-- / --	-- / --	42 / #144	42 / #144	44 / 80	-- / --	-- / --	-- / --
	SBT	510	-- / --	-- / --	-- / --	-- / --	124 / 185	124 / 185	100 / 139	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at High Street												
Route 66	EBL	225	12 / m21	12 / m21	26 / m33	37 / 72	See Results Below	See Results Below	-- / --	-- / --	-- / --	-- / --
	EBT	>1000	193 / m318	193 / m334	~438 / m#543	514 / #854			-- / --	-- / --	-- / --	-- / --
Route 66	WBT	150	0 / 25	53 / 59	24 / #80	12 / 16			-- / --	-- / --	-- / --	-- / --
High Street	SB	>500	91 / 151	88 / 148	118 / 184	159 / 237			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Airline Avenue												
Route 66	EB	145	56 / 68	55 / 68	~563 / m#693	~688 / m#918	See Results Below	See Results Below	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	175	1 / m3	2 / m17	0 / m1	0 / m11			-- / --	-- / --	-- / --	-- / --
	WBT	>500	23 / 39	53 / 196	21 / #32	374 / 445			-- / --	-- / --	-- / --	-- / --
Airline Avenue	NB	>500	24 / 60	24 / 60	28 / 67	44 / 92			-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough Street) at Portland Shopping Center Driveway												
Route 66	EBL	350	35 / m76	9 / m31	46 / m51	1 / m24	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>500	211 / 387	43 / 110	424 / m431	2 / m38	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBTR	370	101 / 173	154 / 242	172 / 305	187 / 305	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Portland Shopping Center Dwy.	SBL	155	54 / 98	54 / 98	53 / 96	68 / 117	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	155	0 / 27	0 / 27	0 / 28	0 / 32	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Marlborough St/Portland-Cobalt Rd) at Grove Street/ Grandview Terrace												
Route 66	EBL	125	1 / m1	3 / m4	1 / m3	2 / m4	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	370	127 / 55	270 / 357	3 / 152	376 / 616	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	150	1 / 3	1 / 3	1 / 3	1 / 3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>500	41 / 99	41 / 99	64 / 155	64 / 152	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grove Street	NB	>500	0 / 0	0 / 0	0 / 1	0 / 9	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Grandview Terrace	SB	>500	1 / 25	1 / 25	1 / 28	2 / 32	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Route 17 (Gospel Lane)												
Route 66	EBL	200	68 / 134	44 / 99	97 / #197	97 / #197	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBT	>500	98 / 175	84 / 160	155 / 270	155 / 270	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	>750	95 / 152	76 / 131	147 / 225	147 / 225	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBR	200	0 / 29	0 / 29	0 / 32	0 / 32	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 17	SBL	>500	69 / 126	44 / 88	80 / 141	80 / 141	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBR	100	0 / 38	0 / 30	0 / 47	0 / 47	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Road) at Middle Haddam Road/Payne Boulevard												
Route 66	EBL	175	11 / 20	11 / 21	14 / 29	14 / 27	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>1500	343 / #1002	343 / #977	~971 / #1469	~1012 / #1499	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	300	0 / 2	0 / 2	0 / 2	0 / 2	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>2000	156 / 247	156 / 250	254 / 437	254 / 422	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Payne Boulevard	NB	>500	9 / 34	9 / 32	12 / 41	13 / 43	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Middle Haddam Road	SB	>500	0 / 24	0 / 19	2 / 48	0 / 18	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (Portland-Cobalt Rd/West High St) at Rte. 151 (Middle Haddam Rd)/Depot Hill Rd												
Route 66	EB	>2500	612 / #1244	577 / #1067	~1591 / #2030	~1591 / #2030	-- / --	-- / --	-- / --	See Results Below	187 / 276	-- / --
Route 66	WB	>1500	114 / 201	108 / 198	220 / 400	220 / 400	-- / --	-- / --	-- / --		55 / 80	-- / --
Middle Haddam Road	NBLT	>500	53 / 102	39 / 82	86 / 149	86 / 149	-- / --	-- / --	-- / --		43 / #106	-- / --
	NBR	65	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --		0 / 0	-- / --
Depot Hill Road	SB	>500	50 / 100	36 / 80	70 / 128	70 / 128	-- / --	-- / --	-- / --		34 / #84	-- / --
Traffic Signal - Route 66 (West High Street) at Route 16 (Middletown Avenue)/Park & Ride Driveway												
Route 66	EBLT	>750	139 / 321	135 / 265	330 / 507	351 / 532	-- / --	-- / --	-- / --	-- / --	-- / --	185 / #475
	EBR	250	0 / 38	0 / 36	0 / 42	0 / 44	-- / --	-- / --	-- / --	-- / --	-- / --	0 / 41
Route 66	WBL	125	0 / 4	0 / 4	1 / 4	1 / 5	-- / --	-- / --	-- / --	-- / --	-- / --	0 / 4
	WBTR	>500	70 / 165	68 / 134	156 / 236	166 / 249	-- / --	-- / --	-- / --	-- / --	-- / --	87 / 194
	NBLT	>750	66 / 194	62 / #161	164 / #324	170 / #323	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 16	NBR	100	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBL	150	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	52 / 106
	NB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	51 / 105
Park & Ride Driveway	SB	75	1 / 11	1 / 8	2 / 11	2 / 11	-- / --	-- / --	-- / --	-- / --	-- / --	1 / 8
Traffic Signal - Route 66 (West High Street) at Maple Street/North Maple Street/Old West High Street												
Route 66	EB	>500	99 / 205	99 / 209	183 / 401	183 / 401	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>750	80 / 163	80 / 164	139 / 285	139 / 285	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Maple Street	NB	>500	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Maple Street	SB	>500	24 / 82	26 / 60	59 / 112	59 / 112	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Old West High Street	SEB	>500	0 / 0	0 / 0	0 / 0	0 / 0	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East Main St/West Main St) at Main Street/North Main Street												
Route 66	EBL	275	28 / 64	31 / 55	47 / 128	47 / 128	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	>1000	181 / 348	195 / 286	315 / #678	315 / #678	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	225	25 / m20	8 / m42	13 / m52	13 / m52	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	485	282 / #480	233 / 182	406 / #801	406 / #801	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Main Street	NBL	225	14 / 33	10 / 30	17 / 37	17 / 37	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBTR	>500	85 / 140	78 / 126	115 / 172	115 / 172	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
North Main Street	SBL	175	48 / 81	35 / 72	54 / 86	54 / 86	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	SBTR	>500	76 / 136	47 / 118	101 / 165	101 / 165	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at East Hampton Mall Shopping Center Dwy/Eversource Dwy												
Route 66	EBL	225	7 / m19	7 / m12	5 / m21	5 / m21	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	EBTR	485	126 / 292	112 / 215	180 / m467	180 / m467	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	125	1 / 3	1 / 3	1 / 3	1 / 3	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>1000	228 / 422	216 / 416	348 / #732	348 / #732	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Eversource Driveway	NB	260	4 / 16	3 / 13	7 / 23	7 / 23	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
East Hampton Mall Shopping	SBL	140	62 / 109	51 / 94	60 / 107	60 / 107	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Center Dwy	SBR	140	0 / 37	0 / 26	0 / 38	0 / 38	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Traffic Signal - Route 66 (East High Street) at Route 196 (Lake View Street)												
Route 66	EB	>1000	216 / #479	179 / #349	~443 / #710	336 / #581	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WBL	250	27 / 82	27 / 59	72 / 173	98 / #227	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	WBTR	>500	74 / 153	73 / 123	125 / 264	115 / 179	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
Route 196 (Lake View St.)	NBL	170	36 / 80	30 / 68	50 / 96	56 / #121	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --
	NBR	>500	0 / 46	0 / 42	0 / 50	0 / 56	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet) - Weekday Afternoon Peak Hour

	Lane Use	Available Storage	2020 Corridor	2020 Optimized	2040 Future	2040 Optimized	2040 Improved					
							Concept A-1	Concept A-2	Concept A-3	Concept G-1	Concept G-2	Concept H
Concept Improvements												
Concept A-1 (Roundabout)- Route 66 at Marlborough Street, High Street & Riverside Street												
Route 66	EB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 251	-- / --	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 134	-- / --	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	>500	-- / --	-- / --	-- / --	-- / --	-- / 15	-- / --	-- / --	-- / --	-- / --	-- / --
High Street	SB	>500	-- / --	-- / --	-- / --	-- / --	-- / 11	-- / --	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SEB	>1000	-- / --	-- / --	-- / --	-- / --	-- / 204	-- / --	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at Marlborough Street & Riverside Street												
Route 66	EB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	430 / #612	-- / --	-- / --	-- / --	-- / --
Route 66	WB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	27 / 27	-- / --	-- / --	-- / --	-- / --
Riverside Street	NB	>500	-- / --	-- / --	-- / --	-- / --	-- / --	12 / 42	-- / --	-- / --	-- / --	-- / --
Marlborough Street	SBL	210	-- / --	-- / --	-- / --	-- / --	-- / --	65 / 117	-- / --	-- / --	-- / --	-- / --
	SBTR	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	5 / m20	-- / --	-- / --	-- / --	-- / --
Concept A-2 (Traffic Signal) - Route 66 at High Street												
Route 66	EBL	150	-- / --	-- / --	-- / --	-- / --	-- / --	146 / m163	-- / --	-- / --	-- / --	-- / --
	EBT	150	-- / --	-- / --	-- / --	-- / --	-- / --	96 / m71	-- / --	-- / --	-- / --	-- / --
Route 66	WBT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	234 / 303	-- / --	-- / --	-- / --	-- / --
	WBR	100	-- / --	-- / --	-- / --	-- / --	-- / --	53 / 36	-- / --	-- / --	-- / --	-- / --
High Street	SB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	156 / #303	-- / --	-- / --	-- / --	-- / --
Concept G-1 (Roundabout) - Route 66 (Portland-Cobalt Rd) at Rte. 151 (Middle Haddam Rd)/ Depot Hill Rd												
Route 66	EBLT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 129	-- / --	-- / --
	EBTR	200	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 152	-- / --	-- / --
Route 66	WBLT	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 33	-- / --	-- / --
	WBTR	200	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 36	-- / --	-- / --
Route 151	NB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 34	-- / --	-- / --
Depot Hill Road	SB	>1000	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / --	-- / 13	-- / --	-- / --

m: Volume for 95th percentile queue is metered by upstream signal.

#: 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

TR and LT denote shared "through-right" and shared "left-through" lanes

ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

EAST HAMPTON TOWN COUNCIL MEETING

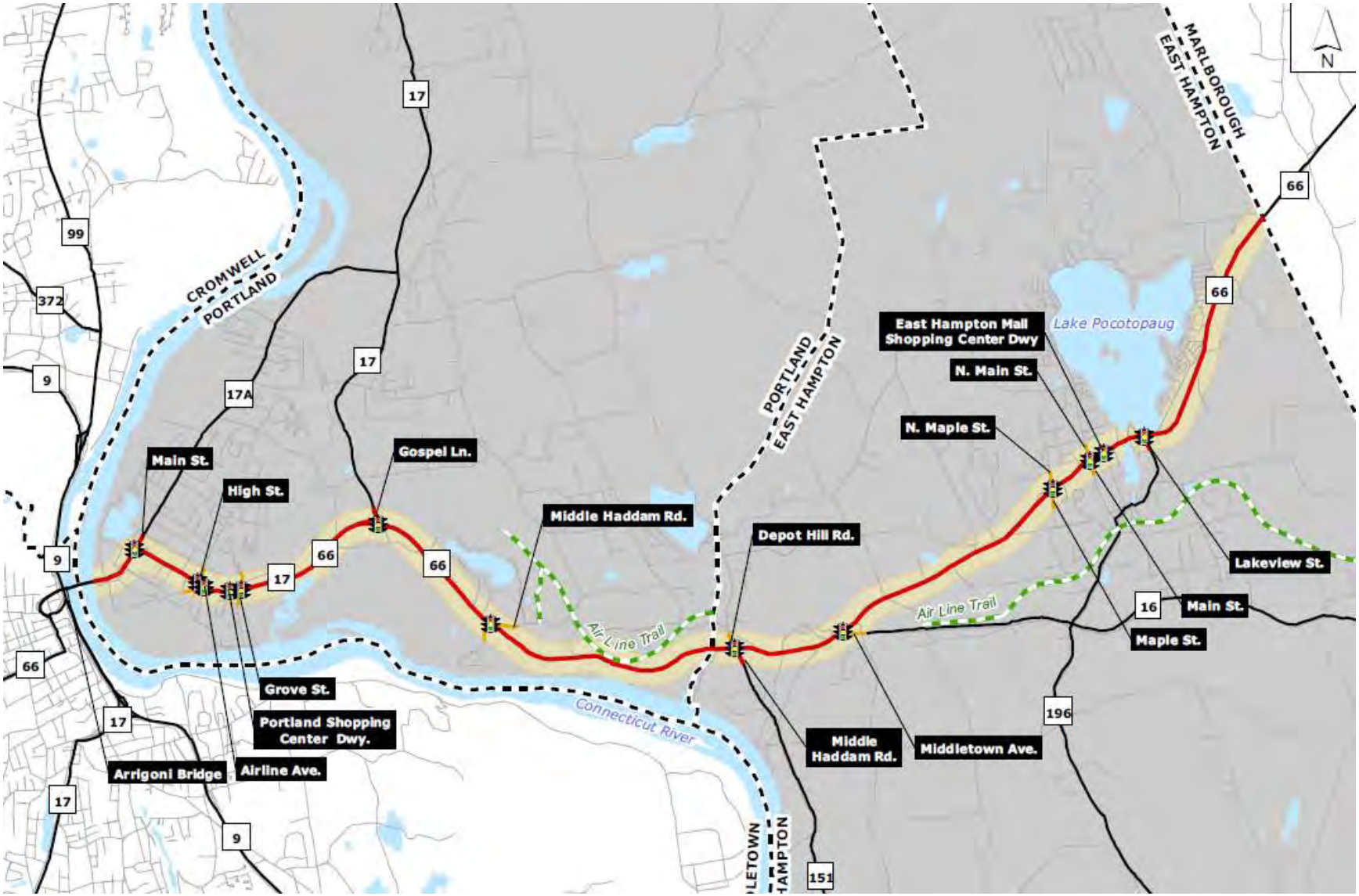
May 12, 2020

Presentation Team:
Sam Gold, RiverCOG
Chris Granatini, Tighe & Bond

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

STUDY AREA

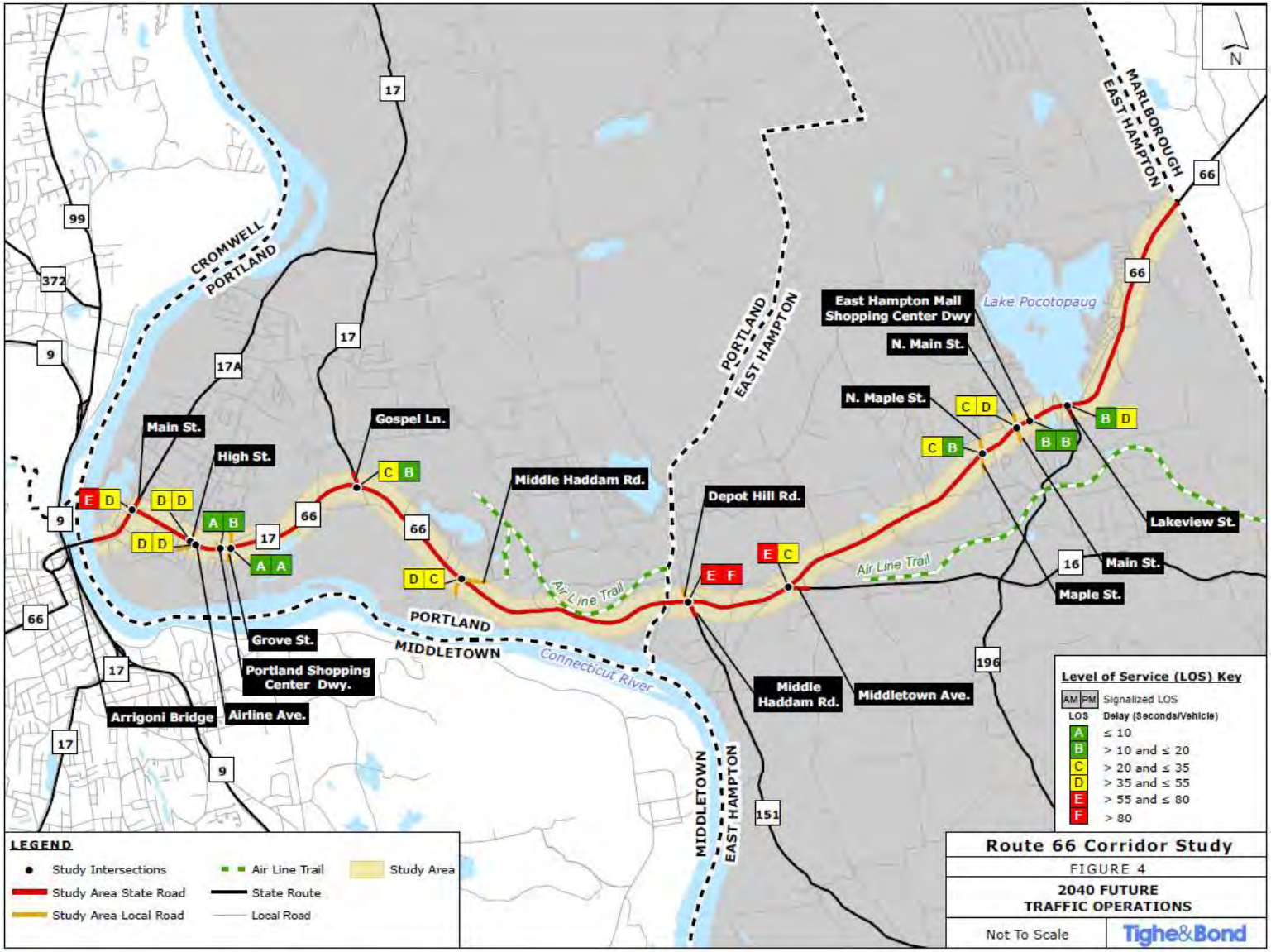


N
MARLBOROUGH
EAST HAMPTON
CROMWELL
PORTLAND
PORTLAND
EAST HAMPTON
Lake Pocotopaug
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Depot Hill Rd.
Middle Haddam Rd.
Middletown Ave.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
Air Line Trail
Air Line Trail
Connecticut River
17
17
17A
17
99
372
9
9
66
66
66
66
66
66
16
196
17
17
9
151

STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

2040 FUTURE TRAFFIC OPERATIONS



KEY ISSUES

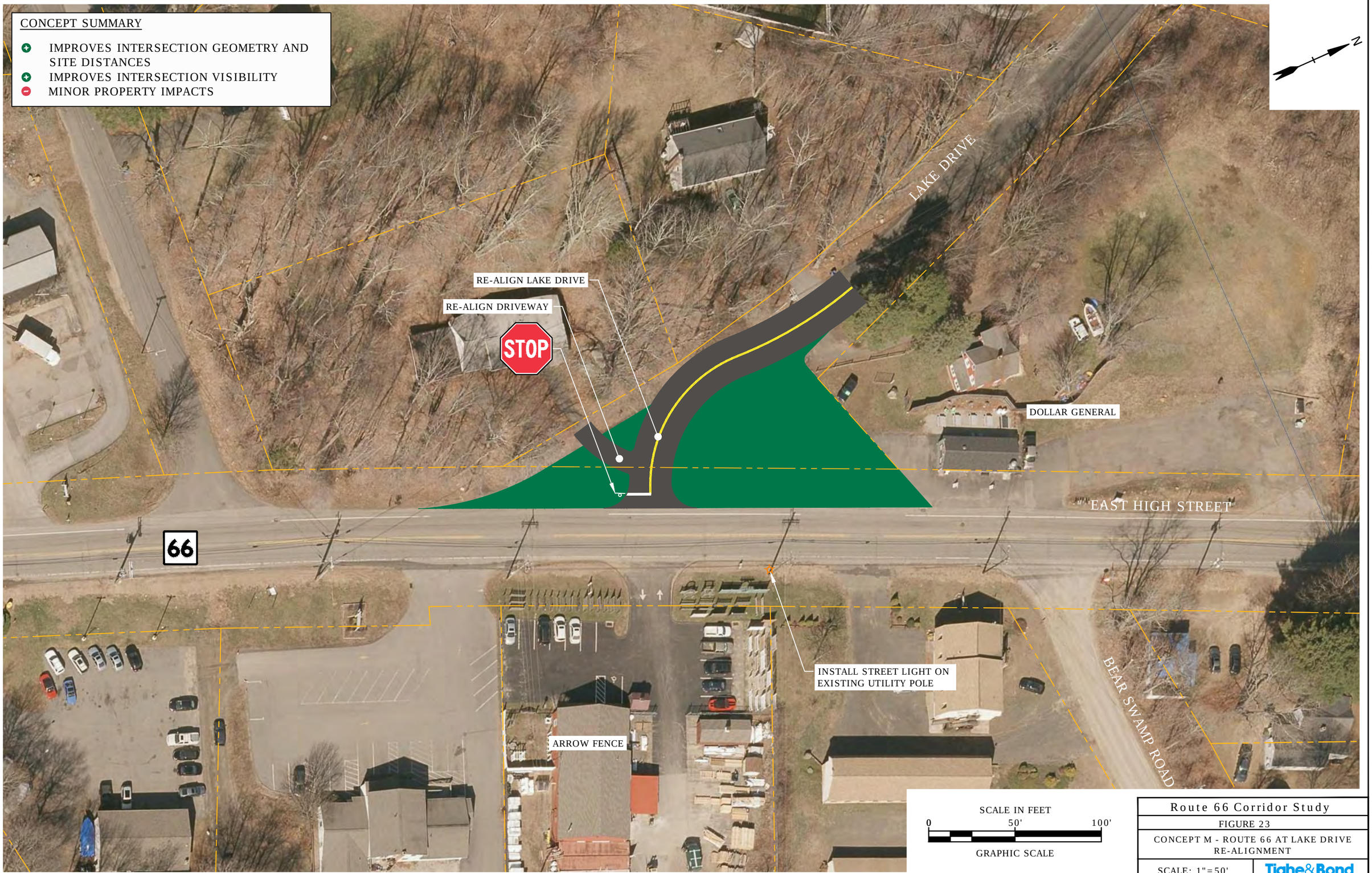
- Roadway Congestion in CBD Areas
- High Travel Speeds
- Roadway Geometry/ Sight Line Issues
- Lack of Bicycle, Transit and Pedestrian Facilities
- Access Management
- Meaningful Future Development

IMPROVEMENT ALTERNATIVES

- Seek to Address Safety and Operational Concerns
- Illustrate Physical Conceptual Improvements
- Goal to Provide Towns and Region Prioritized Solutions to Existing and Future Needs
- These are Conceptual Plans Not Final Plans
- Changes may be Made Based on Feedback

CONCEPT SUMMARY

- IMPROVES INTERSECTION GEOMETRY AND SITE DISTANCES
- IMPROVES INTERSECTION VISIBILITY
- MINOR PROPERTY IMPACTS



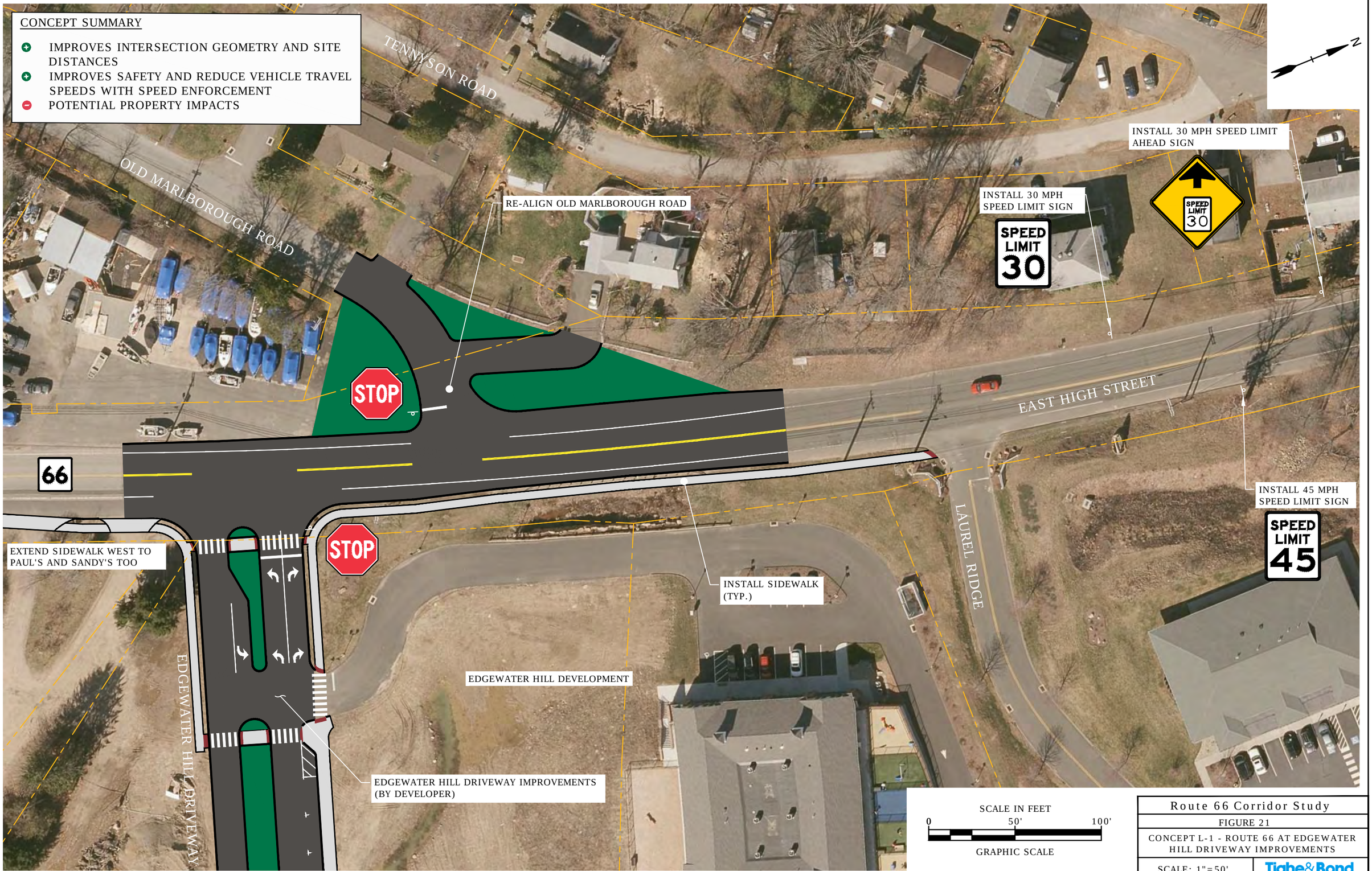
SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 23	
CONCEPT M - ROUTE 66 AT LAKE DRIVE RE-ALIGNMENT	
SCALE: 1"=50'	Tighe&Bond

Apr 10, 2020-8:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-M_Lake Drive Realignment.dwg



Route 66 Corridor Study

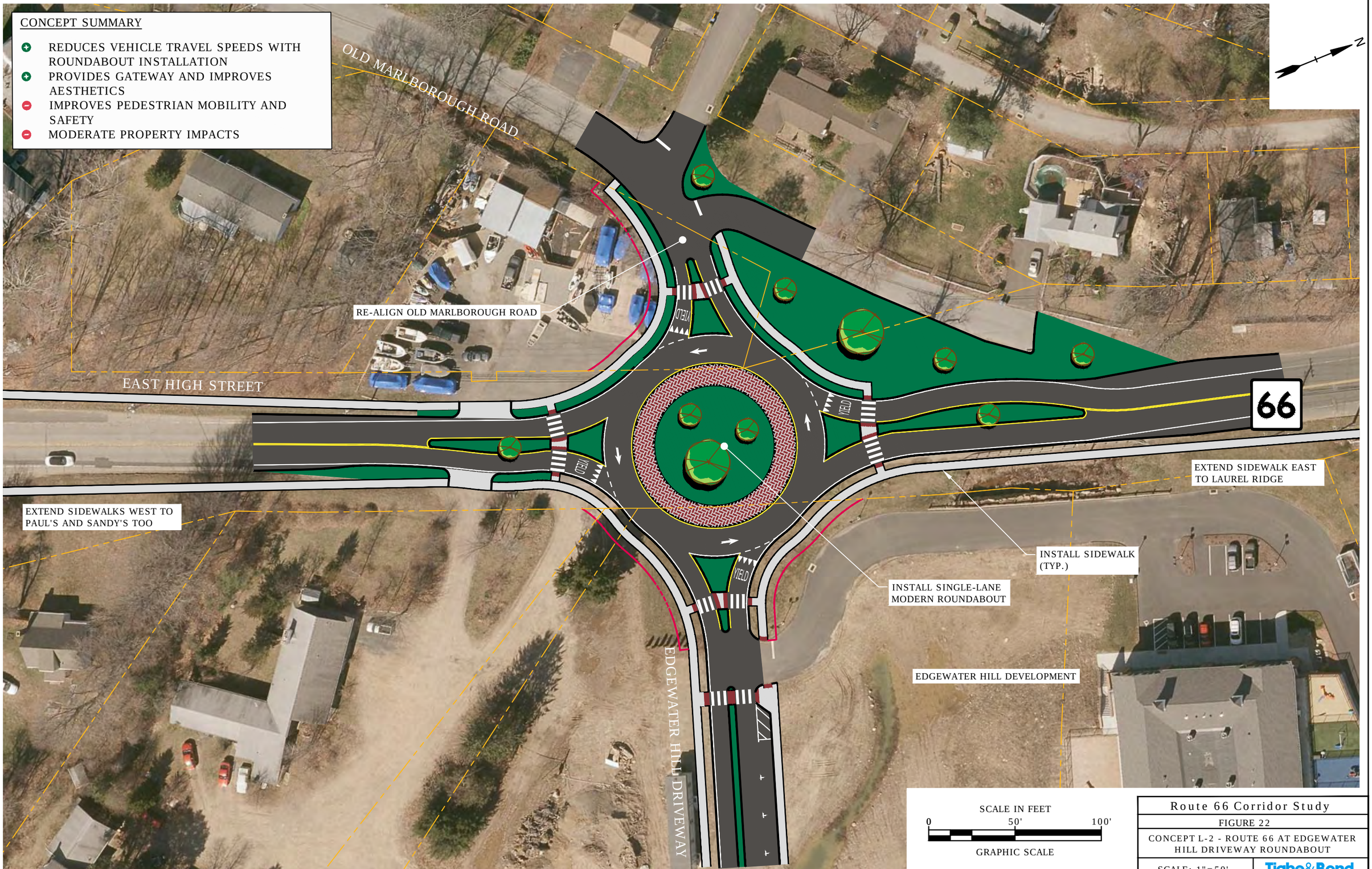
FIGURE 21

CONCEPT L-1 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY IMPROVEMENTS

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-1_Edgewater Hill Signal.dwg



Route 66 Corridor Study

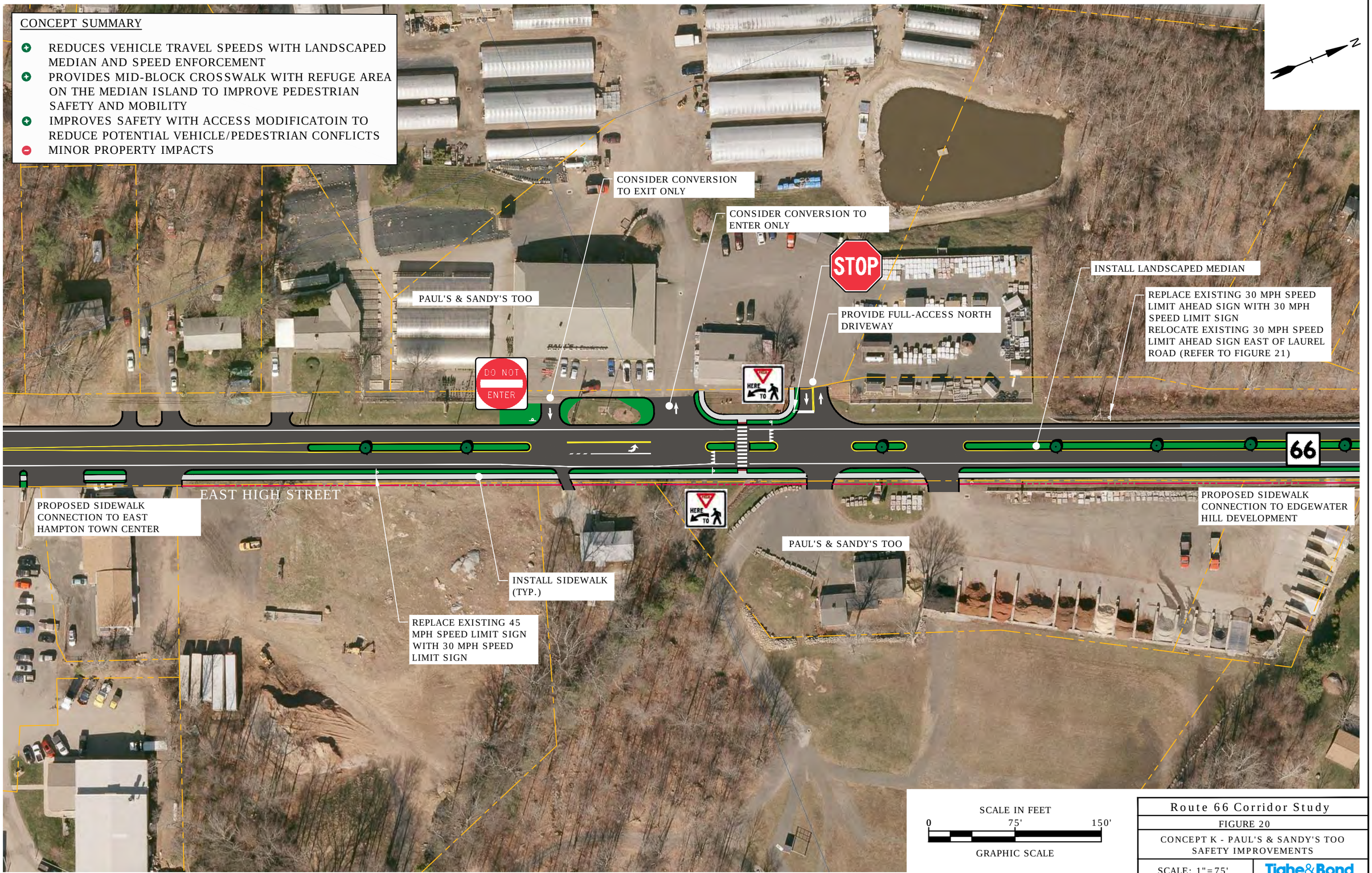
FIGURE 22

CONCEPT L-2 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-2_Edgewater Hill Roundabout.dwg



Route 66 Corridor Study

FIGURE 20

CONCEPT K - PAUL'S & SANDY'S TOO SAFETY IMPROVEMENTS

SCALE: 1"=75'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-K_Paul's & Sandy's Too.dwg

Route 66 Corridor Study

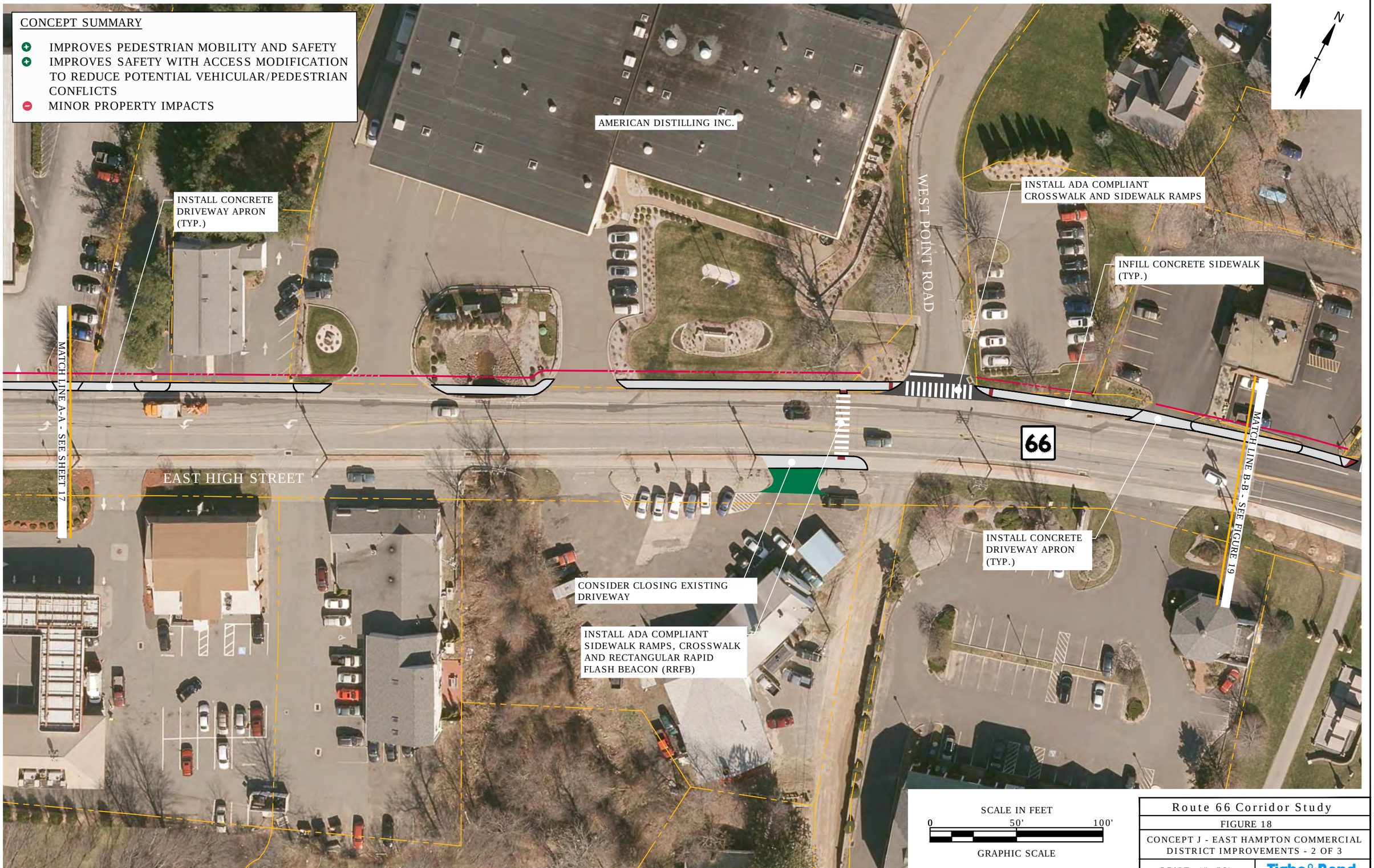
FIGURE 19

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 3 OF 3

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

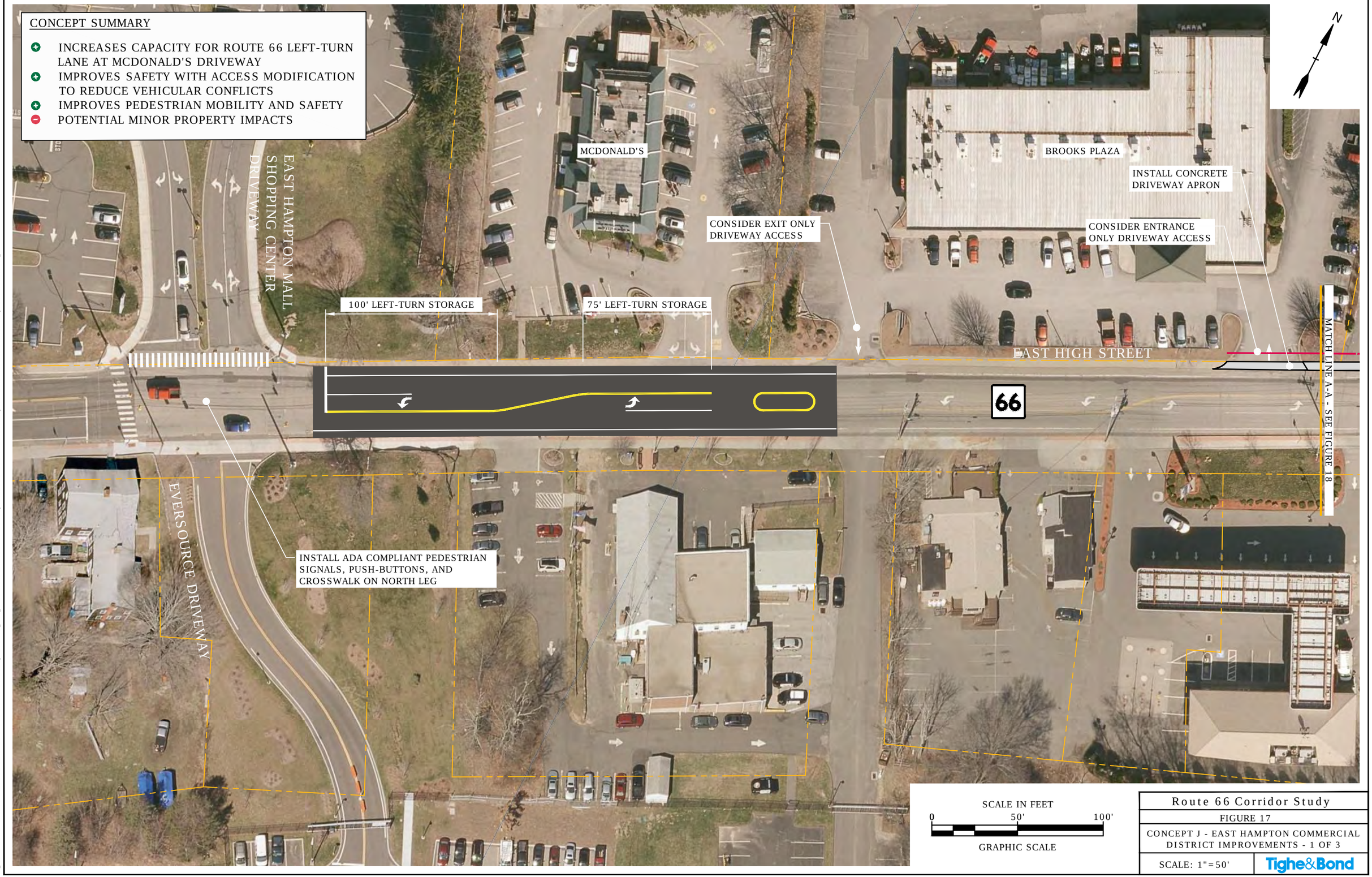
FIGURE 18

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 2 OF 3

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

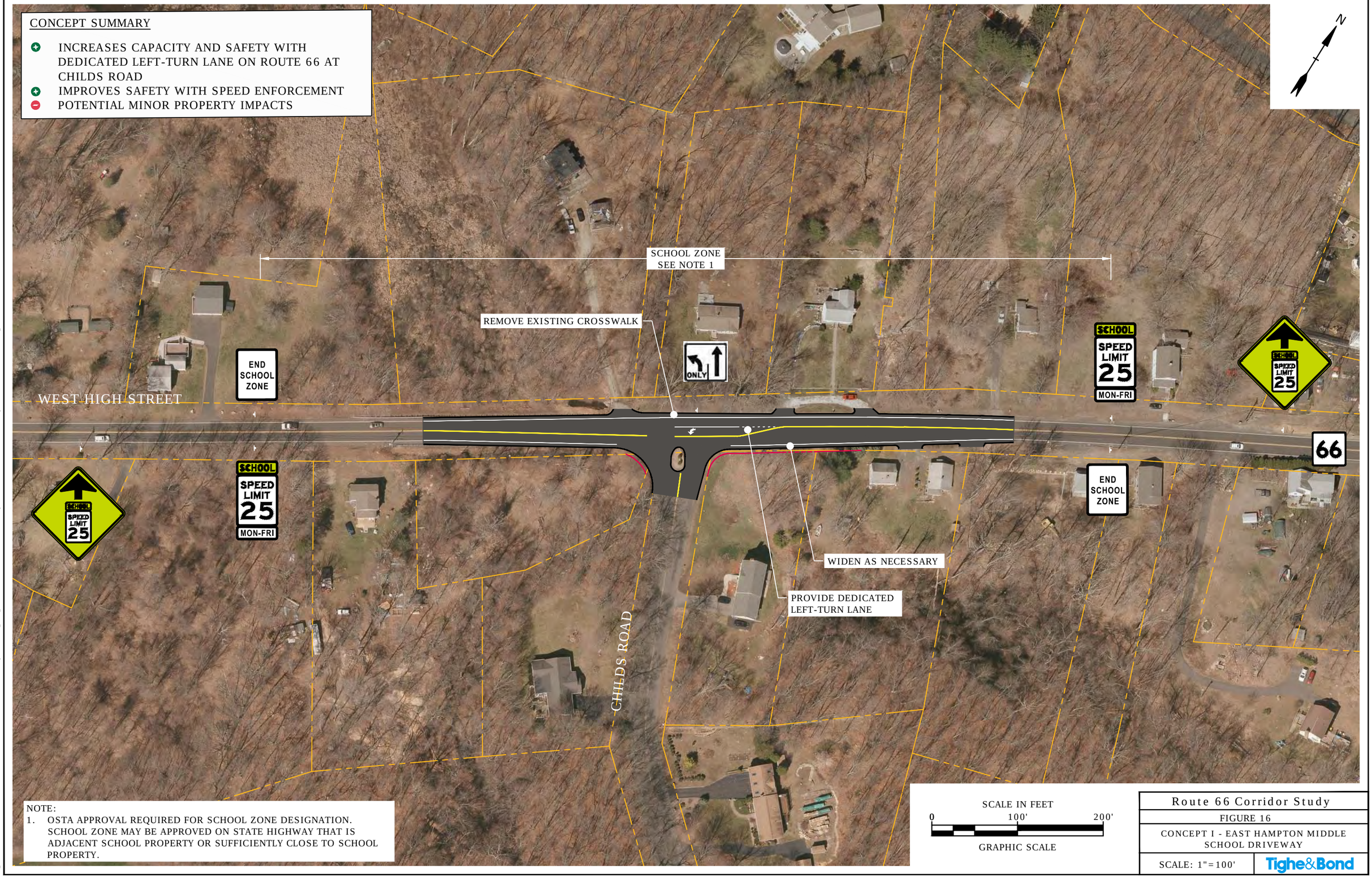
FIGURE 17

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 1 OF 3

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

FIGURE 16

CONCEPT I - EAST HAMPTON MIDDLE SCHOOL DRIVEWAY

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:09am Plotted By: MStoutz
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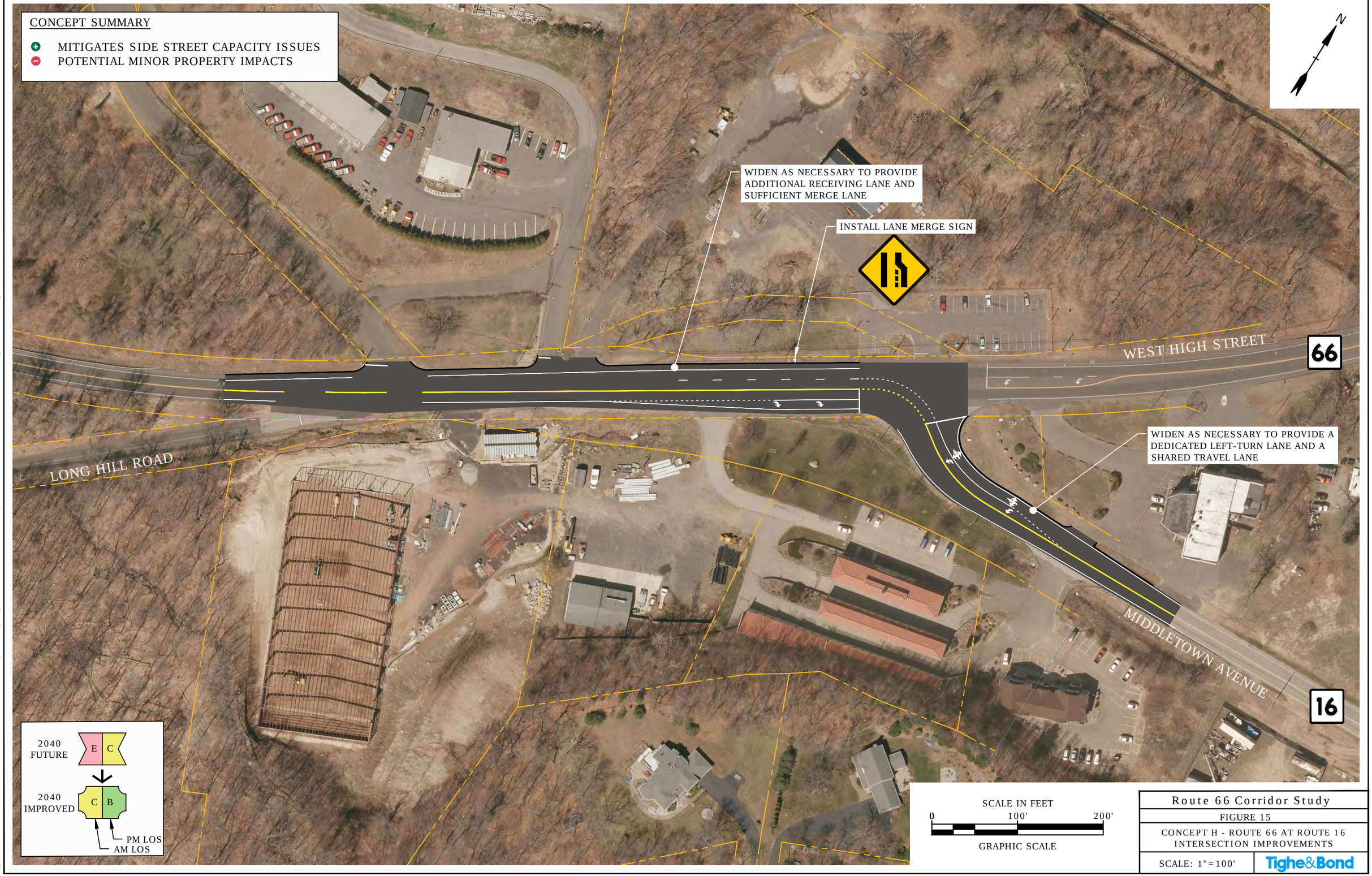

Route 66 Corridor Study

FIGURE 15

CONCEPT H - ROUTE 66 AT ROUTE 16 INTERSECTION IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:09am Plotted By: MStoutz
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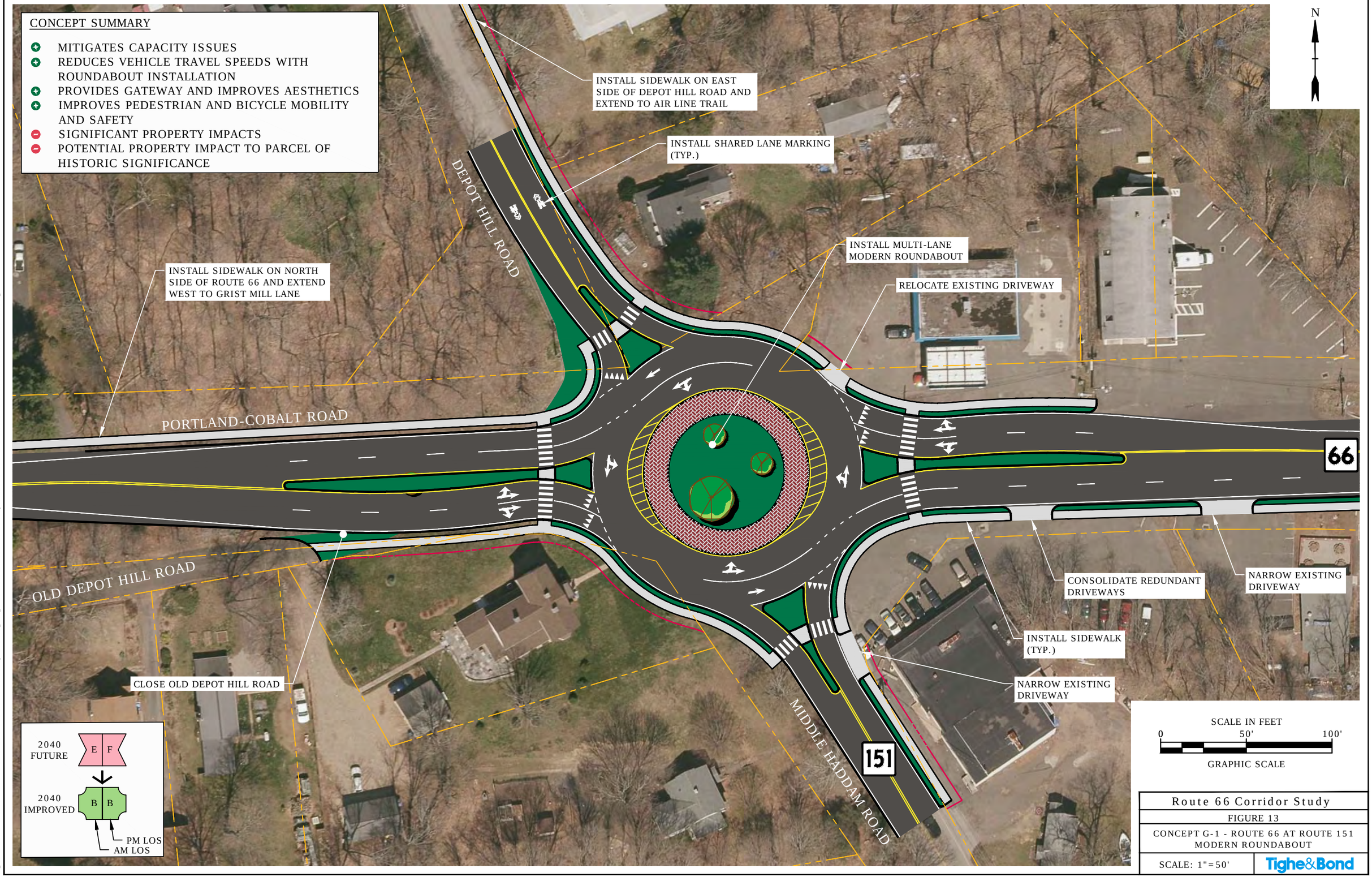


Route 66 Corridor Study

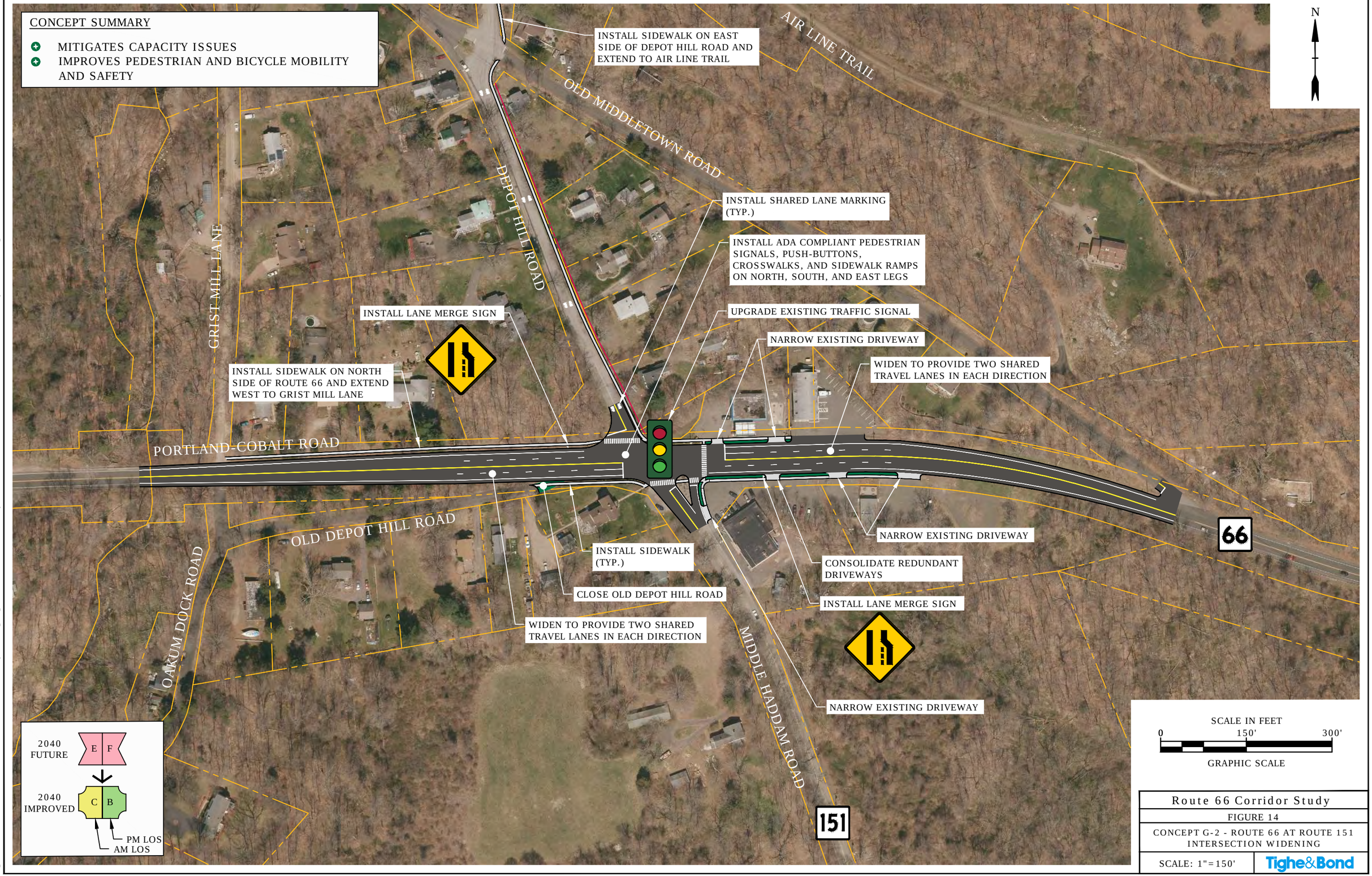
FIGURE 13

CONCEPT G-1 - ROUTE 66 AT ROUTE 151 MODERN ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:09am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-G-1_Route 66 at Route 151 Roundabout.dwg



Route 66 Corridor Study

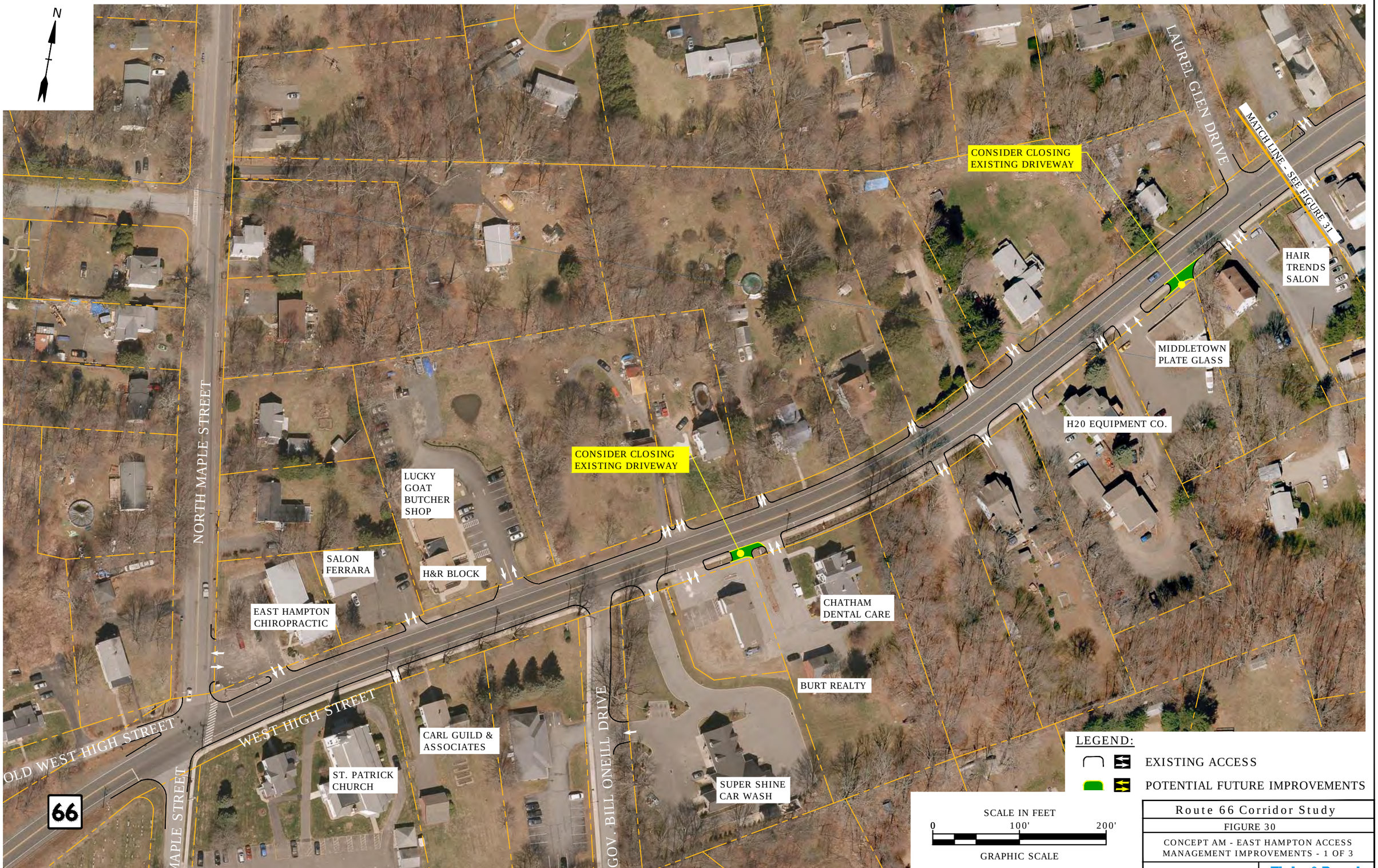
FIGURE 14

CONCEPT G-2 - ROUTE 66 AT ROUTE 151 INTERSECTION WIDENING

SCALE: 1"=150'

Tighe&Bond

Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-G-2_Route 66 at Route 151 Intersection Improvements.dwg



Route 66 Corridor Study

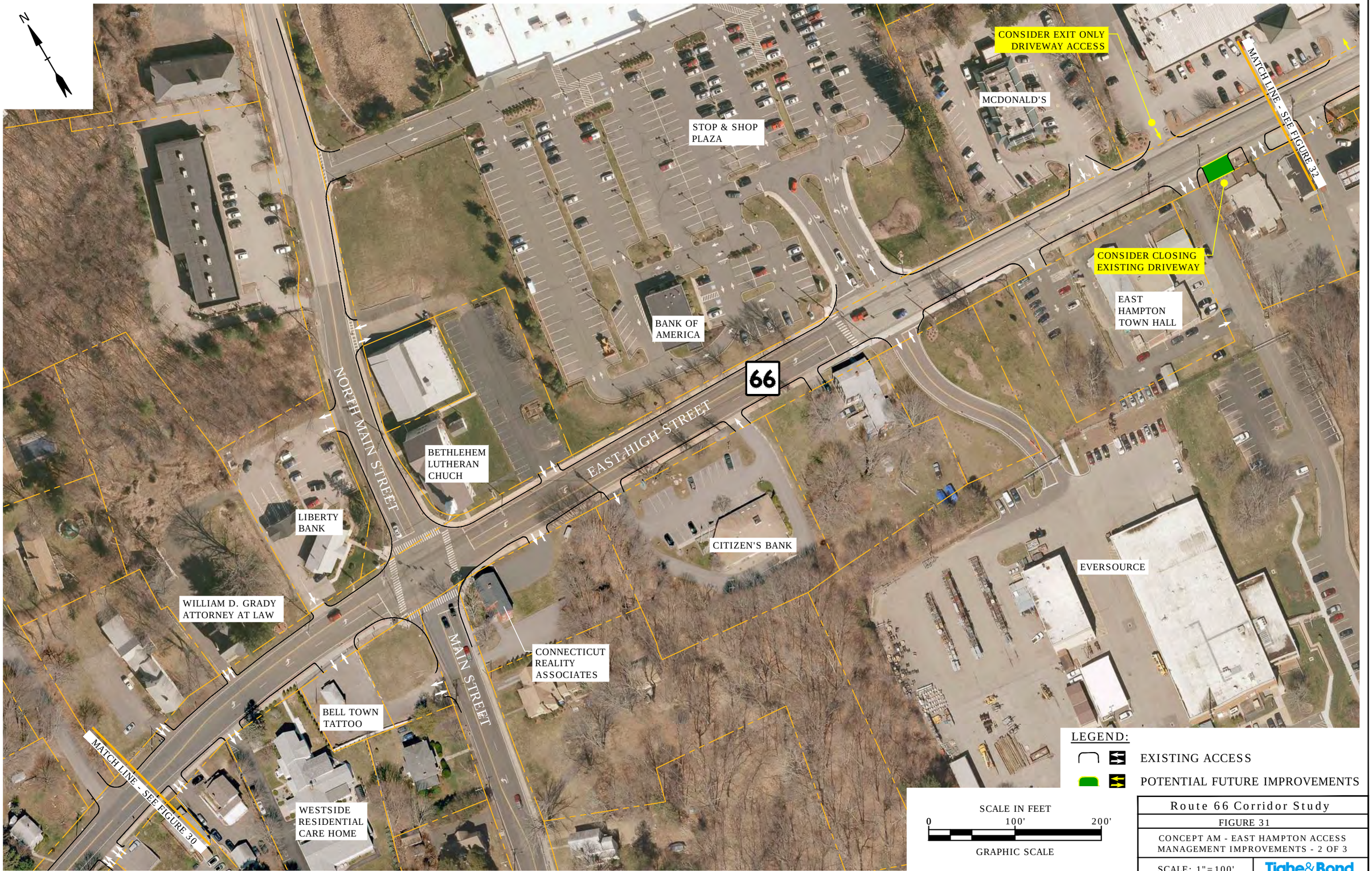
FIGURE 30

CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 3

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:12am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_East Hampton Access Plan.dwg



Route 66 Corridor Study

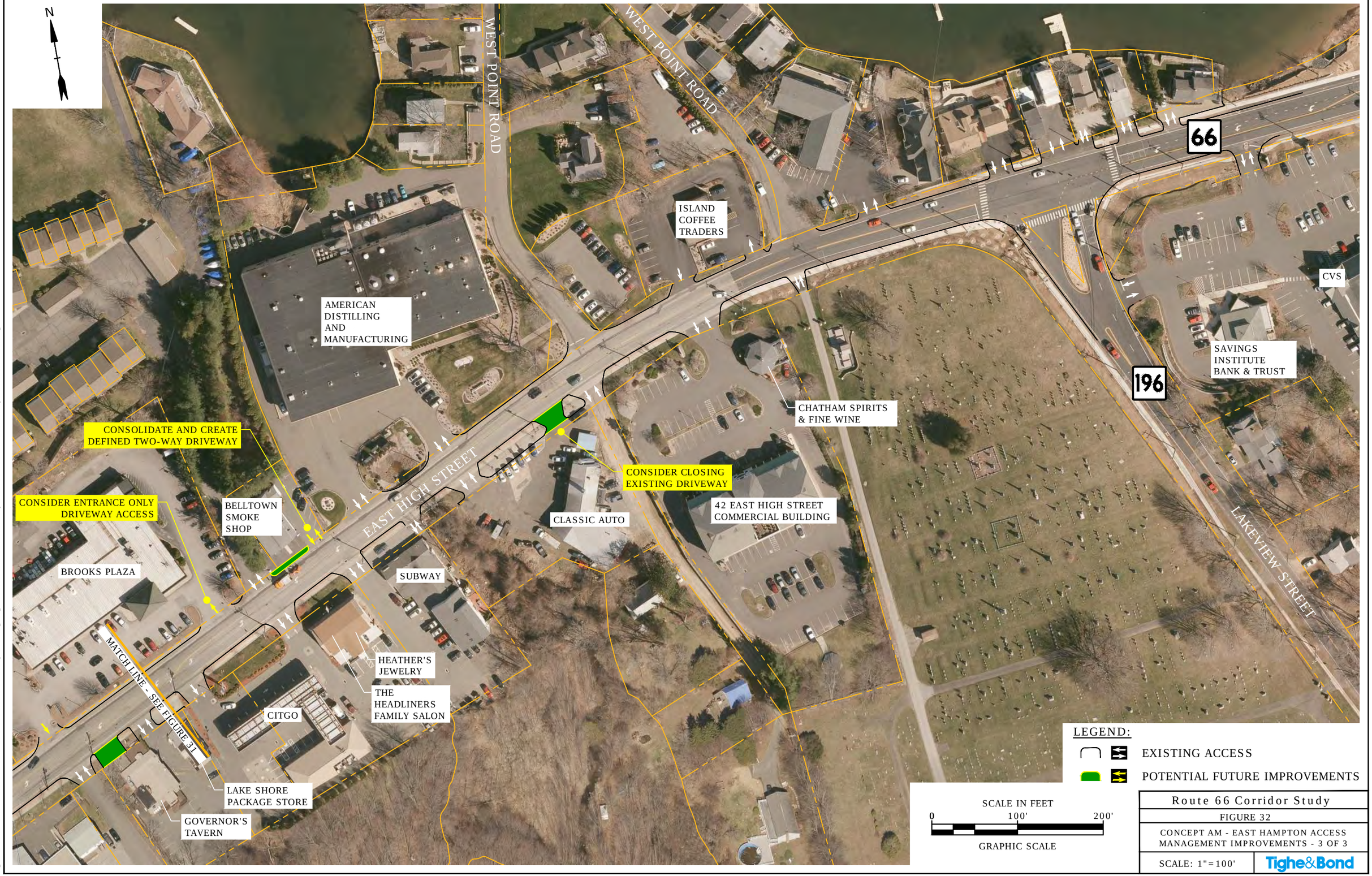
FIGURE 31

CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 2 OF 3

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:12am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_East Hampton Access Plan.dwg



Route 66 Corridor Study

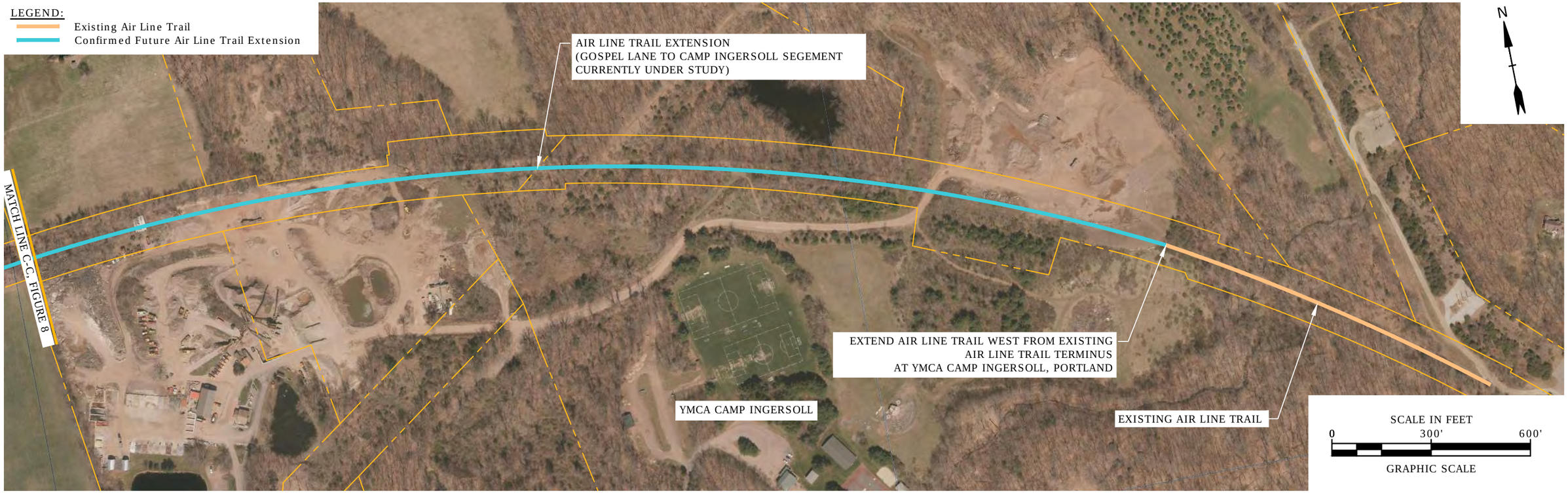
FIGURE 32

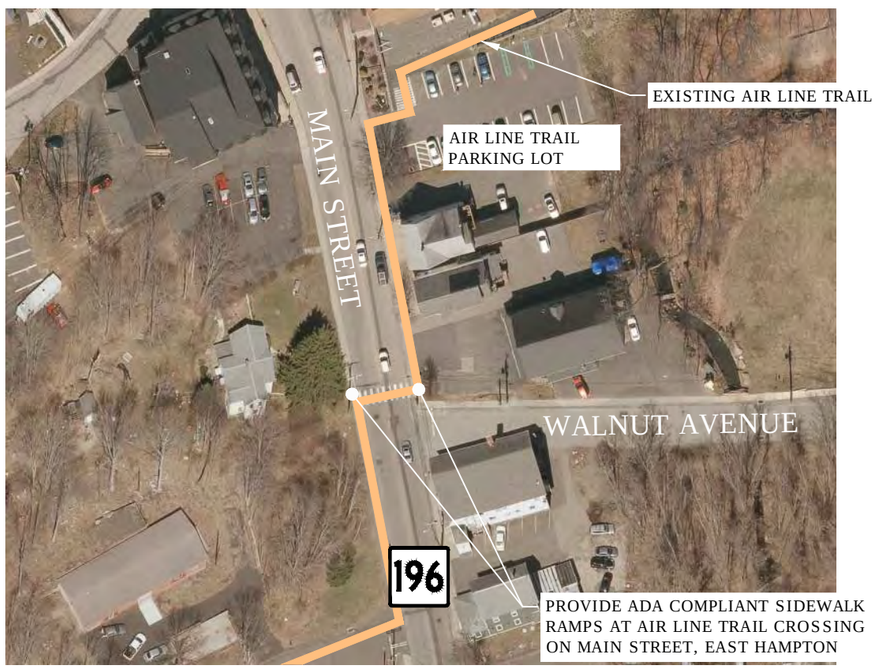
CONCEPT AM - EAST HAMPTON ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 3

SCALE: 1"=100'

Tighe&Bond

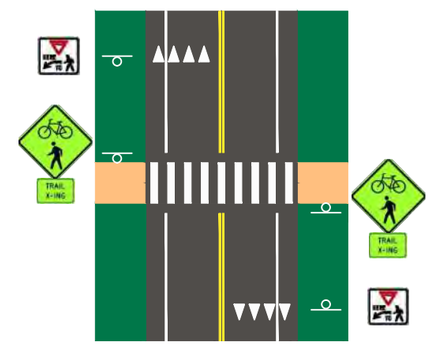
Apr 10, 2020-8:13am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_East Hampton Access Plan.dwg





SCALE: 1"=100'

MAIN STREET AIR LINE TRAIL CROSSING
EAST HAMPTON VILLAGE CENTER
(NORTH OF WALNUT AVENUE)



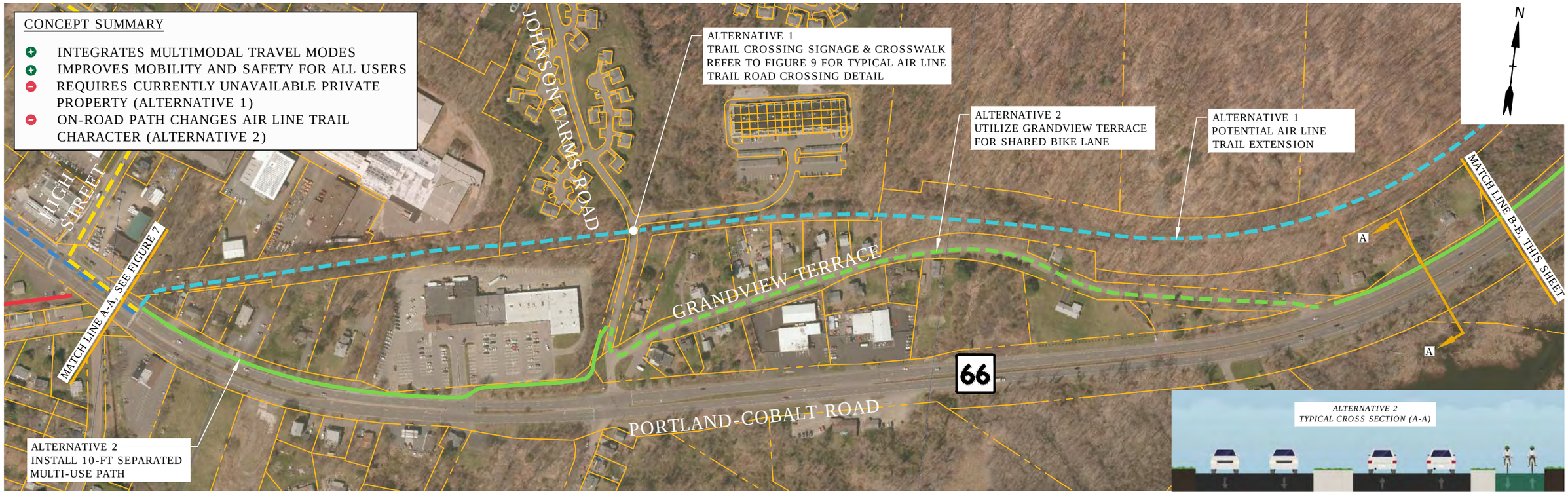
TYPICAL AIR LINE TRAIL
ROAD CROSSING DETAIL

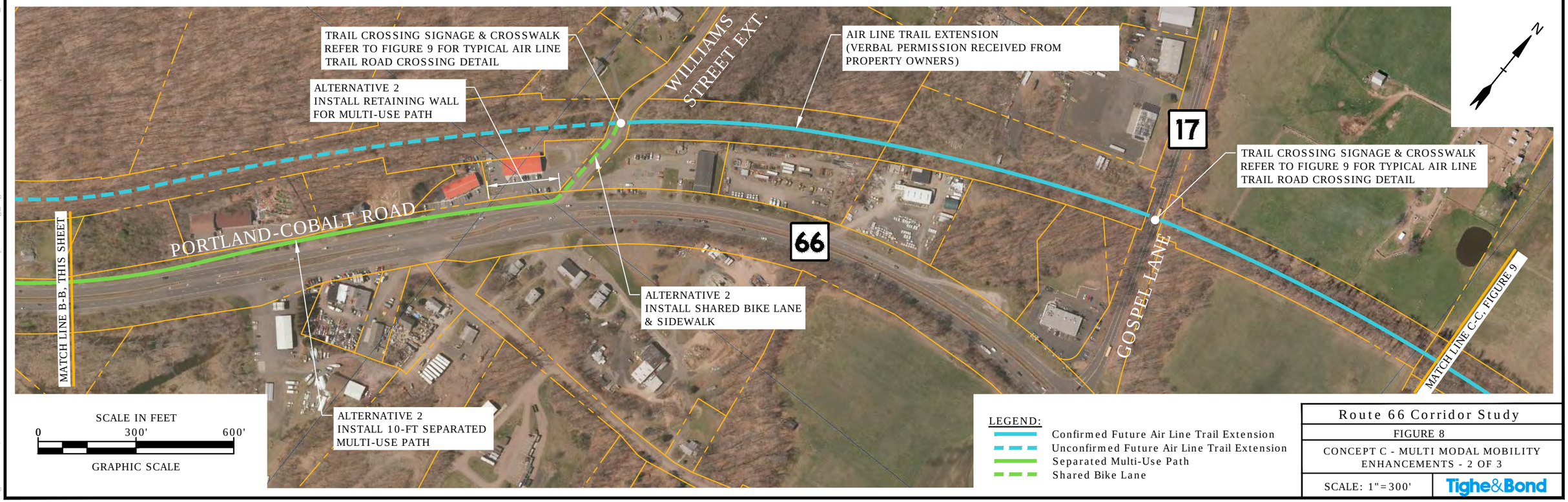
Route 66 Corridor Study	
FIGURE 9	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 3 OF 3	
SCALE: AS SHOWN	Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. I:\LL5001\CRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Airline Trail.dwg

CONCEPT SUMMARY

- INTEGRATES MULTIMODAL TRAVEL MODES
- IMPROVES MOBILITY AND SAFETY FOR ALL USERS
- REQUIRES CURRENTLY UNAVAILABLE PRIVATE PROPERTY (ALTERNATIVE 1)
- ON-ROAD PATH CHANGES AIR LINE TRAIL CHARACTER (ALTERNATIVE 2)





SCALE IN FEET

0 300' 600'

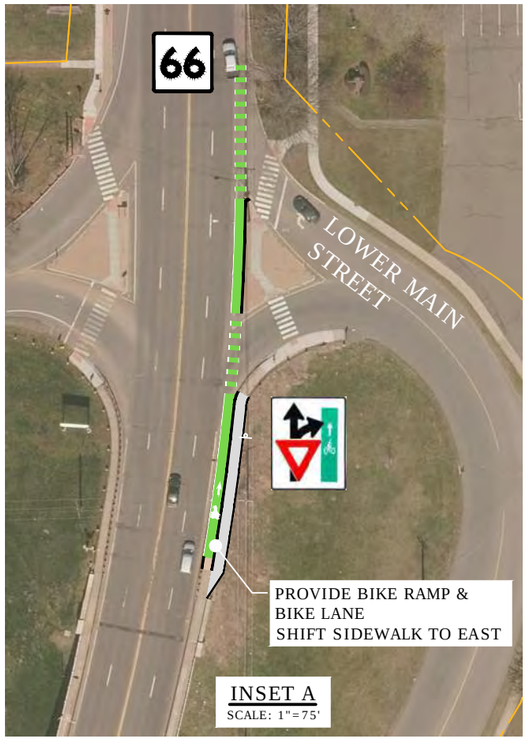
GRAPHIC SCALE

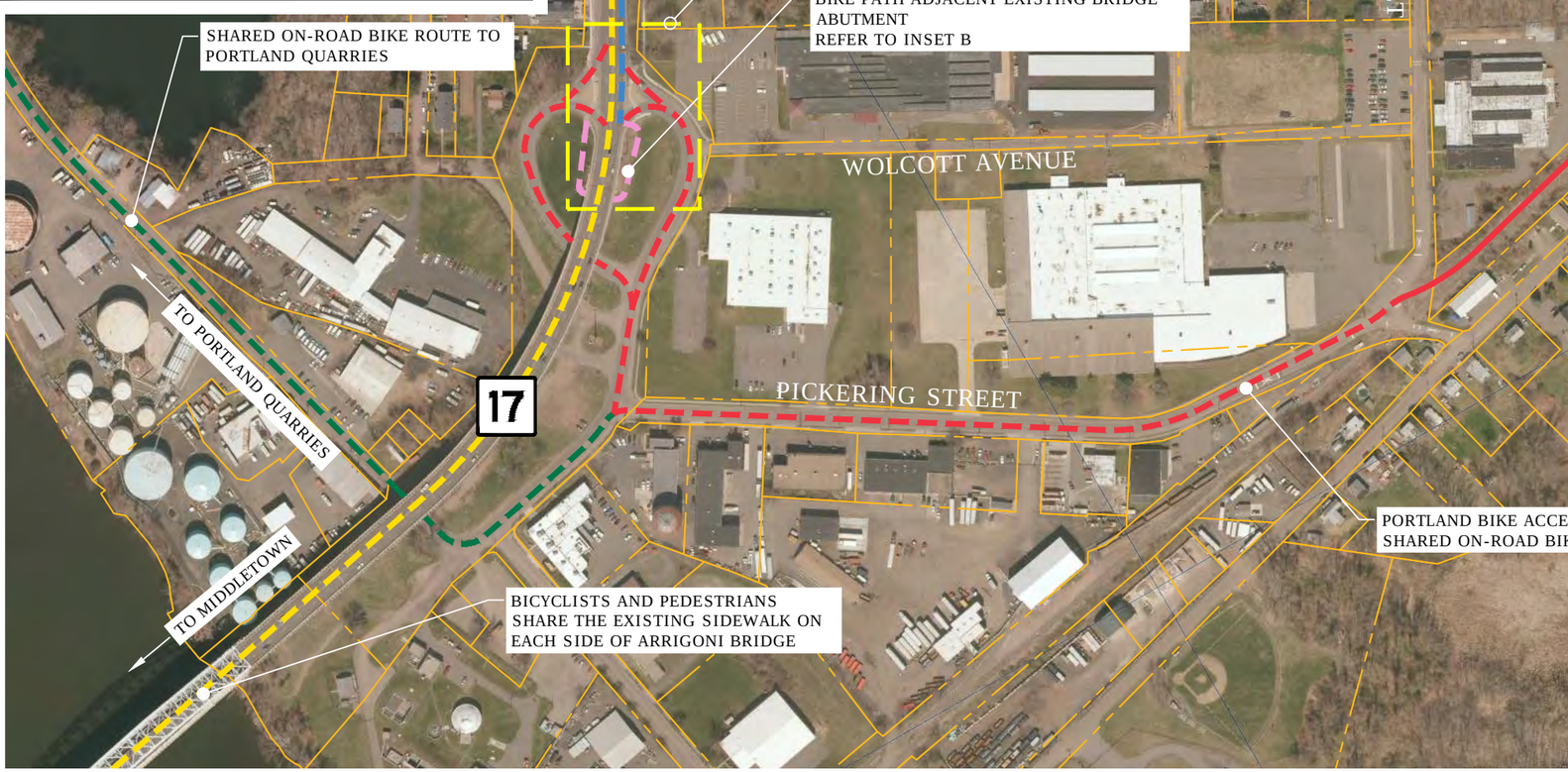
LEGEND:

- Confirmed Future Air Line Trail Extension
- Unconfirmed Future Air Line Trail Extension
- Separated Multi-Use Path
- Shared Bike Lane

Route 66 Corridor Study	
FIGURE 8	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 2 OF 3	
SCALE: 1"=300'	Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. I:\UL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Airline Trail.dwg





SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

Route 66 Corridor Study

FIGURE 7

CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 1 OF 3

SCALE: AS SHOWN

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Portland Bike Access.dwg

CONCEPT SUMMARY

- IMPROVED TRANSIT ACCESS AND AMENITIES.

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 25	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 2 OF 2	
SCALE: 1"=100'	Tighe&Bond

Apr 10, 2020-8:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-N_East Hampton Transit Improvements.dwg

CONCEPT SUMMARY

- INCREASES ROADSIDE CLEAR SPACE TO IMPROVE SAFETY AND SIGHT DISTANCE
- ENCROACHMENT PERMIT REQUIRED FOR ROCK BLASTING AND TREE CLEARING

Route 66 Corridor Study

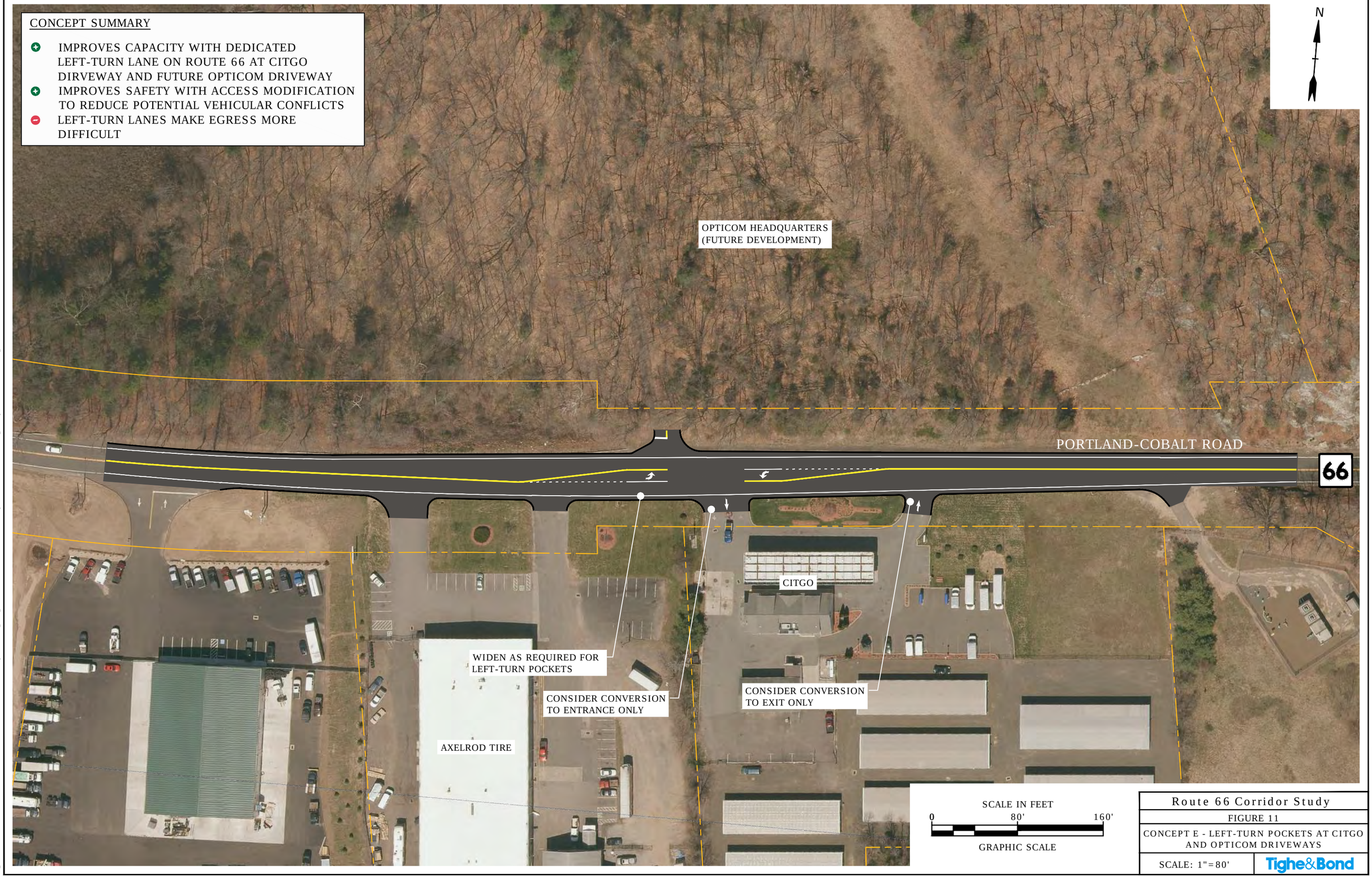
FIGURE 12

CONCEPT F - THE "LEDGES" AREA

SCALE: NTS

Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. I:\1\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-F-The Ledges Safety Improvements.dwg



Route 66 Corridor Study

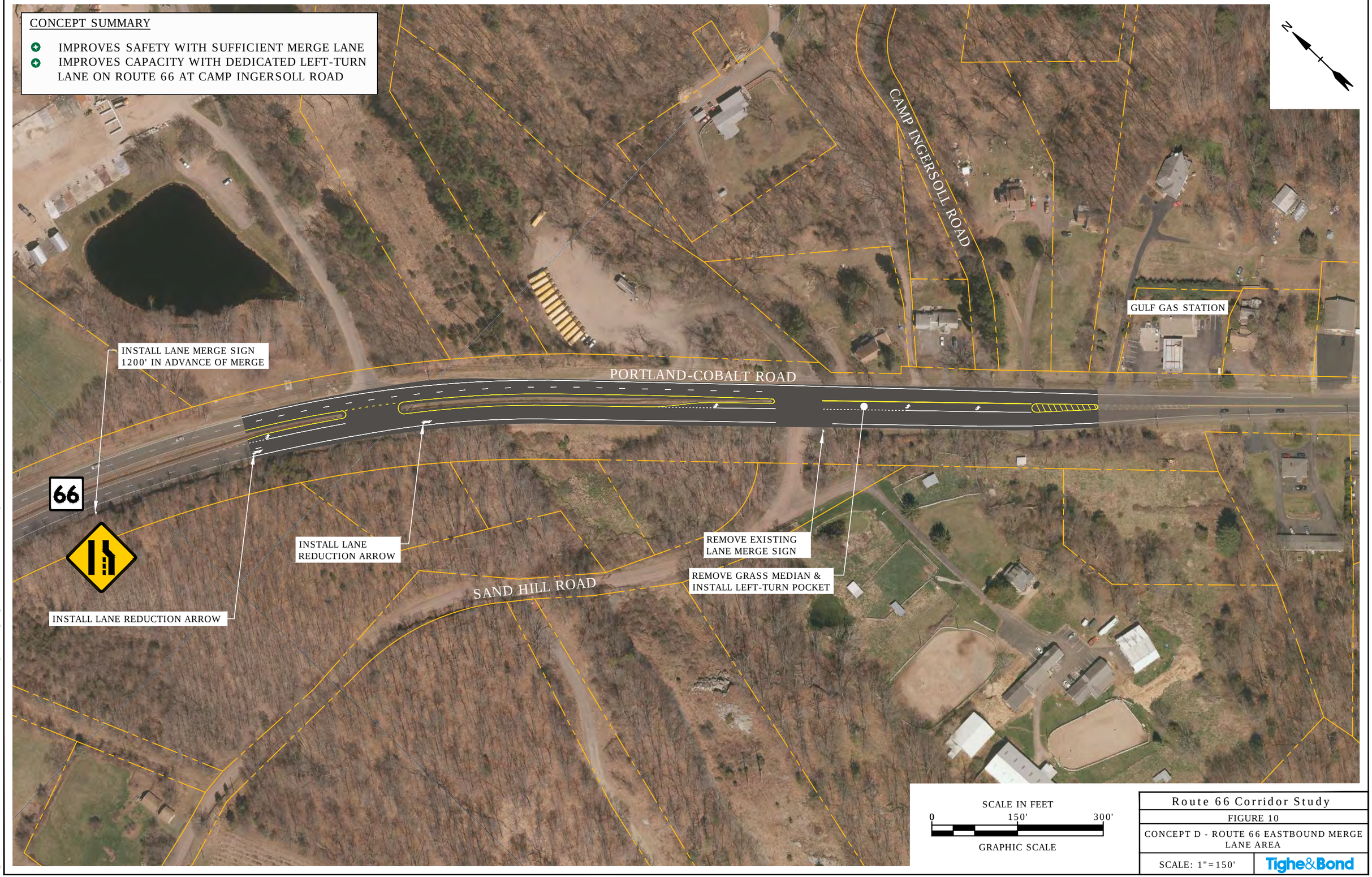
FIGURE 11

CONCEPT E - LEFT-TURN POCKETS AT CITGO AND OPTICOM DRIVEWAYS

SCALE: 1"=80'

Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-E_Citgo, Opticom Access.dwg



Route 66 Corridor Study

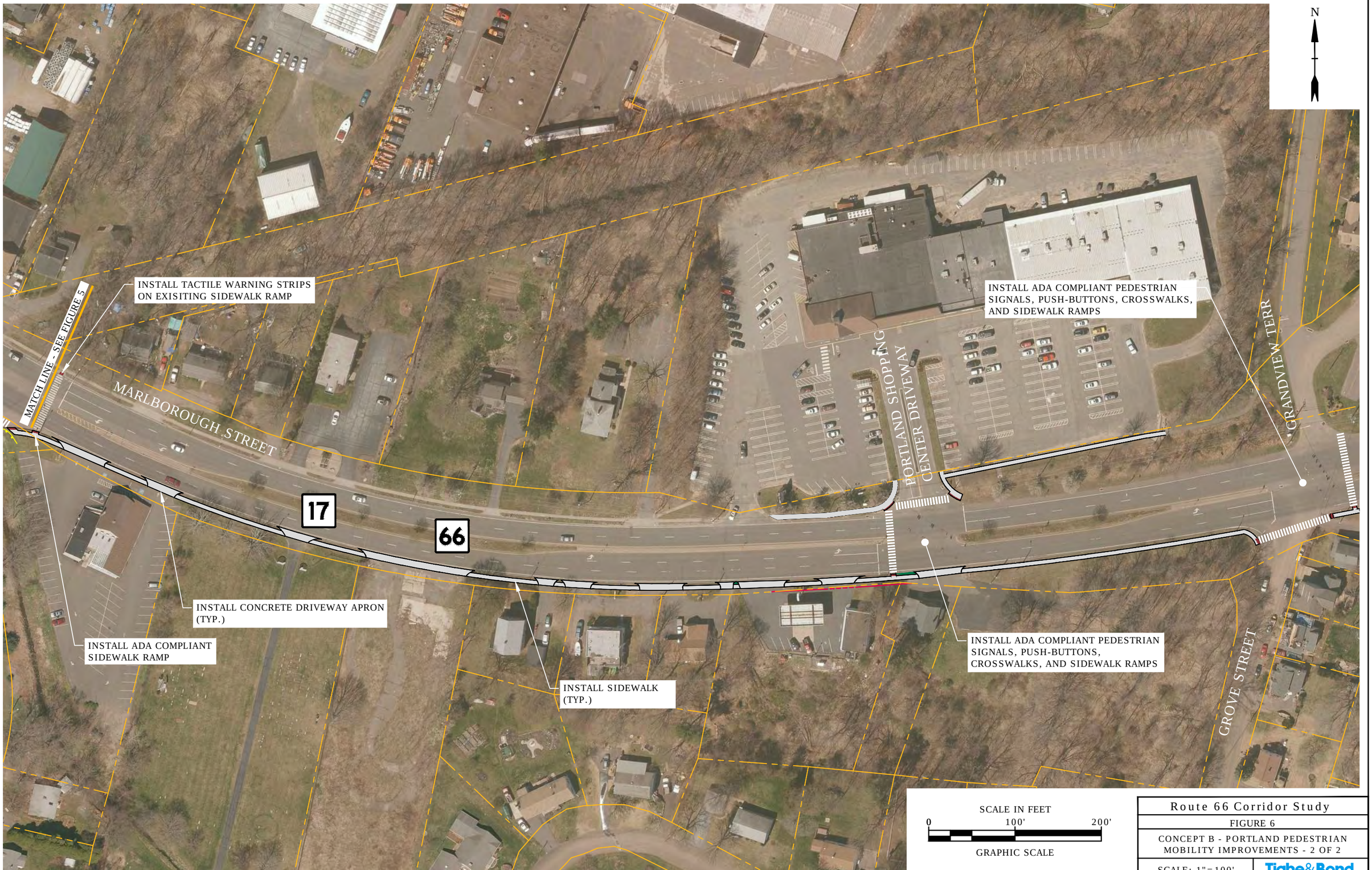
FIGURE 10

CONCEPT D - ROUTE 66 EASTBOUND MERGE LANE AREA

SCALE: 1"=150'

Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-D_Route 66 EB Merge.dwg



Route 66 Corridor Study

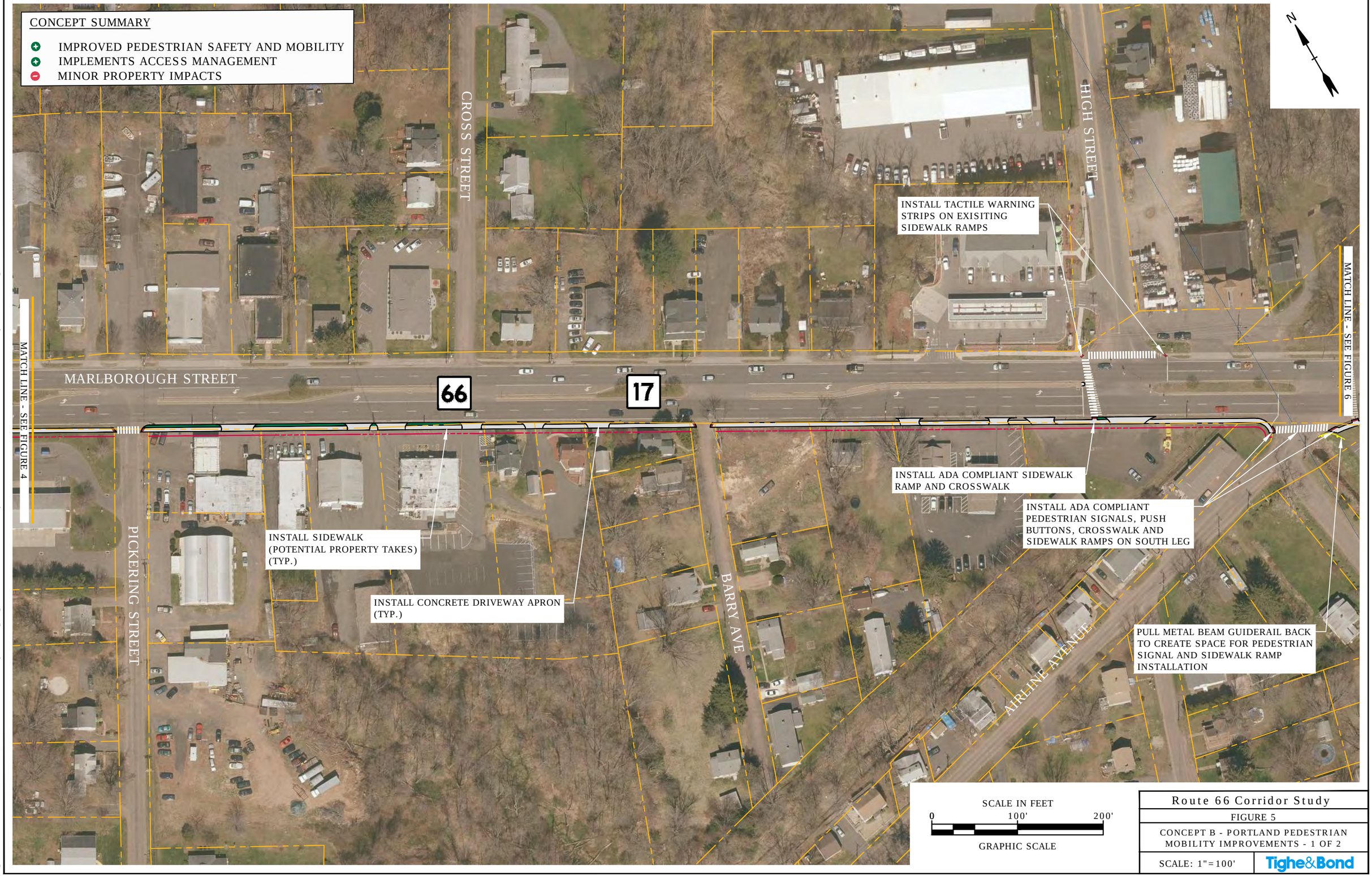
FIGURE 6

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 2 OF 2

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-B_Portland Commercial Center Improvements.dwg



Route 66 Corridor Study

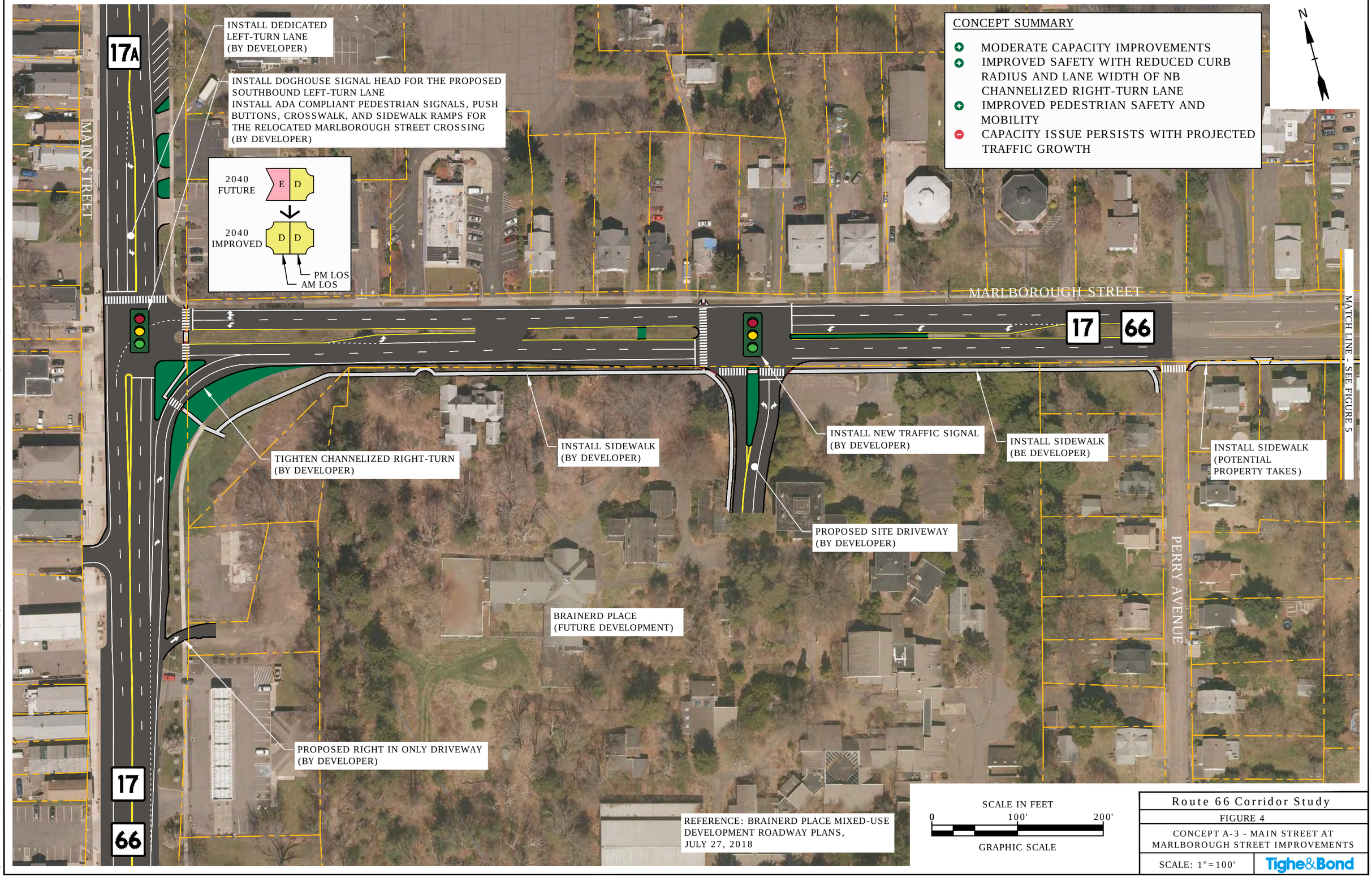
FIGURE 5

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 1 OF 2

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-B_Portland Commercial Center Improvements.dwg



Route 66 Corridor Study

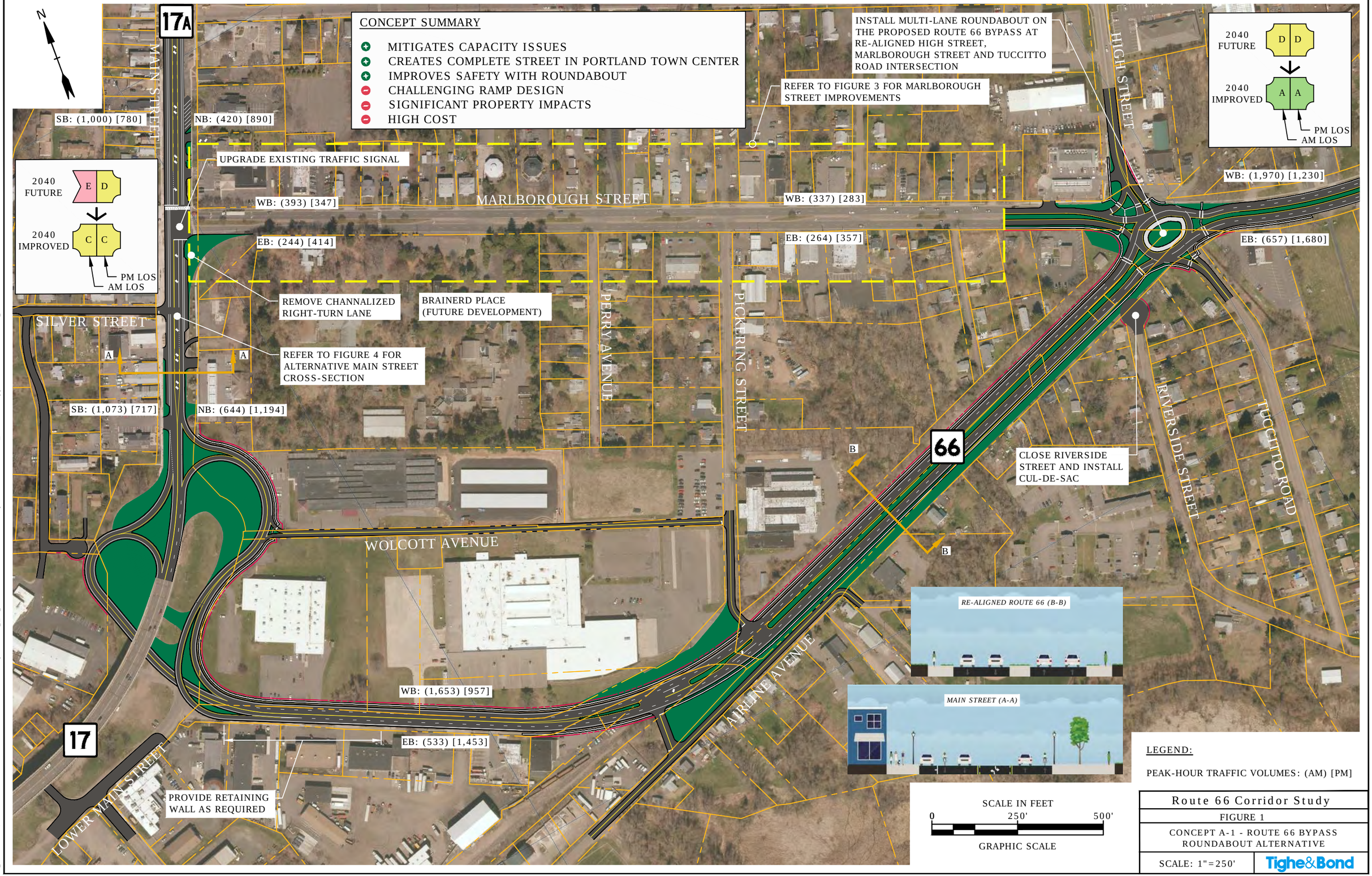
FIGURE 4

CONCEPT A-3 - MAIN STREET AT MARLBOROUGH STREET IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-3_Main at Marlborough-VHB Improvement.dwg

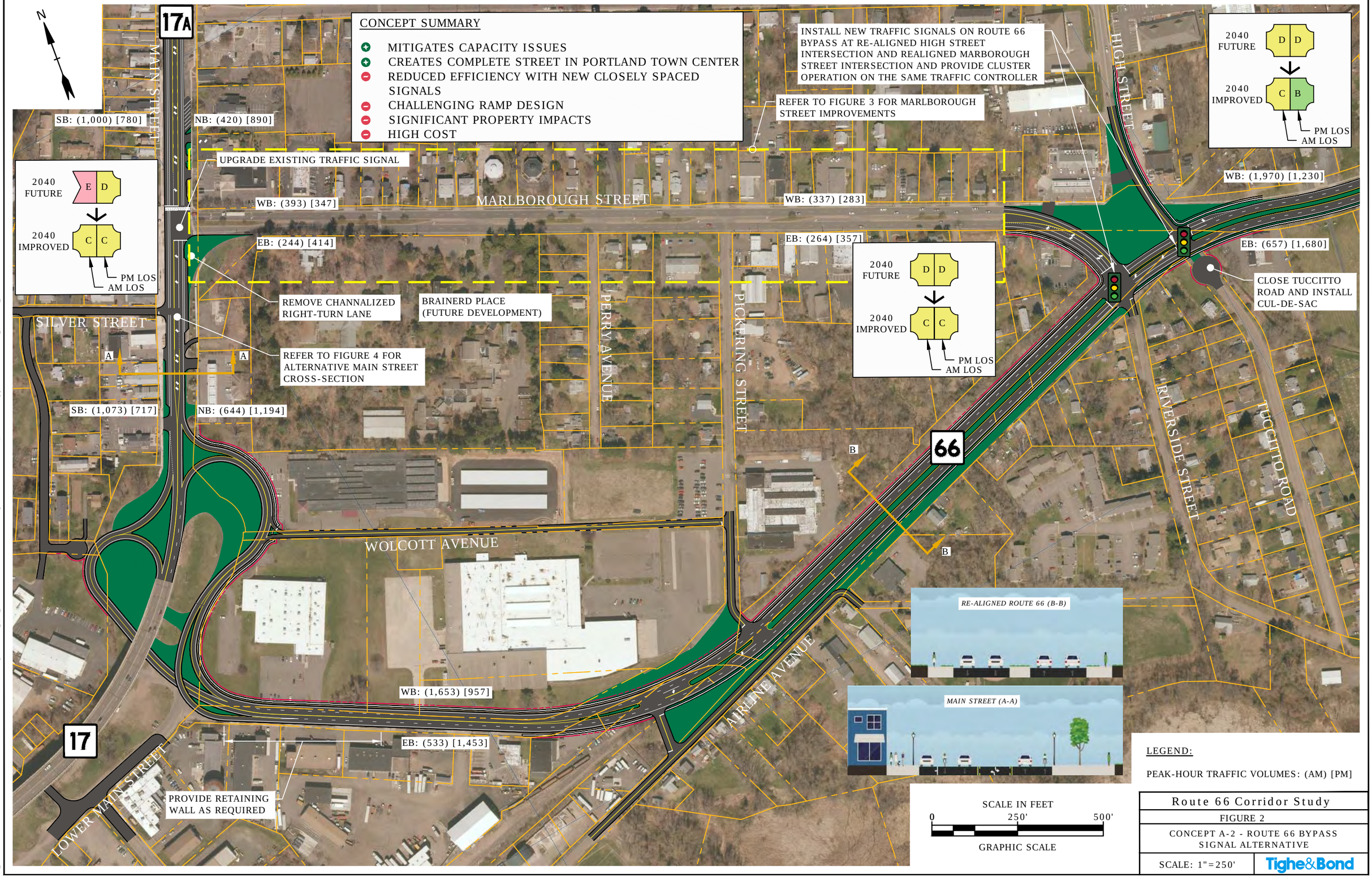


LEGEND:

PEAK-HOUR TRAFFIC VOLUMES: (AM) [PM]

Route 66 Corridor Study	
FIGURE 1	
CONCEPT A-1 - ROUTE 66 BYPASS ROUNDABOUT ALTERNATIVE	
SCALE: 1"=250'	Tighe&Bond

May 04, 2020-2:18pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg



LEGEND:

PEAK-HOUR TRAFFIC VOLUMES: (AM) [PM]

Route 66 Corridor Study	
FIGURE 2	
CONCEPT A-2 - ROUTE 66 BYPASS SIGNAL ALTERNATIVE	
SCALE: 1"=250'	Tighe&Bond

Apr 10, 2020-9:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-2_Route 66 Bypass - Cluster Signals.dwg

SCALE IN FEET

0 150' 300'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 3	
CONCEPT A-1 & A-2 - MARLBOROUGH STREET IMPROVEMENTS	
SCALE: 1"=150'	Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg

CONCEPT SUMMARY

- IMPROVED TRANSIT ACCESS AND AMENITIES.

QUARRY HEIGHTS

PROPOSED BUS STOP WITH BUS SHELTER AT QUARRY HEIGHTS

17A

MAIN STREET

17

66

BRAINERD PLACE (FUTURE DEVELOPMENT)

MARLBOROUGH STREET

17

66

PROVIDE BUS STOP WITH BUS SHELTER AT BRAINERD PLACE

N

PROVIDE BUS STOP WITH BUS SHELTER AT PORTLAND SHOPPING CENTER

PORTLAND SHOPPING CENTER DRIVEWAY

MARLBOROUGH STREET

17

66

GROVE STREET

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 24	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 1 OF 2	
SCALE: 1"=100'	Tighe&Bond

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ROUTE 66 CORRIDOR STUDY

PORTLAND - EAST HAMPTON

PORTLAND BOARD OF SELECTMEN MEETING

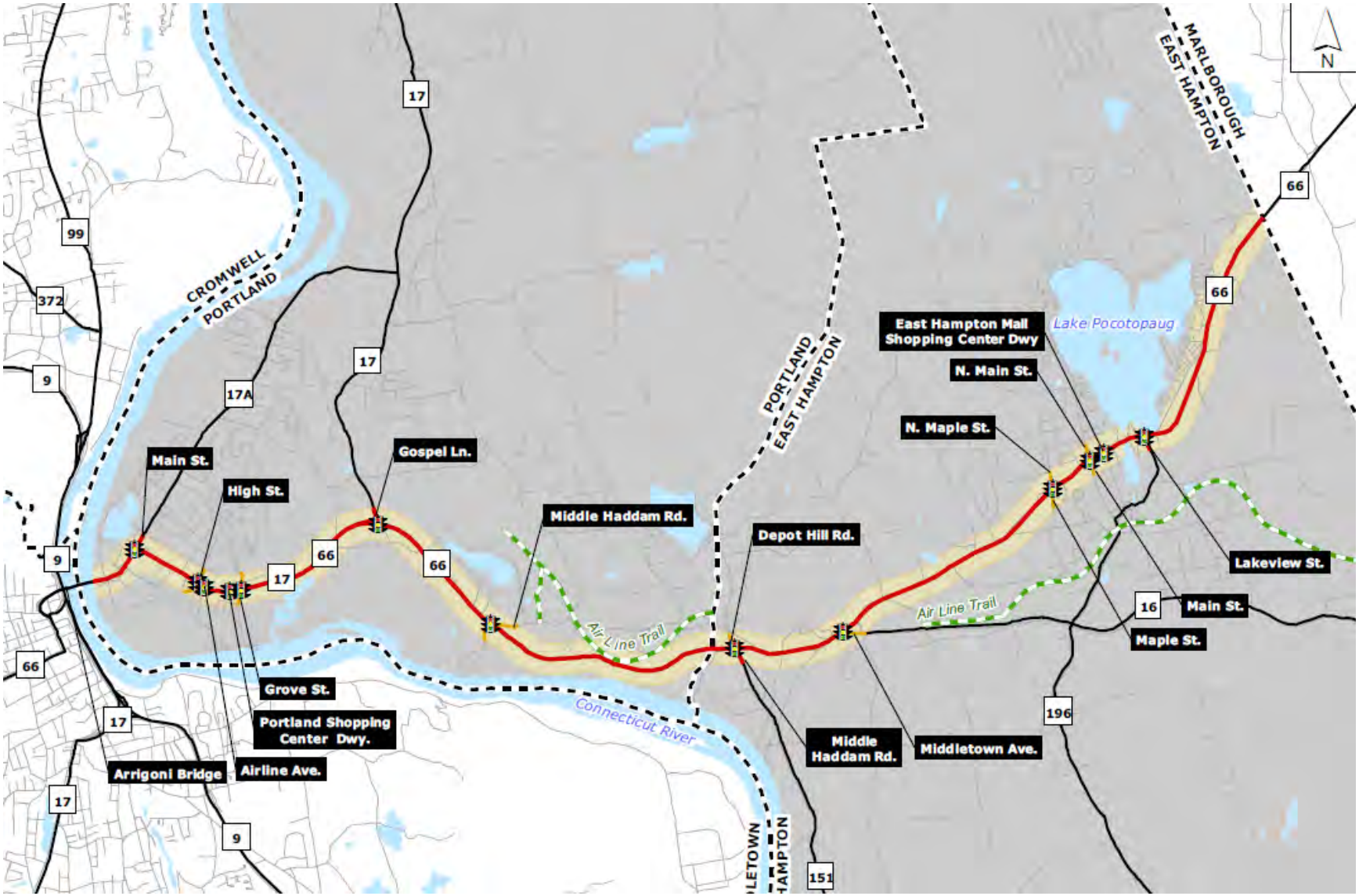
May 20, 2020

Presentation Team:
Sam Gold, RiverCOG
Chris Granatini, Tighe & Bond

RiverCOG
Lower Connecticut River Valley Council of Governments

Tighe&Bond

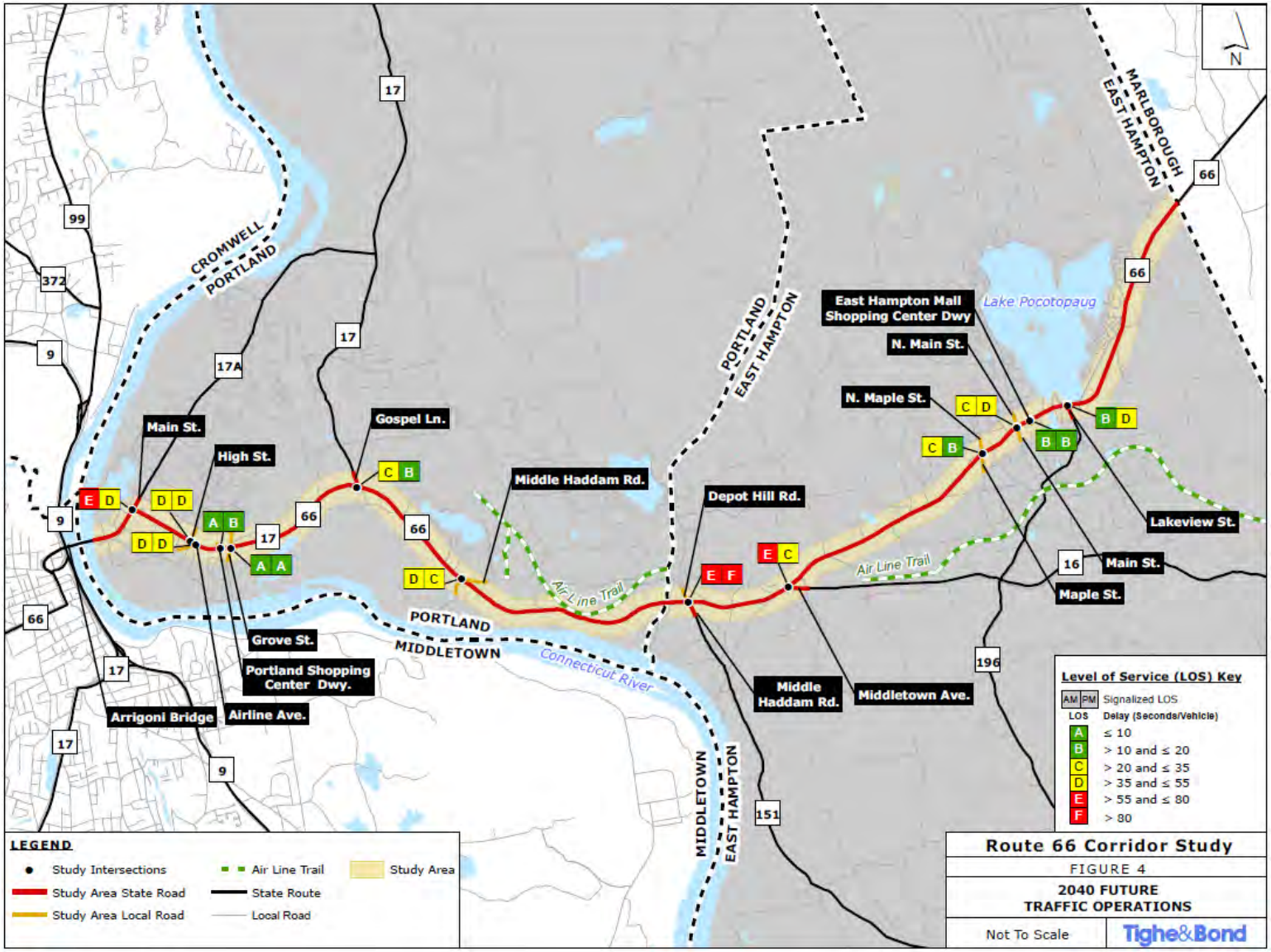
STUDY AREA


N
MARLBOROUGH
EAST HAMPTON
CROMWELL
PORTLAND
PORTLAND
EAST HAMPTON
Lake Pocotopaug
Connecticut River
Air Line Trail
Air Line Trail
East Hampton Mall Shopping Center Dwy
N. Main St.
N. Maple St.
Lakeview St.
Main St.
Maple St.
Middle Haddam Rd.
Middletown Ave.
Depot Hill Rd.
Middle Haddam Rd.
Gospel Ln.
Main St.
High St.
Grove St.
Portland Shopping Center Dwy.
Airline Ave.
Arrigoni Bridge
17
99
372
9
17A
66
16
196
151

STUDY GOALS

- Develop cost effective transportation infrastructure alternatives to improve traffic operations
- Safely accommodate future development opportunities along the corridors
- Develop solutions that provide the infrastructure to improve mobility for alternative travel modes
- Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.

2040 FUTURE TRAFFIC OPERATIONS

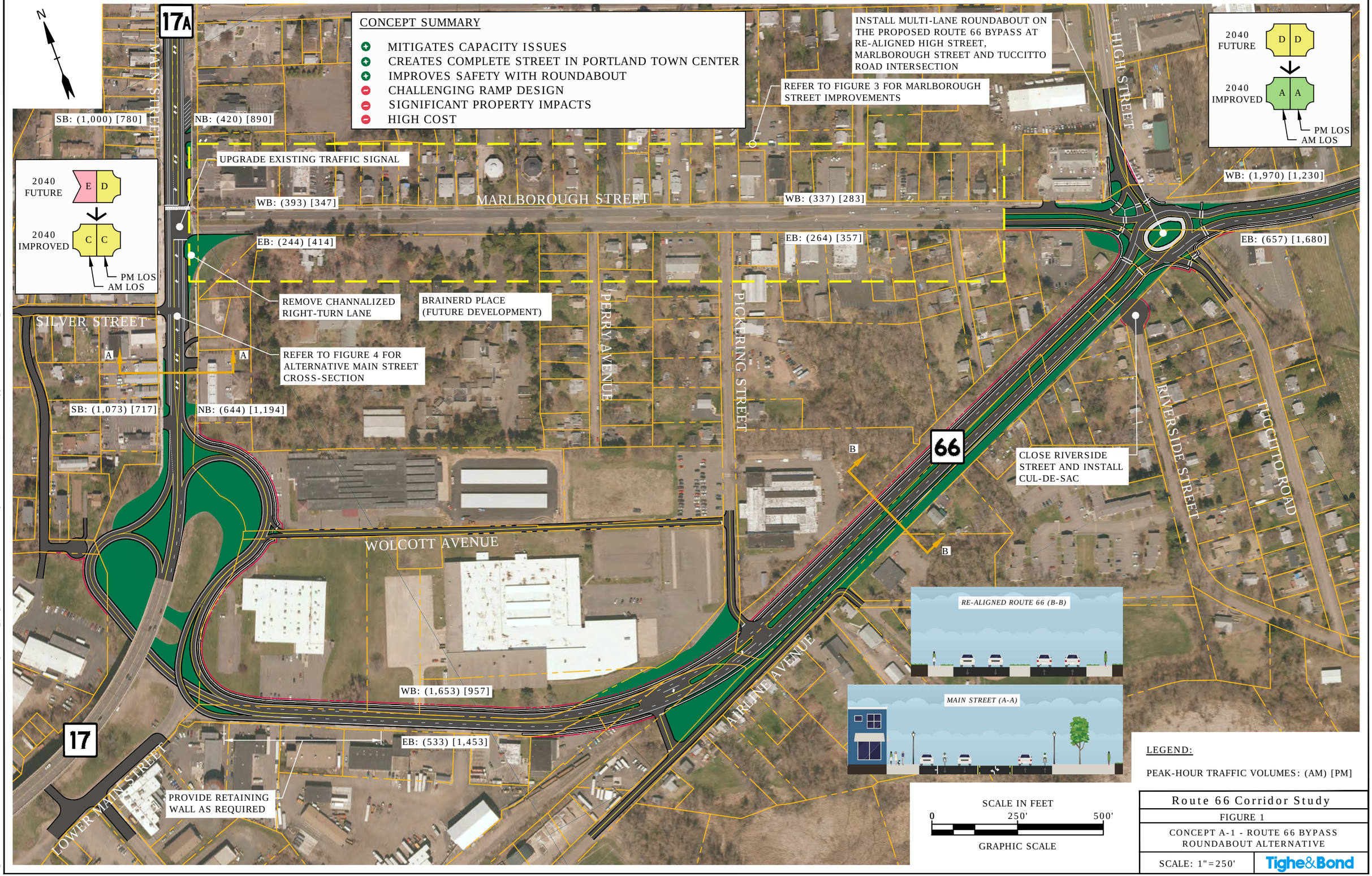


KEY ISSUES

- Roadway Congestion in CBD Areas
- High Travel Speeds
- Roadway Geometry/ Sight Line Issues
- Lack of Bicycle, Transit and Pedestrian Facilities
- Access Management
- Meaningful Future Development

IMPROVEMENT ALTERNATIVES

- Seek to Address Safety and Operational Concerns
- Illustrate Physical Conceptual Improvements
- Goal to Provide Towns and Region Prioritized Solutions to Existing and Future Needs
- These are Conceptual Plans Not Final Plans
- Changes may be Made Based on Feedback



Route 66 Corridor Study

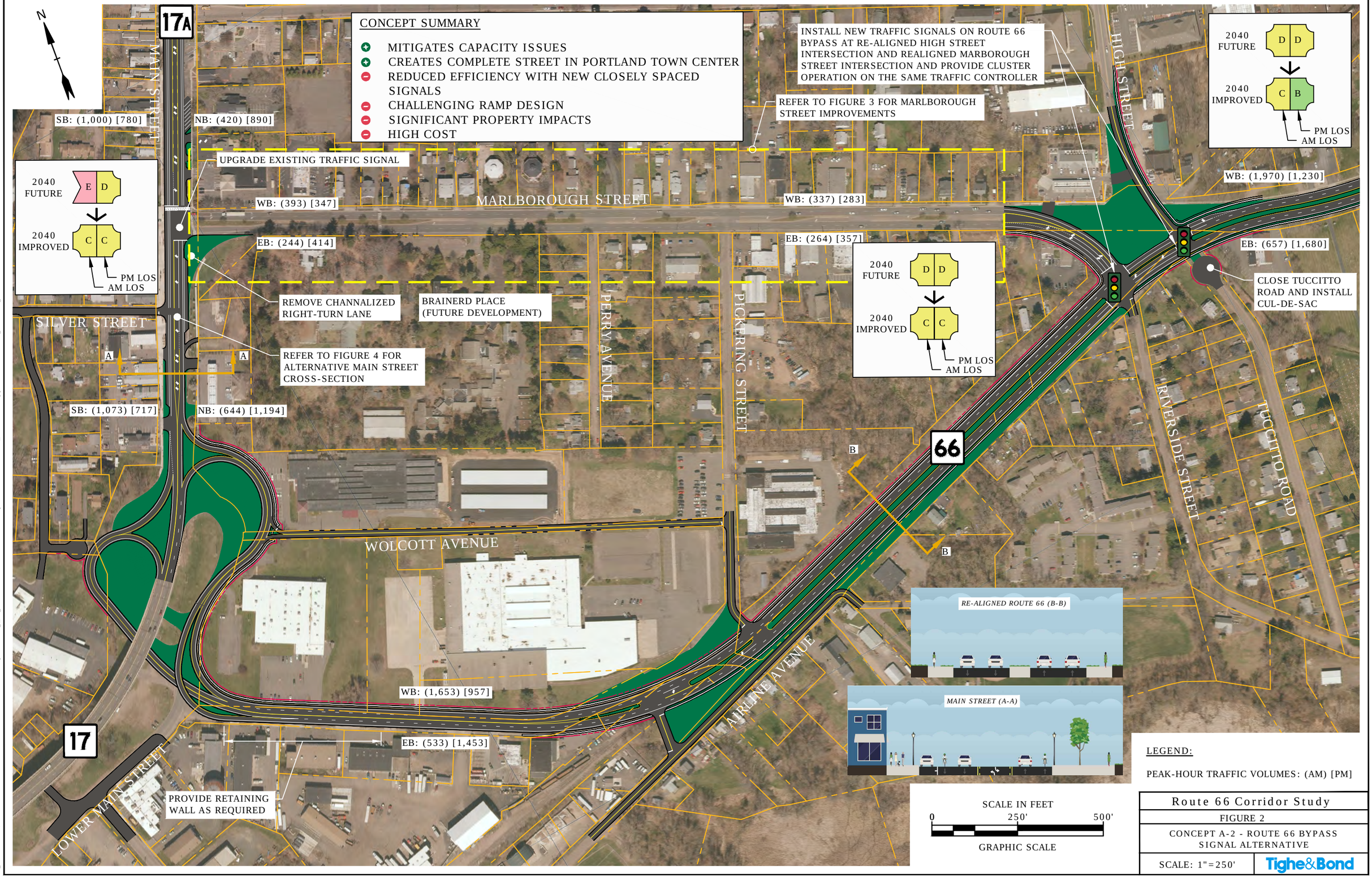
FIGURE 1

CONCEPT A-1 - ROUTE 66 BYPASS ROUNDABOUT ALTERNATIVE

SCALE: 1"=250'

Tighe&Bond

May 04, 2020-2:18pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg



LEGEND:

PEAK-HOUR TRAFFIC VOLUMES: (AM) [PM]

Route 66 Corridor Study	
FIGURE 2	
CONCEPT A-2 - ROUTE 66 BYPASS SIGNAL ALTERNATIVE	
SCALE: 1"=250'	Tighe&Bond

Apr 10, 2020-9:11am Plotted By: MStoutz
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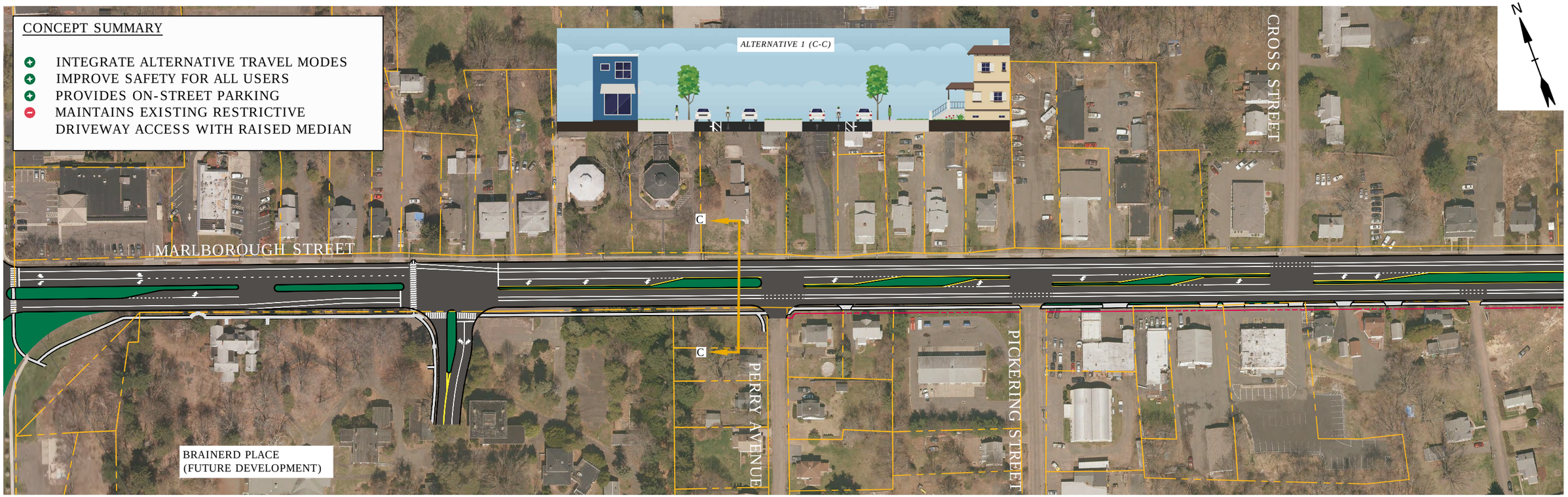

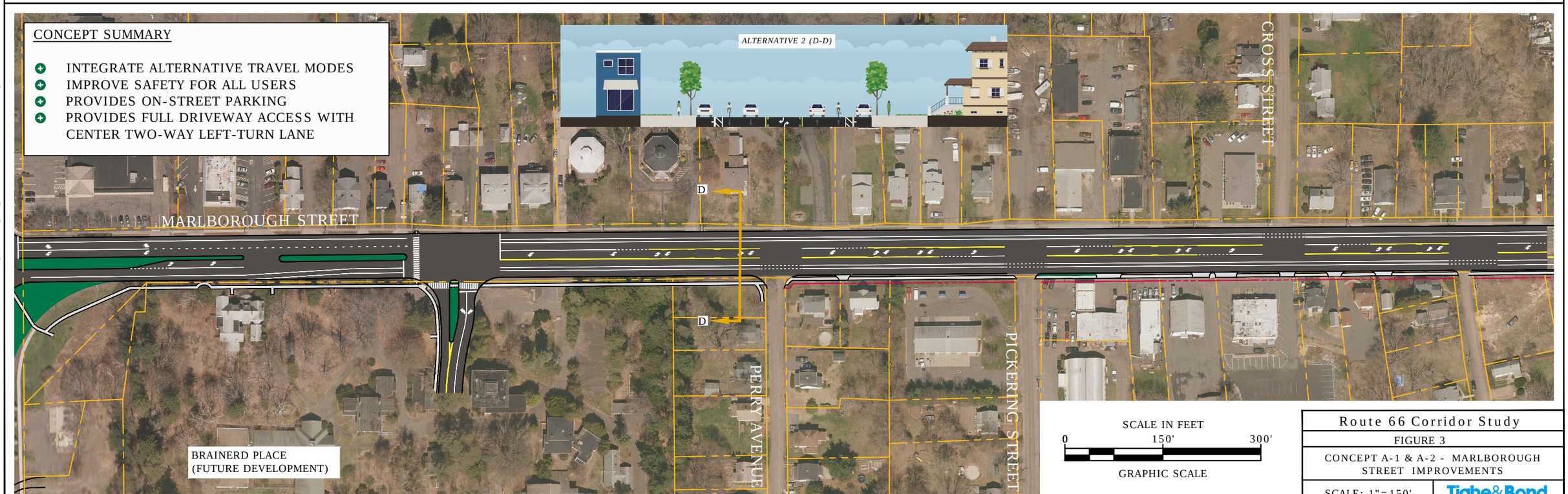

SCALE IN FEET

0 150' 300'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 3	
CONCEPT A-1 & A-2 - MARLBOROUGH STREET IMPROVEMENTS	
SCALE: 1"=150'	Tighe&Bond

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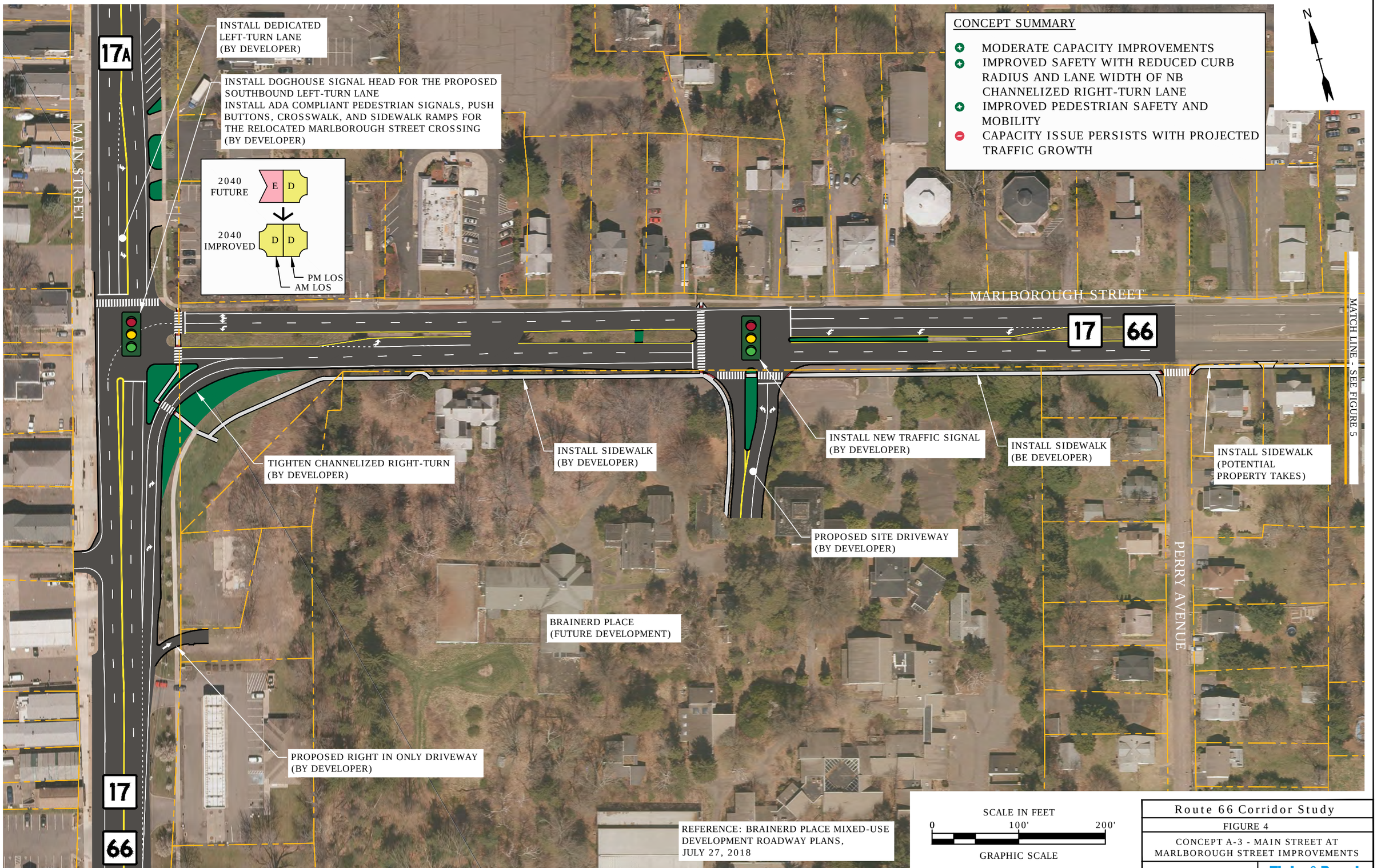
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-1_Route 66 Bypass-Roundabout.dwg



Route 66 Corridor Study

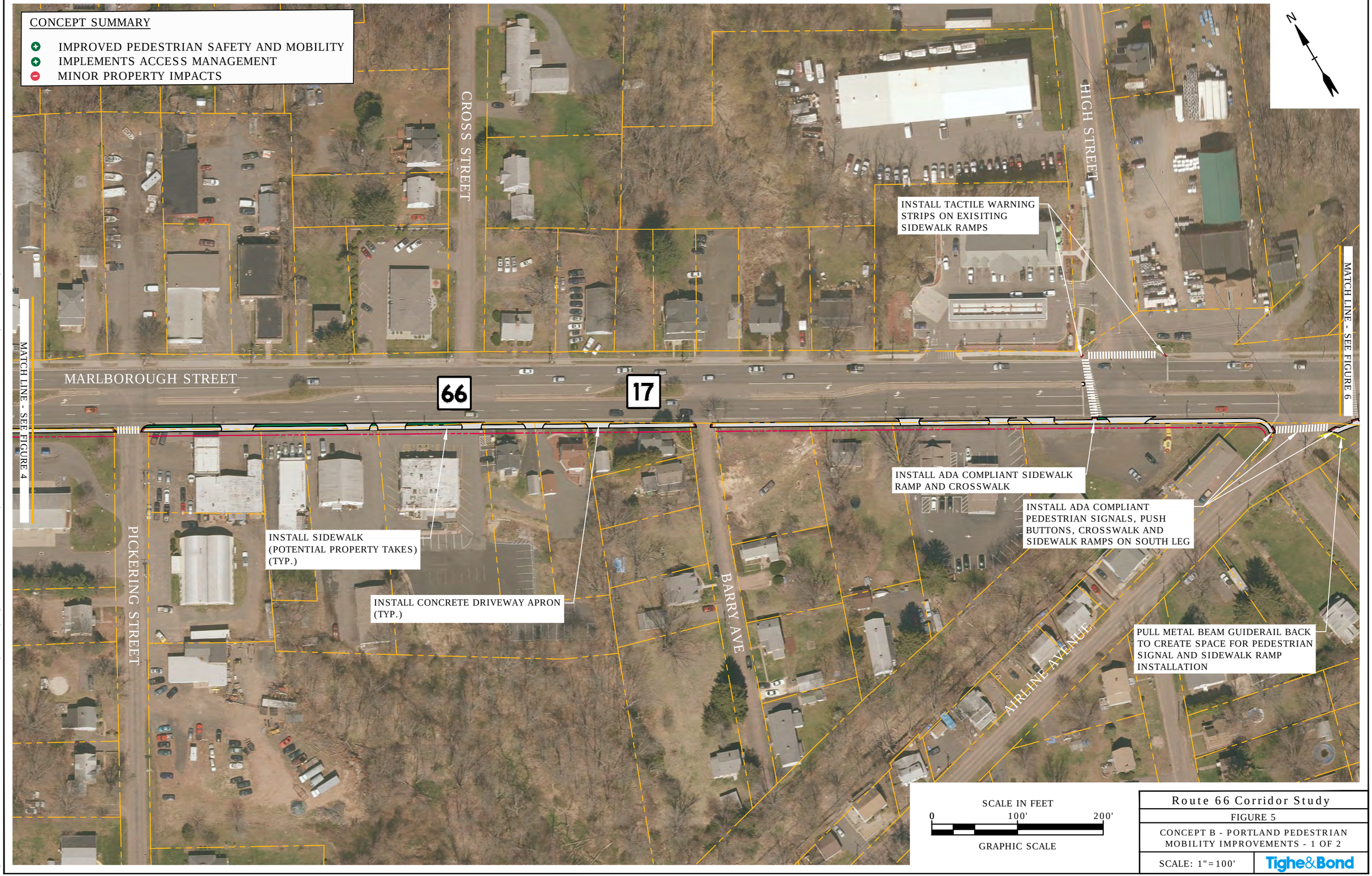
FIGURE 4

CONCEPT A-3 - MAIN STREET AT MARLBOROUGH STREET IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-A-3_Main at Marlborough-VHB Improvement.dwg



Route 66 Corridor Study

FIGURE 5

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 1 OF 2

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
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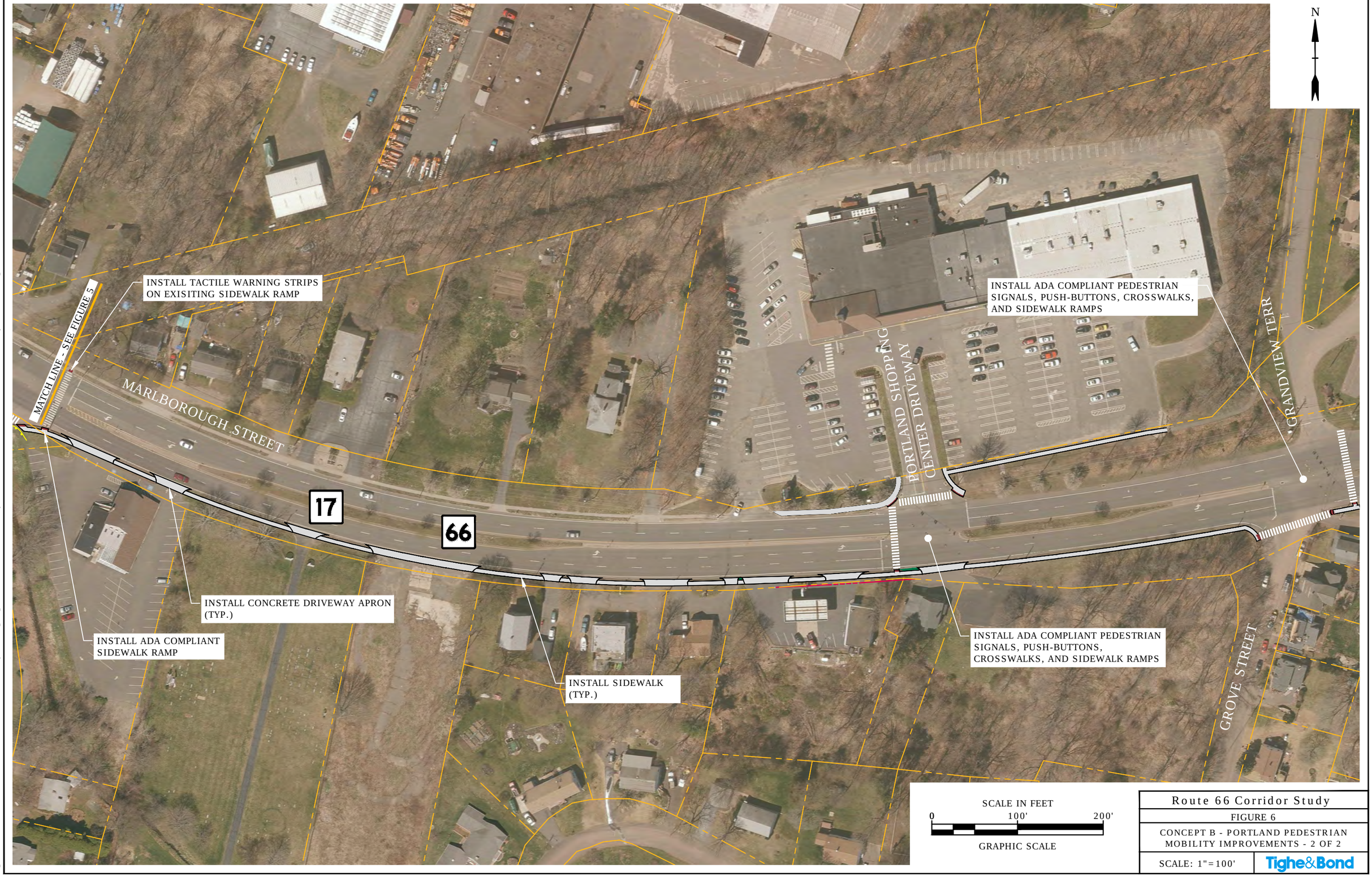


Route 66 Corridor Study

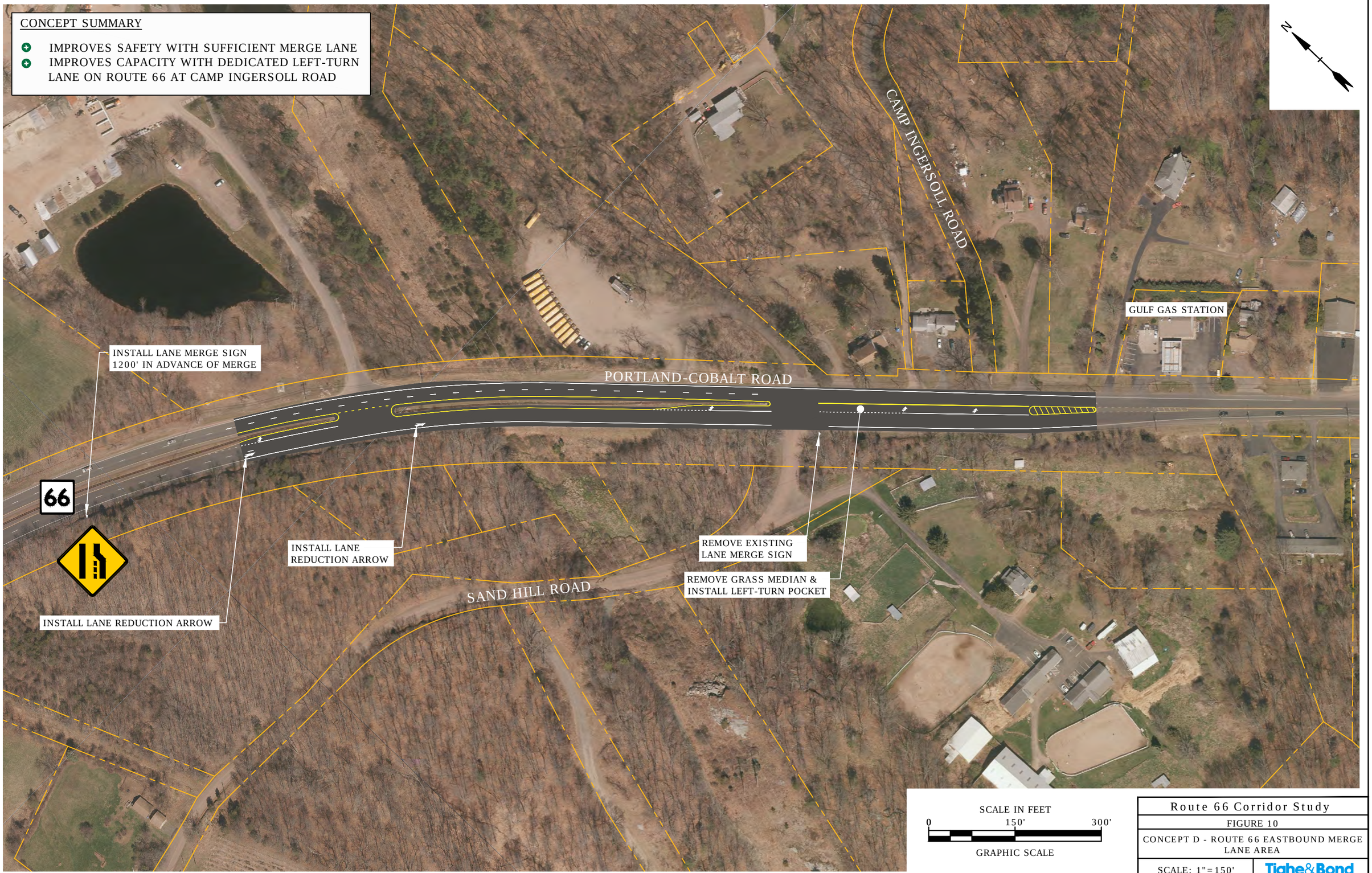
FIGURE 6

CONCEPT B - PORTLAND PEDESTRIAN MOBILITY IMPROVEMENTS - 2 OF 2

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:07am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-B_Portland Commercial Center Improvements.dwg



Route 66 Corridor Study

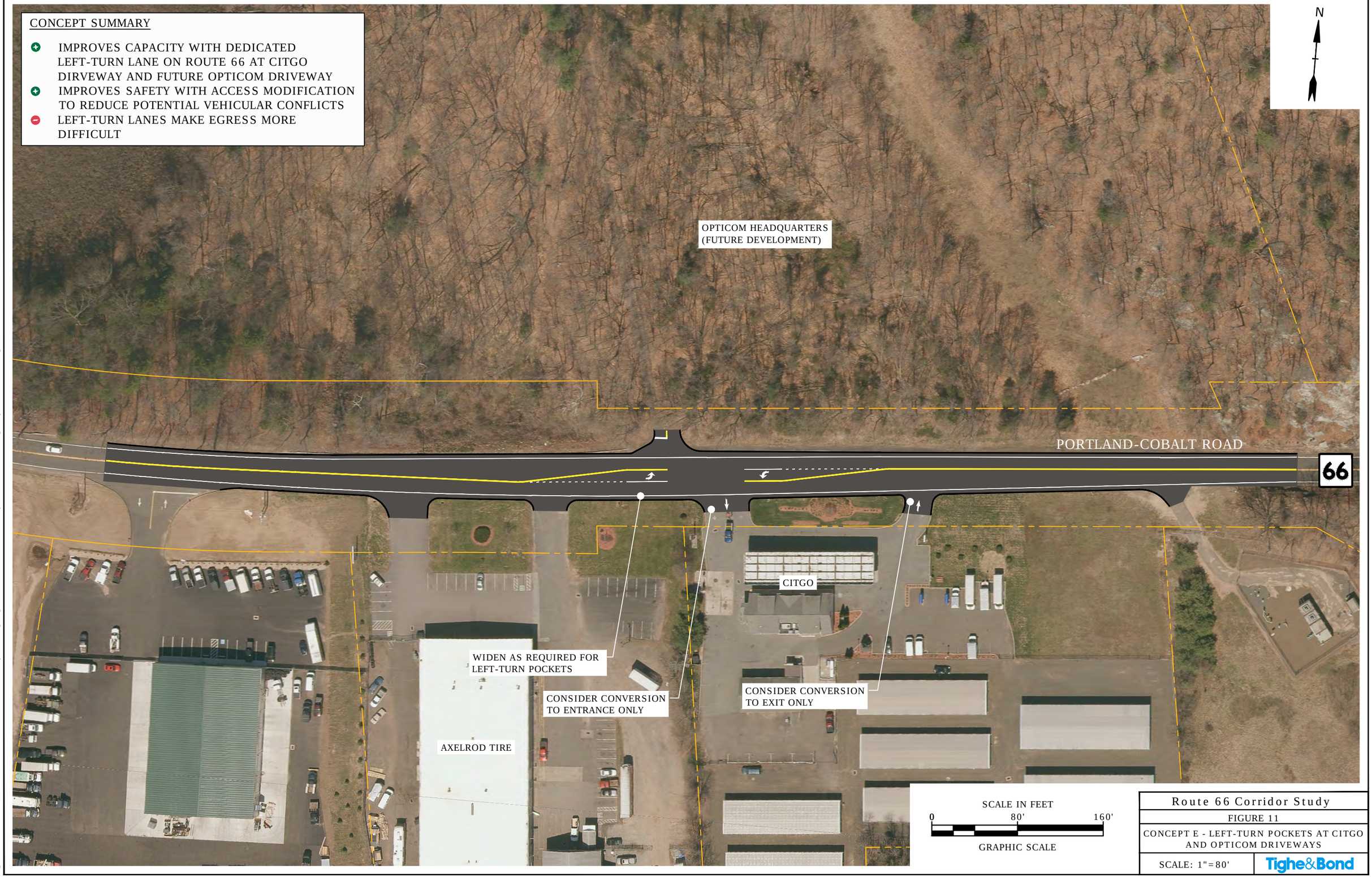
FIGURE 10

CONCEPT D - ROUTE 66 EASTBOUND MERGE LANE AREA

SCALE: 1"=150'

Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-D_Route 66 EB Merge.dwg



Route 66 Corridor Study

FIGURE 11

CONCEPT E - LEFT-TURN POCKETS AT CITGO AND OPTICOM DRIVEWAYS

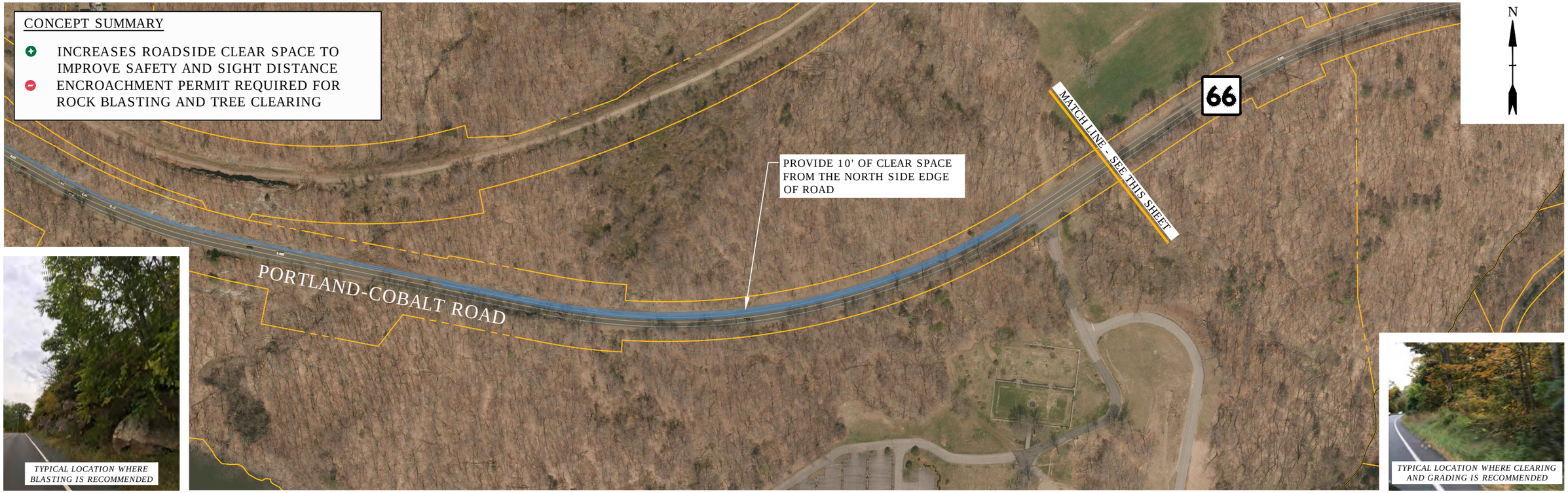
SCALE: 1"=80'

Tighe&Bond

Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-E_Citgo, Opticom Access.dwg

CONCEPT SUMMARY

- INCREASES ROADSIDE CLEAR SPACE TO IMPROVE SAFETY AND SIGHT DISTANCE
- ENCROACHMENT PERMIT REQUIRED FOR ROCK BLASTING AND TREE CLEARING



Route 66 Corridor Study

FIGURE 12

CONCEPT F - THE "LEDGES" AREA

SCALE: NTS

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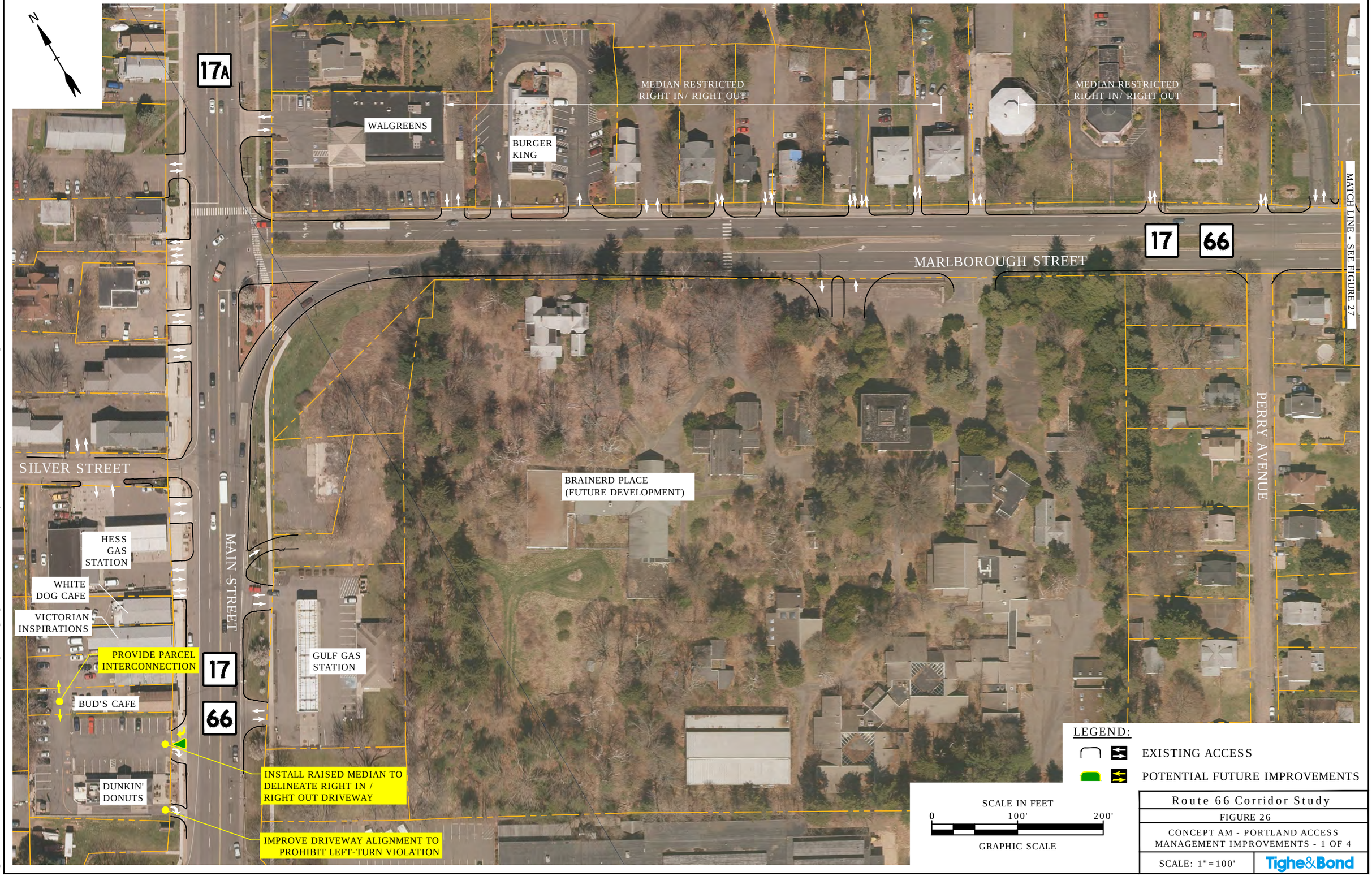
Apr 10, 2020-8:08am Plotted By: MStoutz
Tighe & Bond, Inc. I:\TIL5001\CRYCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-F-The Ledges Safety Improvements.dwg



Route 66 Corridor Study

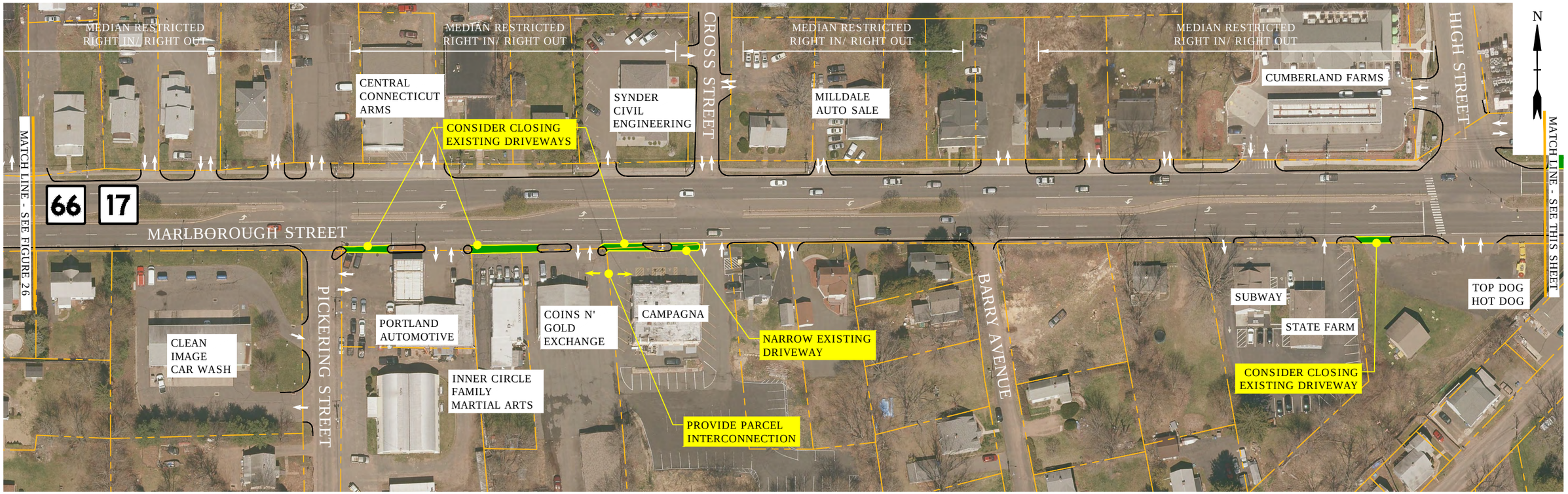
FIGURE 26

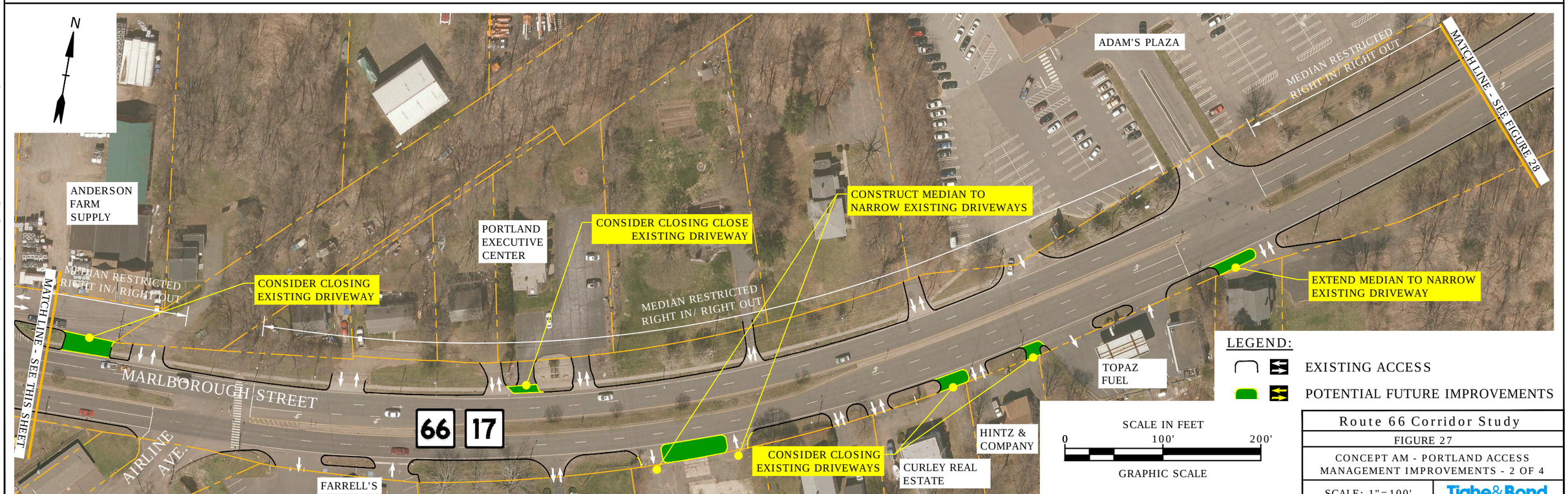
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 1 OF 4

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:12am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg





LEGEND:

EXISTING ACCESS

POTENTIAL FUTURE IMPROVEMENTS

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 27	
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 2 OF 4	
SCALE: 1"=100'	Tighe&Bond

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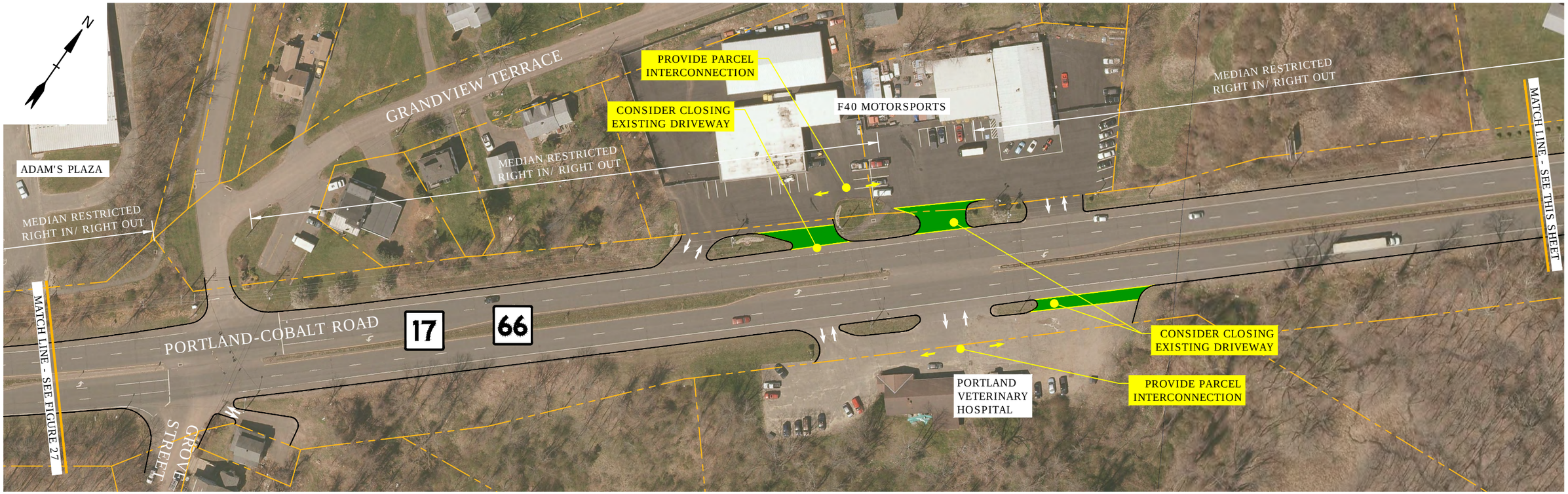
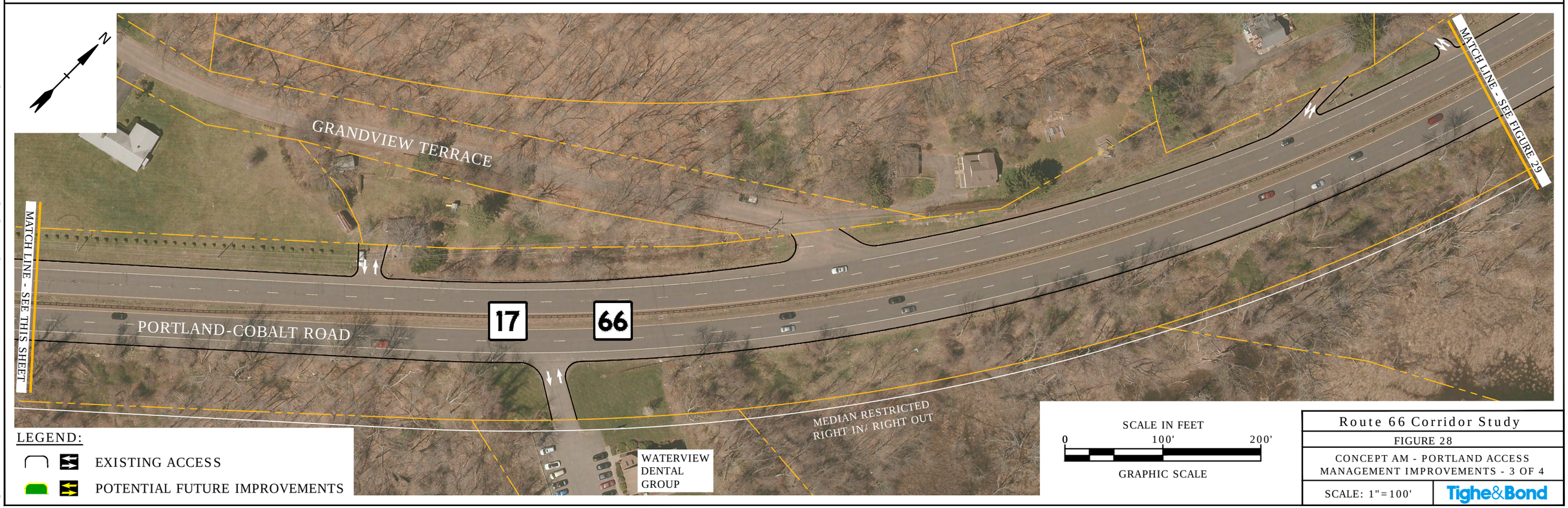
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg





LEGEND:

- EXISTING ACCESS
- POTENTIAL FUTURE IMPROVEMENTS

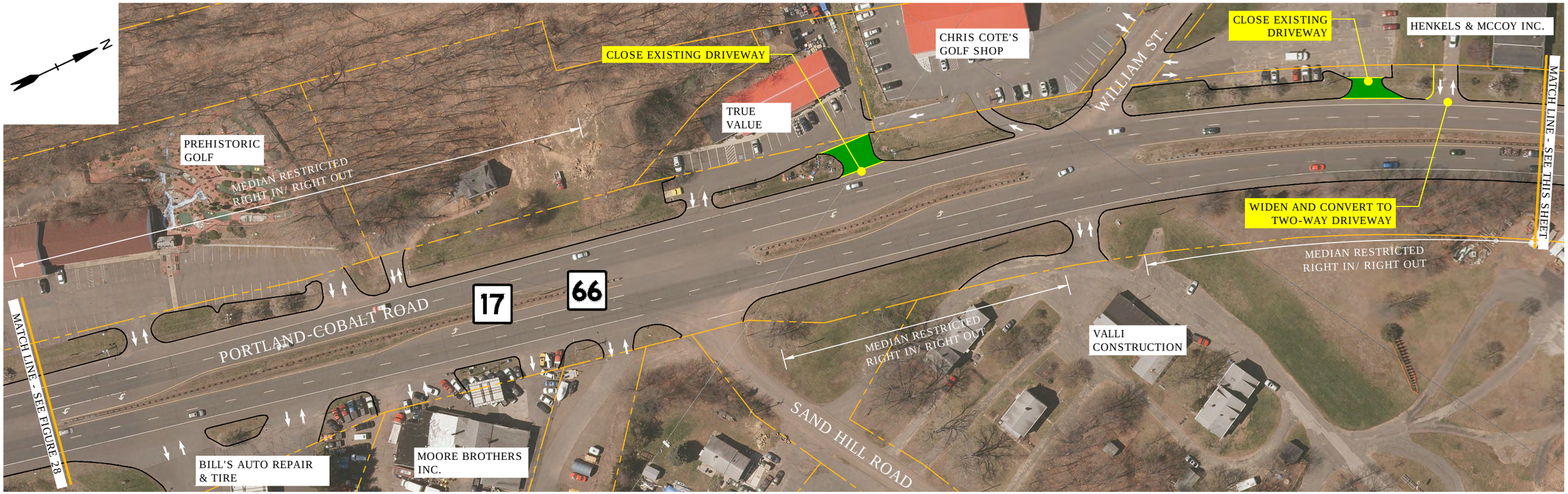
SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 28	
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 3 OF 4	
SCALE: 1"=100'	Tighe&Bond

Apr 10, 2020-8:12am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-AM_Portland Access Plan.dwg



LEGEND:

EXISTING ACCESS

POTENTIAL FUTURE IMPROVEMENTS

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 29	
CONCEPT AM - PORTLAND ACCESS MANAGEMENT IMPROVEMENTS - 4 OF 4	
SCALE: 1"=100'	Tighe&Bond

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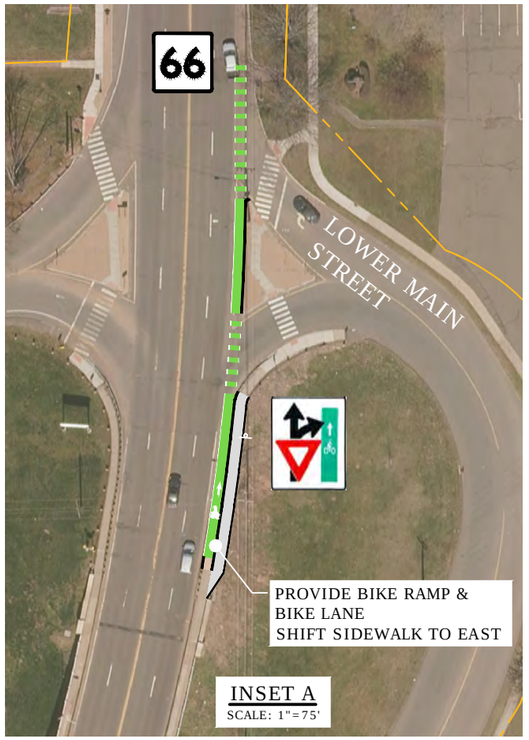

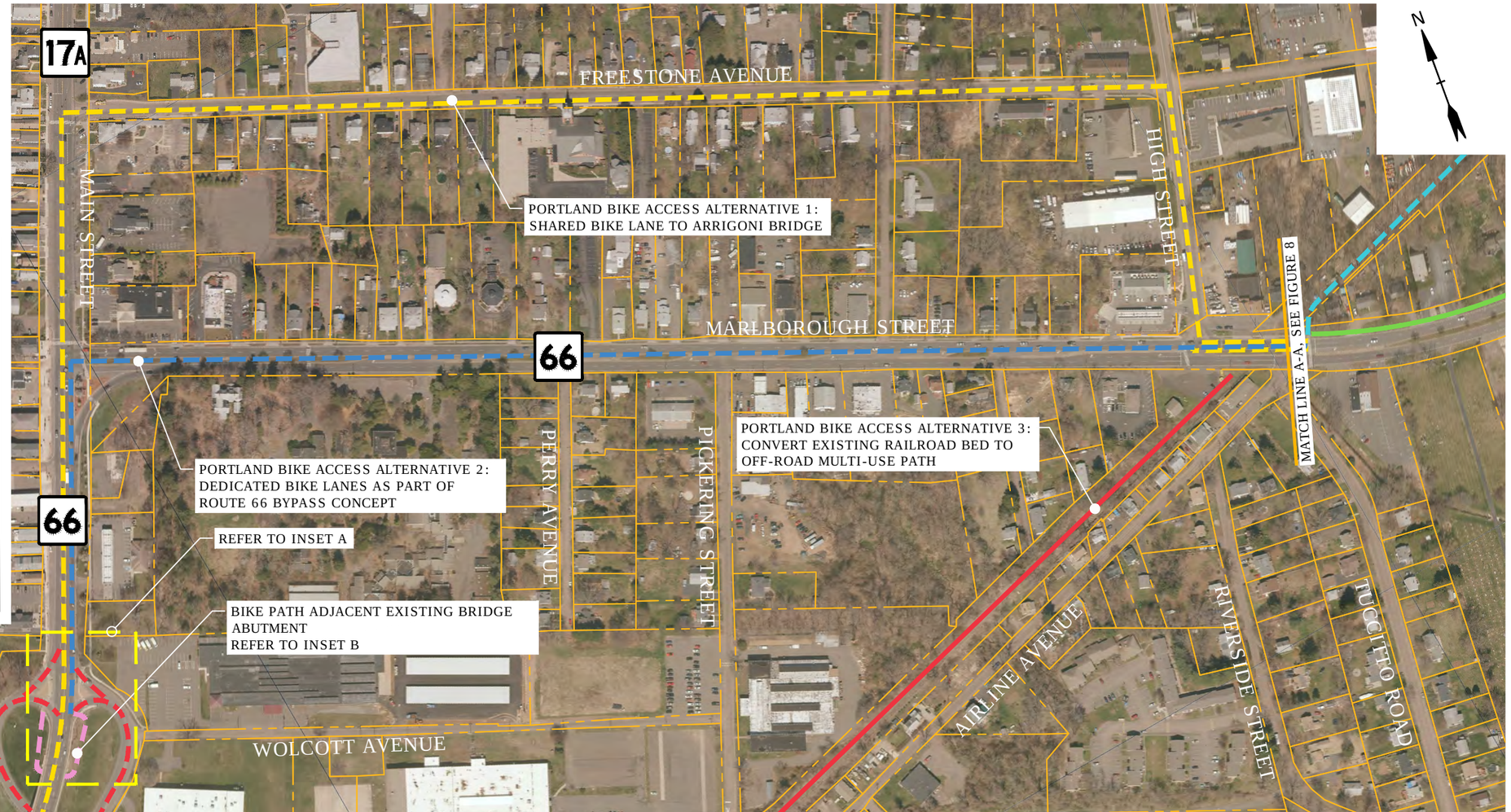

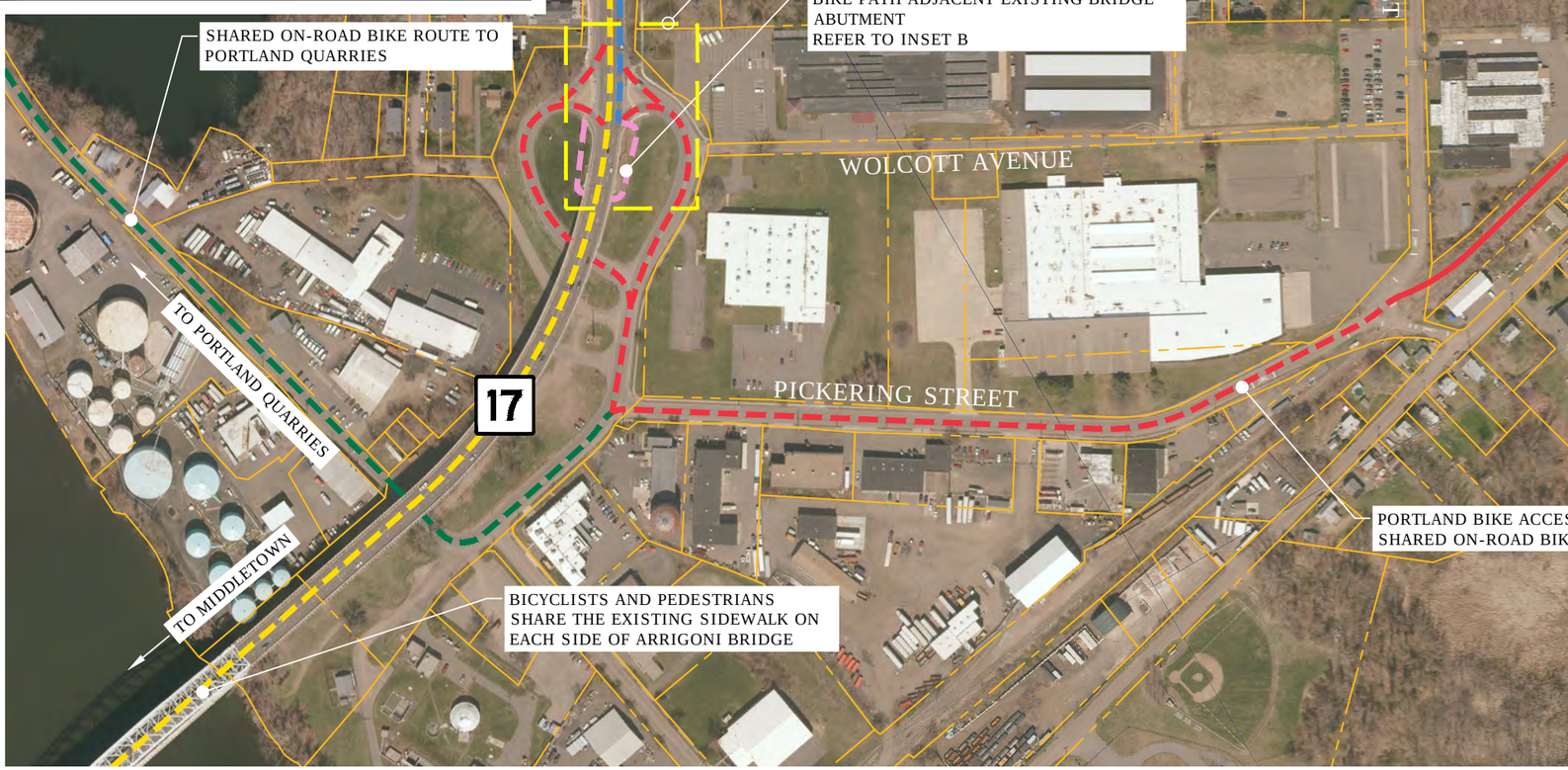

SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

Route 66 Corridor Study

FIGURE 7

CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 1 OF 3

SCALE: AS SHOWN

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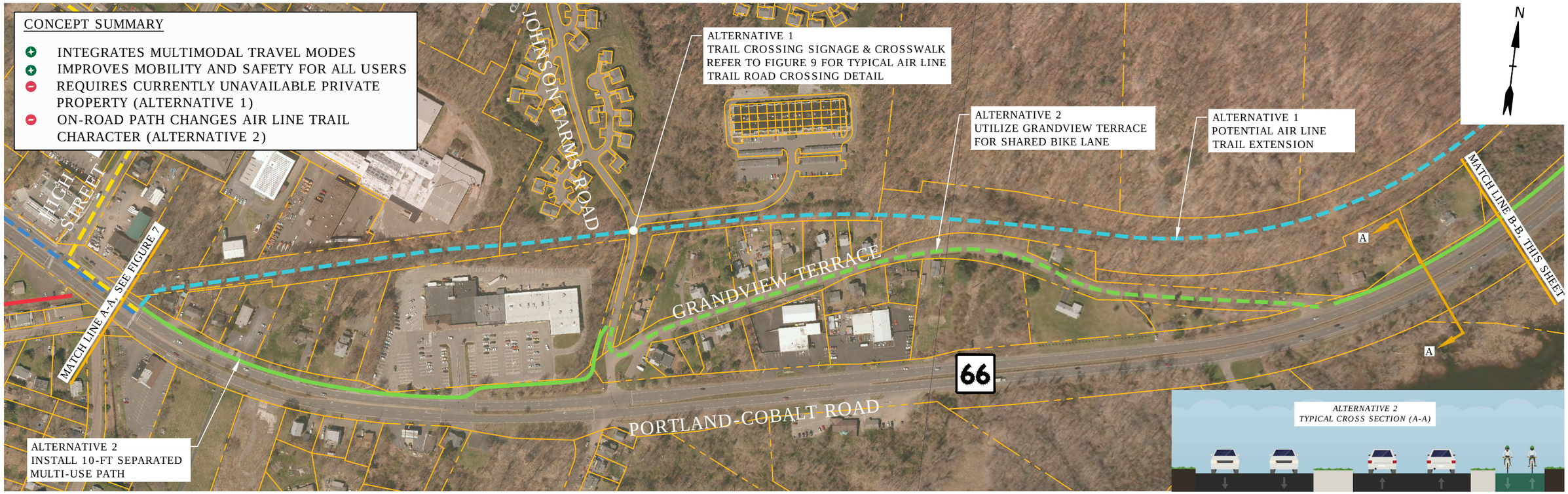
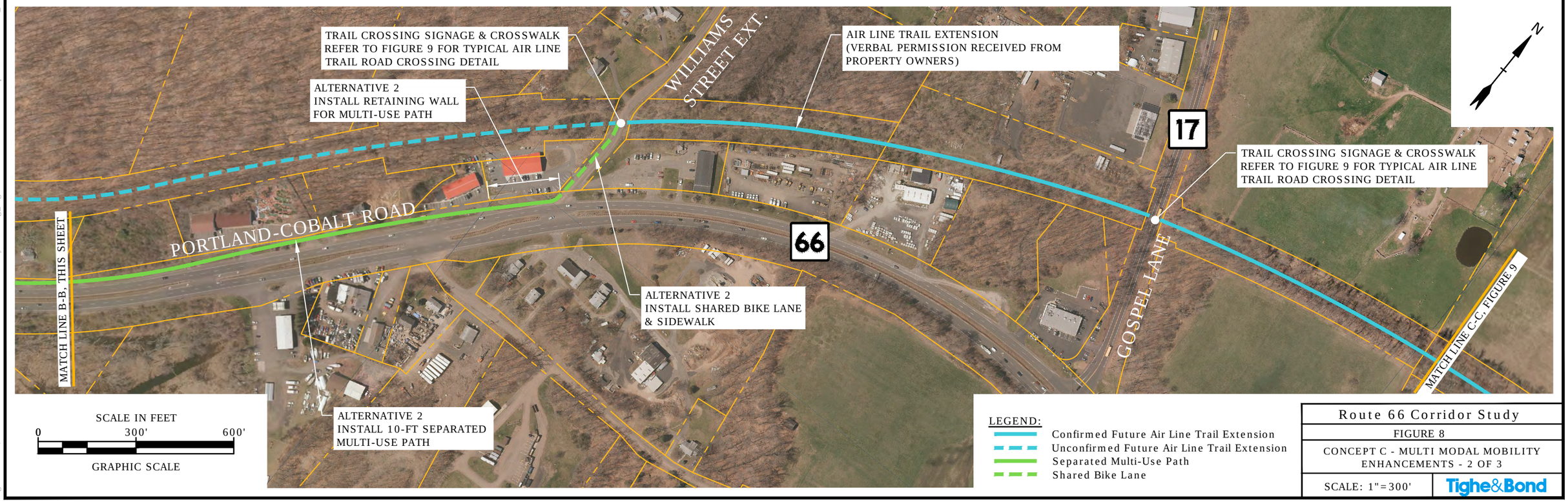
CONCEPT SUMMARY

- INTEGRATES MULTIMODAL TRAVEL MODES
- IMPROVES MOBILITY AND SAFETY FOR ALL USERS
- REQUIRES CURRENTLY UNAVAILABLE PRIVATE PROPERTY (ALTERNATIVE 1)
- ON-ROAD PATH CHANGES AIR LINE TRAIL CHARACTER (ALTERNATIVE 2)





SCALE IN FEET

0 300' 600'

GRAPHIC SCALE

LEGEND:

- Confirmed Future Air Line Trail Extension
- Unconfirmed Future Air Line Trail Extension
- Separated Multi-Use Path
- Shared Bike Lane

Route 66 Corridor Study	
FIGURE 8	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 2 OF 3	
SCALE: 1"=300'	Tighe&Bond

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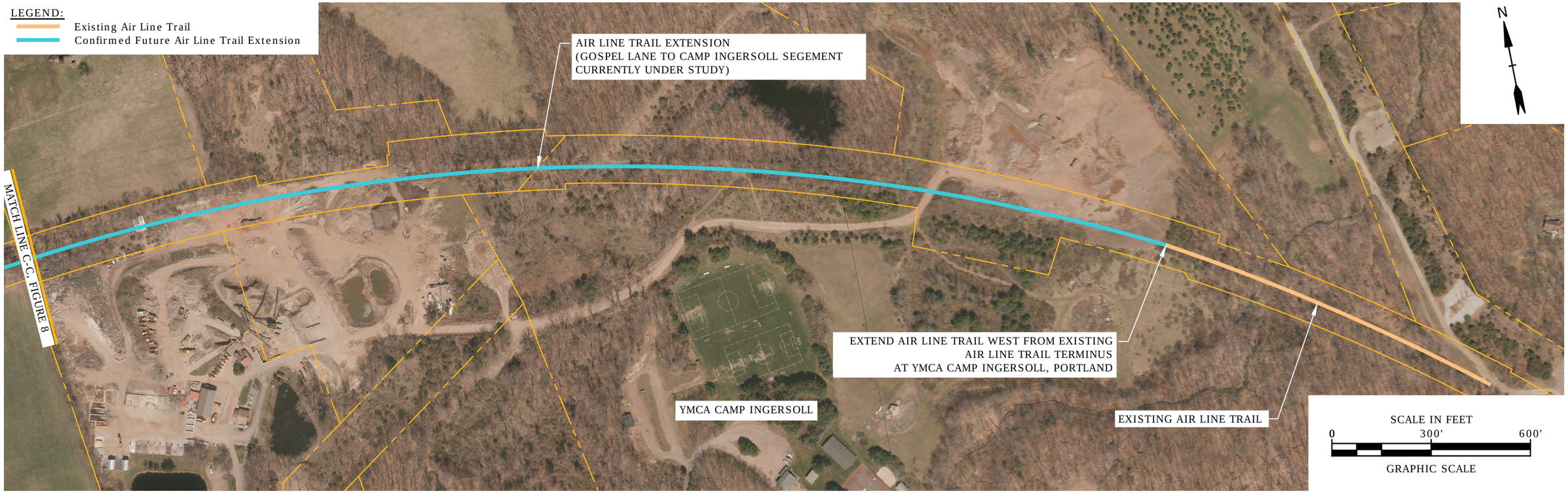
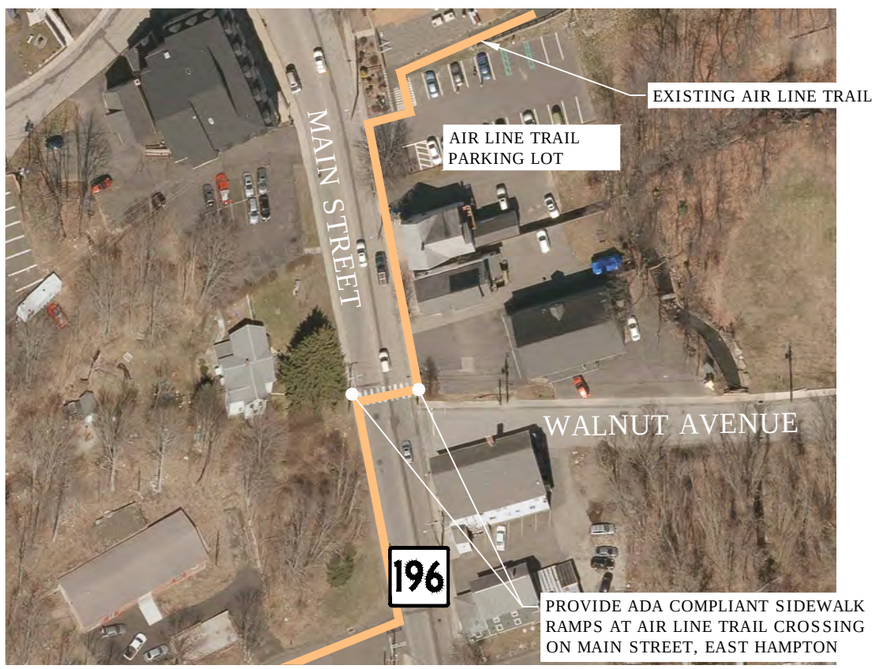
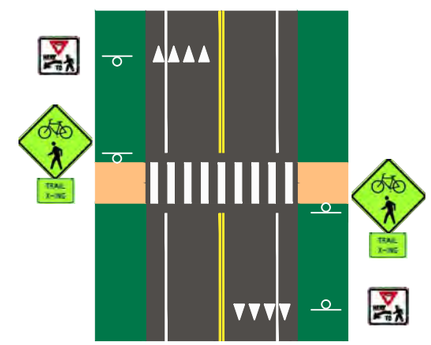
Tighe & Bond, Inc. I:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Airline Trail.dwg





SCALE: 1"=100'

MAIN STREET AIR LINE TRAIL CROSSING
EAST HAMPTON VILLAGE CENTER
(NORTH OF WALNUT AVENUE)



TYPICAL AIR LINE TRAIL
ROAD CROSSING DETAIL

Route 66 Corridor Study	
FIGURE 9	
CONCEPT C - MULTI MODAL MOBILITY ENHANCEMENTS - 3 OF 3	
SCALE: AS SHOWN	Tighe&Bond

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Tighe & Bond, Inc. I:\11L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-C_Airline Trail.dwg

CONCEPT SUMMARY

- IMPROVED TRANSIT ACCESS AND AMENITIES.

QUARRY HEIGHTS

PROPOSED BUS STOP WITH BUS SHELTER AT QUARRY HEIGHTS

17A

MAIN STREET

17

66

BRAINERD PLACE (FUTURE DEVELOPMENT)

MARLBOROUGH STREET

17

66

PROVIDE BUS STOP WITH BUS SHELTER AT BRAINERD PLACE

N

PROVIDE BUS STOP WITH BUS SHELTER AT PORTLAND SHOPPING CENTER

PORTLAND SHOPPING CENTER DRIVEWAY

MARLBOROUGH STREET

GROVE STREET

17

66

N

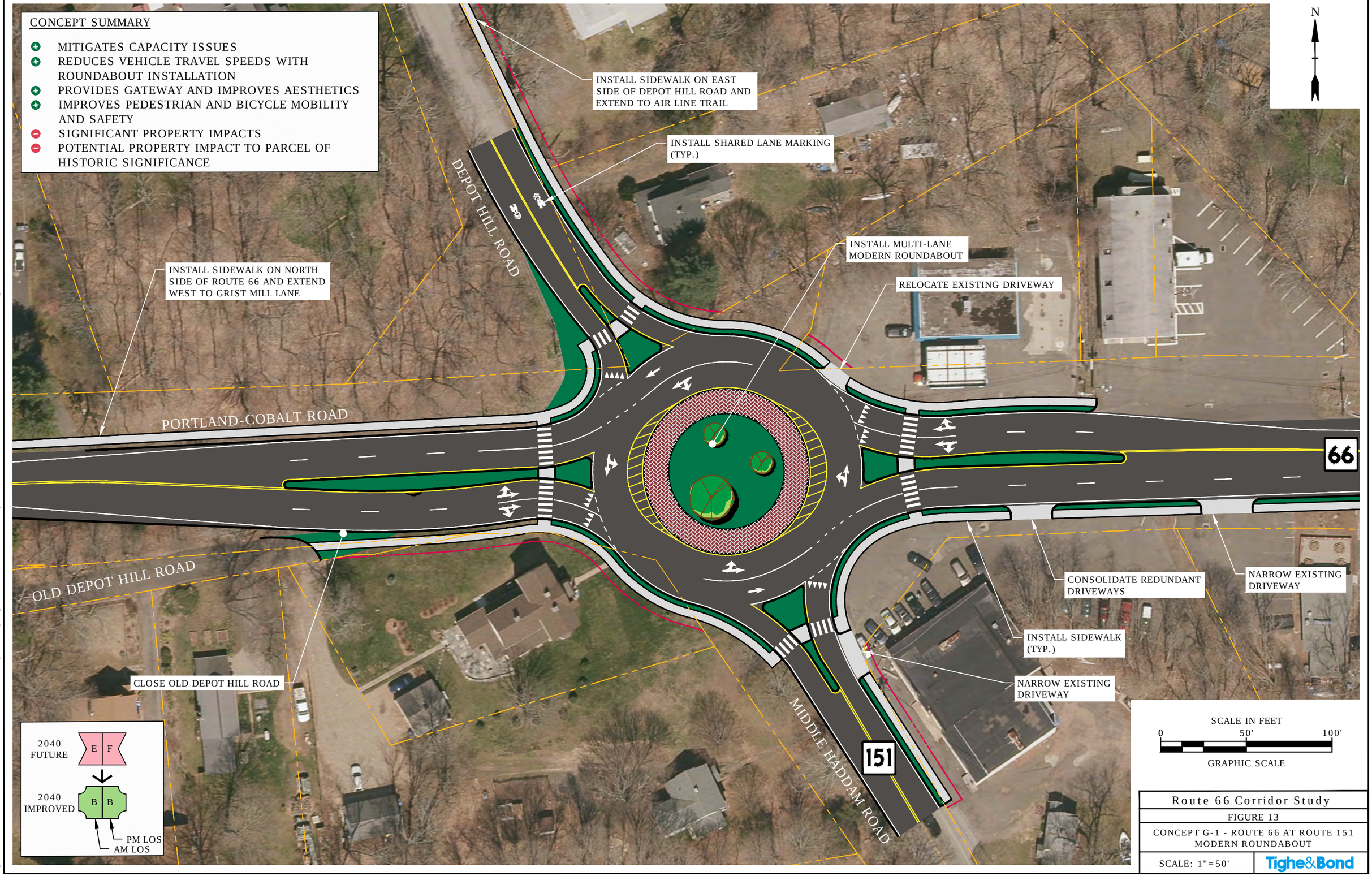
SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 24	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 1 OF 2	
SCALE: 1"=100'	Tighe&Bond

Apr 10, 2020-8:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-N_Portland Transit Improvements.dwg



Route 66 Corridor Study

FIGURE 13

CONCEPT G-1 - ROUTE 66 AT ROUTE 151 MODERN ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:09am Plotted By: MStoutz
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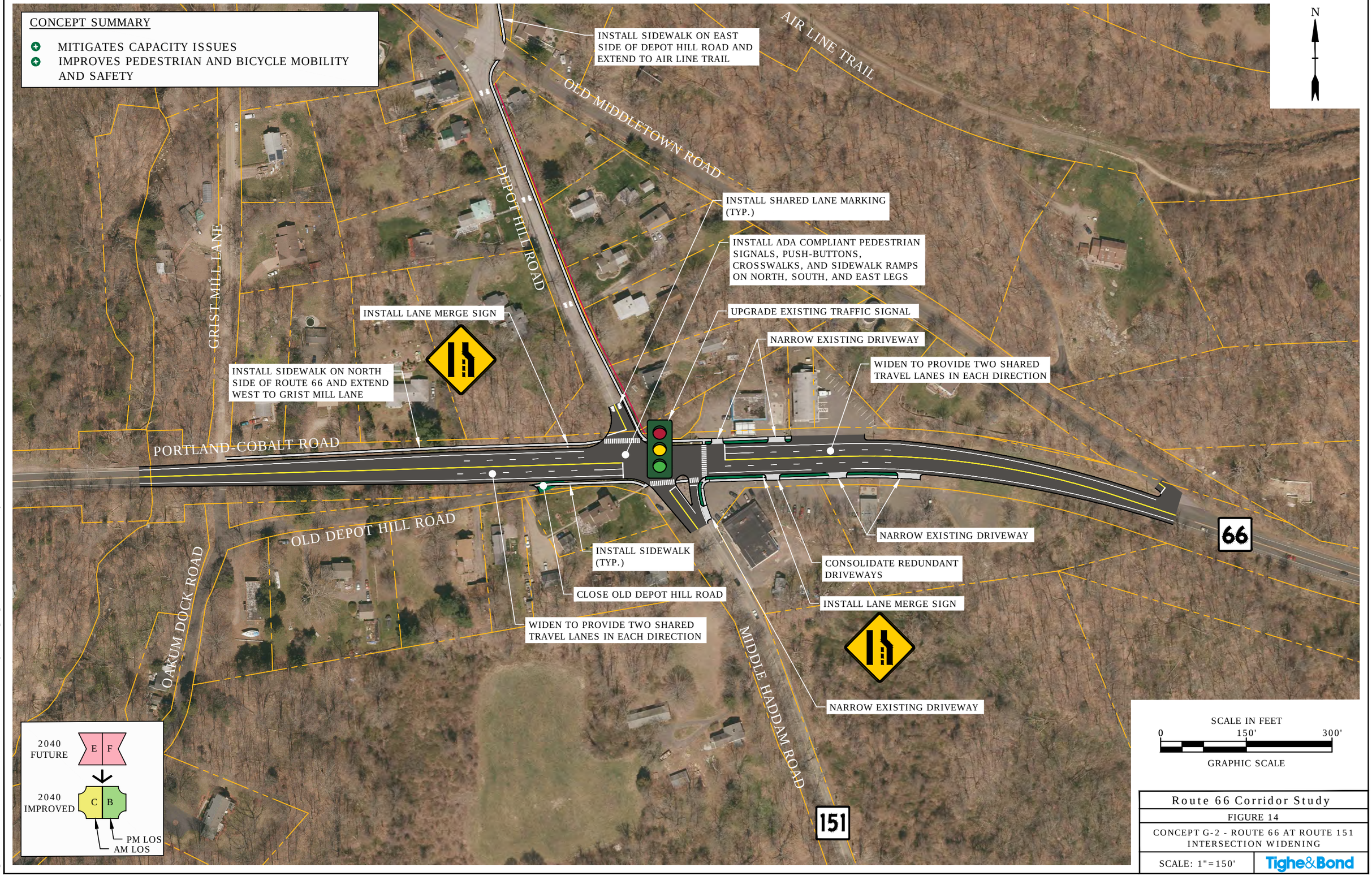


Route 66 Corridor Study

FIGURE 14

CONCEPT G-2 - ROUTE 66 AT ROUTE 151 INTERSECTION WIDENING

SCALE: 1"=150'

Tighe&Bond

Jan 20, 2020-2:44pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-G-2_Route 66 at Route 151 Intersection Improvements.dwg

CONCEPT SUMMARY

- MITIGATES SIDE STREET CAPACITY ISSUES
- POTENTIAL MINOR PROPERTY IMPACTS

WIDEN AS NECESSARY TO PROVIDE ADDITIONAL RECEIVING LANE AND SUFFICIENT MERGE LANE

INSTALL LANE MERGE SIGN

WEST HIGH STREET

66

WIDEN AS NECESSARY TO PROVIDE A DEDICATED LEFT-TURN LANE AND A SHARED TRAVEL LANE

LONG HILL ROAD

MIDDLETOWN AVENUE

16

2040 FUTURE: E C

2040 IMPROVED: C B

PM LOS

AM LOS

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study

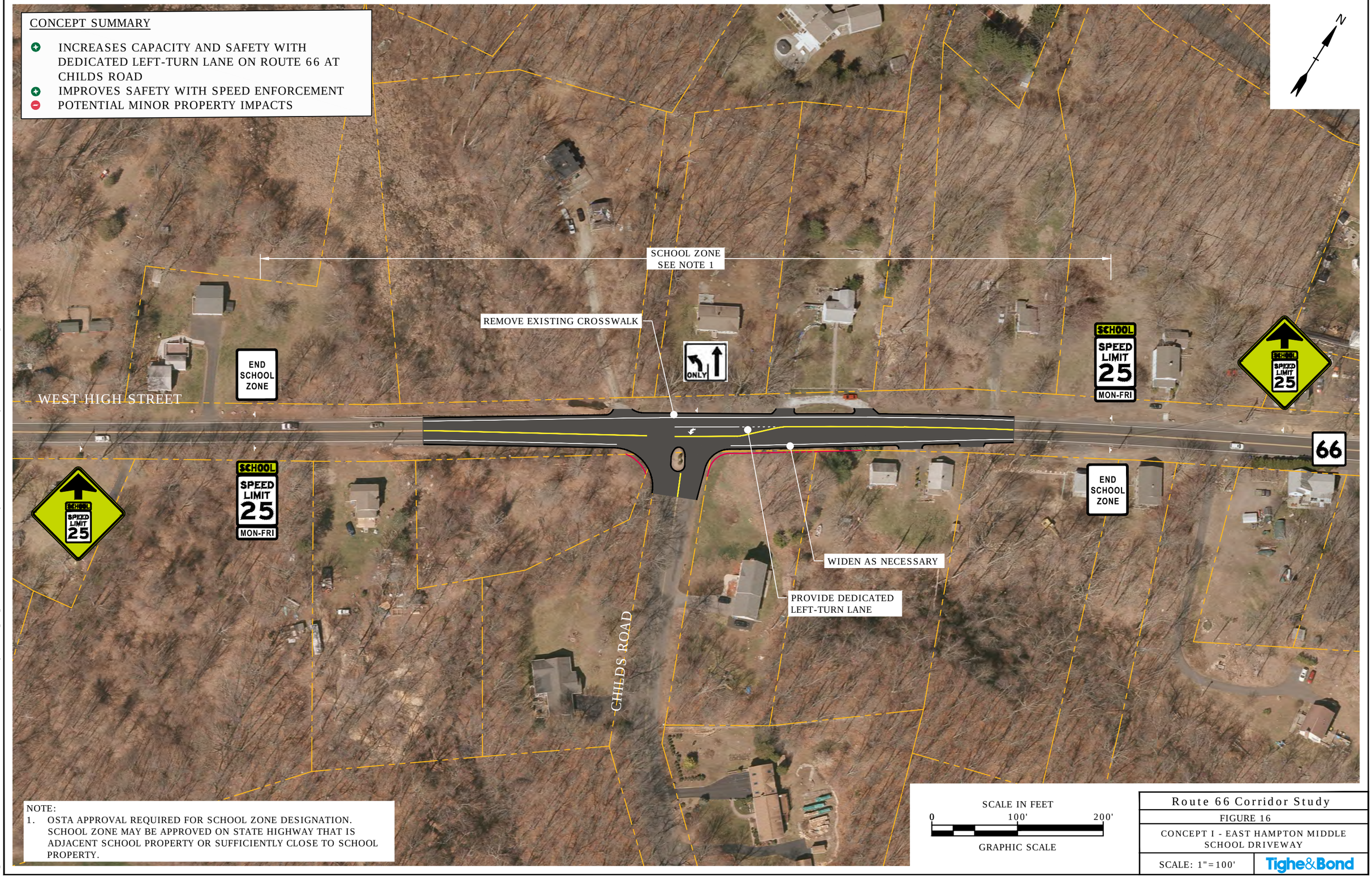
FIGURE 15

CONCEPT H - ROUTE 66 AT ROUTE 16 INTERSECTION IMPROVEMENTS

SCALE: 1"=100'

Tighe&Bond

Apr 10, 2020-8:09am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-H_Route 66 at Route 16 Improvements.dwg



NOTE:
1. OSTA APPROVAL REQUIRED FOR SCHOOL ZONE DESIGNATION. SCHOOL ZONE MAY BE APPROVED ON STATE HIGHWAY THAT IS ADJACENT SCHOOL PROPERTY OR SUFFICIENTLY CLOSE TO SCHOOL PROPERTY.

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

Route 66 Corridor Study

FIGURE 16

CONCEPT I - EAST HAMPTON MIDDLE SCHOOL DRIVEWAY

SCALE: 1"=100'

Tighe&Bond

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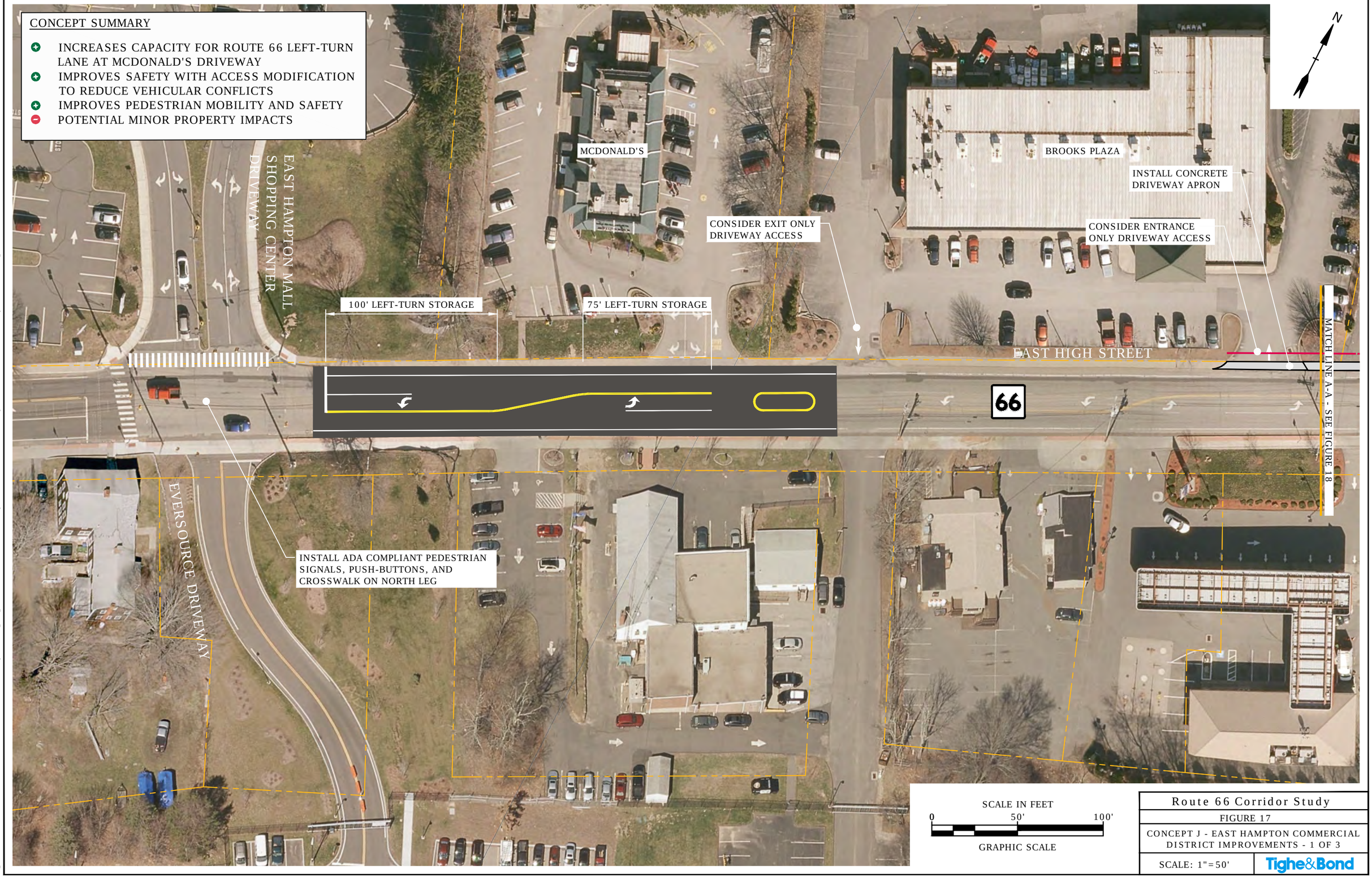

Route 66 Corridor Study

FIGURE 17

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 1 OF 3

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
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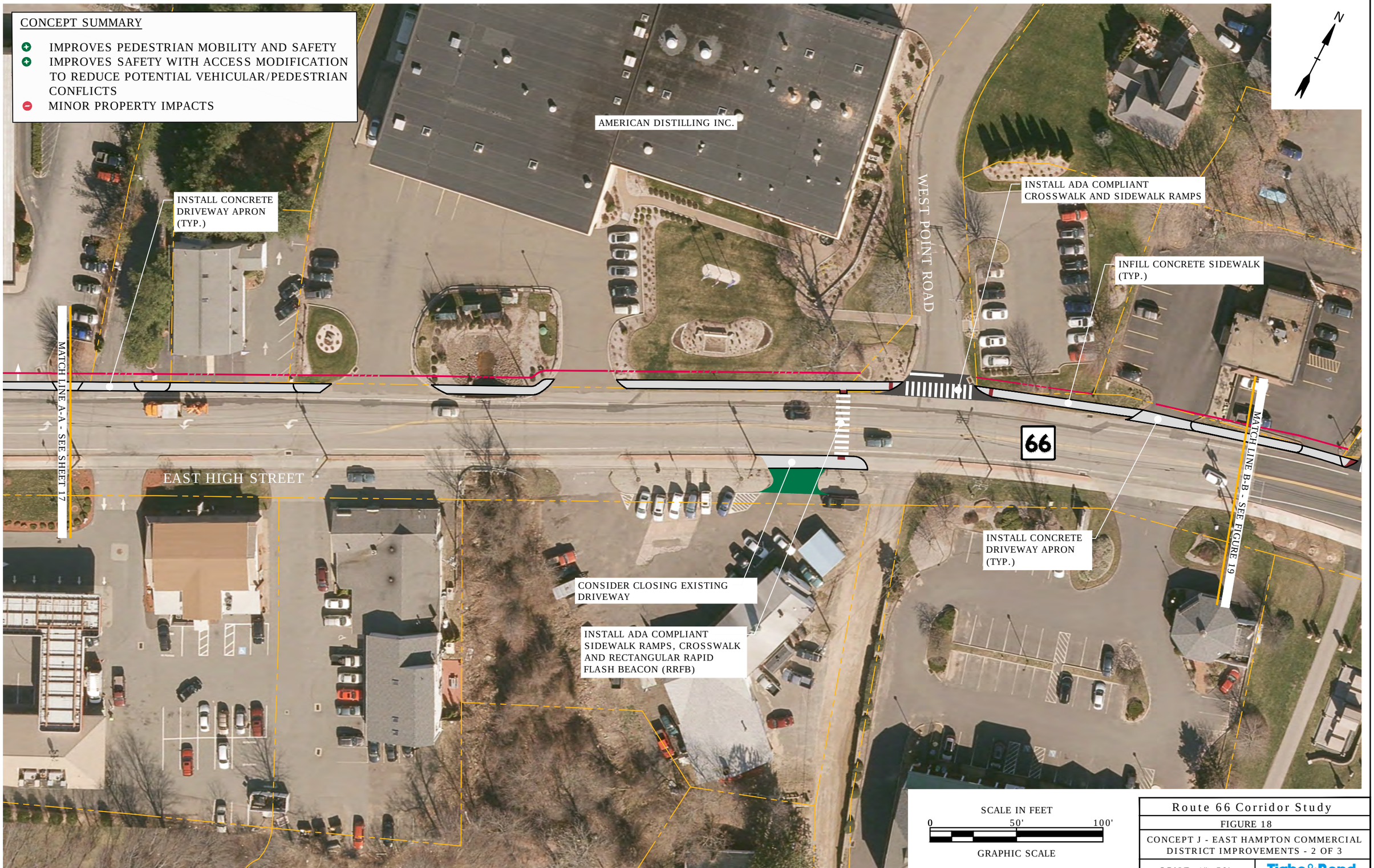


Route 66 Corridor Study

FIGURE 18

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 2 OF 3

SCALE: 1"=50'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg

Route 66 Corridor Study

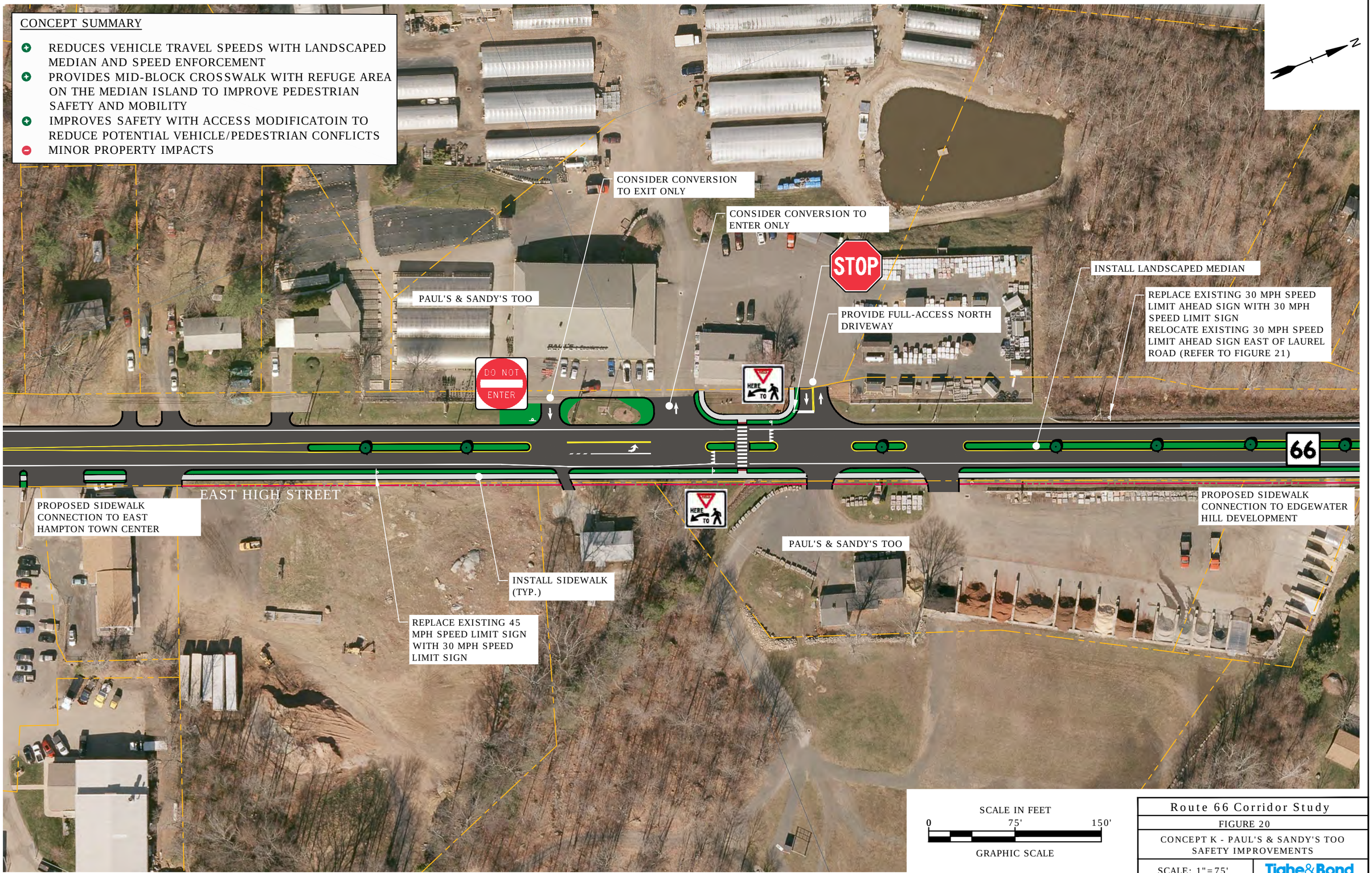
FIGURE 19

CONCEPT J - EAST HAMPTON COMMERCIAL DISTRICT IMPROVEMENTS - 3 OF 3

SCALE: 1"=50'

Tighe&Bond

May 12, 2020-7:12pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-J_East Hampton Commercial Center Improvements.dwg



Route 66 Corridor Study

FIGURE 20

CONCEPT K - PAUL'S & SANDY'S TOO SAFETY IMPROVEMENTS

SCALE: 1"=75'

Tighe&Bond

Apr 10, 2020-8:10am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-K_Paul's & Sandy's Too.dwg

CONCEPT SUMMARY

- IMPROVES INTERSECTION GEOMETRY AND SITE DISTANCES
- IMPROVES SAFETY AND REDUCE VEHICLE TRAVEL SPEEDS WITH SPEED ENFORCEMENT
- POTENTIAL PROPERTY IMPACTS

TENNYSON ROAD

OLD MARLBOROUGH ROAD

RE-ALIGN OLD MARLBOROUGH ROAD

INSTALL 30 MPH SPEED LIMIT AHEAD SIGN

INSTALL 30 MPH SPEED LIMIT SIGN

SPEED LIMIT 30

SPEED LIMIT 30

STOP

EAST HIGH STREET

66

INSTALL 45 MPH SPEED LIMIT SIGN

SPEED LIMIT 45

STOP

EXTEND SIDEWALK WEST TO PAUL'S AND SANDY'S TOO

LAUREL RIDGE

INSTALL SIDEWALK (TYP.)

EDGEWATER HILL DEVELOPMENT

EDGEWATER HILL DRIVEWAY

EDGEWATER HILL DRIVEWAY IMPROVEMENTS (BY DEVELOPER)

SCALE IN FEET

0 50' 100'

GRAPHIC SCALE

Route 66 Corridor Study

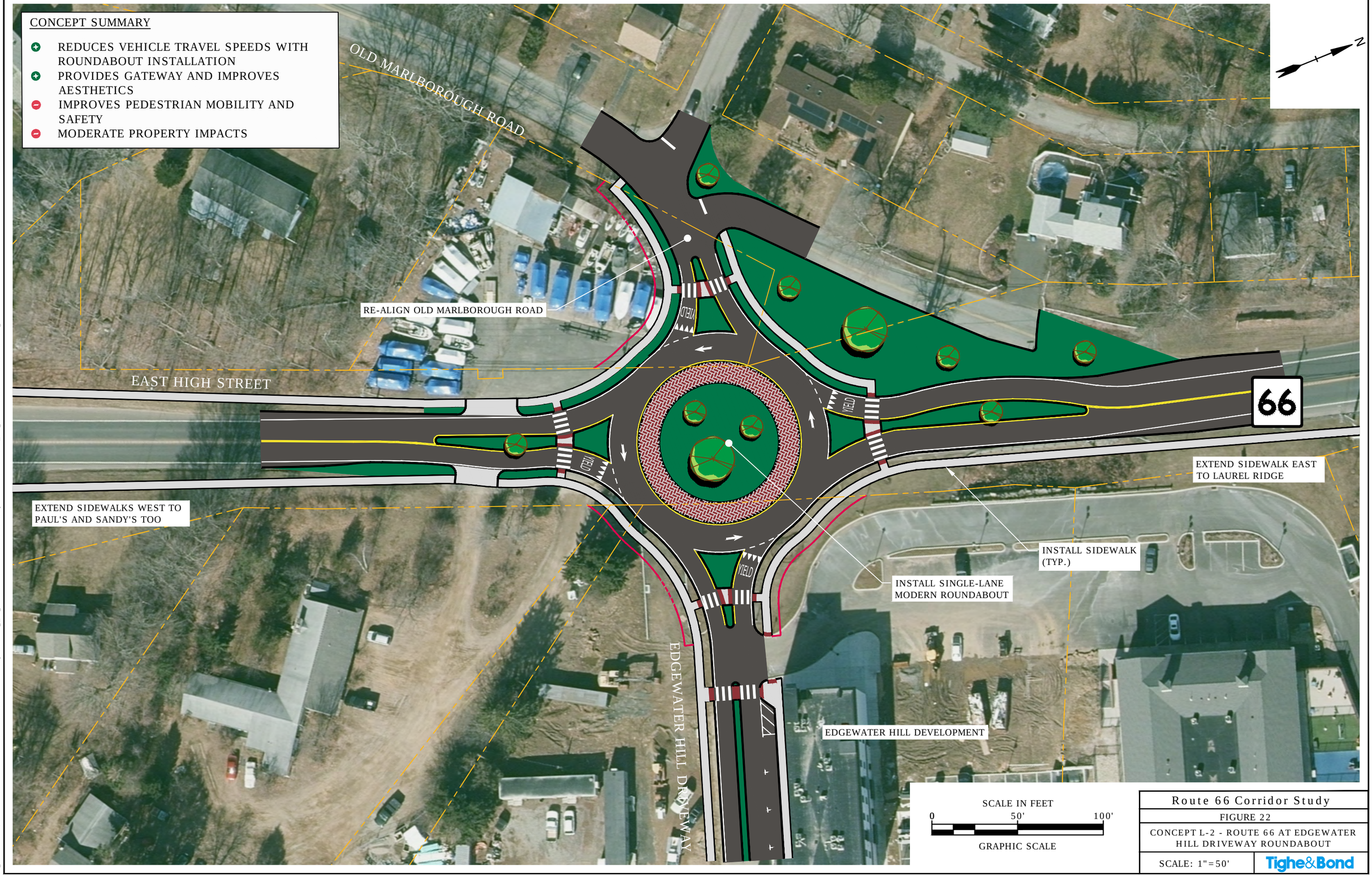
FIGURE 21

CONCEPT L-1 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY IMPROVEMENTS

SCALE: 1"=50'

Tighe&Bond

May 20, 2020-7:45am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-1_Edgewater Hill Signal.dwg



Route 66 Corridor Study

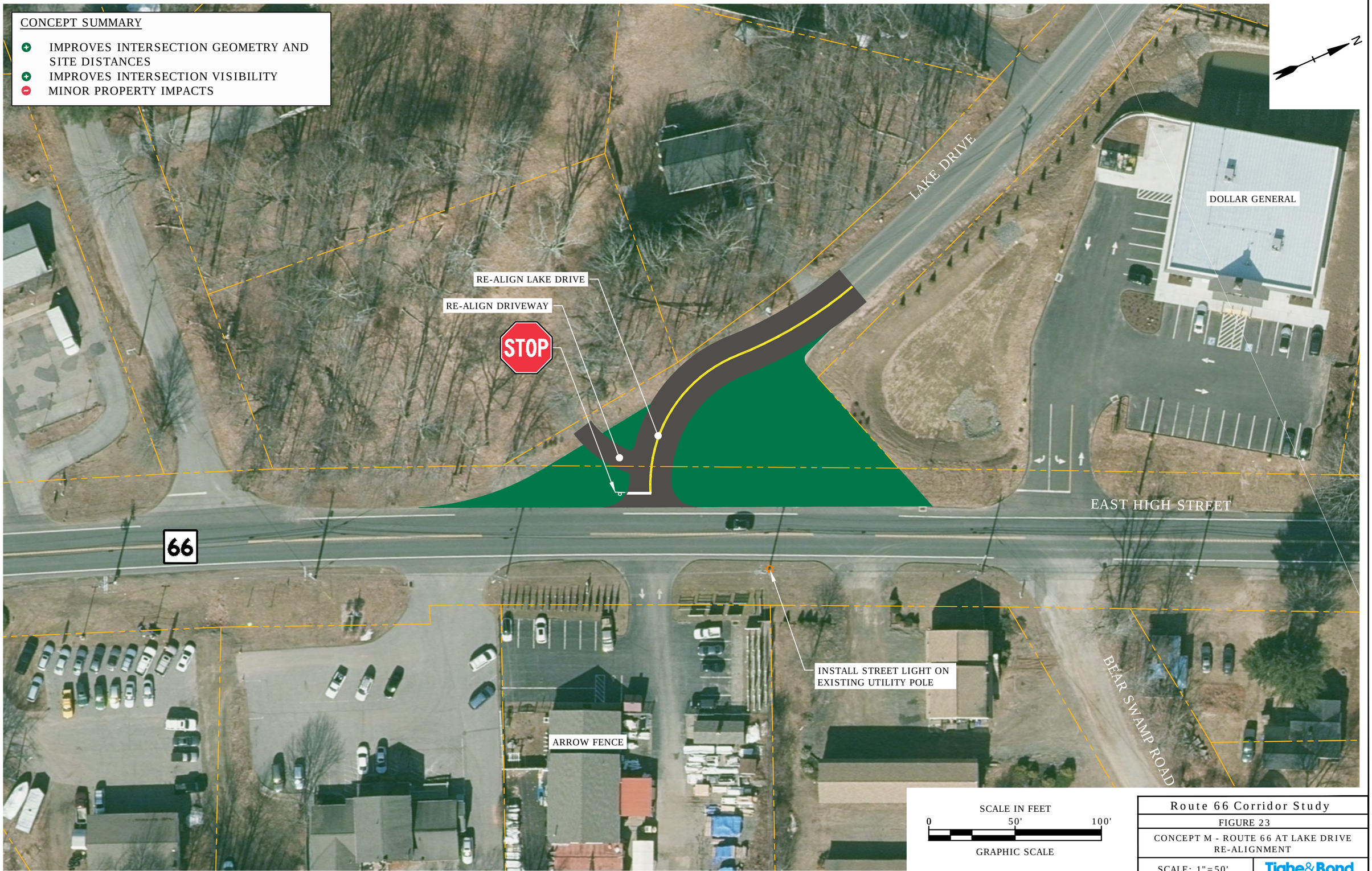
FIGURE 22

CONCEPT L-2 - ROUTE 66 AT EDGEWATER HILL DRIVEWAY ROUNDABOUT

SCALE: 1"=50'

Tighe&Bond

May 20, 2020-8:00am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-L-2_Edgewater Hill Roundabout.dwg



Route 66 Corridor Study

FIGURE 23

CONCEPT M - ROUTE 66 AT LAKE DRIVE RE-ALIGNMENT

SCALE: 1"=50'

Tighe&Bond

May 20, 2020-7:57am Plotted By: MStoutz
Tighe & Bond, Inc. J:\L\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-M_Lake Drive Realignment.dwg

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

Route 66 Corridor Study	
FIGURE 25	
CONCEPT N - TRANSIT SYSTEM IMPROVEMENTS - 2 OF 2	
SCALE: 1"=100'	Tighe&Bond

Apr 10, 2020-8:11am Plotted By: MStoutz
Tighe & Bond, Inc. J:\LL\L5001 LCRVCOG\001 Route 66 Study\Drawing_Figures\AutoCAD\Sheet\Concepts\L5001-001-N_East Hampton Transit Improvements.dwg

5/27/20 Route 66 RiverCOG Meeting Presentation

Q + A

- Variety of transportation funding available for a variety of uses

Edgar

- Federal, State + Local Funds used in this study

Q: - Next round of corridor study solicitation?

A: Unsure right now; but may have info soon

Susan:

Q: Tell us 1 priority we should focus on in either town

A: - Intersection of Route 151 at Route 66 in Cobalt
- Entry into Camp Ingersoll Dimmy
- Improving sidewalks on south side of Route 66 w/ Brainerd Place to improve access + connectivity + provide livability benefits
- Continuation of Air Line Trail + Cobalt intersection needs to be addressed (Susan)

APPENDIX E

Previous Route 66 Corridor Study
Dated August 1998

STATE OF CONNECTICUT

ROUTE 66

CORRIDOR IMPROVEMENT PLAN

Towns of
Portland and East Hampton

Midstate Regional
Planning Agency

MAGUIRE GROUP

AUGUST 1998

PREFACE

In May of 1997, the Midstate Regional Planning Agency (MRPA) contracted with Maguire Group Connecticut, Inc., and its subcontractors Fitzgerald & Halliday, Inc., and VN Engineers, Inc., to carry out a corridor planning study of the Route 66 corridor from the east end of the Arrigoni Bridge near the municipal boundary of Portland west to the East Hampton - Marlborough town line.

The study was funded by the Connecticut Department of Transportation (ConnDOT) and a scope of work was developed similar to a number of other corridor planning studies that were being carried out concurrently in other parts of the state.

The purpose of this corridor study is to develop workable solutions to the problems currently existing in the corridor and those that the corridor will face in the future. These problems include congestion, speeding, and safety deficiencies.

The study was guided by an Advisory Committee comprised of representatives of both communities. The members of the study Advisory Committee are listed below:

Portland	**East Hampton**
Raymond Carpentino	James Carey
Edward Kalinowski	Robert Drewry
Richard Kelsey	Jeffrey Foran
Barbara Phillips	John Lambert
Nancy Woolhouse-Mueller	Eugene Rame

The study was also heavily guided by input from the public. A variety of public meetings and forums were held throughout the course of the study, and news bulletins were issued regularly to keep the public informed.

Work on the initial corridor tasks got underway in May of 1997. Over the study duration, the consulting team collected and analyzed data, projected future traffic patterns, identified problem areas, evaluated a wide variety of improvement strategies aimed at reducing congestion and improving safety throughout the corridor, and recommended a set of improvements as set forth in this ***Corridor Improvement Plan***. In addition, the consulting team developed individual ***Route 66 Access Management Plans*** for both Portland and East Hampton.

It is intended that this ***Corridor Improvement Plan*** be utilized by local, regional and state agencies to program and prioritize transportation projects in the corridor. It is hoped also that the Access Management Plans will become valuable tools, especially at the local level, in regulating future development.

This study was funded by the Federal Highway Administration and ConnDOT and the opinions, presented herein, represent those of the consultant and not necessarily those of ConnDOT or the Federal Highway Administration.

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Appendix No.	Title
A	Turning Movement Volumes
B	Conceptual Plans of Recommended Intersection/Arterial Improvements
C	Congestion Management System Strategy Report

Chapter One
THE STUDY PROCESS

STUDY PURPOSE

The fundamental purpose for conducting this planning study of the Route 66 Corridor is threefold:

- To plan for future transportation-related expenditures
- To coordinate future land use and development proposals with transportation improvements
- To further the objectives and recommendations set forth in the Midstate Planning Region's ***Regional Transportation Plan***.

ADVISORY COMMITTEE

An effective planning process requires a thorough knowledge of growth, development, travel and activities in the corridor and surrounding areas. Input from the residents, business owners, and municipal representatives that may be affected by actions in the corridor is essential. To this end, a representative group of local advisors was asked to participate in the planning process to better ensure that issues of local importance were adequately considered.

At the outset of the study, ten individuals, five representatives from Portland and five from East Hampton, were selected to serve as members of the Route 66 Advisory Committee. The consulting team held meetings with the Advisory Committee at various stages during the planning process to receive their guidance and local insight. All members of the Advisory Committee were involved in their community on a daily basis representing officials, residents, and business owners and therefore had a unique knowledge of community issues, problems and concerns. They were a valuable resource in understanding the character of the communities and in identifying specific elements of concern and specific improvement strategies throughout the course of the study. A total of seven Advisory Committee meetings were held throughout the course of the study.

PUBLIC INVOLVEMENT

The general public, especially residents and business owners along Route 66, as well as daily commuters along the route, have a particular awareness of traffic patterns and problems in the study area. These individuals experience difficult or unsafe roadway conditions on a regular basis and are able to comment on the nature and severity of the situation by time of the day, week or year. Input from the public was an essential part of the corridor study, and several opportunities for participation were scheduled at key points in the study.

Opportunities for public participation included:

- ***Public Information Meetings***: Three public forums were held during the course of the study. The first introduced the community to the scope and direction of the study and presented the findings of the existing conditions analysis, including the initial definition of corridor problem areas, which provided a good opportunity for public feedback. The second public meeting presented alternative solutions and requested input from the public as to their preferred options. The final public forum presented the draft corridor improvement plan for public response.

  A combined "open house" and brief presentation format was used for the public meetings, providing an opportunity for the public to interact on a one-to-one basis with members of the consulting team and to view graphic materials up-close while also allowing the consulting team to present findings and respond to questions to the group as a whole.

- ***Public Bulletins***: Five bulletins providing project updates were prepared and distributed by MRPA at key points throughout the study. The bulletins were mailed to many residents and business owners along Route 66. Additional copies were made available at other locations, at public meetings, and by request.

- ***Public Comment Forms***: Pre-printed and pre-addressed forms soliciting and encouraging public comment were distributed at the first public forum. Some of the responses simply indicated an interest in the study while others had very specific comments or requested specific improvements.

- The public was also made aware that telephone calls to members of the consulting team regarding specific corridor issues were welcomed at any point in the study.

STUDY GOALS AND OBJECTIVES

The overall goal of the corridor study is to provide direction for future transportation and land use planning efforts, with a focus on improving both safety and efficiency throughout the Route 66 corridor. Within this general theme, a more defined set of goals was developed with input from the Advisory Committee. Of the fourteen goals stated below, the first three are more general in nature while the latter eleven are somewhat more specific, reflecting the desires of the Advisory Committee.

Goal 1: **Provide a safe and efficient transportation system**

Goal 2: **Sustain quality of life**

Goal 3: **Be feasible and affordable**

Goal 4: **Consolidate and/or control curb cuts; improve access/egress**

Goal 5: **Consider frontage roads for access management**

Goal 6: **Manage excessive speeds and high volumes**

Goal 7: **Coordinate local plans/planning efforts to reflect forecasted traffic volumes and capacities**

Goal 8: **Improve aesthetics and sense of community**

Goal 9: **Enhance economic opportunity (Portland)**

Goal 10: **Explore promotion of alternate transportation modes**

Goal 11: **Develop practical, readable, "user-friendly" documents**

Goal 12: **Prevent further environmental degradation due to drainage problem (East Hampton)**

Goal 13: **Coordinate improvements with long-range planning in mind**

Goal 14: **Develop incident management techniques**

STUDY PRODUCTS

The final products of this study are this ***Corridor Improvement Plan*** and the ***Route 66 Access Management Plans*** for Portland and East Hampton. In addition, throughout the course of the study, a series of Technical Memoranda were developed for review by the Midstate Regional Planning Agency, the Advisory Committee, and the public. These Technical Memoranda provide a more detailed documentation of the study methodology and findings and are available for perusal at the offices of the Midstate Regional Planning Agency. The four technical memoranda are:

Technical Memorandum No. 1:	Existing Conditions and Problem Identification
Technical Memorandum No. 2:	Future Conditions/Traffic Forecasts
Technical Memorandum No. 3:	Presentation of Alternative Improvement Concepts
Technical Memorandum No. 4:	Evaluation of Alternative Improvements

Chapter Two
CORRIDOR CONDITIONS

The information and data assembled for this study were compiled from various sources including state, regional and local plans, state and regional agency data, and field investigations. New data was obtained in the form of peak hour traffic counts at 20 key corridor intersections. The base mapping and other information was modified based on field checks and additional data collected by the consulting team or provided as input by the Advisory Committee.

In identifying roadway deficiencies, it is important to look not only at existing traffic volumes and patterns, but also at those volumes and patterns that are expected to occur in the future. This allows evaluation of the conditions that will exist in the corridor in terms of congestion and level of service if no roadway improvements are made.

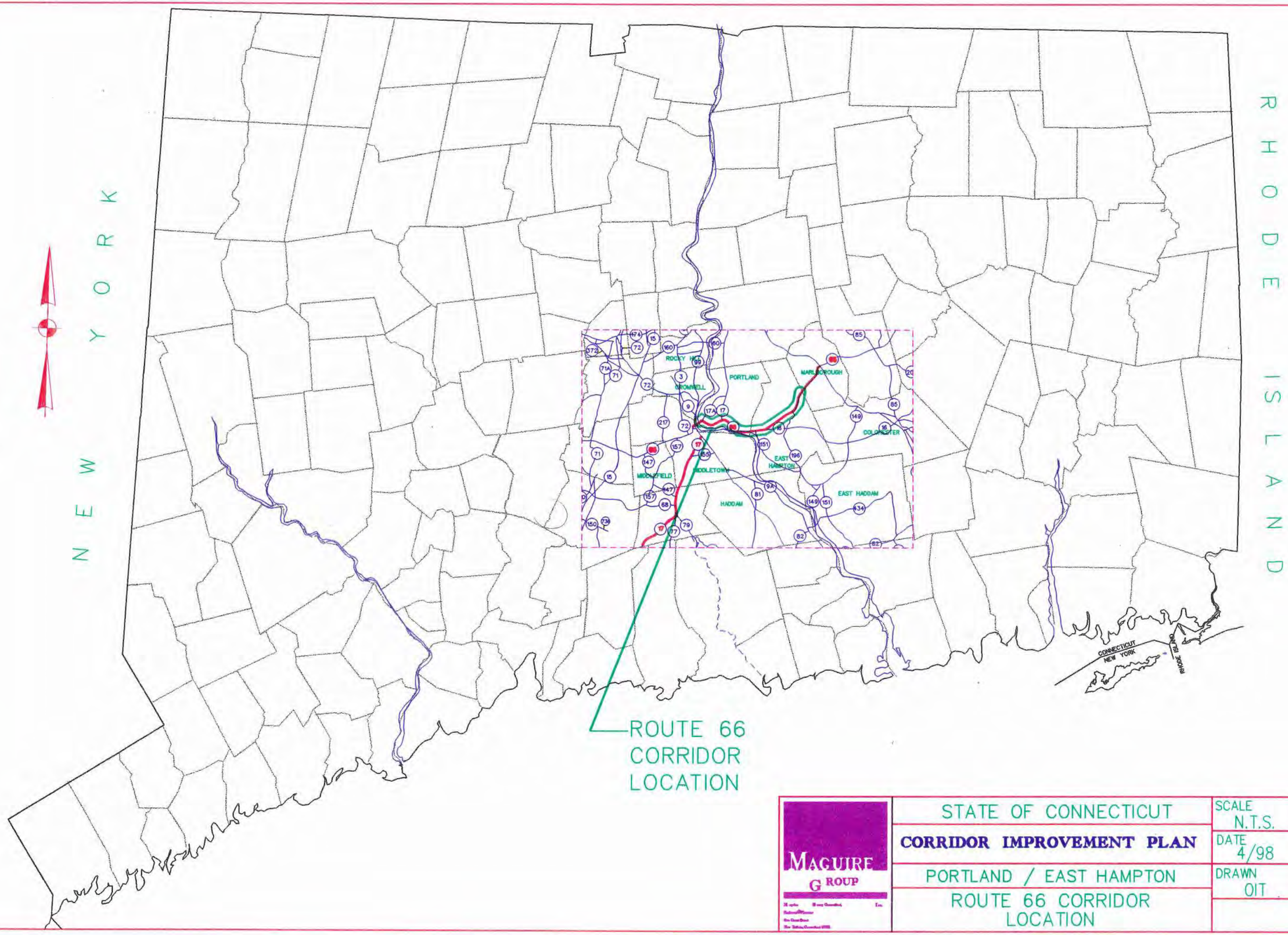
Future traffic conditions in the corridor were based upon the peak hour traffic counts taken in May and June of 1997 and adjusted utilizing projected traffic forecasts for the year 2020. ConnDOT utilizes a commonly used planning tool to model transportation system demand. From this model, traffic forecasts can be developed from projected variables such as population and employment.

ROADWAY CHARACTERISTICS

Connecticut State Route 66 is a east-west arterial roadway serving the south central part of the state. The study location, as shown in Figure 1, extends from the east end of the Arrigoni Bridge near the municipal boundary of Portland west to the East Hampton - Marlborough town line. The portion of Route 66 under study is approximately 11 miles long and is a two lane roadway for most of its length, though widths vary throughout the corridor. There is an additional traffic lane provided to accommodate turning vehicles at several intersections which typically experience heavy traffic volumes, and in some of the busier areas along the corridor there are four traffic lanes (two in each direction).

The Midstate Region's ***Regional Transportation Plan*** has identified this portion of the Route 66 corridor as approaching capacity or over capacity. Under current conditions, drivers along the corridor experience frequent delays, especially during peak commuter hours. Several factors contribute to congestion and delays. While overall volumes are a part of the problem, congestion in some areas is caused by inadequate signage or signalization, conflicts with numerous access drives, lack of turning lanes, or poor driveway or side street alignments. Many of these types of congestion factors can be eased by implementing relatively minor physical improvements or access management strategies.

Both towns within the corridor, Portland and East Hampton, are generally characterized as rural communities with low density development. However, there are centers of commercial activity scattered about the towns; Route 66 passes through each town's most developed areas. The historic town centers were located on or near the historic Route 66 alignment. A pattern of development focusing on Route 66 has continued and the corridor, today, remains the primary access route to businesses and community facilities in both Portland and East Hampton as well as the neighboring towns.



MAGUIRE GROUP	STATE OF CONNECTICUT	SCALE N.T.S.	SKETCH
	CORRIDOR IMPROVEMENT PLAN	DATE 4/98	**FIG 1**
	PORTLAND / EAST HAMPTON	DRAWN OIT	
	ROUTE 66 CORRIDOR LOCATION		

Residences fronting on Route 66 are common throughout the corridor, however, within the developed areas, commercial properties dominate. There are four shopping plazas and a number of other business and commercial operations throughout the entire corridor. Business interests are primarily smaller retail establishments and restaurants. Several institutional and community facilities, such as schools and town halls, are also located along the corridor.

Figures 2a and 2b show the configuration of the roadway as well as roadway characteristics and the location of any traffic control devices.

TRAFFIC FLOW

The characteristics of existing traffic flow along Route 66 can be expressed in a variety of ways, including average daily traffic, peak hour volumes, and level of service. A brief summary of each of these characteristics follows.

Average Daily Traffic (ADT)

Existing average daily traffic (ADT) volumes indicate that average daily traffic in the corridor range from a low of approximately 11,700 vehicles per day just west of North Main Street in East Hampton to a high of approximately 20,900 vehicles per day just east of High Street in Portland. Figure 3 presents the existing average daily traffic volumes along Route 66 in the study area.

Traffic in Connecticut has generally been growing at a rate of between one to two percent per year. This would result in a traffic increase on Route 66 of approximately 30% from the year 1997 to the year 2020.

Average Speed

Average operating speeds along the roadway range from five to fifteen miles per hour above the posted speed limits.

Peak Hour Volumes

Turning movement counts were collected during May and June of 1997 at the twenty key Route 66 intersections listed in Table 1. Appendices A1 and A2 show the a.m. and p.m. peak turning movements counted along the Route 66 corridor. Appendices A3 and A4 give the projected turning movements for the year 2020 as calculated using the ConnDOT model.

Travel Time and Delay

Travel time and delay runs were conducted to determine the average time required to traverse the corridor during peak periods. The travel time and delay runs indicated that during the morning peak period, traffic was generally found to move smoothly with some delays occurring due to red traffic lights. During the evening and Saturday afternoon peak periods, delays were attributed to red stop lights and occasional turning vehicles. These results do not identify a specific problem area, however, intersection capacity and traffic operational improvements along the corridor will improve travel time and delay.

Table 1
Key Intersections Along Route 66 Selected for Traffic Counts

Location	Control
Portland	
Elmcrest Manor	Unsignalized
Barry Avenue	Unsignalized
High Street	Signalized
Airline Avenue	Signalized
Portland Plaza	Signalized
Grove Street	Signalized
Sand Hill Road	Unsignalized
Route 17	Signalized
Middle Haddam Road/Payne Boulevard	Unsignalized
East Hampton	
Route 151	Signalized
Keighly Pond Road	Unsignalized
Route 16	Signalized
Champion Hill Road	Unsignalized
North Maple Street	Signalized
North Main Street	Signalized
East Hampton Mall	Signalized
Brooks Plaza	Unsignalized
Route 196	Unsignalized
Old Marlborough Road	Unsignalized
Lake Road	Unsignalized

Level of Service

A capacity analysis was performed for the twenty key intersections shown in Table 1. The capacity of a transportation facility reflects its ability to accommodate a moving stream of traffic. Capacity of an intersection is defined in terms of level of service (LOS) ranging from A to F. LOS A represents clear traffic flow, while LOS F represents severely congested flow. LOS E and F are considered unacceptable. Level of service analysis is usually carried out for intersections rather than roadway segments, as intersections are generally the constraining feature of a roadway. At intersections, traffic must conflict with traffic entering and exiting the main roadway from side streets and driveways.

Definitions of level of service for signalized intersections are shown below:

Table 2
Level of Service (LOS) Definitions

Level of Service	Definition
A	Describes operations with very low delay, up to 5 seconds of delay per vehicle, where most vehicles do not stop.

ROUTE 66
CORRIDOR STUDY
PORTLAND
ROADWAY CHARACTERISTICS

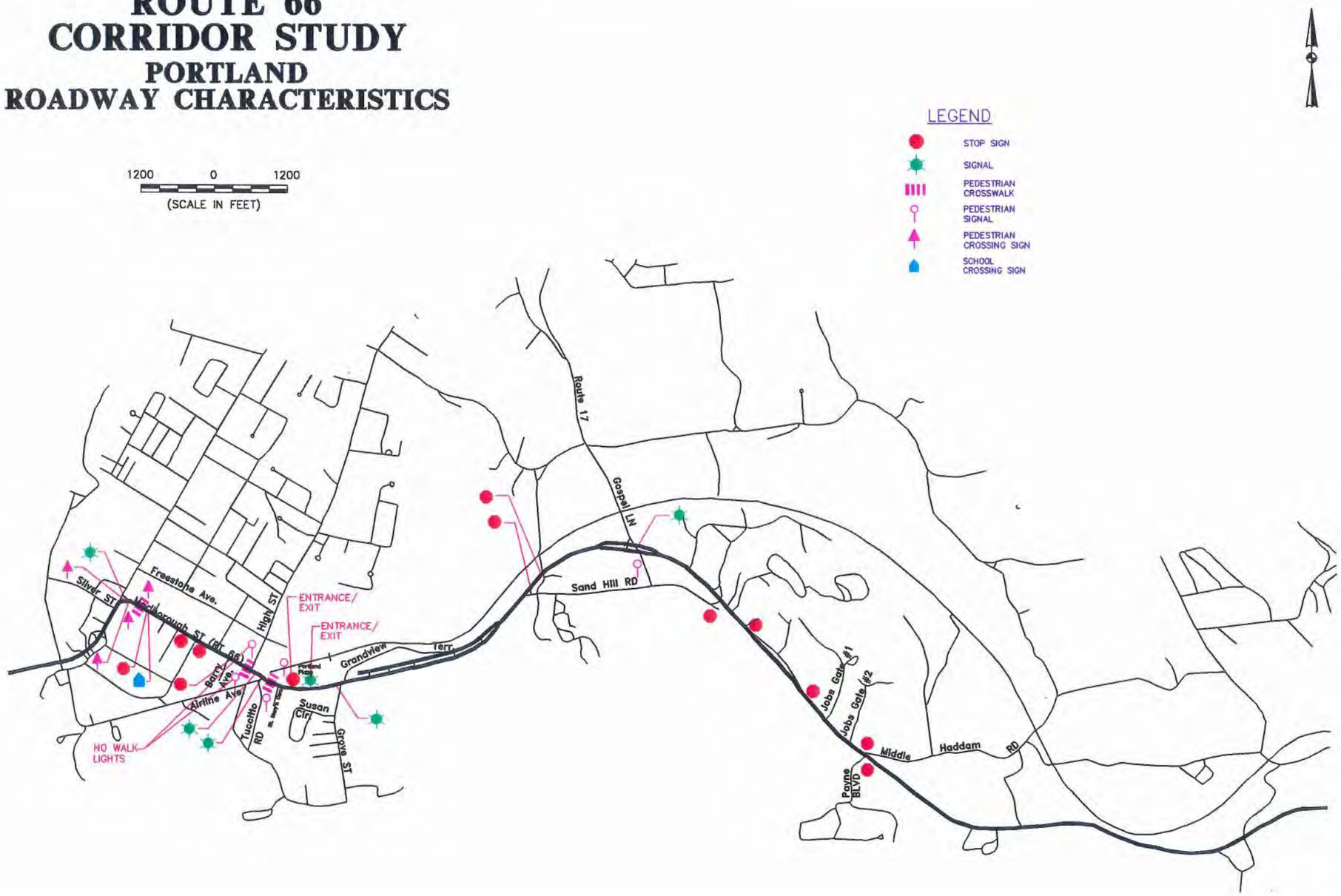


Figure 2a

ROUTE 66
CORRIDOR STUDY
EAST HAMPTON
ROADWAY CHARACTERISTICS

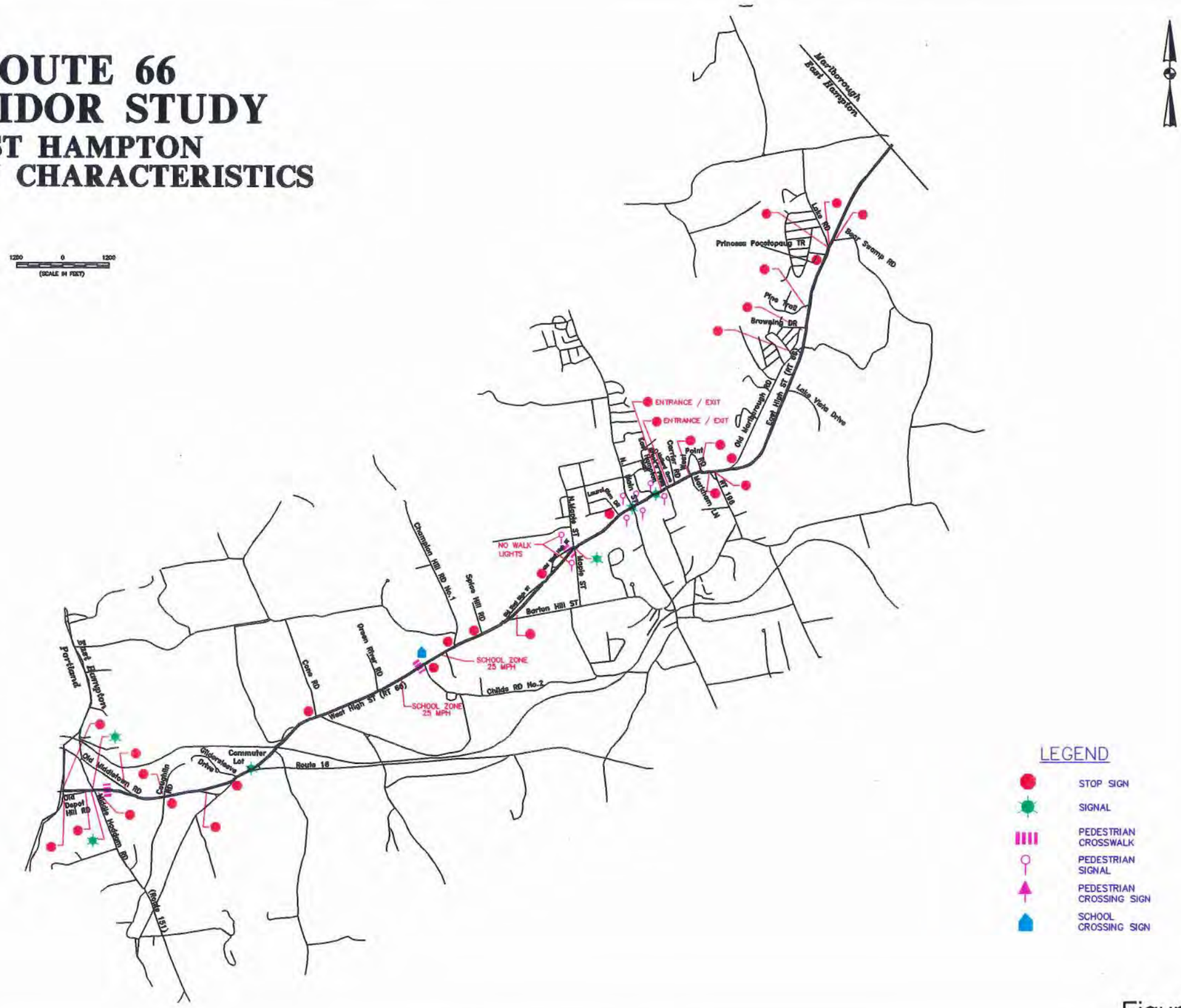
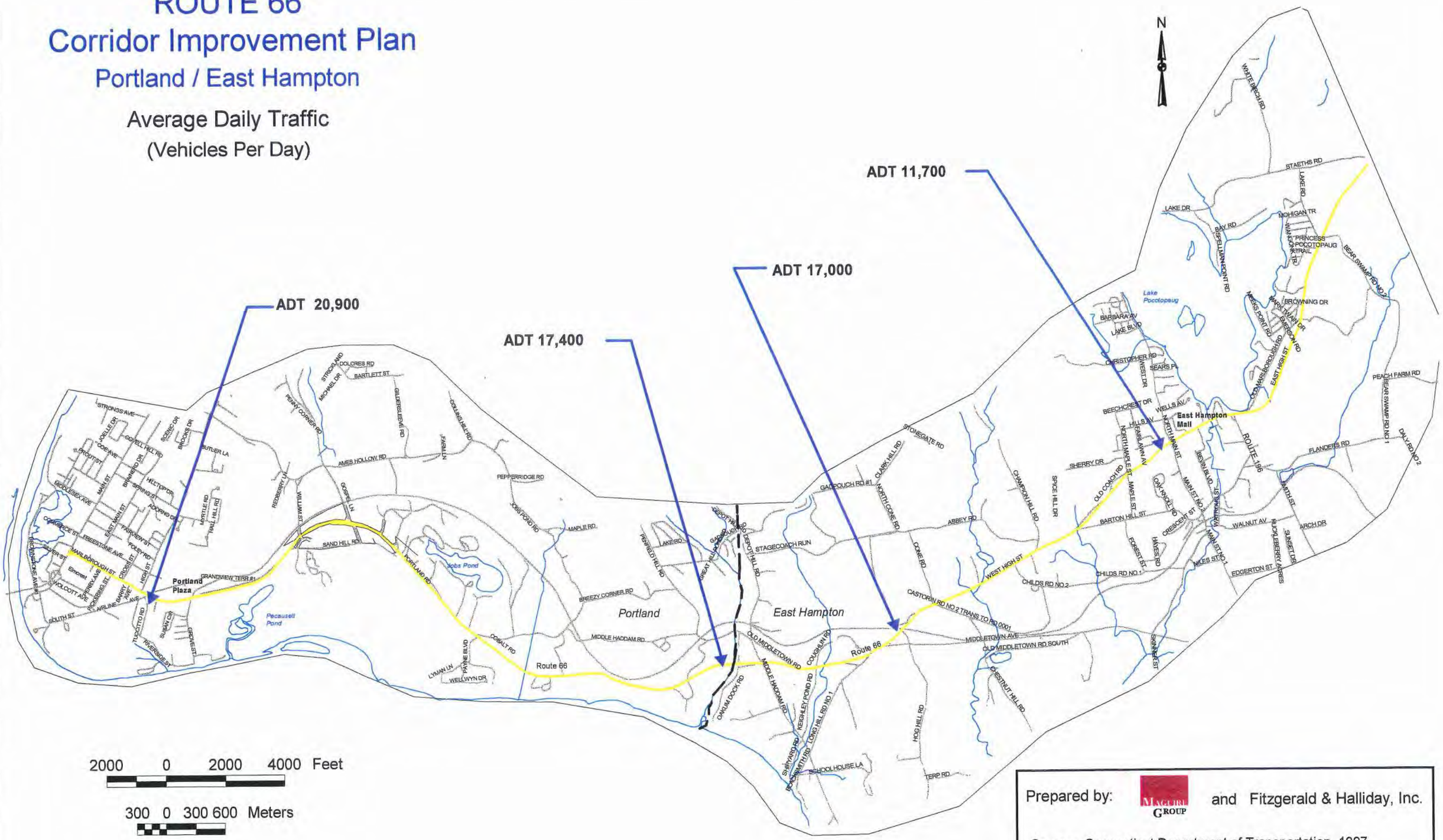


Figure 2b

ROUTE 66
Corridor Improvement Plan
Portland / East Hampton

Average Daily Traffic
(Vehicles Per Day)



Prepared by: MACURI GROUP and Fitzgerald & Halliday, Inc.

Source: Connecticut Department of Transportation, 1997

Figure 3

B	Describes operations with delay greater than 5 and up to 15 seconds per vehicle, where vehicles may stop more than with LOS A.
C	Describes operations with delay greater than 15 and up to 25 seconds per vehicle where the number of vehicles stopping is more significant at this level, though many still pass through the intersection without stopping.
D	Describes operations with delay greater than 25 seconds and up to 40 seconds per vehicle, where there is unfavorable progression. Many vehicles stop and congestion is more noticeable.
E	Describes operations with delay greater than 40 and up to 60 seconds per vehicle, with poor progression. This level is the limit of acceptable delay.
F	Describes operations with delay in excess of 60 seconds per vehicle. This level is considered to be unacceptable to most drivers.
*	Describes operations with delay in excess of 60 seconds per vehicle and the volume to capacity ratio is greater than 1.2. This level is also considered to be unacceptable to most drivers.

Source: ***Highway Capacity Manual***, Third Edition, 1994.

Results of the analysis indicate that eight of the twenty intersections analyzed are currently operating at a poor level of service in the morning and/or evening peak periods. The intersections along Route 66 where poor (E, F, or *) levels of service currently exist are listed below and are shown graphically in Figure 4.

Portland	East Hampton
Elmcrest Manor	Keighly Pond Road
Barry Avenue	North Main Street
Sand Hill Road	Brooks Plaza
Middle Haddam Road	Route 196

In general, an intersection currently experiencing a poor level of service under existing conditions will continue to have a poor level of service, or will deteriorate further, if future growth is added and no improvements are implemented. Following the projection of future traffic volumes, a capacity analysis was again performed at the twenty key intersections using the projected p.m. peak hour traffic volumes for the year 2020.

Under current conditions, eight intersections along the corridor were identified as having a poor level of service. Results from the future year 2020 LOS analysis indicate that fourteen of the twenty intersections will have lane movements operating at LOS E, F or * in the evening peak period by the year 2020. Of these fourteen intersections, six are in the Town of Portland and eight are in the Town of East Hampton. This is an additional six intersections over the eight intersections currently experiencing pool level of service. All of the intersections along Route 66 that are expected to have poor level of service by the year 2020 are listed below:

Portland	East Hampton
Elmcrest Manor	Route 151 (Middle Haddam Road)
Barry Avenue	Keighly Pond Road
High Street	Champion Hill Road
Portland Plaza	North Maple Street
Sand Hill Road	North Main Street
Middle Haddam Road	East Hampton Mall
	Brooks Plaza
	Route 196

TRAFFIC SAFETY

Accident Summary

Accident data along the Route 66 corridor in Portland and East Hampton was obtained from ConnDOT for the most recent available three-year period (1993-1995). The data revealed that 579 accidents occurred along this section of Route 66 during that period. Figure 5 illustrates the higher accident locations in the study area. A summary of accidents and the most frequently cited contributing factors is tabulated in Table 3. The predominant factors were: driver following too close (29%), driver failed to grant right-of-way (19%), and driving too fast for conditions (15%).

As traffic volumes and congestion increase in the future, as seen in the level of service analysis above, the number and rate of accident occurrences can also be expected to increase. In addition to traffic volume, an important factor to note is traffic speed. Excess speed was frequently cited in the above-mentioned accident data.

PEDESTRIAN, BICYCLE and TRANSIT ISSUES

Pedestrian Issues

Pedestrian safety was considered an important factor in evaluating specific intersection alternatives. The majority of the pedestrian problems and concerns are focused in the downtown Portland area, generally from the Arrigoni Bridge to Portland Plaza. Much of the current pedestrian traffic in downtown Portland is generated by residents walking to shopping areas or schools, and by employees of Elmcrest Manor. Sidewalks in this area are limited and in disrepair. Sidewalks in this area also lack continuity and lack in qualities that would promote increased pedestrian use. One of the Portland advisory committee's specific goals is to promote a more pedestrian-friendly downtown area. Some sidewalks have been reconstructed by recently opened businesses, and ConnDot plans to reconstruct sidewalks as part of a scheduled roadway improvement project. Pedestrian safety and circulation was one of the issues that qualified this general area as one of the target areas.

ROUTE 66
Corridor Improvement Plan
Portland / East Hampton
Level of Service Analysis

Intersections with Poor LOS in 1997

Intersections with Poor LOS in 2020

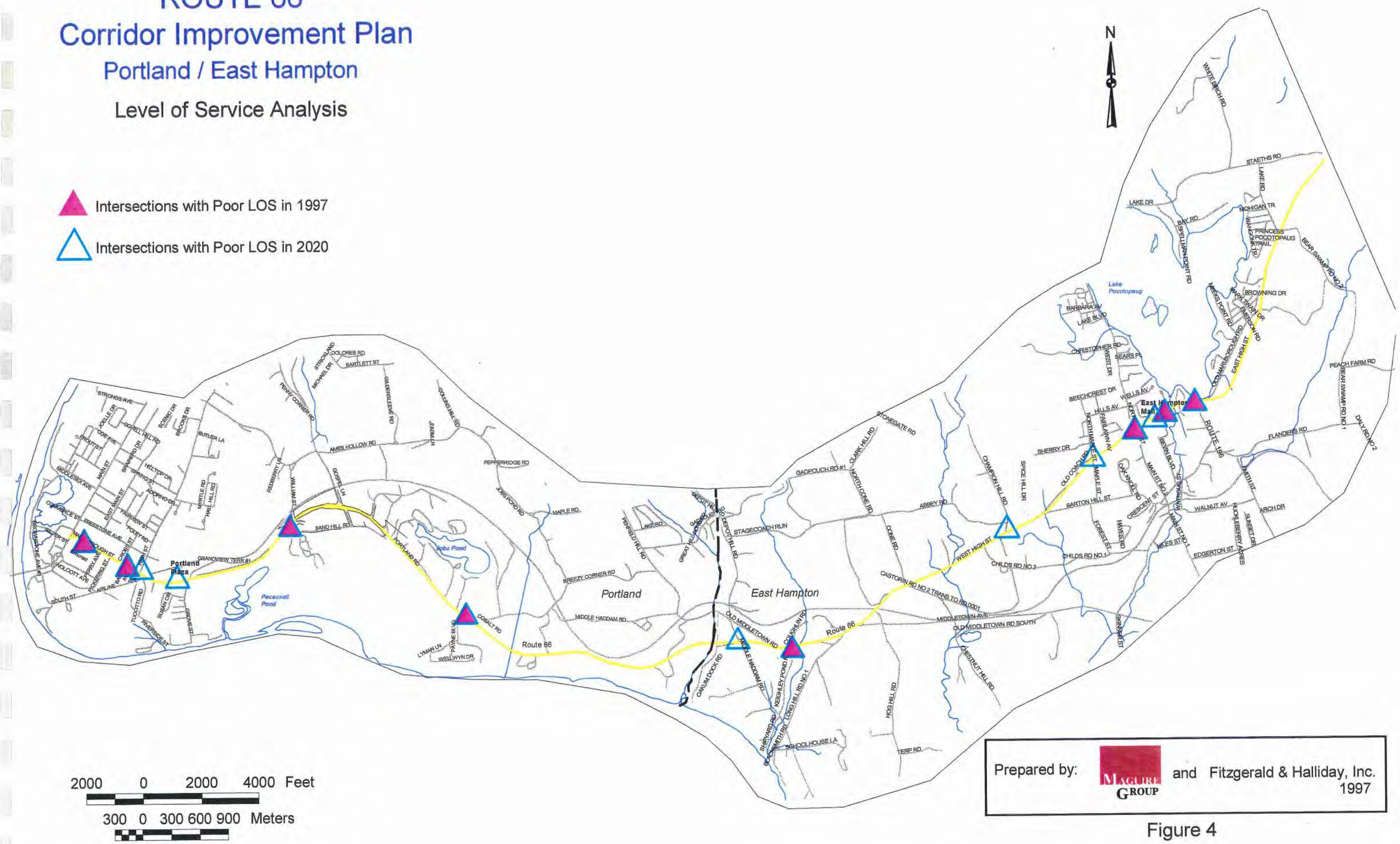
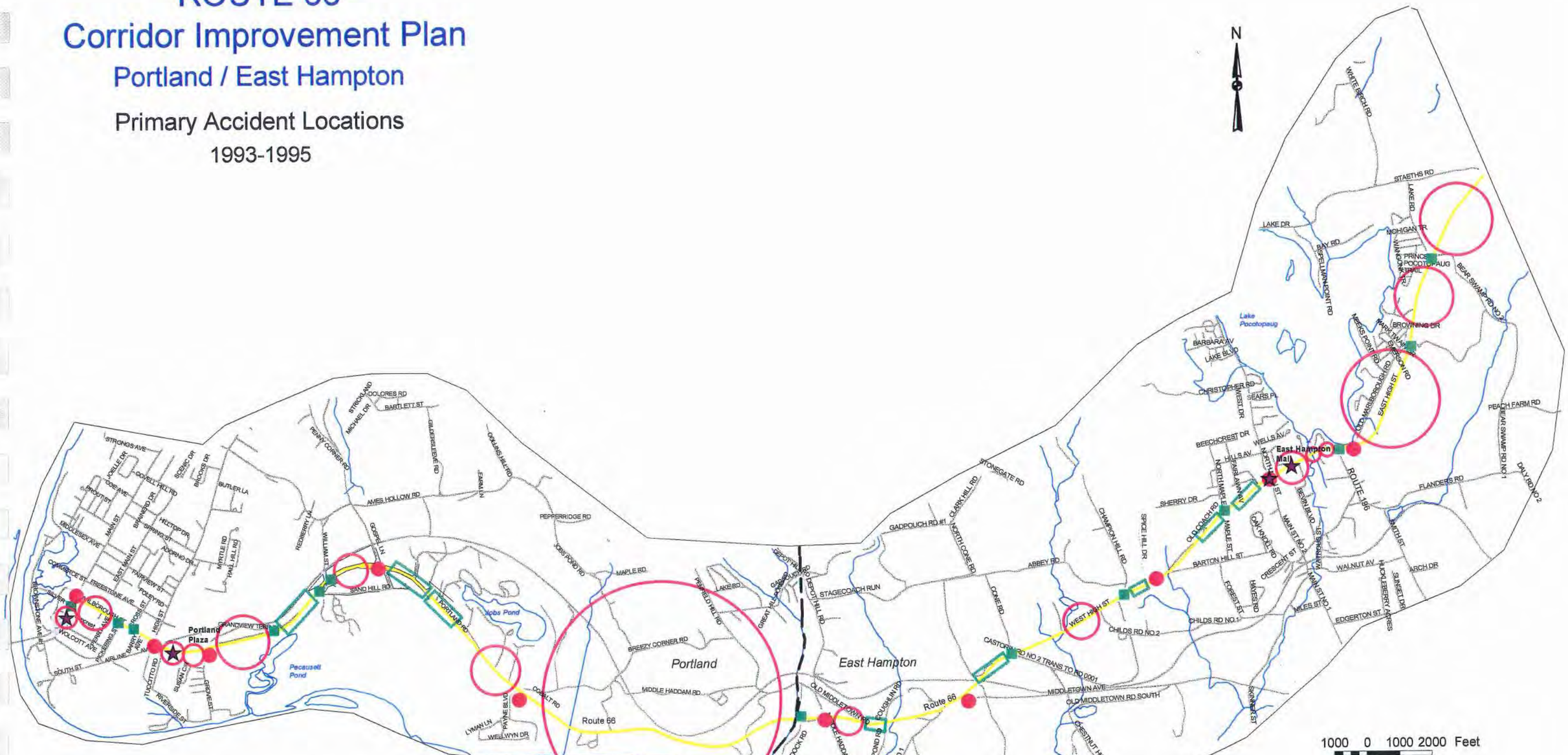


Figure 4

ROUTE 66
Corridor Improvement Plan
Portland / East Hampton
Primary Accident Locations
1993-1995



- 7 OR MORE ACCIDENTS AT INTERSECTION
- 7 OR MORE ACCIDENTS BETWEEN INTERSECTIONS
- 4-6 ACCIDENTS AT INTERSECTION
- 4-6 ACCIDENTS BETWEEN INTERSECTIONS
- SLOSSS LOCATION

Prepared by: MAGUIRE GROUP and Fitzgerald & Halliday, Inc. 1997

Figure 5

Table 3
Summary of Contributing Factors for Accidents
Along Route 66 in Portland and East Hampton (1993-1995)

Location of Accidents	# of Accidents	Contributing Factors (%)			
		Following Too Close	Driving Too Fast	Failed To Grant Right of Way	Other
On Arrigoni Bridge/Bridge Approach	30	33	23	10	34
Between Arrigoni Bridge and Silver Street	17	18	6	35	41
At Silver Street	6	33	0	50	17
Between Silver Street and Route 17A	5	40	20	20	20
At Route 17A	27	37	37	7	19
Between Route 17A and Perry Avenue	16	25	38	13	76
At Pickering Street	5	20	0	60	20
At Cross Street	5	0	0	100	0
At High Street	12	33	17	17	67
Between High Street and Marlborough Street (Private)	15*	20	40	13	27
At Grove Street/Grandview Terrace (westerly junction)	22	32	18	5	55
Between Grove Street/Grandview Terrace (westerly junction) and Grandview Terrace (easterly junction)	8	0	25	25	50
Between Grandview Terrace (easterly junction) and Sand Hill Road (westerly junction)	6	17	50	0	33
At Sand Hill Road (westerly junction)	5	0	20	60	20
At William Street	5	0	20	60	20
Between William Street and Route 17	11	18	18	18	46
At Route 17	13	31	15	23	31
Between Murphy Road (easterly junction) and Middle Haddam Road/Payne Boulevard	14	29	36	0	35
At Middle Haddam Road/Payne Boulevard	7	43	0	14	43
Between Middle Haddam Road/Payne Boulevard and Grist Mill Lane	34	24	21	6	49

Location of Accidents	# of Accidents	Contributing Factors (%)			
		Following Too Close	Driving Too Fast	Failed To Grant Right of Way	Other
At Grist Mill Lane	5	40	20	0	40
At Route 151	10	40	20	20	20
Between Route 151 and Old Middletown Road	8	25	0	50	75
Between Old Middletown Road and Keighley Pond Road	5	40	0	0	60
At Route 16	7	57	14	29	100
At Cone Road	6	83	17	0	0
At Champion Hill Road	6	0	17	67	16
At Spice Hill Drive	7	57	0	14	86
Between Old West High Street and Maple Street	6	17	0	0	83
At Maple Street/North Maple Street	6	17	17	33	67
Between Maple Street and Laurel Glen Drive	5	40	0	0	60
At Main Street	36	17	3	36	44
Between Main Street and Carrier Road	29	41	0	31	28
Between Carrier Road and Markham Lane	9	22	0	33	45
Between Markham Lane and Route 196	8	50	0	38	12
At Route 196	6	33	0	17	50
Between Old Marlborough Road(westerly junction) and Old Marlborough Road(easterly junction)	14	21	14	29	36
At Old Marlborough Road(easterly junction)	5	40	0	40	20
Between Browning Drive and Princess Pocotopaug Trail	14	36	7	0	57
Between Bear Swamp Road and Marlborough Town Line	7	14	14	14	58

Source: Connecticut Department of Transportation, 1993-1995

Another area of concern cited by residents and members of the Advisory Committee is along the shore of Lake Pocotopaug in East Hampton. Route 66 passes very close to the shore of the lake just west of Old Marlborough Road (west). Pedestrians and Bicyclists must use an insufficient shoulder to complete travel around the lake.

Most of the rest of the corridor has few activities that generate significant pedestrian traffic, and no additional pedestrian issues were noted for these areas by town officials, Advisory Committee members, or others.

School buses pick up and discharge students at many different points along Route 66, and there is some concern about children's safety on this busy roadway. Bus routes are established, however, so that children do not have to cross Route 66. According to school and bus company personnel, safety at bus stops has not been a serious issue.

Bicycle Issues

ConnDOT publishes a Connecticut Bicycle Map which delineates several preferred bicycle routes throughout the state. However, many of these routes have not been specifically designed to accommodate bicycle traffic. Many do not have adequate shoulders or designated bicycle lanes and lack any particular amenities for cyclists. While the map designates portions of Route 66 through the corridor study area as a cross-state bicycle route, it is not particularly cyclist friendly.

Transit Service

The Middletown Transit District (MTD) services both Portland and East Hampton. This transit service provides only a few daily bus runs. Their is one existing designated commuter lot in East Hampton located near the intersection of Route 66 and Route 16.

ENVIRONMENTAL FEATURES

When considering transportation improvements it is necessary to consider the environmental features of the study area which might potentially be impacted by the recommended improvements. Significant historic and natural resources were inventoried along the Route 66 corridor.

Historic and Architectural Resources

Both Portland and East Hampton are rich in historic resources. The historic resources located in close proximity to Route 66 in Portland consist mainly of residential historic houses. The 19th century octagonal houses at 26 and 28 Marlborough Street (Route 66) are listed on the State and National Historic Registers. Elmcrest Manor, also on Marlborough Street, is listed in the State Historic Register. There are a total of 17 buildings in the Portland Route 66 corridor that are listed in the historical survey. In addition, the Main Street area of Portland, adjacent to the corridor study area, contains numerous historic buildings.

East Hampton's numerous historical resources include 63 buildings, predominately residential houses, that have been identified along the corridor area. A historic home located at 5 Hog Hill Road is listed on the State Historic Register. Additionally, there are two districts listed on the National Historic Register that are adjacent to the corridor study area. The Belltown Historic District is located in the center of East Hampton and borders West Main Street (Route 66) at Main Street. The Middle Haddam Historic District is located south of Route 66, at Route 151, and borders the Connecticut River. Another historic feature just outside the study area is the Great Hill Pond Brook Bridge on Middle Haddam Road, north of Route 66 in the Cobalt section of East Hampton. Great Hill Pond Brook is considered by the Connecticut Historical Commission to be archaeologically sensitive.

Natural Resources

Several types of natural resources were identified within the Route 66 corridor. The geology of the area has resulted in the presence of numerous outcrops of highly resistant, metamorphic rock. Relative to Route 66, these features are prominent in Portland between Sand Hill Road and the East Hampton Town line, most notably in the vicinity of St. Clements. There are also a number of water resources along the corridor. Surface water bodies include Pecausett Pond in Portland and Lake Pocotopaug in East Hampton. The Connecticut River and its floodplain are situated along Route 66 in Portland. Streams crossing beneath the roadway include Great Hill Pond Brook in Portland and Mine Brook, Green River, Muddy Gutter Brook, and Pocotopaug Creek in East Hampton. North-south flowing streams are a predominant feature in East Hampton, and often occur within steeply-sloped ravines. Major wetlands located in the Portland Route 66 corridor include Pecausett Meadows, south of Grandview Terrace, and Riverdale, which is listed by the State Department of Environmental Protection as a habitat of special concern. The East Hampton Route 66 corridor contains wetlands associated with the many stream crossings, and also in the vicinity of Lake Pocotopaug.

PROBLEMS AND NEEDS

Following an analysis of existing corridor conditions, augmented by input from the Advisory Committee and the public, several distinct areas in the corridor emerged as particular areas of concern. Some of these areas of concern were originally identified by the Advisory Committee in the course of developing the corridor study goals and objectives and were confirmed by field observation and traffic analysis. These areas of concern were determined to require a more detailed analysis of alternative actions to solve or relieve existing problems.

Seven such areas were identified. Existing conditions at each of the identified areas, as well as many other areas along the corridor, were evaluated in terms of safety, geometrics, pedestrian movement, land use and zoning, level of service, access issues, and other factors. The areas of concern are illustrated in Figure 6 along with a generalized summary of the primary problems or potential problems identified.

It is important to note that areas along the corridor have been identified as having a specific safety or access problem which is also addressed in the plan recommendations. A distinction was made, however,

between areas of concern which have a number of potential alternatives available to address the problem and other deficient areas in the corridor where a more obvious or straight-forward solution is apparent. For example, at the intersection of Route 66 and Champion Hill Road in East Hampton, vehicles entering the traffic flow on Route 66 have a poor line of sight. Volumes at this intersection are low, so signalization is not an option, existing land uses are not a complicating factor, pedestrian activity is extremely low, and there are no other factors that would warrant a detailed analysis of several alternative scenarios. The straight-forward solution in this case, consists of evaluating whether or not a regrading of the intersection is warranted.

Two additional problem areas were added to the improvement plans after the initial alternatives analysis. A fatal accident between the easterly and westerly junctions of Old Marlborough Road ("Belltown curve") in March of this year prompted the inclusion of this area in the alternatives study. Recommendations for this location were finalized after publication of the Draft Corridor Improvement Plan and were presented at the final public information meeting. Recommendations were finalized at the final meeting of the Advisory Committee, and are included in this plan.

The second problem area added after the initial alternatives study is the segment of Route 66 known locally as "the ledges", located between Payne Boulevard and Oakum Dock Road. Along this area the roadway is situated extremely close to bedrock outcrops. Problems encountered in the area include vehicles colliding with the ledge and seepage of water from the rock causing icing in the winter. Since there is little to no shoulder throughout this stretch of road, many incidents require the rerouting of traffic onto Middle Haddam Road. The Advisory Committee has expressed the need for improved emergency access to the area, and many comments were received from the public regarding the hazards. In the event a four-lane widening is not programmed through this stretch of roadway, we have included a recommendation for improvement of the existing condition.

Chapter Three
IMPROVEMENT STRATEGIES

The material presented in the previous chapter shows that existing problems within the corridor will be compounded by the year 2020 due to a 30% increase in traffic. In addition to roadway capacity problems, Route 66 will have compounded safety problems due to poor roadway alignments, high vehicular speeds, pedestrian conflicts, and access conflicts.

IMPROVEMENT STRATEGIES

A wide range of improvement strategies could be implemented to address these issues. Broadly stated, the range of alternative transportation improvement strategies includes such diverse courses of action as:

- **widening** of the roadway through the corridor,
- making **intersection improvements** to clear sight line or increase capacity and ease traffic flow,
- developing and employing **access management** strategies to better manage future development traffic and ensure that, to the greatest extent possible, the situation is not exacerbated,
- employing or encouraging **travel demand management** techniques to make the most efficient use of the existing roadway by spreading out the peak hour or increasing automobile occupancy rather than increasing the capacity of the existing roadway,
- developing or encouraging **alternative modes of travel** to make the most efficient use of the existing roadway by decreasing the number of vehicles on the existing roadway,
- developing stricter **land use controls** to manage development and thus slow the growth of traffic in the corridor.

The first two general strategies involve physical improvements to some degree, ranging from minimum roadway construction such as roadway widening strategies to a considerably lesser amount of construction for the intersection improvement option. The other courses of action involve primarily regulatory change, along with incentives to alter existing development or travel patterns.

Each of these strategies has both merits and disadvantages. Each also has proponents and opponents. Some are appropriate and workable in the Route 66 corridor and others are not. A brief discussion of each of the identified strategies follows. It should be noted, however, that these improvement strategies are not mutually exclusive. In fact, some elements of the latter four strategies should be part of the overall "package" of improvements for any corridor planning project, whether or not roadway construction is required.

Roadway Widening

Route 66 in the Portland/East Hampton study area is predominately a two lane arterial except for that portion in the Portland urban district that is four lanes. In order to increase capacity throughout the entire Route 66 corridor, additional lanes are required in each direction. The concept of a four-lane road was initially not included in the alternatives presented to the public. The alternatives focused on more moderate strategies to alleviate congestion and safety problems without proposing major roadway modifications that could change the rural and historic character of the area. However, after noting strong public support for widening Route 66 to four lanes, the Advisory Committee gave further consideration to a number of four-lane options within the segment from Sand Hill Road to the East Hampton town line. It was agreed that widening to four lanes should be included among the alternatives.

Both the Advisory Committee and the public, however, did not favor widening to four lanes within the town of East Hampton. The Reasons for their opposition included: 1) the negative effect it would have on the character of the East Hampton Historic District and on the character of the corridor as a whole; 2) the negative effect it would have on the shore of Lake Pocotopaug; 3) the substantial number of private properties that would be affected along the corridor; 4) opinions expressed that speed rather than congestion is the major problem; and 5) evidence that traffic volumes east of the intersection of Route 66 and Route 16 were not heavy enough to warrant two additional lanes. Based upon these factors, the four-lane alternative was not pursued east of the intersection of Route 66 and Route 16.

In the event a widening does not occur, local residents and business people have requested the addition of wider shoulders in locations where vehicles frequently make turns, but that lack turning lanes.

Intersection Improvements

Perhaps the most appropriate physical improvement strategy for the Route 66 corridor is that of making improvements at selected intersections. These improvements would solve most of the capacity and safety problems in the corridor while at the same time minimizing impacts to businesses, wetlands, cultural resources, and the historic character of East Hampton center. Improving the flow of traffic through intersections can be facilitated by intersection capacity improvements or by traffic operational improvements, as discussed below.

***Intersection Capacity Improvements*:** The level of service analysis indicated that there are fourteen intersections which are currently or soon will be operating at deficient levels of service. Those intersection are listed in the previous chapter.

Consideration was given to a range of potential physical modifications to improve conditions at each of these intersections. Several of the fourteen intersections were viewed as particular problem areas, generally due to the presence of more than one contributing factor. At these locations, a host of specific alternative improvement scenarios were considered to alleviate traffic congestion and improve level of service. Intersection improvements which were considered included lane additions, lane widening, restriping, and corner curve radii modifications. In most cases, the improvement alternatives addressed roadway capacity issues, but in some instances, improvements were considered for safety reasons alone. For each problem intersection, a range of feasible alternatives was evaluated including the no build (leaving the intersection as is), a minor improvement option (involving minimal road reconstruction), and a more major improvement option (usually involving a more significant amount of roadway reconstruction).

Traffic Operational Improvements: Traffic operational improvements can result in moderate improvements in traffic flow at specific intersections or along arterial segments where traffic flow is impeded by several signalized or unsignalized intersections. Such improvements might include changes in signal timing or actuation, coordination of signals, new signalized intersections, or increased storage bay length for turning lanes.

There are several unsignalized intersections within the study area which could be considered for a signal warrant analysis to determine whether or not a traffic signal is needed at those locations based on vehicular and pedestrian volumes, accident experience, delay, and other factors. If additional signals are warranted, a re-evaluation of signal coordination would need to be carried out.

Another means of improving traffic flow is to increase the length of turning lanes to allow all turning vehicles to be removed from the through traffic lanes. Often this can be accomplished by restriping or very minor widening.

Access Management

The frequency of traffic accidents is greatest along Route 66 where there are conflicts between land access (driveways and curb cuts) and through traffic. Proper management of these access points can reduce conflicts and the frequency of accidents and can also greatly reduce delay and congestion. Too many driveways at businesses along several sections of Route 66 in both Portland and East Hampton have been allowed to occur. Many properties have two, or even three curb cuts. In many cases it may be possible to reduce the number of curb cuts without limiting a property owner's ability to conduct business.

Detailed access management plans, depicting curb cut closures and consolidation in these areas is presented in separate ***Route 66 Access Management Plans*** for the municipalities of Portland and East Hampton. In brief, access management is a technique which combines traffic engineering measures with land development regulations to allow adequate access to land use while minimizing conflict between mainline traffic and traffic accessing land uses along the corridor. Some examples of access management techniques might include:

- Combine or relocate existing driveways
- Combine, close or relocate existing medians
- Utilize joint parking facilities
- Utilize frontage and/or backage roads
- Coordinate traffic signals
- Define directional access (e.g., exit only; left turn only; one way; no U-turn, etc.)
- Establish design standards through local regulations

- Adopt access criteria, through zoning, for site development proposals
- Plan for future access to undeveloped parcels.

Travel Demand Management

Travel demand management strategies such as staggered work hours, promoting ridesharing and improving public transit help alleviate congestion during peak hours by increasing vehicle occupancy or spreading out the peak period.

The Middletown Transit District (MTD) operates one bus route in the corridor. Rural Route F serves all of Route 66 in Portland and continues to Lake Vista Apartments just east of the intersection of Route 196 in East Hampton. This is not a fixed-stop route; therefore, stops are made for passengers who signal by waving.

Single occupancy vehicles still dominate the roadways along the corridor. There is one existing commuter lot at the junction of Route 66 and Route 16 in East Hampton; it is, in general, underutilized. The Rideshare Company, the major commuter service company in the Midstate Region, operates vanpools that travel through Portland and East Hampton on Route 66 each work week. These vans originate outside the region and travel to Middletown or Hartford. They do not operate vans with an origin or destination in Portland or East Hampton at this time. Additionally, there are a small number of privately run vanpools and carpools traveling through the corridor.

The Midstate Region is not a "severe" ozone nonattainment area, therefore, volunteer programs which call for the implementation of trip reduction strategies by larger employers are not stressed. Employers in the region have no legal obligation to develop ridesharing or staggered work hour programs for their employees. Nevertheless, efforts could be made to increase ridesharing and bus usage along the corridor.

Alternative Modes of Travel

An important strategy for the Route 66 corridor is that of encouraging modes of travel other than the automobile. Providing for alternative modes of travel such as rail service and bicycle routes could have a positive effect on improving traffic flow. Use of these alternative modes results in removal of vehicles from the roadway. Efforts to encourage individuals to make use of alternative modes more frequently could have a noticeable effect on reducing congestion and easing traffic flow.

Rail Service

According to the *1990 Means to Work Statistics*, there is a significant number of Midstate Region residents, including those from Portland and East Hampton, who travel to Hartford for work. One way of relieving congestion along the corridor would be to provide rail service for commuters in the Portland/East Hampton area. The concept of developing the Connecticut Central Railroad to service commuters from central Connecticut to the Hartford area was evaluated, however was not viewed as a feasible alternative. Reasons why rail service is not considered feasible include 1) although there are plans to reactivate the line from Middletown to Cromwell and extend it to Hartford, regional development for passenger use is not being considered; 2) a spur line for potential users in Portland and East Hampton to Middletown is remote; 3) the freight line from Middletown to Portland operated by the Connecticut Central Railroad ends on the west side of town; and 4) the remainder of the former Penn Central Railroad right-of-way that once traversed Portland and East Hampton and runs parallel to Route 66 in Portland, is no longer in rail service. Based upon these factors, a comprehensive study of potential rail service in the region would have to be initiated to determine if rail service could be a viable alternative mode choice.

Bicycle Travel

Provision of trails outside the roadway network is one way of removing bicycles and other non-motorized forms of travel from Route 66, thereby reducing hazards and curtailing the need to provide such facilities as part of roadway improvements. In the 1980's the State of Connecticut purchased the railroad right-of-way in East Hampton. A new trail was opened in 1997 on this portion of the right-of-way under the Rails to Trails program. In Portland, the former right-of-way was sold to individual owners, and local efforts to promote a rail-trail through Portland have thus far been unsuccessful.

In addition to off-road bicycle facilities, opportunities exist to provide bicycle facilities along Route 66. Reservation of adequate widths to allow for safe bicycle travel can be incorporated into future road widening projects. Since Route 66 has been designated a cross-state bicycle route and regional plans emphasize the importance of providing alternative modes of transportation, further consideration should be given to possibilities for improving facilities for bicycle travel.

Land Use Planning

Route 66 is affected by adjacent activities and surrounding land uses which generate traffic. Continued land development is likely to lead to increased traffic congestion along Route 66 and its feeder streets. Therefore, local planning and zoning efforts have a role to play in controlling the growth within the corridor and surrounding areas that will affect traffic volumes and congestion.

ConnDOT has projected a 1.5% annual increase in traffic along the corridor, which means that by 2020 there will be 30% more vehicles using Route 66 than in 1997. The future of traffic growth in the Route 66 corridor will depend to a large extent on the amount and type of land development which occurs within the municipalities of Portland, East Hampton and in surrounding towns.

The potential for growth in East Hampton is great. Population is expected to increase by 23% by the year 2020. The majority of the town is zoned residential and a substantial area in the eastern part of East Hampton, abutting Route 66, has been specially designated as design development. The portion of land that is undeveloped in East Hampton is 84% of total land. Even though much of this land has limited development potential due to development constraints or open space designation, the management of development is likely to affect future traffic volume in the Route 66 Corridor.

Portland's population is not expected to increase substantially in the next twenty years. A large percentage of land remains undeveloped, but as with East Hampton, most of this land contains

development restrictions. Many of the land parcels along Route 66 are zoned to attract commercial/industrial business. Portland's development, along with growth in surrounding towns, particularly East Hampton, will have a substantial impact on future traffic in the Route 66 corridor.

A variety of measures may be used to manage growth in the residentially-zoned sections of both towns, including purchase of land for preservation of open space, purchase of development rights, transfer of development rights, or increase of minimum lot size.

EVALUATION CRITERIA

In evaluating the improvement alternatives, many factors were considered including both quantitative and qualitative considerations. These factors are:

Cost: The estimated cost of design and construction in 1998 dollars. The cost does not include acquisition costs for property takings or wetland mitigation.

Level of Service (LOS): The future year (2020) level of service that would be realized if the improvement is implemented based on future year traffic volumes.

Traffic Safety: The anticipated change in vehicular and pedestrian safety as a result of the improvement. Speed, intersection geometry, and lighting are among the safety considerations.

Right of Way (ROW) Impacts: The amount of land outside the right of way that will be encroached upon as a result of the improvement. (The cost for compensating the land owner has not been included in the cost at this time).

Historical Resource Impacts: The potential impact to historic resources resulting from the improvement alternative. Numerous buildings along the corridor are listed on the National Register of Historic Places.

Aesthetic Impacts: The impact of the road on the scenic beauty of the area. The beauty can be attributed to both natural and man-made (historic) resources.

Environmental Impacts: The potential for the project to have a negative effect on natural resources (wetlands, water features, ledge outcrops, etc.).

All seven evaluation criteria are important. However, for the purposes of this study, level of service and traffic safety are a primary consideration as they represent the justification for making an improvement. Where level of service and/or safety were not improved, the alternative was not considered. Nevertheless, most of the recommended improvements also avoid or minimize historic and natural resource area impacts.

Chapter Four
RECOMMENDED CORRIDOR IMPROVEMENT PLAN

This chapter presents the results of the evaluation process. The recommended improvements presented in this chapter comprise the ***Corridor Improvement Plan*** for Route 66. The recommended improvements were developed by the consulting team and reviewed and modified by the Midstate Regional Planning Agency, the Connecticut Department of Transportation, and the Route 66 Advisory Committee, with input from the public.

The purpose of this plan is to identify problem areas and evaluate alternative solutions so that informed decisions can be made as to which improvements should potentially be carried forward into design or further study. The recommended improvements are implementable, cost effective, and sensitive to the corridor's environmental and cultural resources.

PHYSICAL AND OPERATIONAL RECOMMENDATIONS

Intersection/Arterial Improvements

As documented in earlier chapters, there are clearly roadway capacity problems within the corridor. During the early phases of this project, specific problem areas were identified and a number of intersections were shown to have existing or projected capacity or safety problems. Presented herein are improvements that will help to alleviate traffic congestion at critical intersections or roadway segments and improve traffic flow and safety along Route 66. They consist primarily of the addition of turning or through lanes, sight line improvements or adjustments to signalization. Traffic or pedestrian signal modifications have been suggested at three intersections that are already signalized. Vehicular and pedestrian safety will also be increased as a result of these improvements. The recommendations are illustrated in Figure 7. Appendix B contains a detailed conceptual layout of each of the physical intersection or arterial improvements. Detailed descriptions of the alternatives evaluated during the corridor study process appear in the ***Congestion Management System Strategy Report*** (Appendix C).

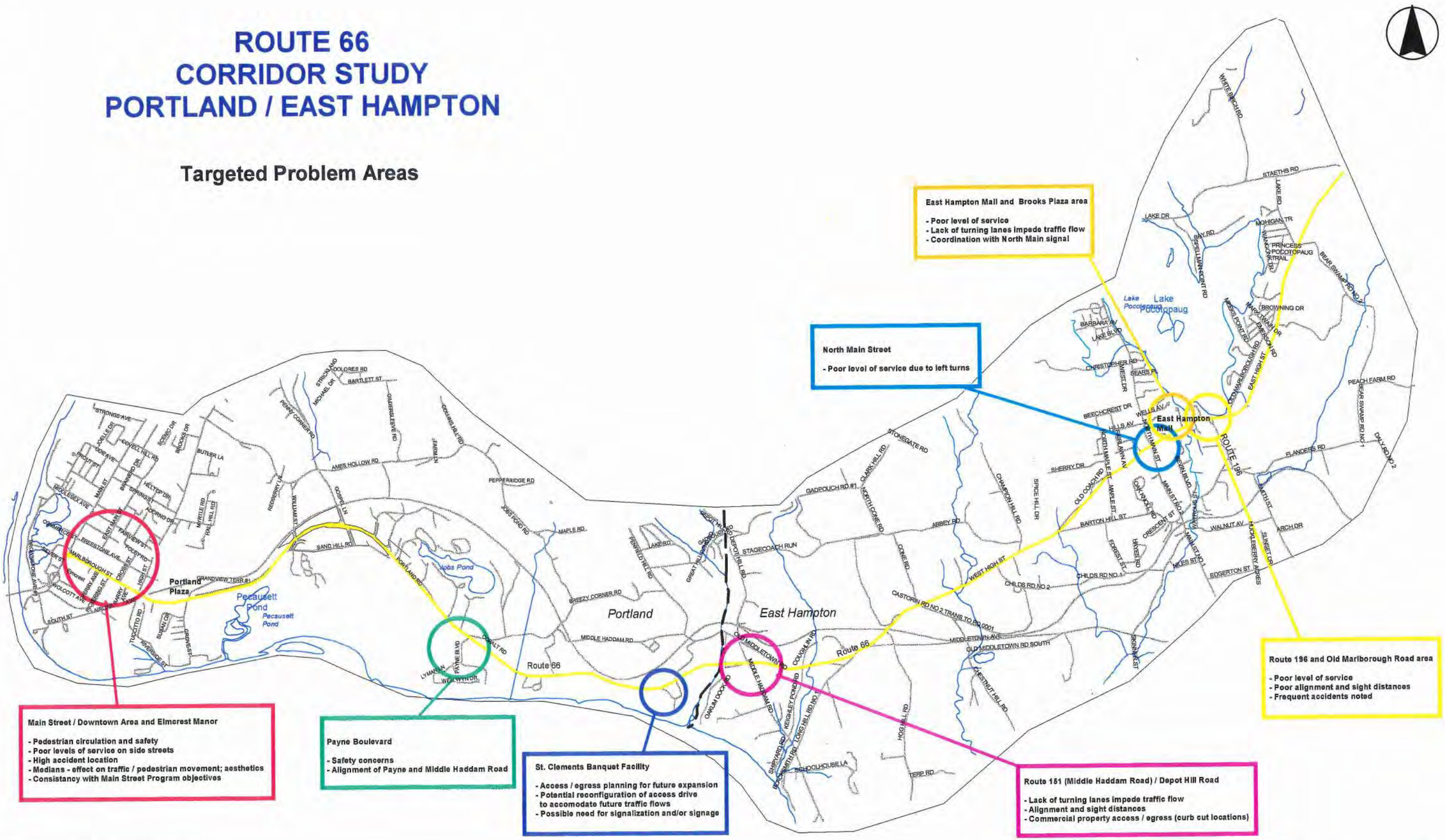
These recommended improvements would increase the level of service to acceptable operation at most of the key signalized intersections. Table 4 shows the estimated future level of service at those intersections both with and without implementation of the recommended improvements.

Several unsignalized intersections experiencing poor levels of service are hampered by the inability of traffic from the side streets to safely enter the main traffic flow on Route 66 in a timely manner. A recommendation is made to consider a signal warrant analysis at the following intersections:

Portland	East Hampton
Elmcrest Manor	Keighley Pond Road/Coughlin Road
Barry Avenue	Brooks Plaza
Sand Hill Road (West)	Route 196/Old Marlborough Road
Payne Boulevard/Middle Haddam Road	

ROUTE 66
CORRIDOR STUDY
PORTLAND / EAST HAMPTON

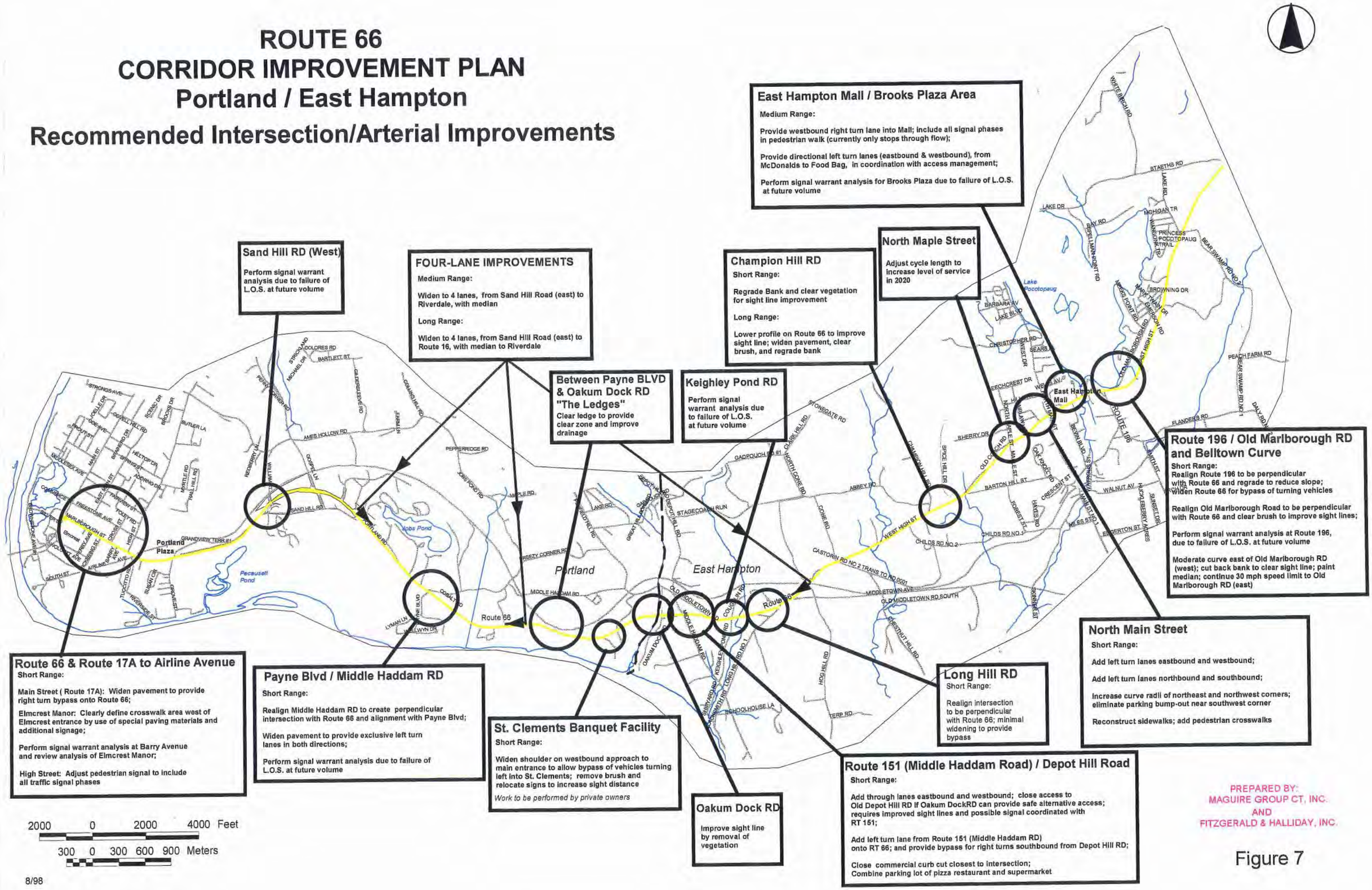
Targeted Problem Areas



PREPARED BY: MAGUIRE GROUP CT, INC.

Figure 6

ROUTE 66
CORRIDOR IMPROVEMENT PLAN
Portland / East Hampton
Recommended Intersection/Arterial Improvements



Sand Hill RD (West)
Perform signal warrant analysis due to failure of L.O.S. at future volume

FOUR-LANE IMPROVEMENTS
Medium Range:

Widen to 4 lanes, from Sand Hill Road (east) to Riverdale, with median

Long Range:

Widen to 4 lanes, from Sand Hill Road (east) to Route 16, with median to Riverdale

Between Payne BLVD & Oakum Dock RD "The Ledges"
Clear ledge to provide clear zone and improve drainage

Keighley Pond RD
Perform signal warrant analysis due to failure of L.O.S. at future volume

Champion Hill RD
Short Range:

Regrade Bank and clear vegetation for sight line improvement

Long Range:

Lower profile on Route 66 to improve sight line; widen pavement, clear brush, and regrade bank

North Maple Street
Adjust cycle length to increase level of service in 2020

East Hampton Mall / Brooks Plaza Area
Medium Range:

Provide westbound right turn lane into Mall; include all signal phases in pedestrian walk (currently only stops through flow);

Provide directional left turn lanes (eastbound & westbound), from McDonalds to Food Bag, in coordination with access management;

Perform signal warrant analysis for Brooks Plaza due to failure of L.O.S. at future volume

Route 196 / Old Marlborough RD and Belltown Curve
Short Range:
Realign Route 196 to be perpendicular with Route 66 and regrade to reduce slope; widen Route 66 for bypass of turning vehicles

Realign Old Marlborough Road to be perpendicular with Route 66 and clear brush to improve sight lines;

Perform signal warrant analysis at Route 196, due to failure of L.O.S. at future volume

Moderate curve east of Old Marlborough RD (west); cut back bank to clear sight line; paint median; continue 30 mph speed limit to Old Marlborough RD (east)

Route 66 & Route 17A to Airline Avenue
Short Range:

Main Street (Route 17A): Widen pavement to provide right turn bypass onto Route 66;

Elmcrest Manor: Clearly define crosswalk area west of Elmcrest entrance by use of special paving materials and additional signage;

Perform signal warrant analysis at Barry Avenue and review analysis of Elmcrest Manor;

High Street: Adjust pedestrian signal to include all traffic signal phases

Payne Blvd / Middle Haddam RD
Short Range:

Realign Middle Haddam RD to create perpendicular intersection with Route 66 and alignment with Payne Blvd;

Widen pavement to provide exclusive left turn lanes in both directions;

Perform signal warrant analysis due to failure of L.O.S. at future volume

St. Clements Banquet Facility
Short Range:

Widen shoulder on westbound approach to main entrance to allow bypass of vehicles turning left into St. Clements; remove brush and relocate signs to increase sight distance

Work to be performed by private owners

Oakum Dock RD
Improve sight line by removal of vegetation

Long Hill RD
Short Range:

Realign intersection to be perpendicular with Route 66; minimal widening to provide bypass

Route 151 (Middle Haddam Road) / Depot Hill Road
Short Range:

Add through lanes eastbound and westbound; close access to Old Depot Hill RD if Oakum DockRD can provide safe alternative access; requires improved sight lines and possible signal coordinated with RT 151;

Add left turn lane from Route 151 (Middle Haddam RD) onto RT 66; and provide bypass for right turns southbound from Depot Hill RD;

Close commercial curb cut closest to intersection; Combine parking lot of pizza restaurant and supermarket

North Main Street
Short Range:

Add left turn lanes eastbound and westbound;

Add left turn lanes northbound and southbound;

Increase curve radii of northeast and northwest corners; eliminate parking bump-out near southwest corner

Reconstruct sidewalks; add pedestrian crosswalks

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AND
FITZGERALD & HALLIDAY, INC.

Figure 7

8/98

A signal warrant analysis would be the responsibility of the ConnDOT, since Route 66 is a state route.

As mentioned above, comments and suggestions from the Route 66 Advisory Committee, the MRPA, ConnDOT, and the general public were helpful in both establishing and evaluating the alternative improvements. During the evaluation process, an evaluation matrix was prepared showing the effects of each alternative improvement. The results of this matrix for the recommended physical and operational improvements are shown in Table 5, which describes each improvement in terms of its effects on safety, level of service, environmental features, etc.

General Corridor Safety Improvements

In addition to safety improvements suggested for specific intersections or arterial segments, the following recommendations may be applied to the entire corridor:

- Lines of sight should be checked along the length of the corridor and corrected to ensure that a safe sight distance is provided for the prevailing actual speeds traveled.

- Increase in the enforcement of safe speeds as a deterrent to accidents caused by excessive speeding.

Corridor "System" Improvements

In addition to the specific physical and operational improvements recommended above, several additional recommendations are made below for improved operation of the Route 66 corridor. Implementation of some of these improvements would first require completion of a more detailed traffic engineering analysis.

Groups of traffic signals that are spaced within approximately 610 meters (2,000 feet) of one another should be coordinated in the Route 66 corridor. Currently, there are two sets of signals that are presently coordinated by the state. In Portland, they include High Street, Airline Avenue, Portland Plaza, and Grove Street. In East Hampton, North Main Street and East Hampton Mall are coordinated. If future signal warrant analyses indicate the need for additional signals, there are additional opportunities for signal coordination. Signal coordination can be simultaneous or coordinated to operate on a common background cycle for the following sets of signals:

- Portland Main Street/ Elmcrest Manor (future)/Barry Avenue (future)/ High Street/Airline Avenue/Portland Plaza/Grove Street
- Sand Hill Road (West) (future) and RT 17 (Gospel Ln)
- Route 151 and Keighley Pond Road (future)
- East Hampton Mall/North Main/Brooks Plaza (future)/North Maple Street/Route 196 and Old Marlborough Road (future)

RECOMMENDATIONS FOR OTHER MODES

Transit and Ridesharing

One of the recommendations of this ***Corridor Improvement Plan*** is that efforts be made to increase ridesharing and bus usage along the corridor. According to the 1990 Means to Work Statistics, there is a significant number of Midstate Region residents, including those from Portland and East Hampton, who travel to Hartford to work. If more travelers could be encouraged to use transit, carpool or vanpool, there would be, if not a reduction in traffic along Route 66, then at least a slowing of traffic growth in the corridor.

Clearly, the majority of travelers in the Route 66 corridor are currently driving alone and are likely to continue doing so. There are several categories of trips that might be diverted to other modes, however, particularly longer work trips. Again, it is unlikely that such a diversion could actually decrease traffic volume in the corridor, but an emphasis on these other modes at this point in time could substantially slow the growth of future traffic in the corridor.

Transit: Transit opportunities in the corridor are presently minimal. Some increase in transit service or, possibly, more aggressive marketing of public transit opportunities would be helpful to reduce the percentage of single occupancy vehicles in the corridor. Any improvements would need to be undertaken by Middletown Transit District (MTD), which is the responsible agency for the provision of transit service in the corridor, and in cooperation with Connecticut Transit, the provider of bus service from Middletown to Hartford. Planning for those improvements could be undertaken as part of a short-range transit improvement plan for the MTD service area, or could be a separate, smaller study focussing on the potential for some type of improved commuter service within the corridor and to primary commuter destinations.

Ridesharing: There are several ways to promote ridesharing in the corridor. One is through the expanded activity of a ridesharing broker which would promote ridesharing and match potential commuters. The corridor communities are presently already served by a rideshare broker called The Rideshare Company which publishes a free monthly journal called *The Commuters' Register*. This publication, along with distinctive markings on the *Easy Street* vans used for vanpools, represents the Rideshare Company's most effective means of advertising the service. Another form of promotion has been the placement of signs on key highways which provide The Rideshare Company's phone number.

The Rideshare Company encourages ridesharing and provides matching for interested commuters. *The Commuters' Register* also lists schedules for Connecticut Transit and vanpools for some of the larger employers in the region, such as, Aetna and Pratt & Whitney in the Middletown area. The Rideshare Company operates at least four *Easy Street* vanpools that travel through the Route 66 Portland/East Hampton corridor each work week. These vans originate outside the region and travel to Middletown or Hartford. Currently, there are no *Easy Street* vans operating that have an origin or destination in Portland or East Hampton. There are also several privately run vanpools and carpools, listed in *The Commuters' Register*, originating in Portland or East Hampton with a destination of Hartford. The existing commuter lot, located at the junction of Routes 66 and 16 in East Hampton is underutilized, however, therefore additional commuter lots have not be suggested.

Table 4

Route 66 - Future (2020) Level of Service With Recommended Improvements

Location / Direction	Recommended Improvements	Future (2020) LOS With Improvements
Route 66 & Route 17A		
Northbound	Widen for Bypass	N/A
No Build	No suggested improvements	N/A
Route 66 & Middle Haddam Rd/Payne Blvd		
	Without signal	
Eastbound	Add a left turn lane	B
Westbound	Add a left turn lane	C
Northbound	No suggested improvements	F
Southbound	Realign Middle Haddam Road	F
	With signal	
Eastbound	Add a left turn lane	*
Westbound	Add a left turn lane	C
Northbound	No suggested improvements	B
Southbound	Realign Middle Haddam Road	B
Intersection	All improvements indicated above	*
with 4-Lane Concepts	*With signal*	
Eastbound	Add a left turn lane and a through lane	B
Westbound	Add a left turn lane and a through lane	C
Northbound	No suggested improvements	B
Intersection	All improvements indicated above	B
No Build		
Eastbound	No suggested improvements	B
Westbound	No suggested improvements	C
Northbound	No suggested improvements	F
Southbound	No suggested improvements	F
Route 66 & St. Clement's Banquet Facility		
Westbound	Widen shoulder	N/A
No Build	No suggested improvements	N/A

Table 4 - continued

Location / Direction	Recommended Improvements	Future (2020) LOS With Improvements
Route 66 & Route 151 / Depot Hill Road		
Eastbound	Add through and left lanes	B
Westbound	Add through and left lanes	A
Northbound	Adjust signal timing; provide exclusive left turn lane and shared through right turn lane	C
Southbound	Adjust signal timing and add a left turn lane	C
Intersection	All improvements indicated above	B
No Build		
Eastbound	No suggested improvements	*
Westbound	No suggested improvements	A
Northbound	No suggested improvements	*
Southbound	No suggested improvements	*
Intersection	No suggested improvements	*
Route 66 & Four- Lane Concepts		
Short Range and Long Range		
Eastbound	Add through lane with median	N/A
Westbound	Add through lane with median	N/A
No Build		
Eastbound	N/A	N/A
Westbound	N/A	N/A
Route 66 & Champion Hill Road		
Long Range		
Eastbound	No suggested improvements	A
Westbound	Regrade	A
Southbound	Regrade	E
Short Range		
Eastbound	Widen pavement and improve sight lines	A
Westbound	Widen pavement and regrade	A
Southbound	Regrade	E
No Build		
East bound	No suggested improvements	A
Westbound	No suggested Improvements	A
Southbound	No suggested improvements	E

Table 4 - continued

Location / Direction	Recommended Improvements	Future (2020) LOS With Improvements
Route 66 & North Main Street		
Eastbound	Add a left turn lane	C
Westbound	Add a left turn lane	B
Northbound	Add a left turn lane	D
Southbound	Add a left turn lane	D
Intersection	All improvements indicated above	C
No Build		
Eastbound	No suggested improvements	*
Westbound	No suggested improvements	B
Northbound	No suggested improvements	E
Southbound	No suggested improvements	*
Intersection	No suggested improvements	*
Route 66 & East Hampton Mall/Brook's Plaza Area		
Eastbound	No suggested improvements	B
Westbound	Add a right turn lane at mall	D
Southbound	No suggested improvements	B
Intersection	Improvements indicated above	C
No Build		
Eastbound	No suggested improvements	B
Westbound	No suggested improvements	*
Southbound	No suggested improvements	B
Intersection	No suggested improvements	*
Route 66 & Route 196		
Eastbound	No suggested improvements	A
Westbound	No suggested improvements	C
Northbound	Realign, regrade and eliminate island	F
No Build		
Eastbound	No suggested improvements	A
Westbound	No suggested improvements	C
Northbound	No suggested improvements	F
Route 66 & Old Marlborough Road		
Eastbound	No suggested improvements	B
Westbound	No suggested improvements	A
Southbound	Realign roadway	C
No Build		
Eastbound	No suggested improvements	B
Westbound	No suggested improvements	A
Southbound	No suggested improvements	C

Table 5
Evaluation Matrix for Recommended Physical Improvements

Alternative Concepts	Cost Estimate[1]	Level of Service (2020) Change	Traffic Safety	ROW Impacts Preliminary Estimate	Historical Resource Impacts	Aesthetic Impacts	Environmental Impacts	Constructibility	Priority Ranking
High Priority / Short Range / 1-3 Years									
Route 66 & Route 17A (Main Street) to High Street • Widen pavement to provide right turn bypass onto Route 66. • Review signal warrant and enhance crosswalk at Elmcrest to provide increased visibility; perform signal warrant analysis at Barry Avenue • Adjust pedestrian signal at High Street to include all traffic phases	$25,000	not analyzed	relieves peak hour backups/accidents	relocation of utility poles required	none	none	none	minor	High
Route 66 & Sand Hill Road (West) • Perform traffic signal warrant analysis	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Route 66 & Payne Boulevard / Middle Haddam Road • Realign intersection to be perpendicular • Add left turn lanes eastbound and westbound • Perform signal warrant analysis	$330,900	no change (without signal)	improves safety of turning movements	370 sq.m (4,000 sq.ft.)	none	minimal	minor	major	High
Route 66 & St. Clement's Banquet Facility • Widen shoulder westbound to allow bypass of vehicles turning left into St. Clements; remove brush and relocate signs to increase sight distance *Note: To be performed by private owners*	$40,000	not analyzed	through traffic able to pass turning vehicles	0	none	none	possible outcrop removal	minor	High
Route 66 & Route 151 / Depot Hill Road • Add through and left turn lanes eastbound and westbound • Add left turn lanes northbound and southbound • Modify curb cuts southeast of intersection • Close access to Old Depot Hill Road and clear sight line at Oakum Dock	$1,585,000 [2]	Improves: * to B intersection	significant improvement	0	moderate	moderate	reconstruction of culvert; fill/retaining wall, wetland impact	major	High
Route 66 & Keighley Pond Road • Perform traffic signal warrant analysis	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Route 66 & Long Hill Road • Realign intersection to be perpendicular • Widen Route 66 slightly to provide bypass of turning vehicles	$165,000	not analyzed	improved geometrics	town acquisition	none	none	possible wetland/ drainage disturb., culvert construction	moderate	High
Route 66 & Champion Hill Road • Regrade Bank and clear vegetation for sight line improvement	$cost of regrade	no change likely	improve sight line	none	minimal	minor	possible drainage alteration	minor	High
Route 66 & North Main Street / Main Street • Add left turn lanes eastbound and westbound • Add left turn lanes northbound and southbound • Increase curve radii on corners, eliminate parking bump-out • Reconstruct sidewalks; add crosswalks	$550,000	Improves: F to C	reduce accident potential	potential minor impact	minimal	minimal	none	major	Moderate

Route 66 & Route 196 / Old Marlborough Road and Belltown Curve • Realign both intersections to be perpendicular with Route 66 • Regrade RT 196 to reduce slope • Clear brush at Old Marlborough Road to increase sight line • Widen Route 66 slightly to provide bypass of turning vehicles and sufficient shoulder for pedestrian travel along shore of lake • Perform signal warrant analysis, including feasibility of signal warning light for westbound approach	$240,000	no change	improve sight line/ reduce accident potential	0	none	none	temporary construction impacts; possible drainage alteration; opportunity for improvement to roadway drainage	moderate	High
• Moderate curve east of Old Marlborough Road (west) • Clear line of sight by cutting back bank along curve • Add painted median on curve to separate opposing traffic • Continue 30 mph speed zone from Town Center to Old Marlborough Road (east)	$560,000	no change	improve sight line/ reduce accident potential	0 (easements required)					
Medium Priority / Medium Range / 5-10 years									
Route 66 & 4-Lane with median • Widen Route 66 to 4 lanes with median from Sand Hill Rd.(east) to east of Riverdale; includes provisions for bicycle and pedestrian safety	$4.06 million 2	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	1,900 sq.m (20,500 sq.ft.) 3	none	moderate	removal of vegetation; possible wetland disturbance	major	Moderate (short term)
Route 66 & "The Ledges"Between Payne Boulevard and Oakum Dock Road • Cut back rock ledge to provide shoulders, clear zone and drainage	$1.79 million	no change	improve sight lines and winter road conditions; Provide clear zone for errant vehicle recovery	0	none	minimal	some removal of outcrop	major	Moderate
Route 66 & North Maple Street • Adjust traffic signal cycle length to improve 2020 level of service	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Route 66 & East Hampton Mall / Brook's Plaza Area • Provide westbound right turn lane into Mall; include all traffic signal phases in pedestrian signal • Provide directional left turn lanes in coordination with access management • Perform signal warrant analysis	$21,000	Improves: F to D	slight improvement	0	none	none	none	minor	Moderate
Low Priority / Long Range / 15-20 years									
Route 66 & 4-Lane with median • Widen Route 66 to 4 lanes from Sand Hill Rd.(east) to Route 16, with median to Riverdale; includes provisions for bicycle and pedestrian safety	$$16-20+ million 2	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	4,080 sq. m. (44,000 sq. ft.) 4	minimal-moderate	major-significantly changes character of area	wetland/stream disturbance, ledge removal, tree removal, fill	major	Low
Route 66 & Champion Hill Road • Lower profile of Route 66 and widen slightly, to improve sight line	$320,000	no change likely	improve sight line all directions	potential minor impact with easements	none	minimal, possible loss of stone wall & fence	possible drainage alteration & loss of trees or limbs	major	Low (Short term)

1) These cost estimates are based upon 1998 dollars, and recent unit cost data from the State, and include reasonable estimates of quantities of material, excavation, maintenance & protection of traffic, incidentals, contingencies, additional right of way, and traffic equipment.
2) This cost estimate does not include: wetland mitigation, utilities, retaining walls, or realignment
3) These areas indicate approximate ROW to be acquired to construct widened roadway. Additional acquisitions may be required to establish a uniform ROW width. Easements and rights may also be required for sloping or drainage

Promotional efforts have been made on a statewide basis. In order to further this effort, the Midstate Region, as well as the Towns of Portland and East Hampton, may increase public awareness of these services by promoting distribution of *The Commuters' Register,* requesting more effective placement of Rideshare signs on Route 66 (such as the intersection of Routes 66 and 16), and encouraging publicity by the local media. Additionally, municipal bus service providers, such as MTD may benefit from posting schedules in *The Commuter's Register*. The Midstate Regional Planning Agency could work with The Rideshare Company to tailor a program for the corridor communities. An active program targeting additional large or mid-size employers in the commuting area should be implemented to encourage such businesses to promote ridesharing, offer staggered working hours or home-based work.

Non-Traditional Modes

In addition to roadway improvements and efforts to increase the use of transit and ridesharing in the corridor, it was the desire of the Advisory Committee that non-traditional modes be addressed in this corridor planning study. This is reflected in the study goals that were developed with the Advisory Committee. In the case of the Route 66 corridor, non-traditional modes include bicycle and pedestrian travel.

Bicycle: As was described earlier, Route 66 is designated by the Connecticut Department of Transportation as a cross-state bicycle route, but is not very bicycle-friendly. It is a primary route bicyclists may travel to reach the area's state forests and parks, including the Meshomasic and Salmon River State Forests and Hurd State Park. Any alternatives for major reconstruction of the roadway should include provisions for bicycle facilities. The preferred bicycle facility of the Connecticut Bicycle Coalition, a statewide organization advocating on behalf of all local bicycle clubs, includes a wide shoulder (1.2 meters (4 feet) or more) and emphasizes that the vehicle travel lanes are clearly striped to be no more than 3.65 meters (12 feet). This is to prevent the tendency for vehicles to maneuver laterally after a pavement widening is made. Special drainage grates designed with angled grate bars that do not trap bicycle tires or bike-safe grates currently in use by ConnDOT, should replace the older, hazardous grates. Special consideration should also be given to sight distances as measured from the road shoulder. This may factor into brush clearing projects and sign placement plans. Additionally, signage has been used in some states which reminds motorists to "share the road" and includes images of bicycles, pedestrians and cars.

In the 1980's the State of Connecticut purchased the railroad right-of-way in East Hampton. A new trail was opened in 1997 on this portion of the right-of-way under the Rails to Trails program. In Portland, the former right-of-way was sold to individual owners, and local efforts to promote a rail-trail through Portland have thus far been unsuccessful. The development of a rail-trail in Portland would provide many benefits to both communities as well as to people traveling through or visiting the area. In addition to providing a means for local commuters to bicycle or walk to work, a rail-trail would add to the attractiveness of the community, and be likely to attract visitors who may frequent local businesses. Several owners of large segments of the railroad right-of-way, on the eastern side of Portland, have expressed a willingness to allow a trail on the former right-of-way. Land use measures such as, the purchasing/transferring of development rights may help secure access to the former right-of-way. Viable access points from Route 66 would need to be arranged. Parcels along Route 66 with good potential for access include the industrial development zone near the junction of Routes 17 (Gospel Lane) and 66 and at Camp Ingersoll, a privately owned, 77-acre Day Camp operated by the Northern Middlesex YMCA. Although safety and property access issues would need to be addressed, both of these locations would likely benefit from the presence of a multi-use or bike trail.

Pedestrian: To increase pedestrian safety and access, the intersection improvements have included features such as marked crosswalks and pedestrian phases at signals that will enhance the safety and accessibility of the corridor for pedestrian traffic. ConnDot has already included reconstruction of sidewalks in Portland in plans for the Route 66 roadway improvement project. Pedestrian improvements were also suggested in the Lake Pocotopaug area as part of recommendations for the Route 196 and Old Marlborough Road (west) intersections.

ACCESS MANAGEMENT

The ***Route 66 Access Management Plans*** for Portland and East Hampton, bound separately from this report, present the details of an access management plan for the corridor for each of the two municipalities. The key to access management will be for the municipalities to be committed to a program of regulating access and fostering property owner cooperation.

Access management regulations have been incorporated into the Zoning Regulations of several Connecticut municipalities. This can be done in Portland and East Hampton by designating an overlay zone which establishes an area subject to access management regulations. This zone could consist of all parcels of land located on or providing access to Route 66. The authority to develop these regulations is set forth in Section 7-148 of the Connecticut General Statutes (CGS) which authorizes municipalities to regulate traffic on streets and highways. Section 8-2 of the CGS states that zoning regulations shall be designed to lessen congestion in the streets and to facilitate adequate provision for transportation.

Regulations should govern access spacing in the entire corridor. However, they will be especially important in the yet-to-be developed areas. Eastern Portland and outlying areas of East Hampton are lightly developed and afford an excellent opportunity for "preventive" access management actions.

Existing curb cuts along Route 66 were assessed for improvement potential based upon the criteria outlined in the ***Access Management Plans.*** There were three main areas in East Hampton and four in Portland for which retrofit curb cut designs were considered. Such a retrofit may include consolidation, modification, closure or relocation of driveways, or provision of cross-access connections. In many cases, modification of existing curb cuts will only be possible in conjunction with substantial changes to currently developed properties or during significant roadwork on Route 66. Following are of the areas for which curb cut retrofit designs were considered:

- RT17A (Main Street) to Elmcrest Manor
- Portland Plaza area
- Commercial area east of Grove Street
- Commercial area west of Sand Hill Road (west)
- Adjacent to the junction of Route 151 (Middle Haddam Road) and Route 66
- Between junctions of Main Street and Route 196 (East Hampton Mall area)
- Between junctions of Old Marlborough Road (west) and Old Marlborough Road (east)

SUMMARY OF RECOMMENDATIONS

All of the recommendations of this ***Corridor Improvement Plan*** are summarized in Table 6. Some of these recommendations are straightforward physical improvements, easily implementable, and will make a significant difference in the flow of traffic on Route 66. Other recommendations require further study or analysis, such as coordination of signals and signal warrant analyses.

Table 6 lists not only the recommendation, but also the implementation responsibility. The public clearly wants to see improvement in the traffic flow and safety of Route 66 while allowing the corridor to retain its historic and small town character. The recommendations of this report allow both of these objectives to be met.

Table 6
Summary of Recommendations

Location	Improvement	Implementation Responsibility
Intersection / Arterial Improvements		
Short Range Improvements: 1-3 Years		
Route 66 & 17A (Main Street, Portland) to High Street	• Widen pavement to provide right turn bypass onto Route 66. • Review signal warrant and enhance crosswalk at Elmcrest to provide increased visibility; perform signal warrant analysis at Barry Avenue • Adjust pedestrian signal at High Street to include all traffic phases	Connecticut DOT
Route 66 & Sand Hill Road	• Perform traffic signal warrant analysis	Connecticut DOT
Route 66 & Payne Boulevard/ Middle Haddam Road	• Realign intersection to be perpendicular • Add left turn lanes eastbound and westbound • Perform signal warrant analysis	Connecticut DOT
Route 66 & St. Clement's Banquet Facility	• Widen shoulder westbound to allow bypass of vehicles turning left into St. Clements • Remove brush and relocate signs to improve sight distance	St. Clements; Connecticut DOT
Route 66 & Route 151/ Depot Hill Road	• Add through lanes eastbound and westbound • Add left turn lane northbound, and bypass for right turns southbound • Modify curb cuts southeast of intersection • Close access to Old Depot Hill Road and clear sight line at Oakum Dock, and study feasibility of light at Oakum Dock, coordinated with Route 151, to improve safety	Connecticut DOT
Route 66 & Keighley Pond Road	• Perform signal warrant analysis	Connecticut DOT
Route 66 & Long Hill Road	• Realign intersection to be perpendicular • Widen Route 66 slightly to provide bypass of vehicles turning	Town of East Hampton; Connecticut DOT
Route 66 & Champion Hill Road	• Regrade bank and clear vegetation for sight line improvement	Connecticut DOT
Route 66 & North Main Street / Main Street	• Add left turn lanes eastbound and westbound • Add left turn lanes northbound and southbound • Increase curve radii on corners, eliminate parking bump-out • Reconstruct sidewalks; add crosswalks	Connecticut DOT

Location	Improvement	Implementation Responsibility
Intersection / Arterial Improvements-Cont.		
Route 66 & Route 196/ Old Marlborough Road and the "Belltown Curve"	• Realign both intersections to be perpendicular with Route 66 • Regrade RT 196 to reduce slope • Clear brush at Old Marlborough Road to increase sight line • Widen Route 66 slightly to provide bypass of turning vehicles and sufficient shoulder width for pedestrian/bicycle use along lake shore • Perform signal warrant analysis including signal warning light for westbound approach to Old Marlborough Road (west) • Moderate curve east of Old Marlborough Road (west) • Clear line of sight by cutting back bank along curve • Add painted median on curve to separate opposing traffic • Continue 30 mph speed zone from Town Center to Old Marlborough Road (east)	Connecticut DOT
Medium Range Improvements: 5-10 Years		
Route 66 - four lane with median	• Widen Route 66 to 4 lanes with median from Sand Hill Rd.(east) to east of Riverdale Motel; includes provisions for bicycle and pedestrian safety	Connecticut DOT
Route 66 & "The Ledges" Between Payne Boulevard and Oakum Dock Road	• Cut back rock outcrop enough to improve sight lines, provide clear zone for emergency recovery of errant vehicles, and eliminate winter icing problem created by water seepage from rock onto roadway	Connecticut DOT
Route 66 & North Maple Street	• Adjust traffic signal cycle length to improve 2020 level of service	Connecticut DOT
Route 66 & East Hampton Mall / Brooks Plaza Area	• Provide westbound right turn lane into Mall; include all traffic signal phases in pedestrian signal • Provide directional left turn lanes in coordination with access management • Perform signal warrant analysis	Connecticut DOT
Long Range Improvements: 15-20 Years		
Route 66 - four lane with median	• Widen Route 66 to 4 lanes from Sand Hill Rd.(east) to Route 16 with median to Riverdale Motel; includes provisions for bicycle and pedestrian safety	Connecticut DOT
Route 66 & Champion Hill Road	• Lower profile of Route 66 slightly to improve sight line	Connecticut DOT

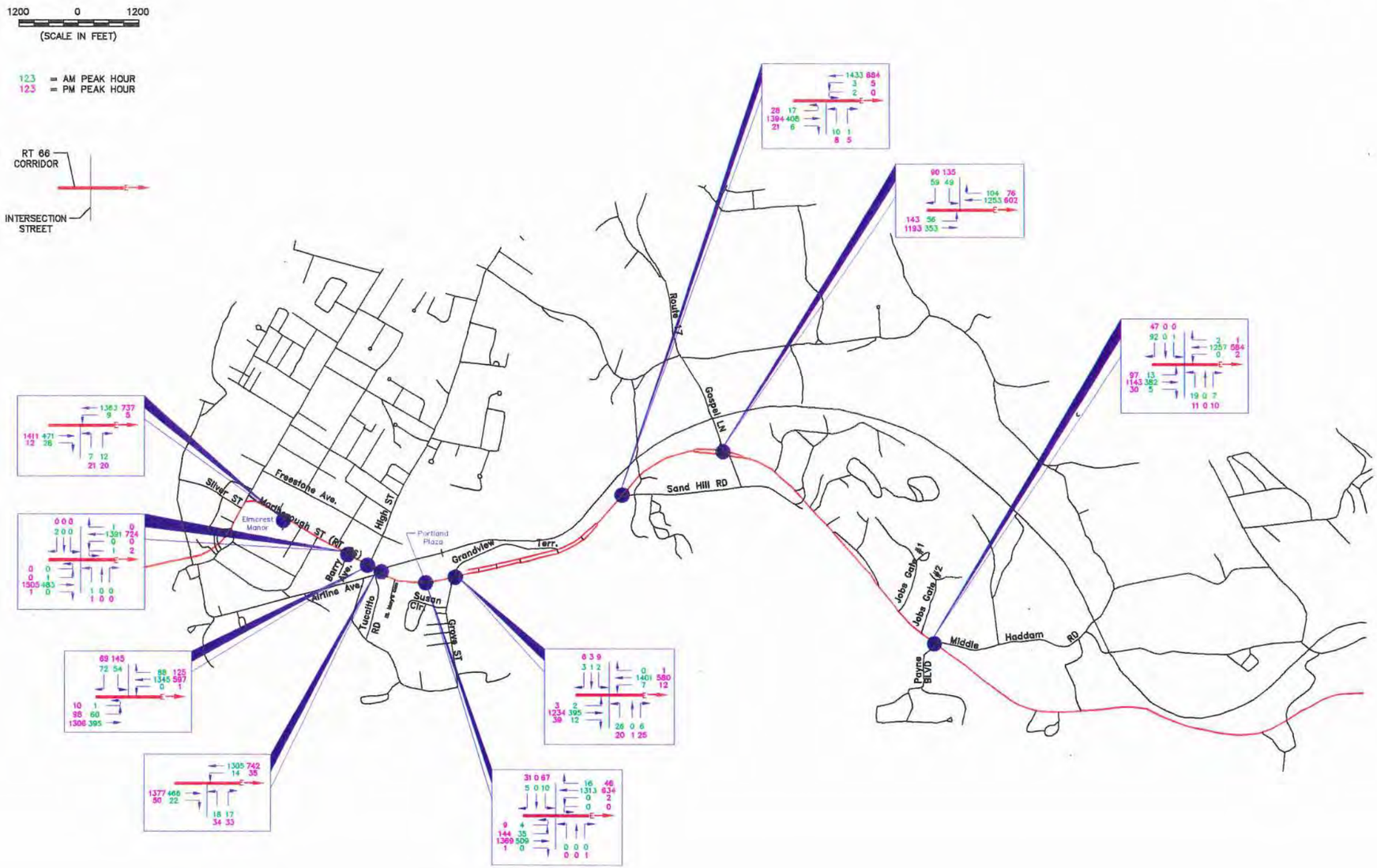
Table 6
Summary of Recommendations

Location	Improvement	Implementation Responsibility
General Corridor Safety Improvements		
Short Range Improvements: 3 Years		
Route 66 Corridor Portland and East Hampton	• Check all lines of sight at intersections and bring up to safety standards for prevailing speeds traveled on Route 66	Connecticut DOT; Towns of Portland and East Hampton
Route 66 Corridor Portland and East Hampton	• Increase enforcement of safe speeds • Encourage media recap of accident causes on a yearly basis to provide public with insight into primary problems	Towns of Portland and East Hampton
System Improvements		
From Main Street to Grove Street	• Coordinate traffic signals to operate on common background cycle (100 secs)	Connecticut DOT
Sand Hill Road (west) (future) and Route 17 (Gospel Lane)	• Coordinate traffic signals to operate on common background cycle (80-100 secs)	Connecticut DOT
From Route 151 to Route 16	• Coordinate traffic signals to operate on common background cycle (80-100 secs)	Connecticut DOT
From North Main Street to Old Marlborough Rd.	• Coordinate traffic signals to operate on common background cycle (80-100 secs)	Connecticut DOT
Alternative Modes		
Transit: Middletown to Portland and East Hampton	• Increase advertising of schedule (i.e. *Commuters Register*) • Coordinate with CT Transit - Middletown to Hartford	Private and/or community efforts
Ridesharing: Route 66 Corridor and the region	• Local and regional distribution of the *Commuters Register* • Local and regional promotion by the media • Encourage corporate/employer rideshare programs, staggered work hours, and work at home • Increase visibility of Rideshare Company signs on Route 66	Private and/or community efforts

Location	Improvement	Implementation Responsibility
Non-Traditional Modes		
Bicycle: Route 66 Corridor	• Bicycle-safe shoulders in roadway widening designs • Place "Share the Road" signs along roadway • Pursue rail-trail in Portland • Encourage MTD to provide bike racks on all busses	Connecticut DOT; Private and/or community efforts
Pedestrian: Route 66 Corridor	• Enhance visibility of crosswalk at Elmcrest Manor • Include all signal phases in pedestrian signals at High Street and East Hampton Mall • Add crosswalks at Main/North Main Street • Include pedestrian path in future roadway widening designs • Provide for pedestrian access between parking lots of neighboring businesses • Provide shoulder for pedestrian travel along shore of Lake Pocotopaug at Old Marlborough Road (west)	Connecticut DOT; Town of Portland; Town of East Hampton; Private property owners
Access Management		
Town of Portland and East Hampton	• Incorporate access management regulations into Town Zoning Regulations • Designate Route 66 as an access management overlay zone	Town of Portland
Main Street to Sand Hill Road, Portland	• Encourage shared access between businesses • Perform retrofit of curb cuts in vicinity of Portland Plaza, Grandview Terrace and of Sand Hill Road (West) as roadway projects or site plan modifications allow	Town of Portland
Sand Hill Road to East Hampton town line,	• Apply access management regulations to undeveloped or redeveloped parcels in conjunction with site plan approval process	Town of Portland
Route 151 to North Maple, East Hampton	• Consolidate and relocate curb cuts on southeast side of Route 151 intersection • Apply access management regulations to undeveloped or redeveloped parcels in conjunction with site plan approval process	Town of East Hampton
East Hampton Mall /Brook's Plaza Area, East Hampton	• Stripe left turn lanes at MacDonalds and Brooks Plaza eastbound and package store and Food Bag westbound • Enlarge island between Food Bag and package store to delineate driveways • Apply access management regulations to redeveloped parcels in conjunction with site plan approval process	Town of East Hampton
Old Marlborough Road to Marlborough town line	• Encourage owners to consolidate and decrease size of curb cuts at group of businesses east of Old Marlborough Road (West) • Apply access management regulations to undeveloped or redeveloped parcels in conjunction with site plan approval process	Town of East Hampton

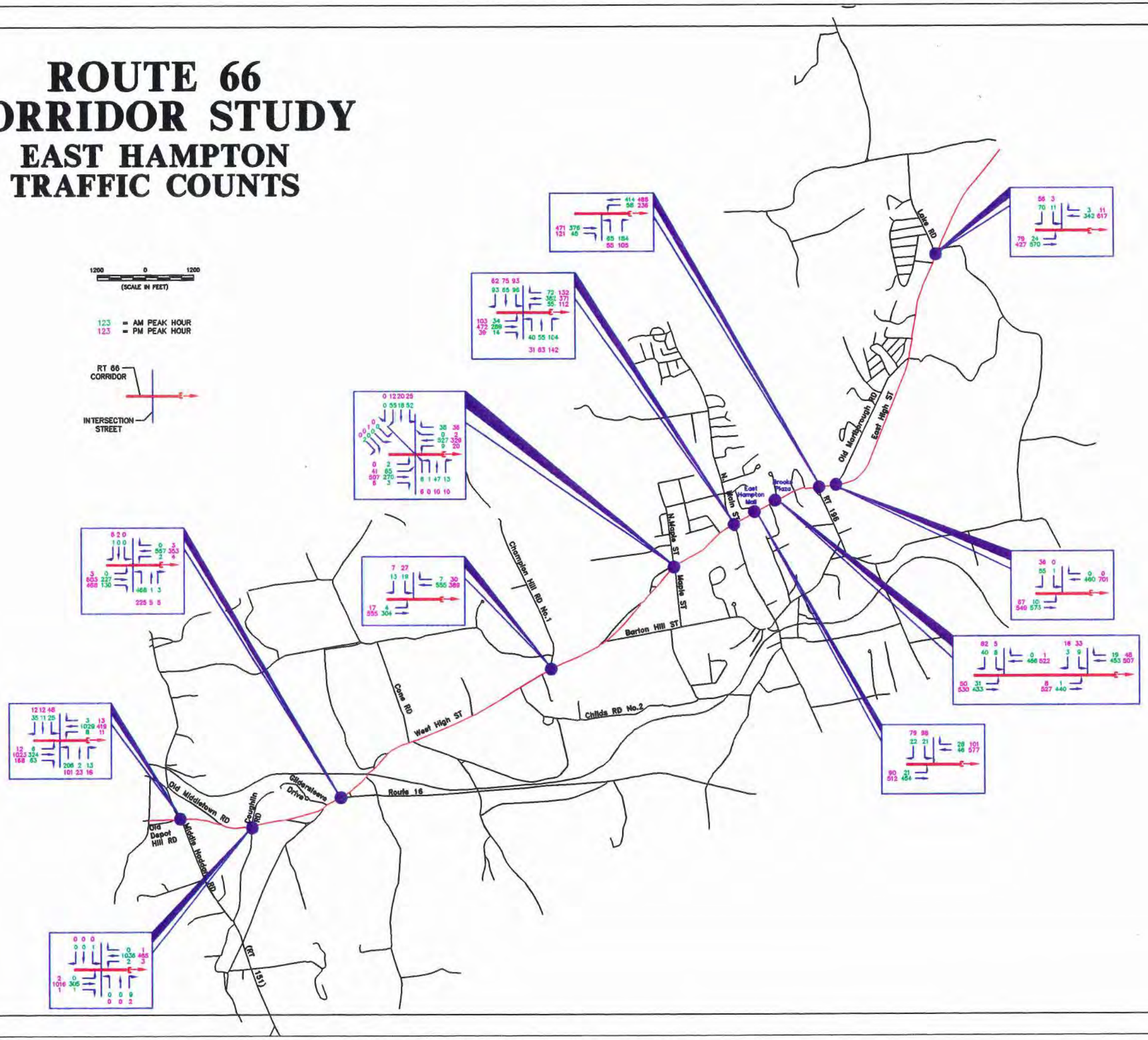
Appendix A: Turning Movement Volumes

ROUTE 66
CORRIDOR STUDY
PORTLAND
TRAFFIC COUNTS



A1

ROUTE 66 CORRIDOR STUDY
EAST HAMPTON TRAFFIC COUNTS



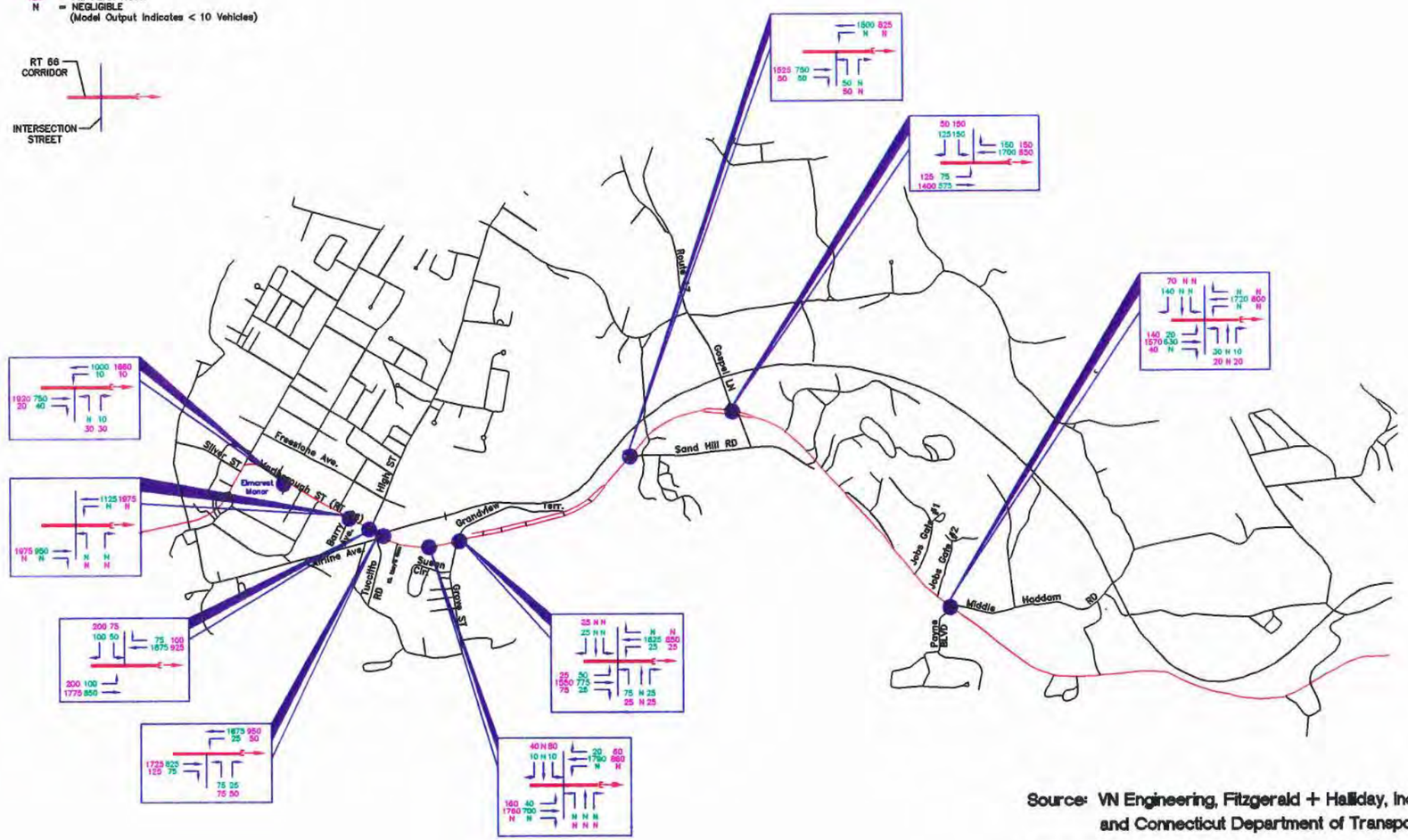
A2

ROUTE 66
CORRIDOR STUDY
PORTLAND
PROJECTED TRAFFIC COUNTS
(Generated from CONNDOT Year 2020 Traffic Volume Forecast)

1200 0 1200
(SCALE IN FEET)

123 = AM PEAK HOUR
123 = PM PEAK HOUR
N = NEGLIGIBLE
(Model Output Indicates < 10 Vehicles)

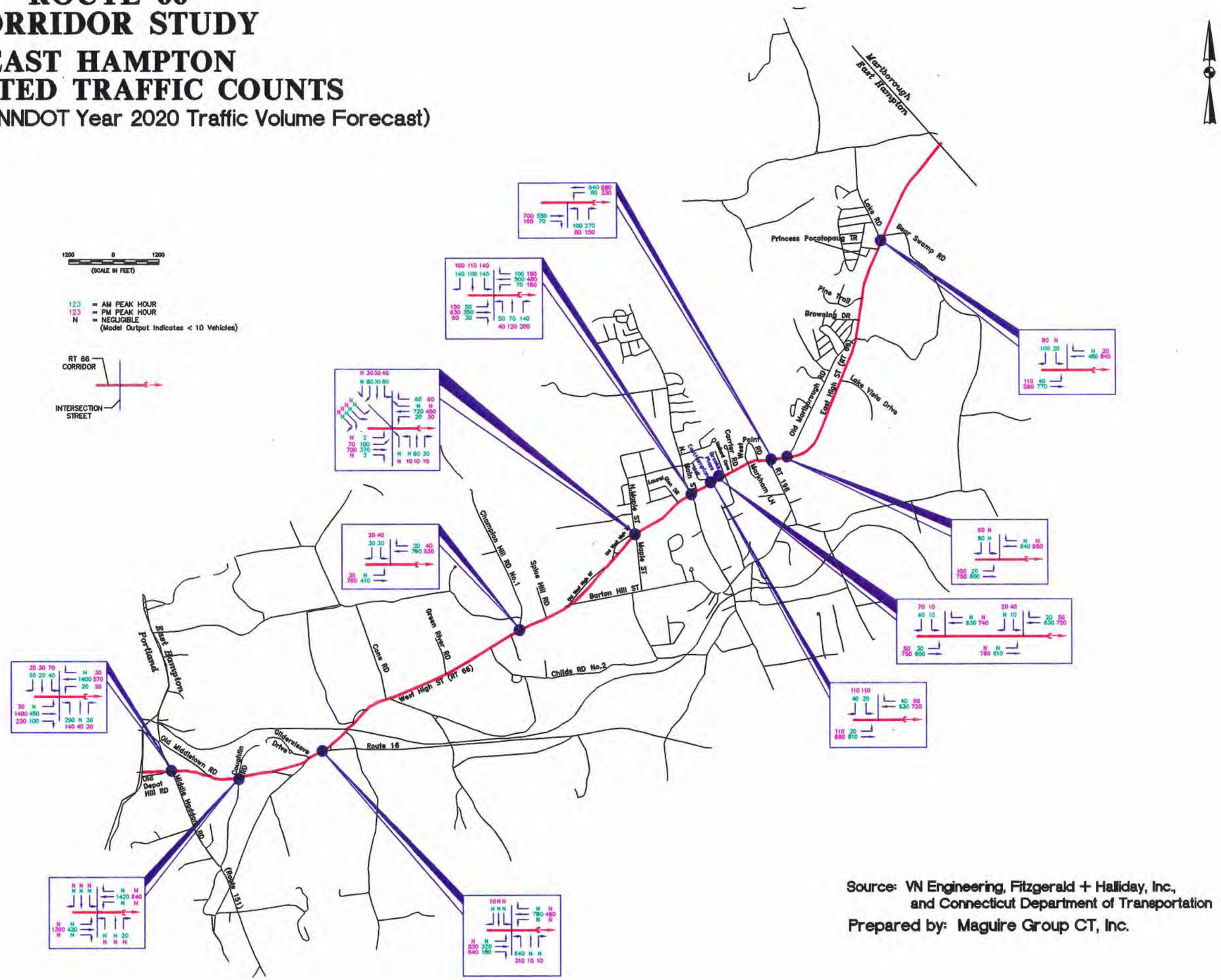
RT 66 CORRIDOR
INTERSECTION STREET



Source: VN Engineering, Fitzgerald + Halliday, Inc., and Connecticut Department of Transportation

Prepared by: Maguire Group CT, Inc.

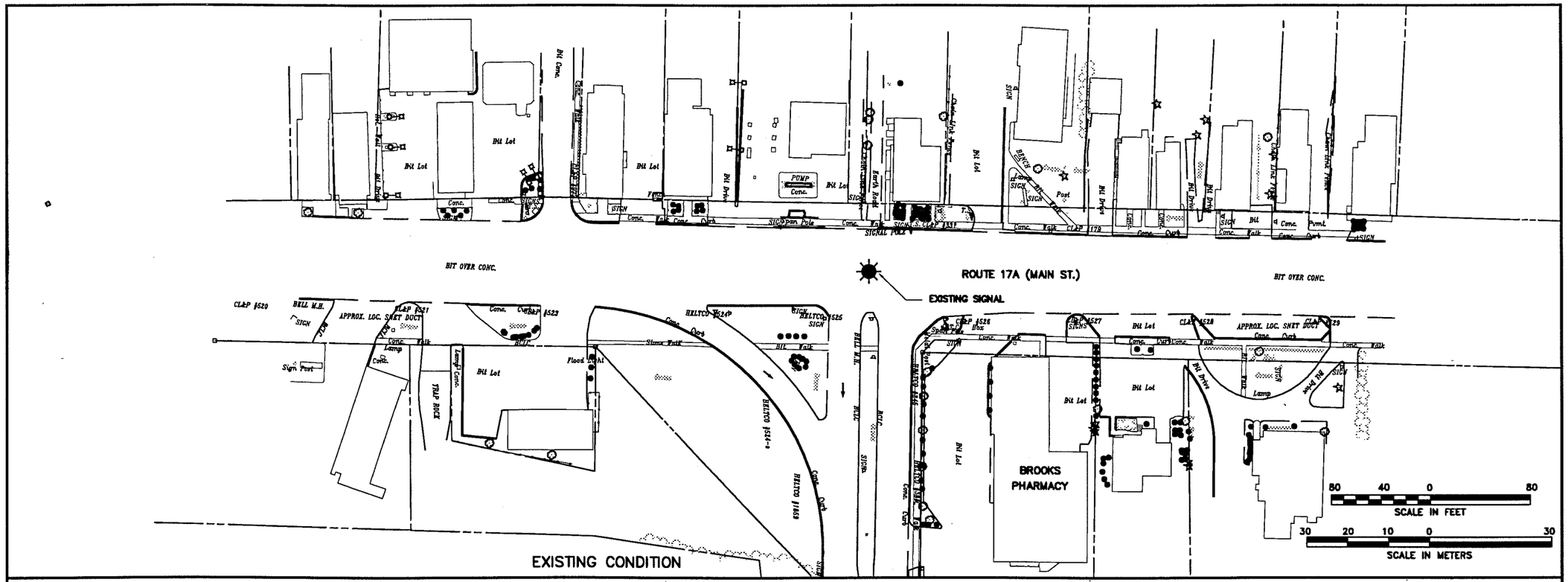
ROUTE 66
CORRIDOR STUDY
EAST HAMPTON
PROJECTED TRAFFIC COUNTS
(Generated from CONNDOT Year 2020 Traffic Volume Forecast)



Source: VN Engineering, Fitzgerald + Halliday, Inc., and Connecticut Department of Transportation

Prepared by: Maguire Group CT, Inc.

Appendix B: Conceptual Plans of Recommended Intersection/Arterial Improvements



NOTE:
EXISTING CONDITIONS ARE COMPILED FROM EXISTING MAPPING FOR CONN DOT PROJECT 112-104.

DESIGNED BY:
DRAWN BY:
CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

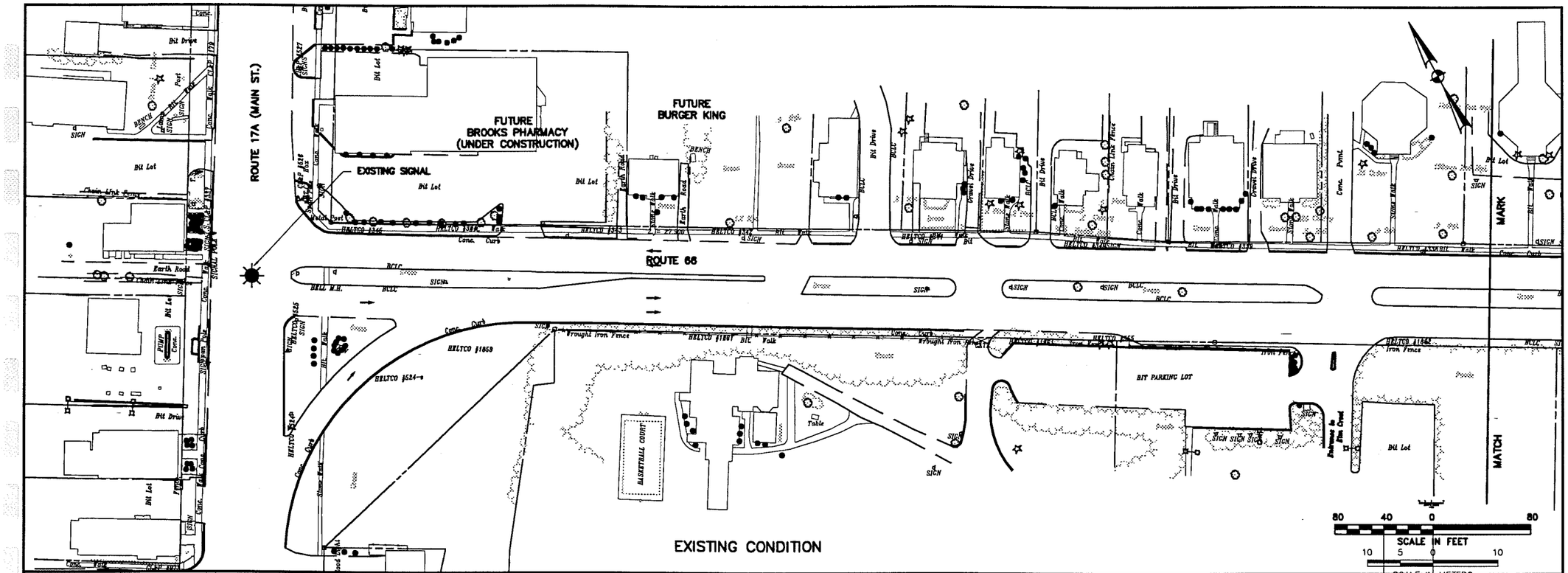
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

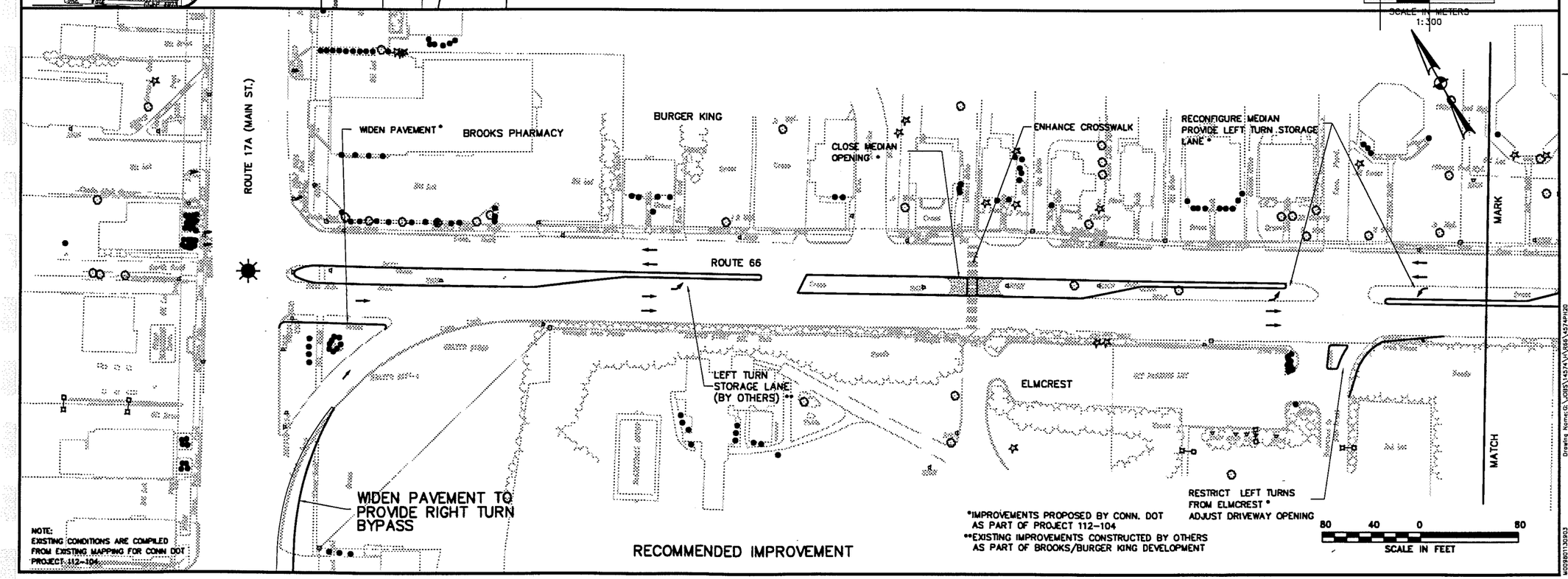
MIDSTATE RPA
Corridor Improvement Plan – Route 66
RT 17A TURNING LANE WIDENING
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. ___ of ___

B-1





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DRAWN BY:
CHK'D BY:

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New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA

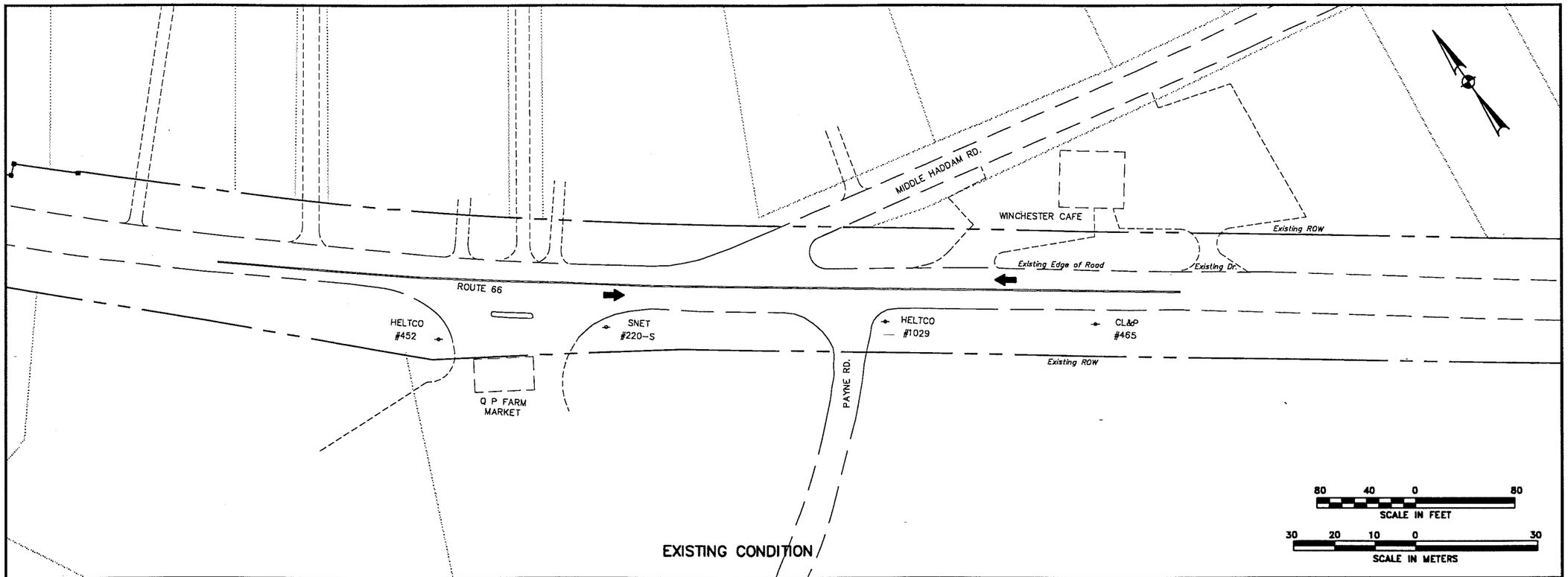
Corridor Improvement Plan – Route 66

RT 17A TO ELMCREST PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. __ of ___

B–2



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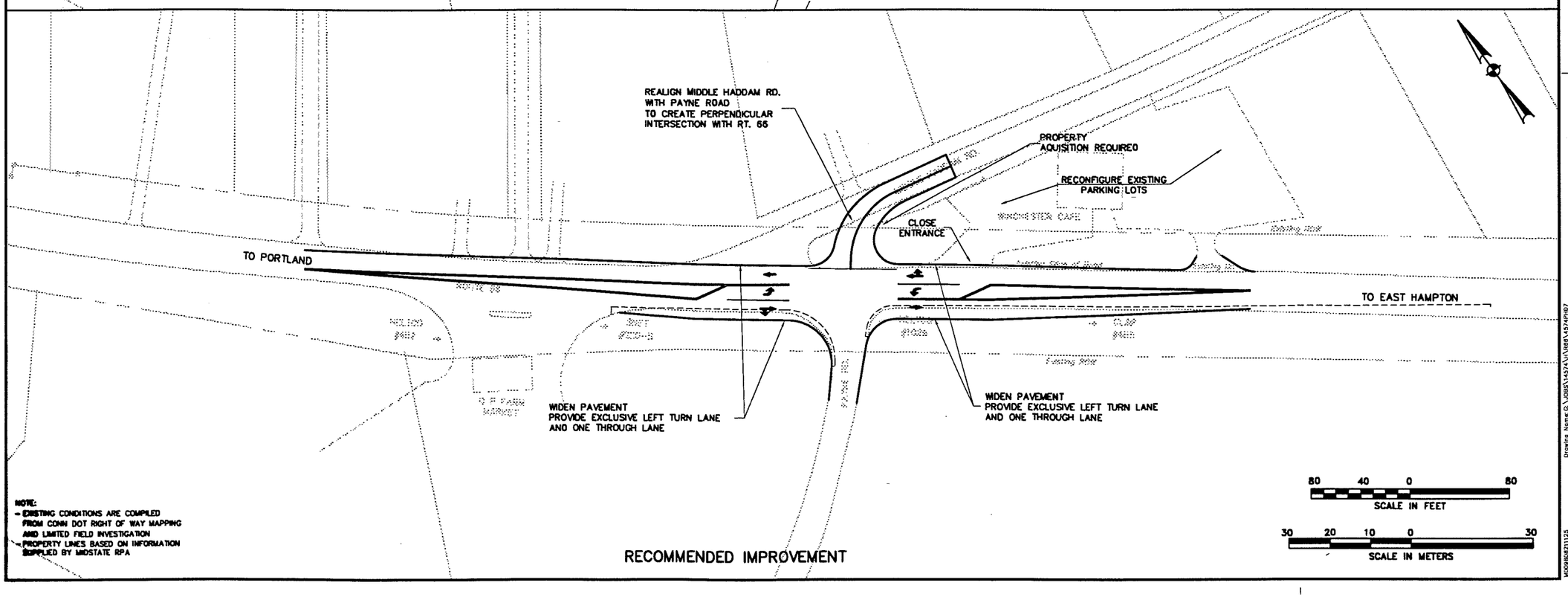

NOTE:
- EXISTING CONDITIONS ARE COMPILED FROM CONN DOT RIGHT OF WAY MAPPING AND LIMITED FIELD INVESTIGATION
- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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REV	MADE BY	CHK'D BY	DESCRIPTION

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One Court Street
New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA

Corridor Improvement Plan – Route 66

PAYNE RD./MIDDLE HADDAM RD.
PORTLAND

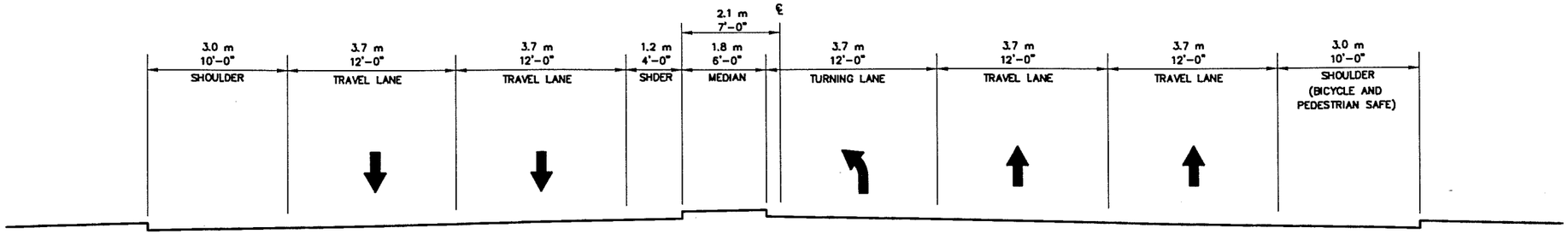
DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. ___ of ___

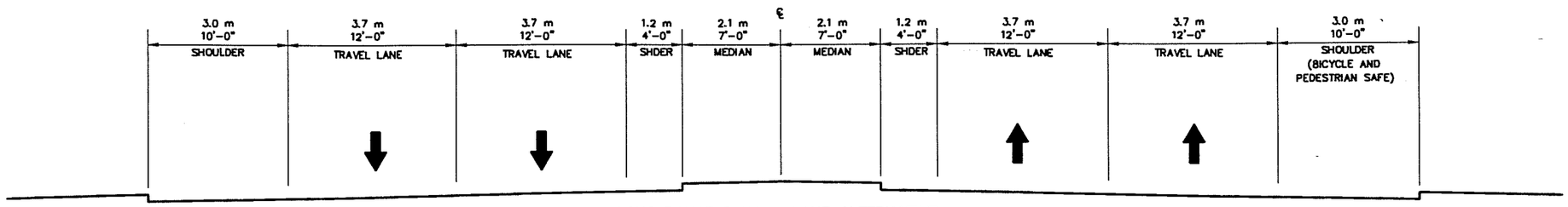
Drawing Name: G:\JOBS\14574\V\V66\V4574P167

MGDWG06211125

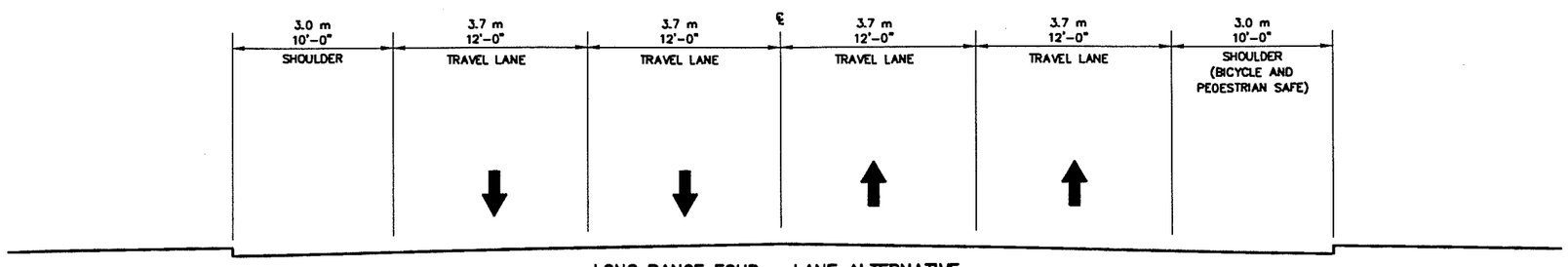
B–3



MEDIUM RANGE FOUR – LANE ALTERNATIVE
WITH MEDIAN AND TURNING LANE WHERE NEEDED
TYPICAL CROSS SECTION
SECTION A – SAND HILL ROAD (EAST)
TO EAST OF RIVERDALE MOTEL



LONG RANGE FOUR – LANE ALTERNATIVE
WITH MEDIAN OR TURNING LANE (SEE ABOVE)
TYPICAL CROSS SECTION
SECTION A – SAND HILL ROAD (EAST)
TO EAST OF RIVERDALE MOTEL



LONG RANGE FOUR – LANE ALTERNATIVE
TYPICAL CROSS SECTION
SECTION B – RIVERDALE TO ROUTE 16

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One Court Street
New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA
Corridor Improvement Plan – Route 66
4 LANE ALTERNATIVE
ROADWAY CROSS-SECTIONS
PORTLAND / EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. __ of ____

Drawing Name: G:\JOBS\14574\H66\14574PH41

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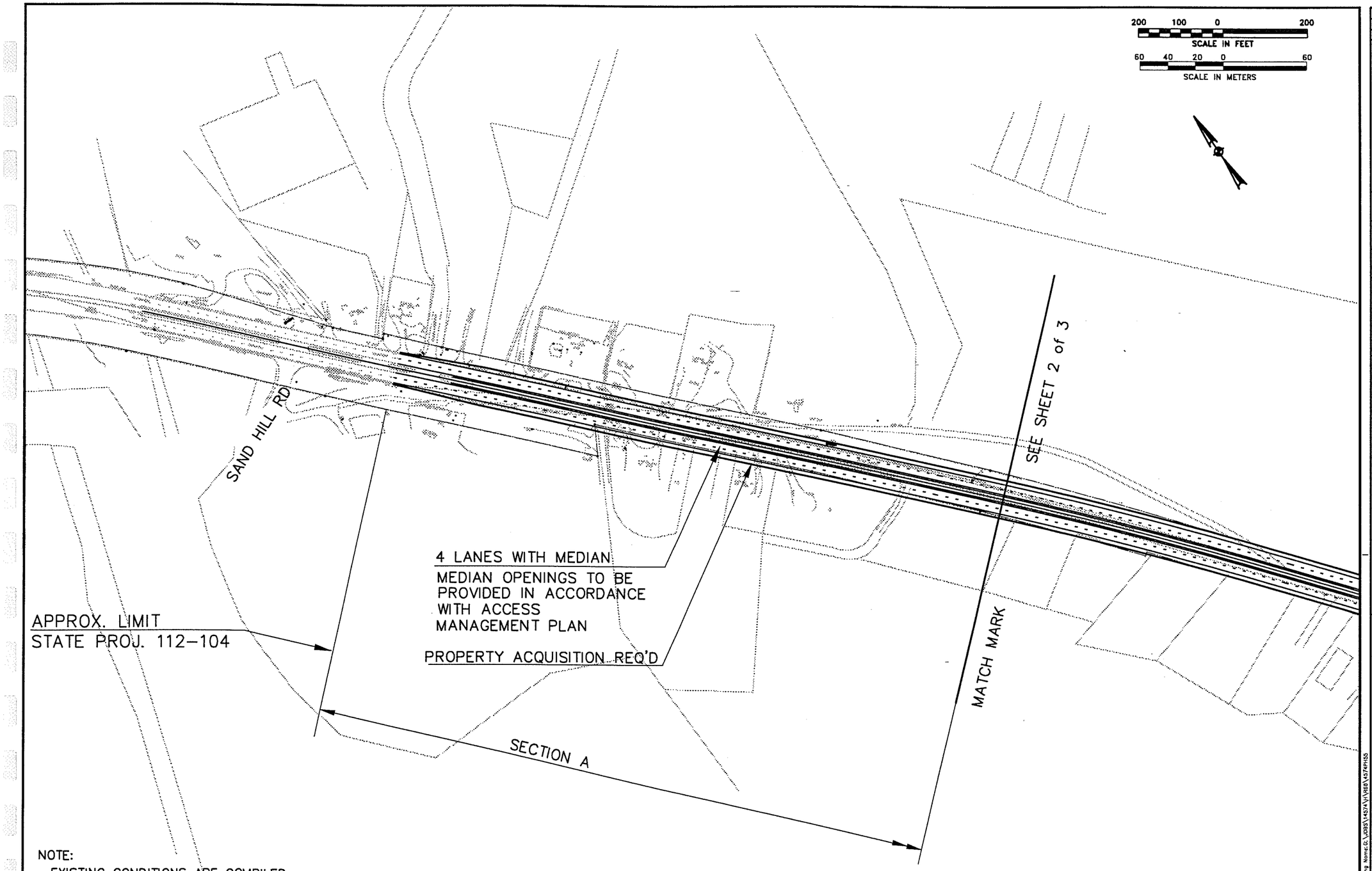
B–4



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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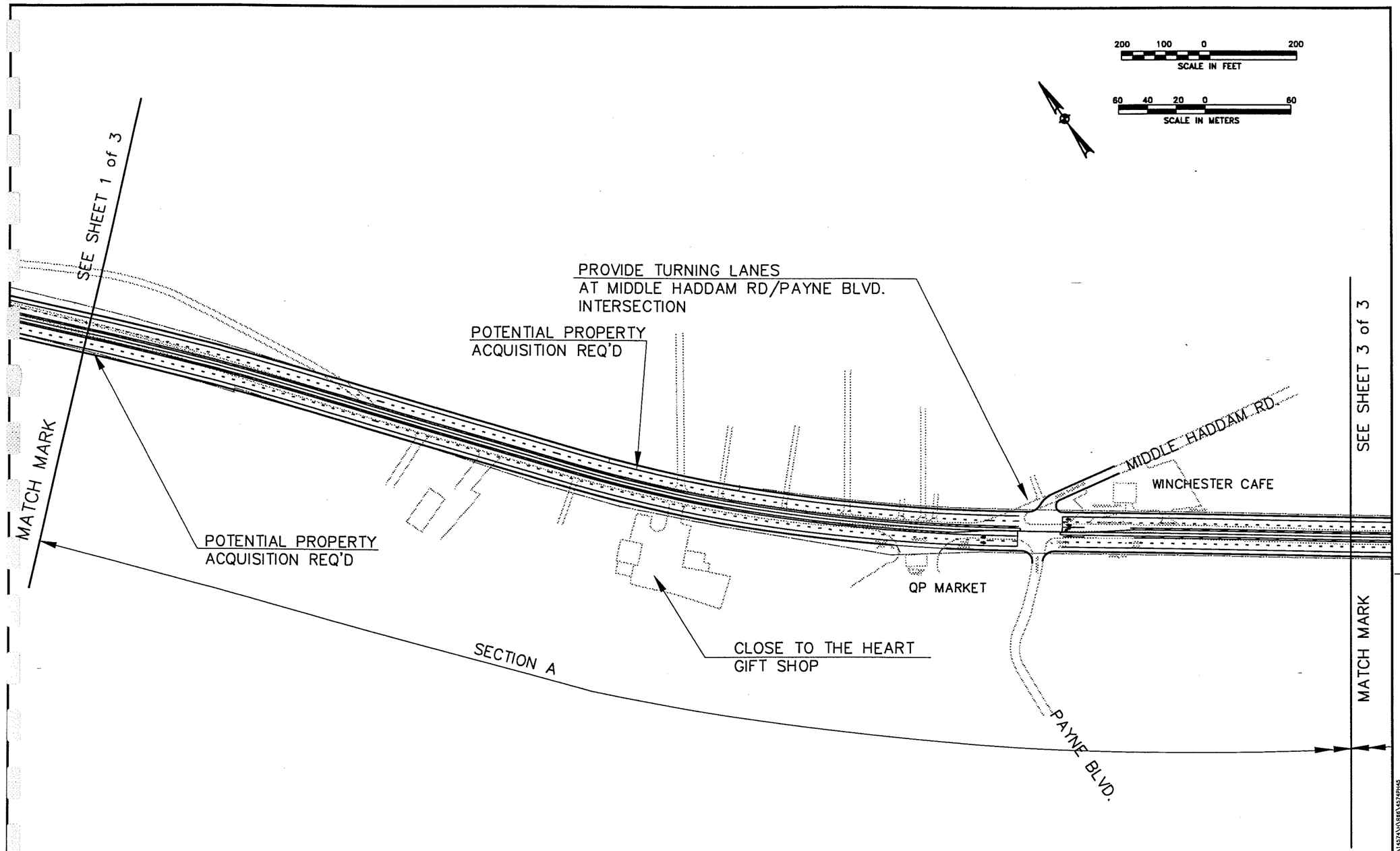
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
MEDIUM RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO EAST OF RIVERDALE MOTEL
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 3

B-5a



NOTE:
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RECOMMENDED IMPROVEMENT

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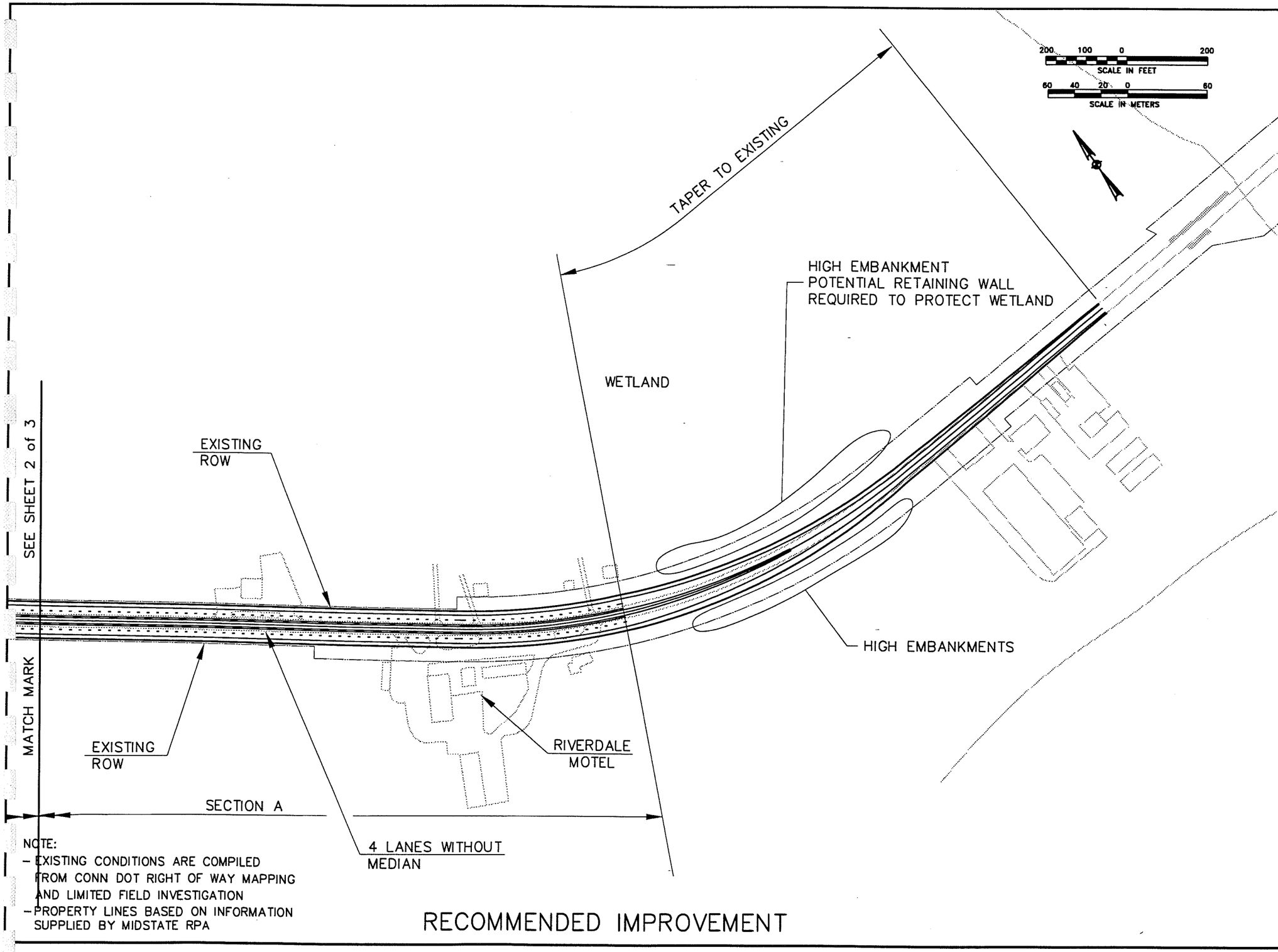
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
MEDIUM RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST)
TO EAST OF RIVERDALE MOTEL
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 2 of 3

B-5b



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REV	MADE BY	CHK'D BY	DESCRIPTION

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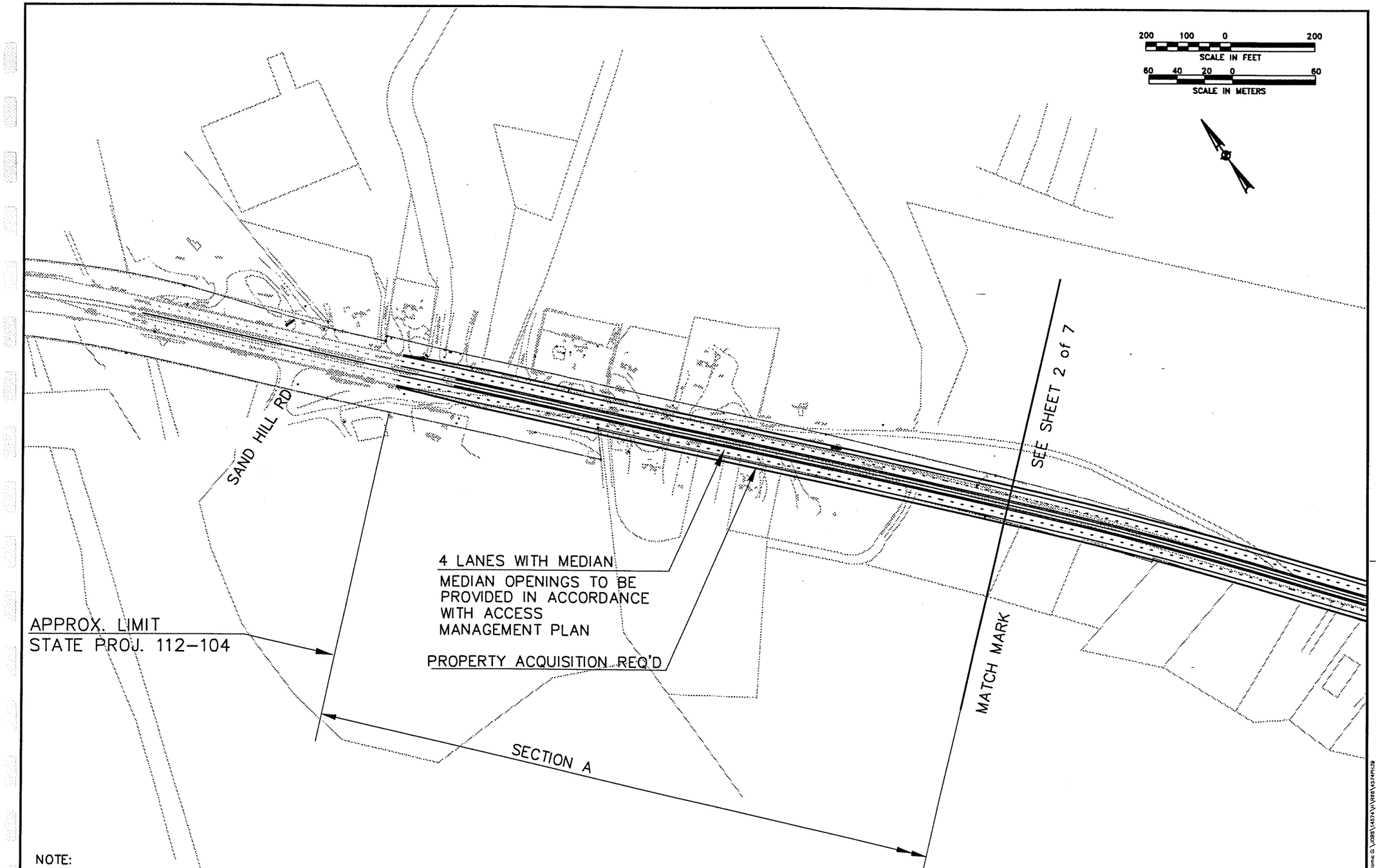
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
MEDIUM RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST)
TO EAST OF RIVERDALE MOTEL
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 3 of 3

B-5c



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RECOMMENDED IMPROVEMENT

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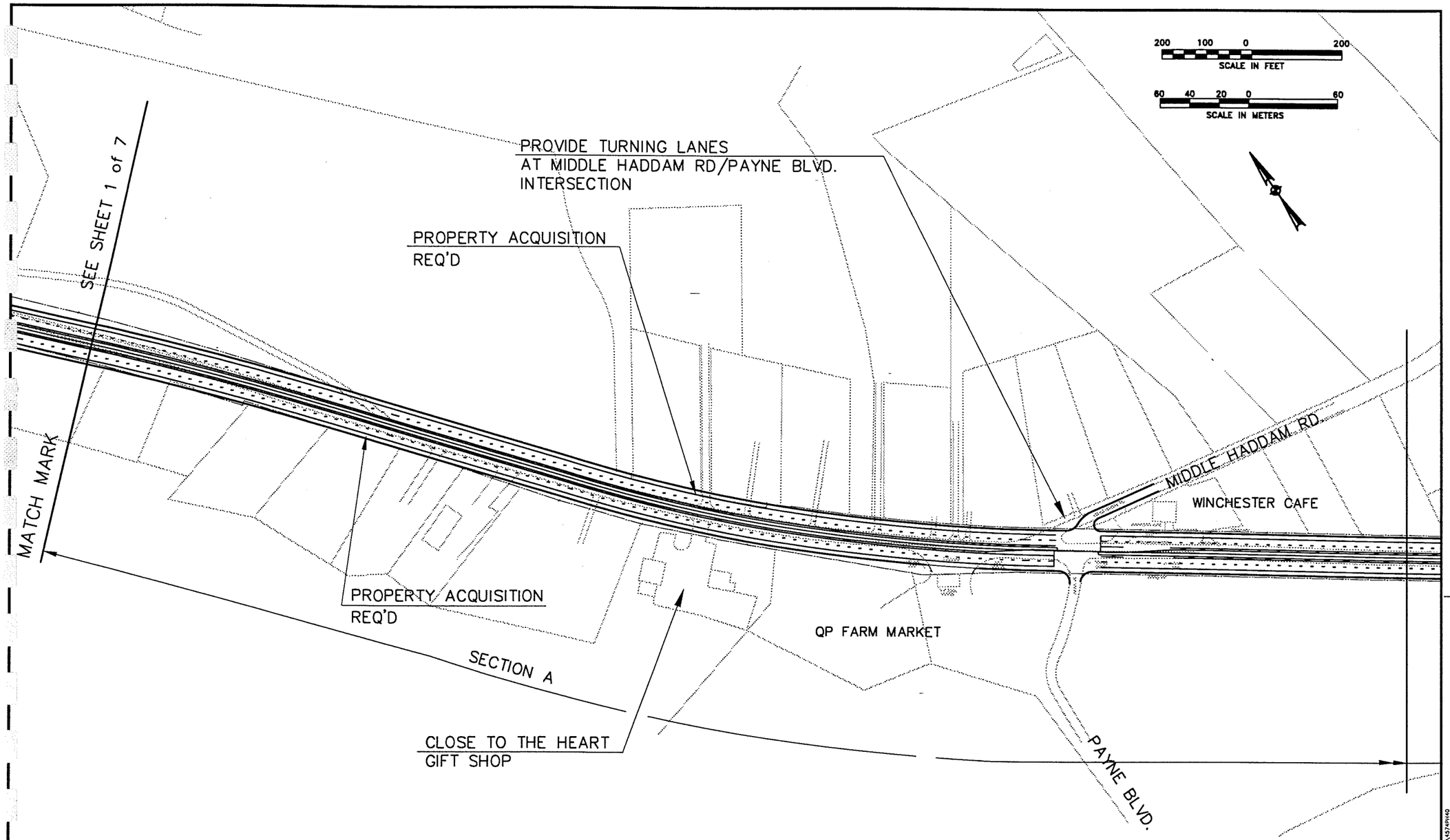
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LONG RANGE FOUR LANE IMPROVEMENTS
SAND HILL ROAD (EAST) TO ROUTE 16
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 7

B-6a



NOTE:
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RECOMMENDED IMPROVEMENT

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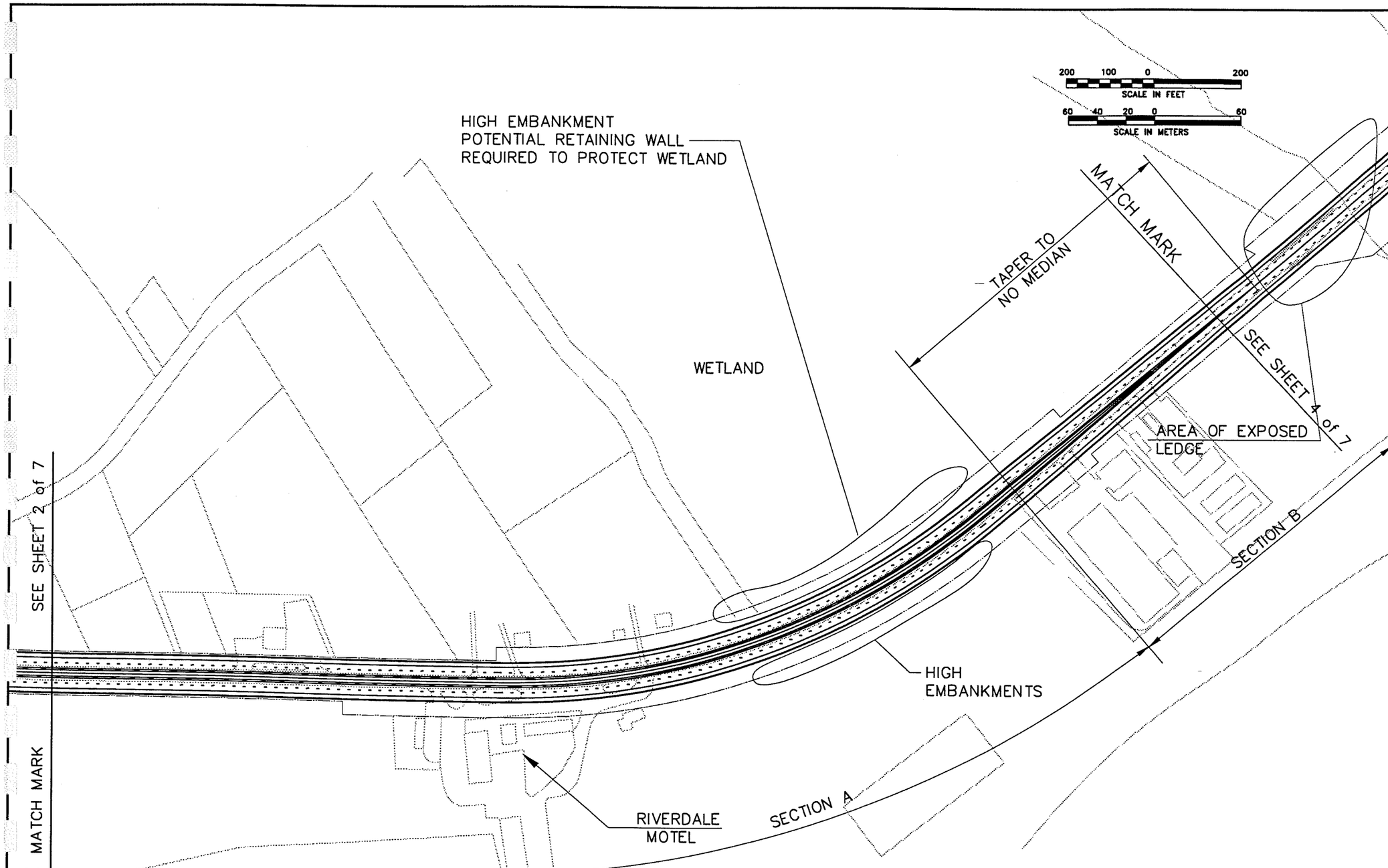
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LOND RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 2 of 7

B-6b



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

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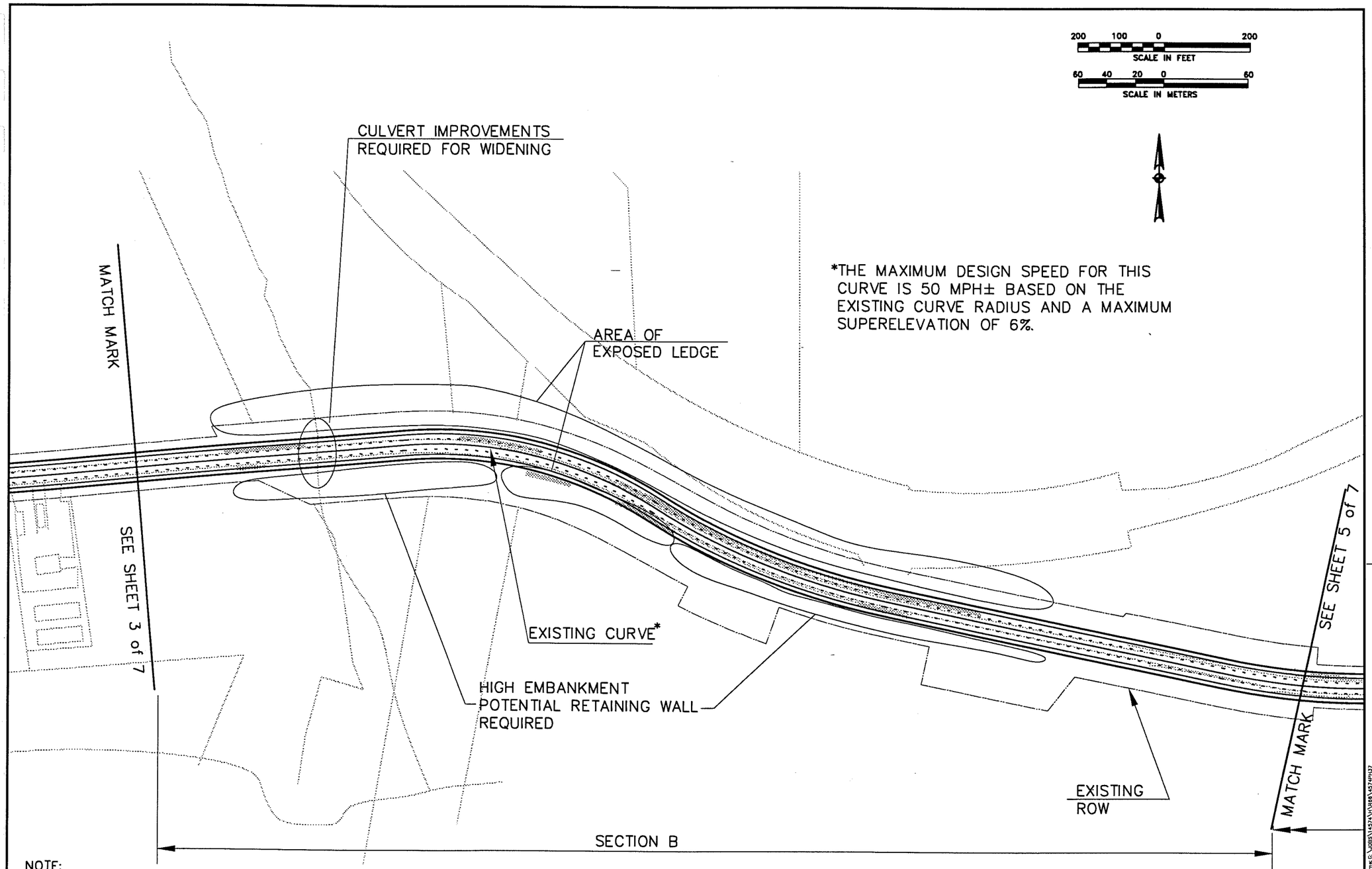
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LONG RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 3 of 7

B-6c



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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REV	MADE BY	CHK'D BY	DESCRIPTION

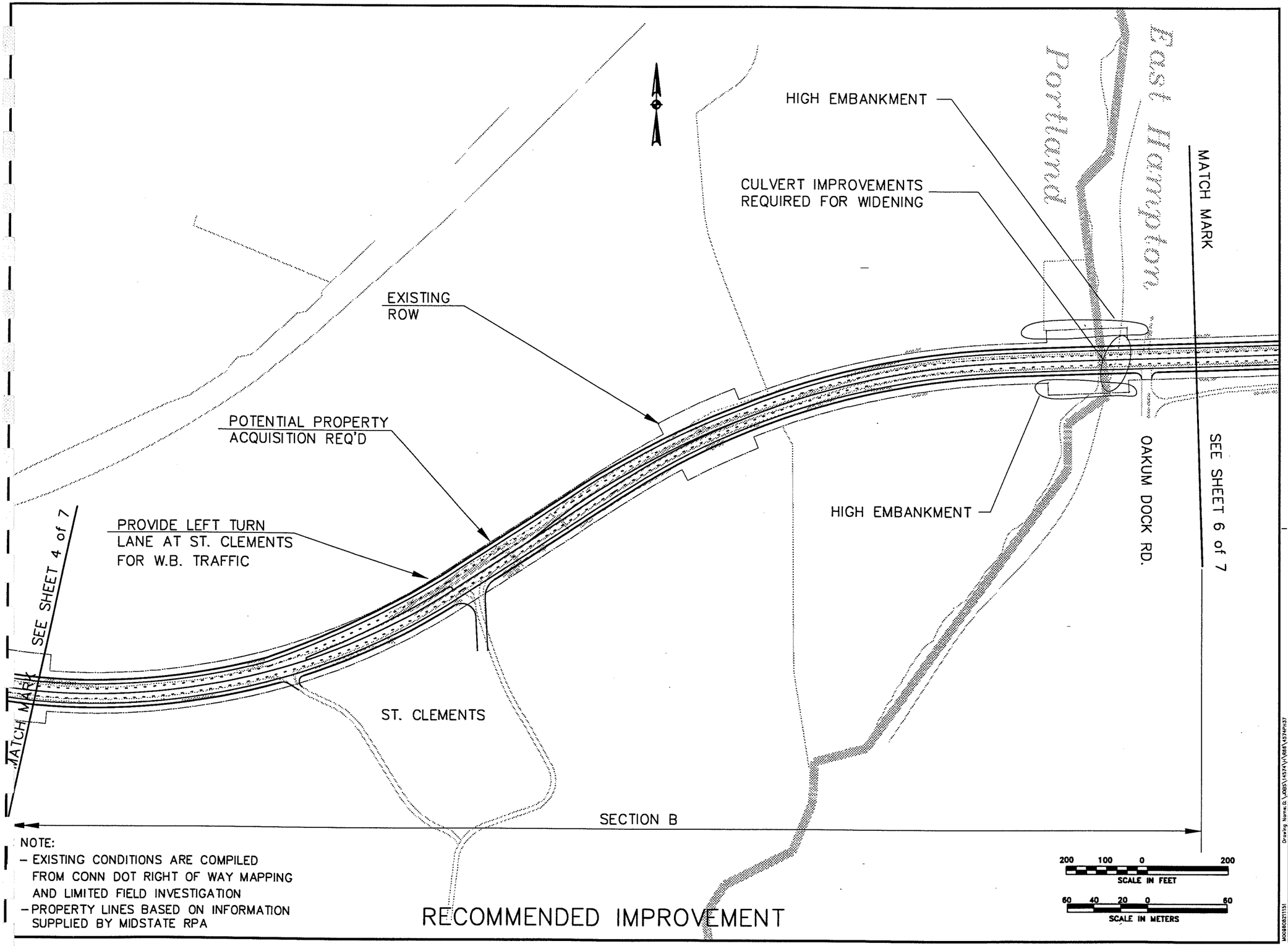
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LONG RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
PORTLAND/EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 4 of 7

B-6d



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

DESIGNED BY:
DRAWN BY:
CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

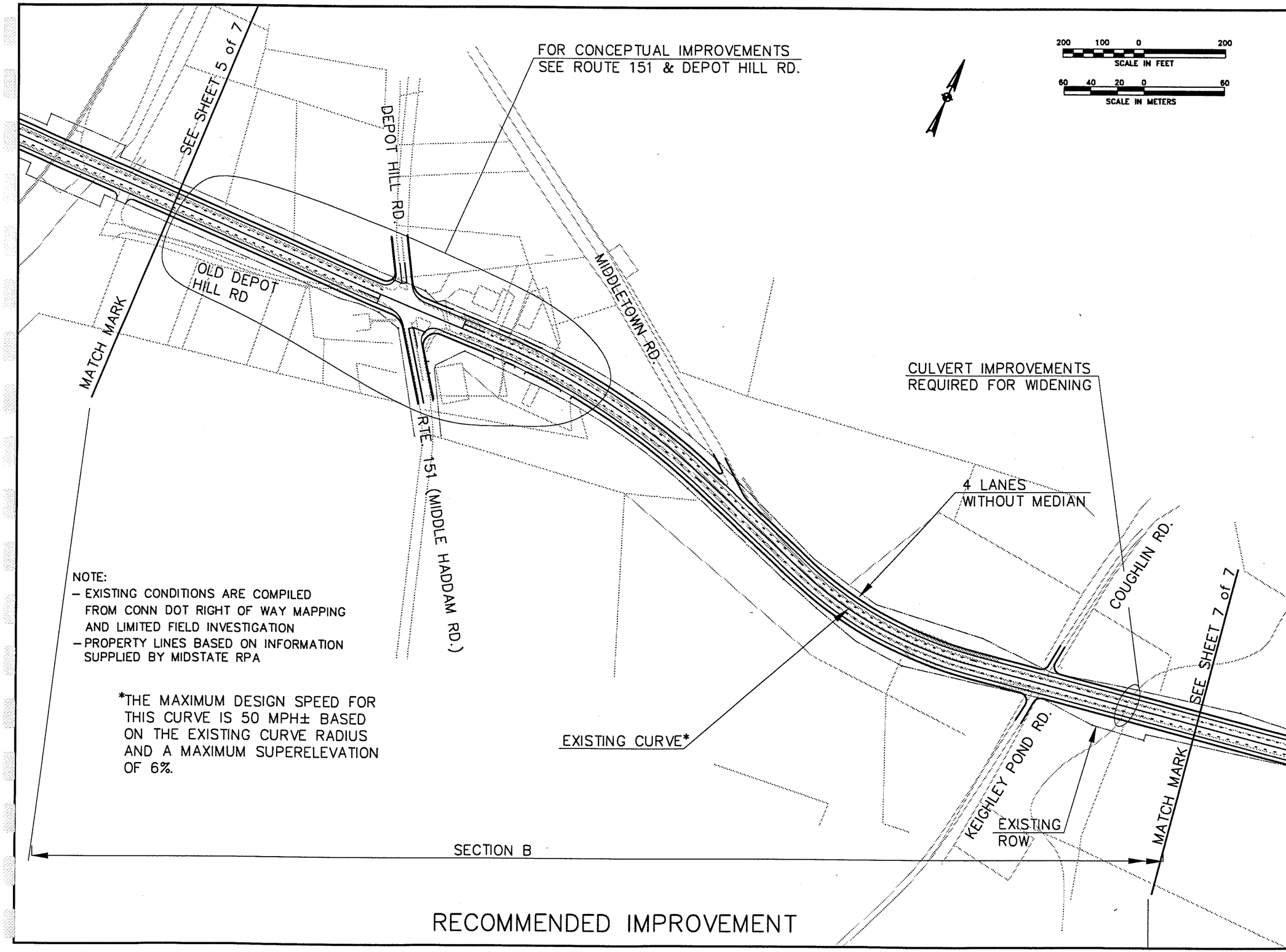
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LOND RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
PORTLAND/EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 5 of 7

B-6e



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

*THE MAXIMUM DESIGN SPEED FOR THIS CURVE IS 50 MPH± BASED ON THE EXISTING CURVE RADIUS AND A MAXIMUM SUPERELEVATION OF 6%.

RECOMMENDED IMPROVEMENT

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CHK'D BY:			
REV	MADE BY	CHK'D BY	DESCRIPTION

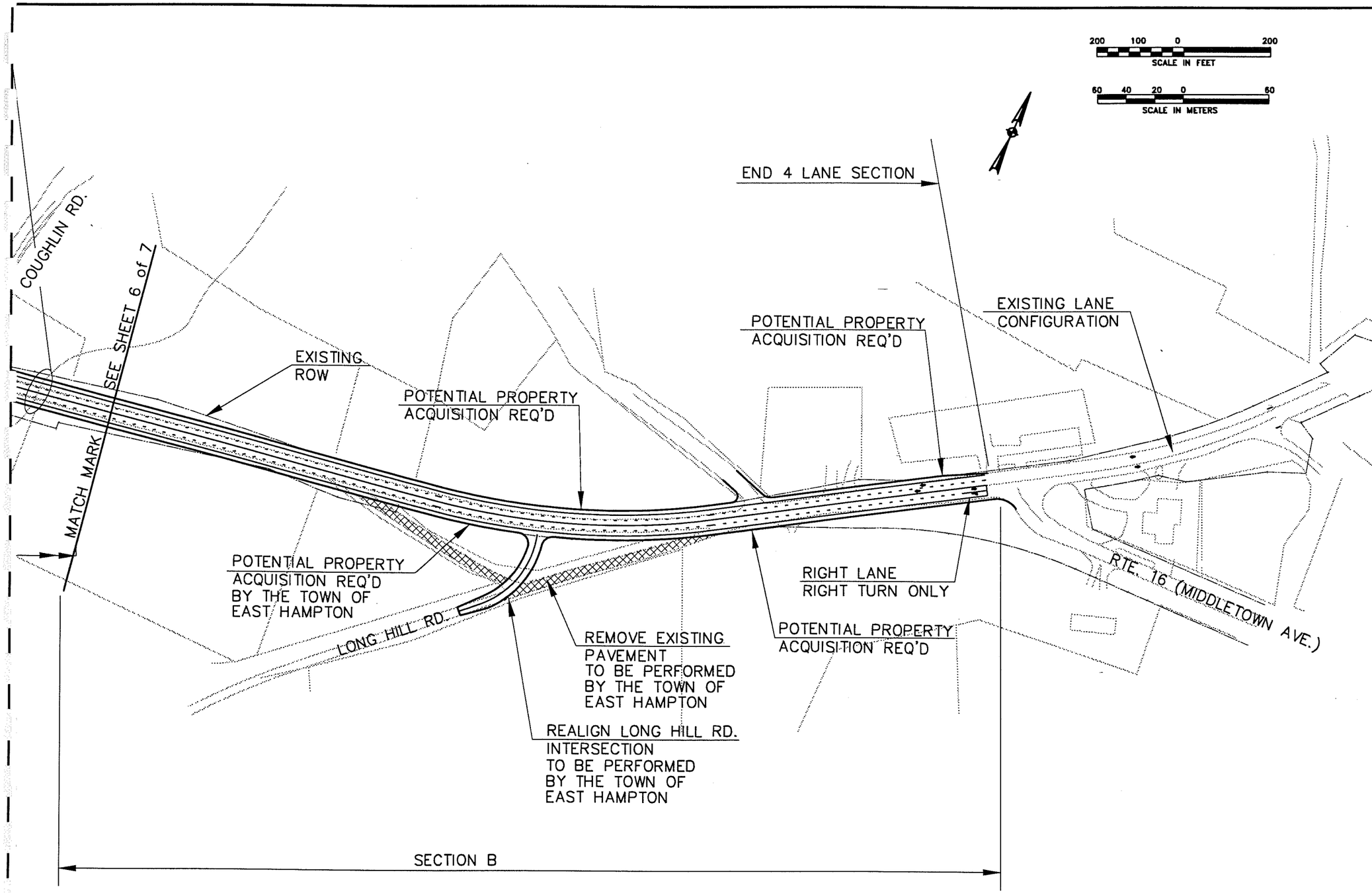
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LONG RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 6 of 7

B–6f



NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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REV	MADE BY	CHK'D BY	DESCRIPTION

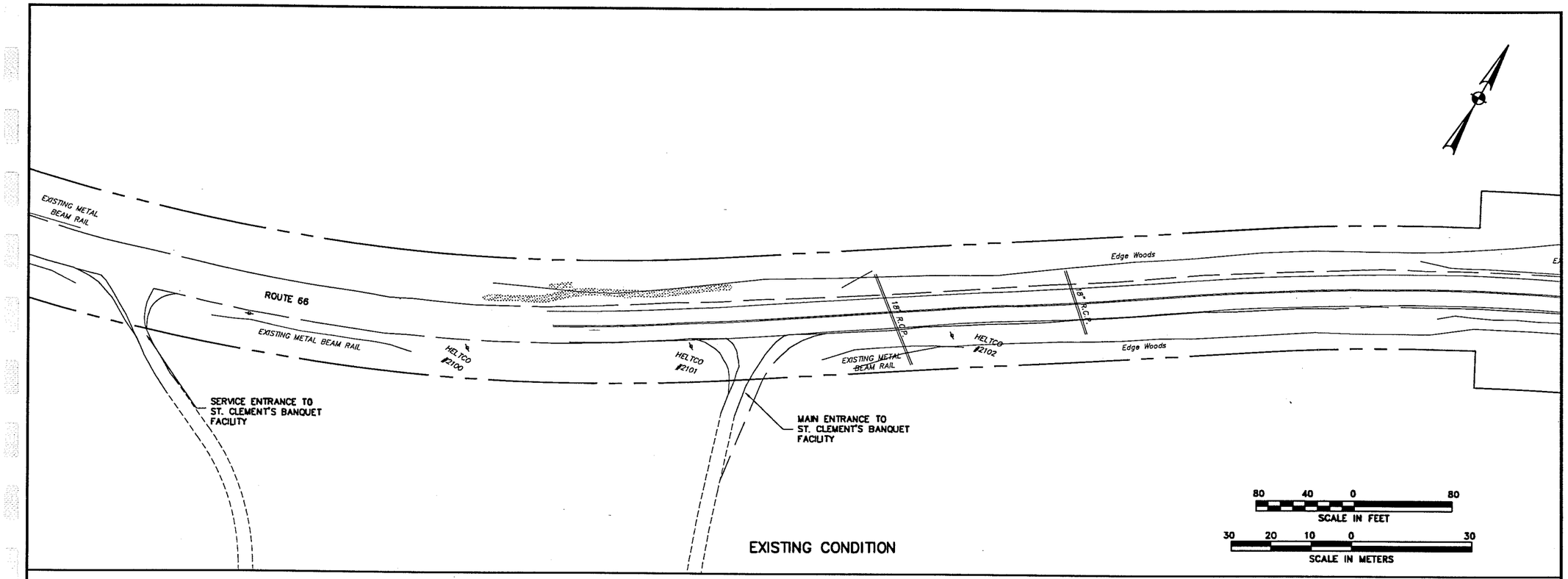
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan - Route 66
LONG RANGE FOUR LANE IMPROVEMENT
SAND HILL ROAD (EAST) TO ROUTE 16
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 7 of 7

B-6g



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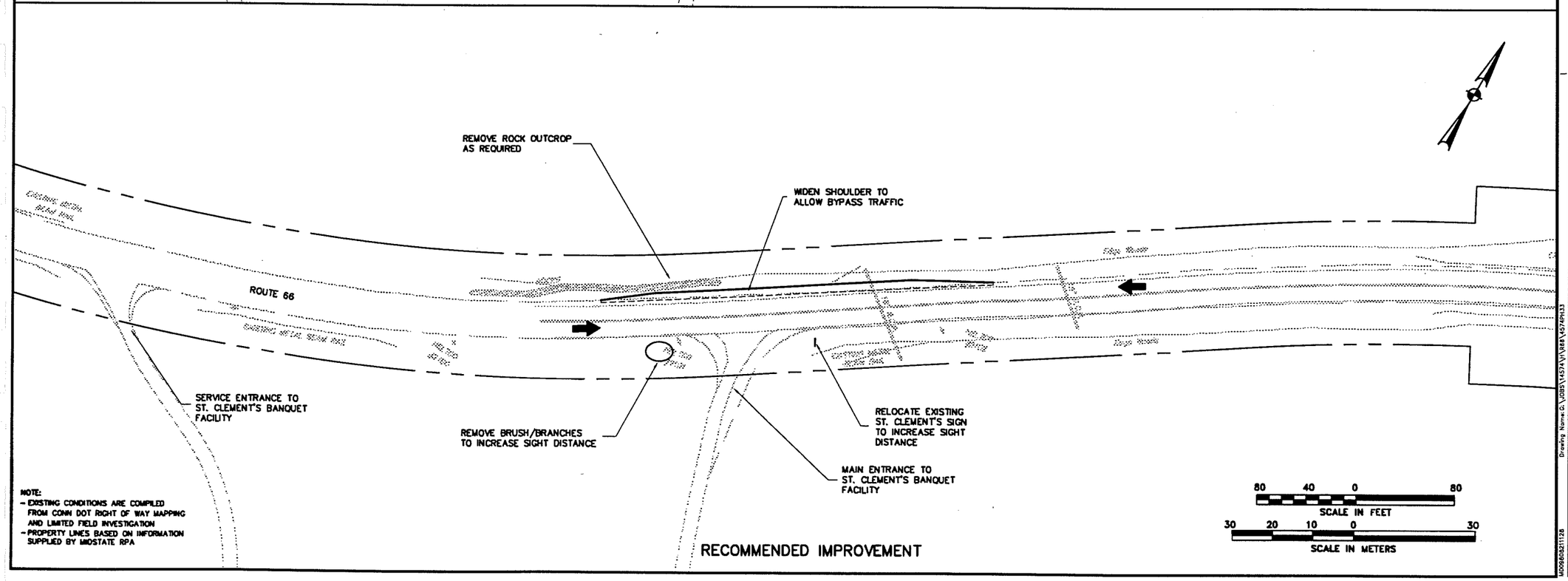

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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

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Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA
Corridor Improvement Plan – Route 66
ST. CLEMENT'S
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. ___ of ___

Drawing Name: G:\JOBS\14574\1\R84\14574PH33

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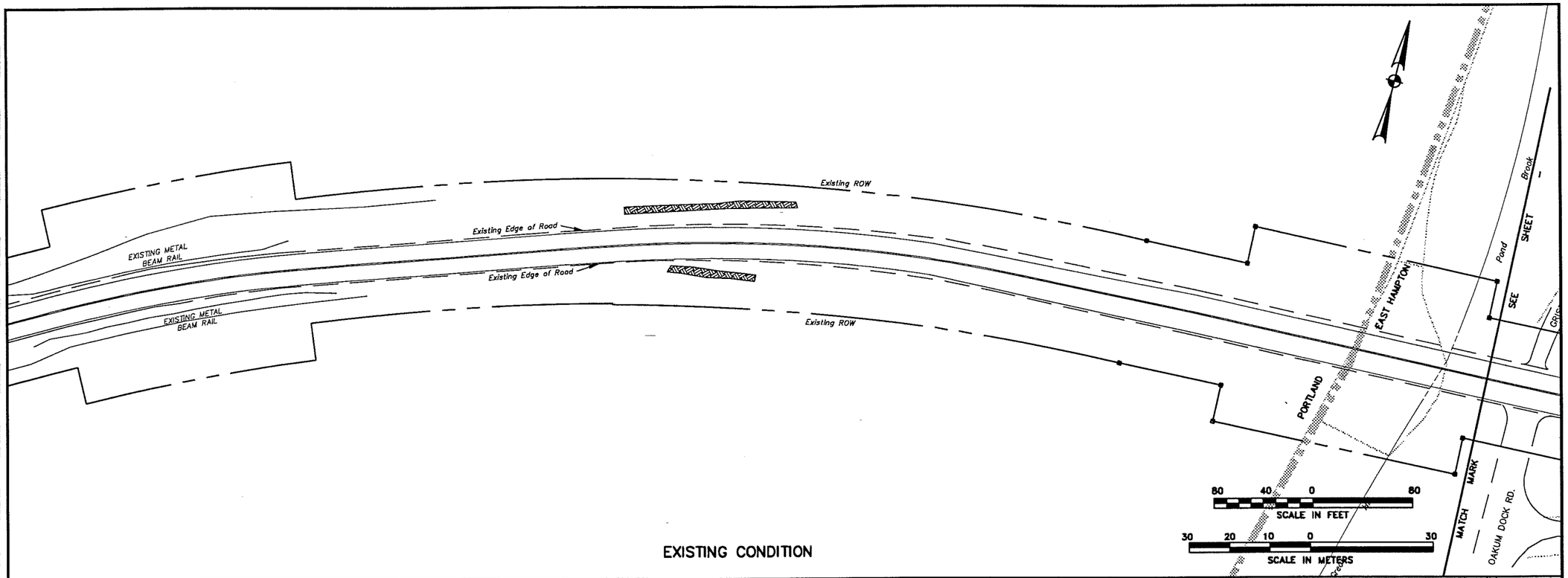
B–7



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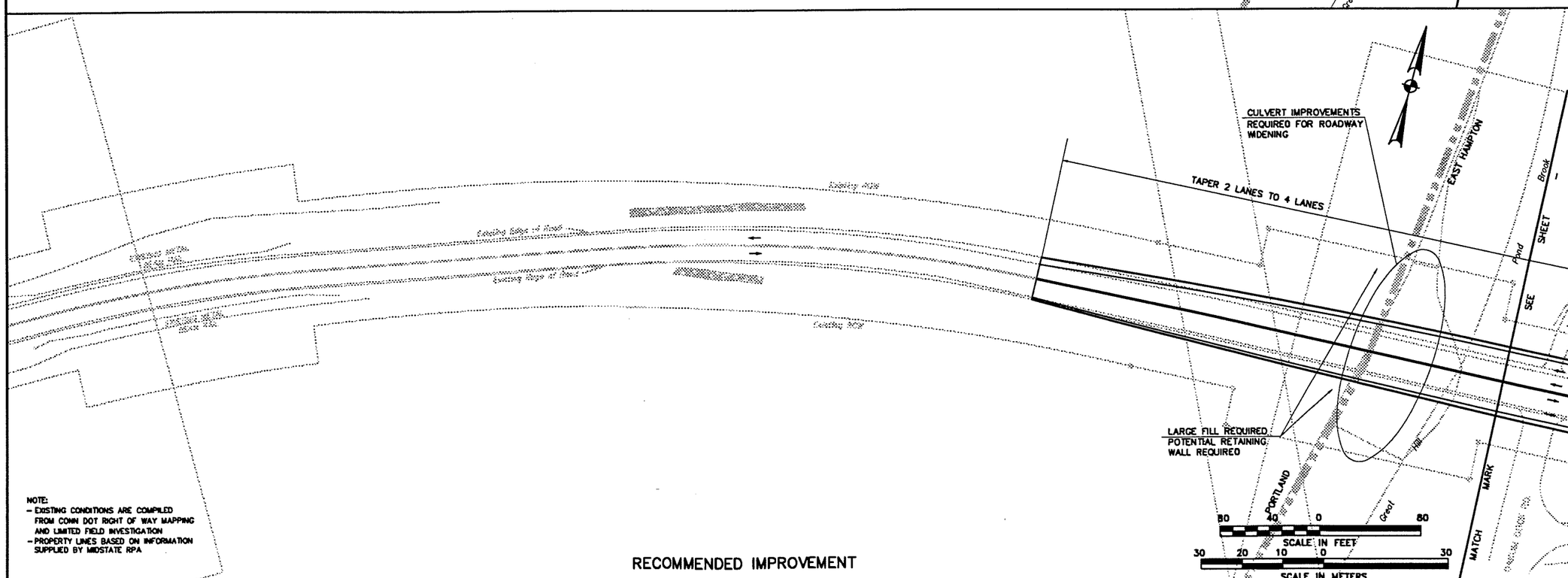

NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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REV	MADE BY	CHK'D BY	DESCRIPTION

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Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
ROUTE 151 & DEPOT HILL RD.
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 3

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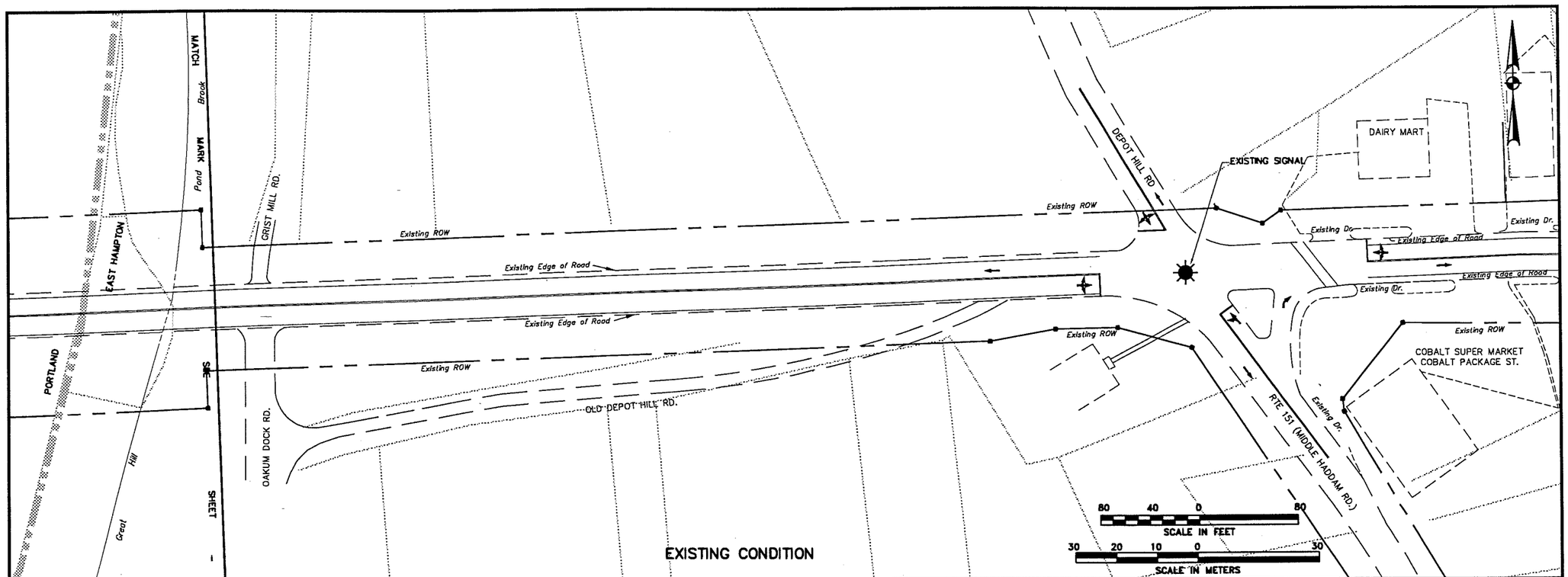
B-8a



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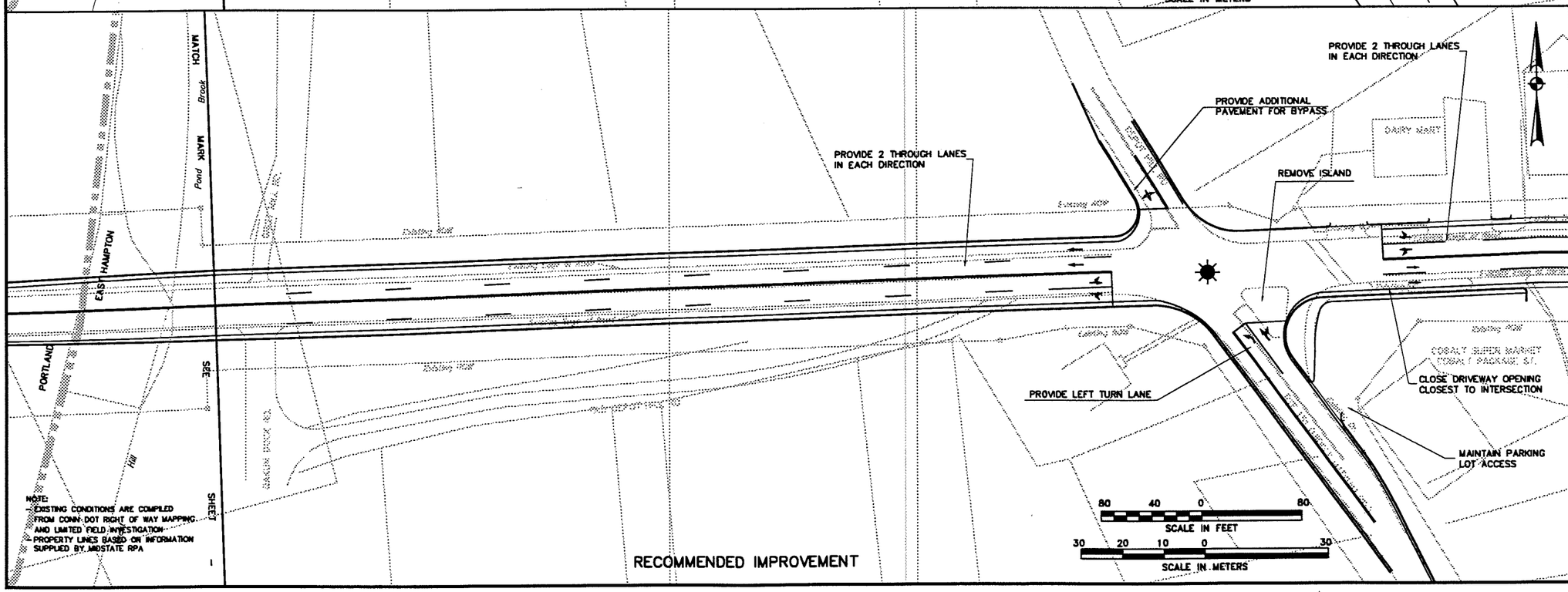

NOTE:
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- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA

RECOMMENDED IMPROVEMENT

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DRAWN BY:				
CHK'D BY:				
REV	MADE BY	CHK'D BY		DESCRIPTION

Maguire Group Connecticut, Inc.
Engineers - Planners
One Court Street
New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA
Corridor Improvement Plan - Route 66

ROUTE 151 & DEPOT HILL RD.
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 2 of 3

Drawing Name: G:\JOBS\14574\11\166\14574PH51

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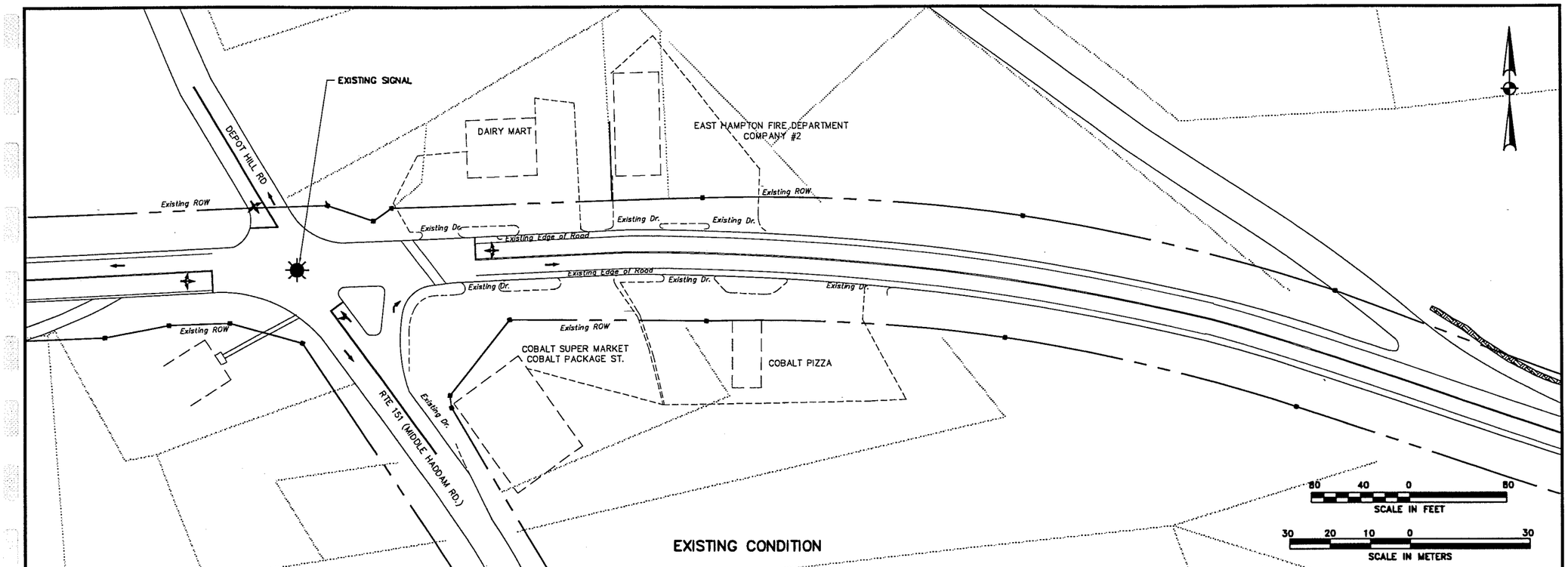
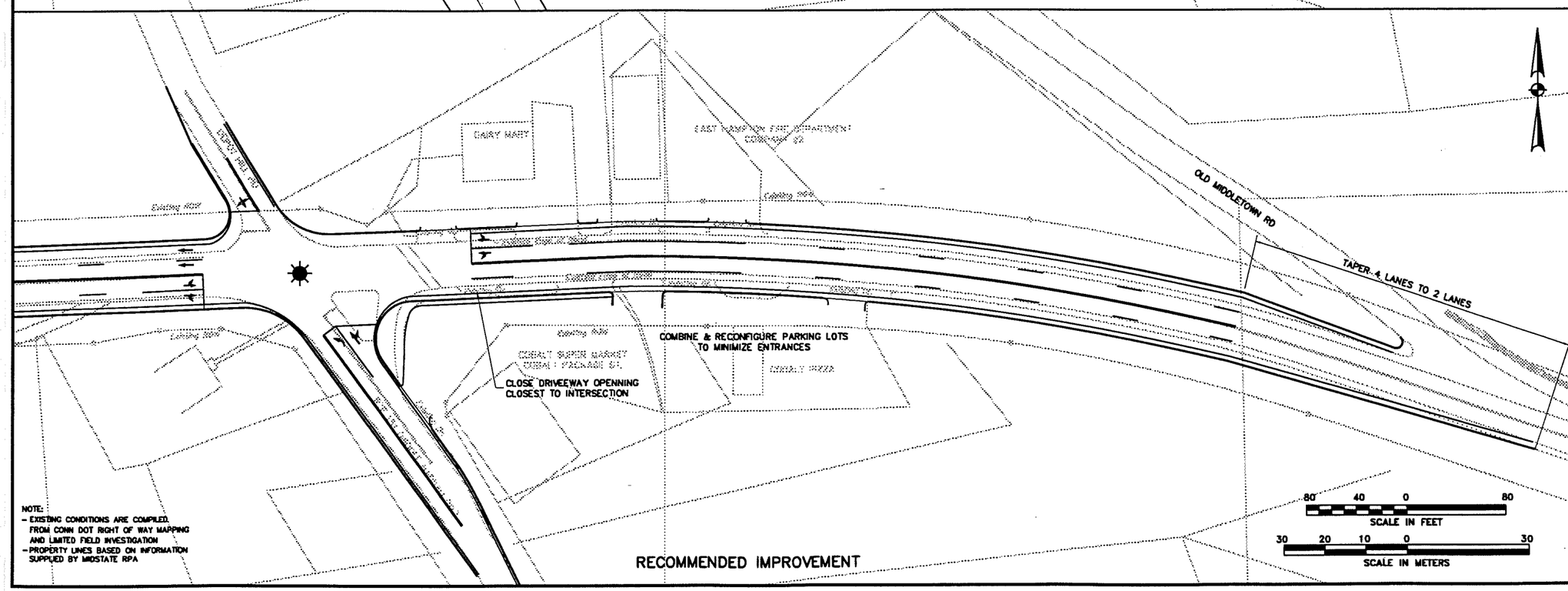
B-8b



EXISTING CONDITION



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RECOMMENDED IMPROVEMENT

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CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

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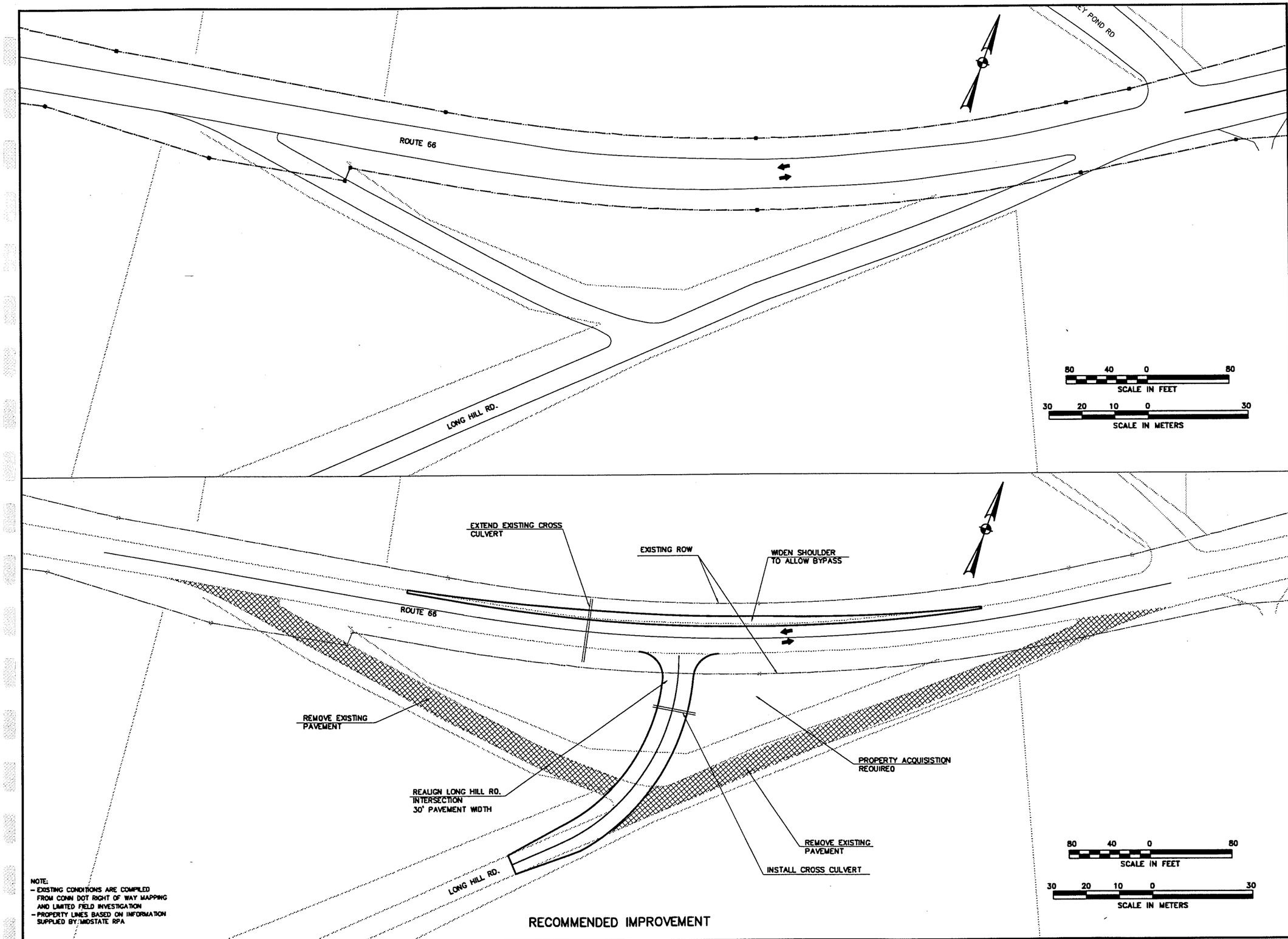
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan - Route 66
ROUTE 151 & DEPOT HILL RD.
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 1

B-8c



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CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
Corridor Improvement Plan – Route 66
LONG HILL RD
INTERSECTION REALIGNMENT
EAST HAMPTON

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Sheet No. ___ of ___

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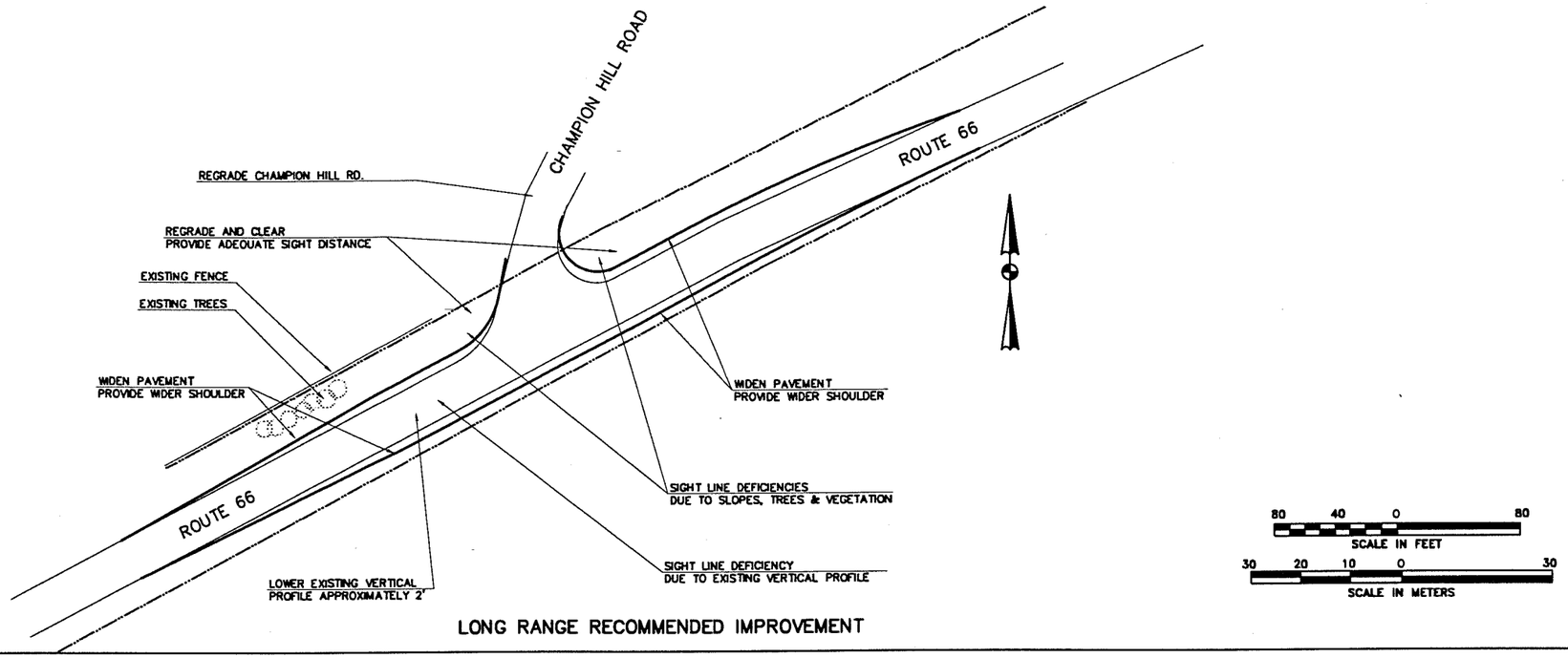
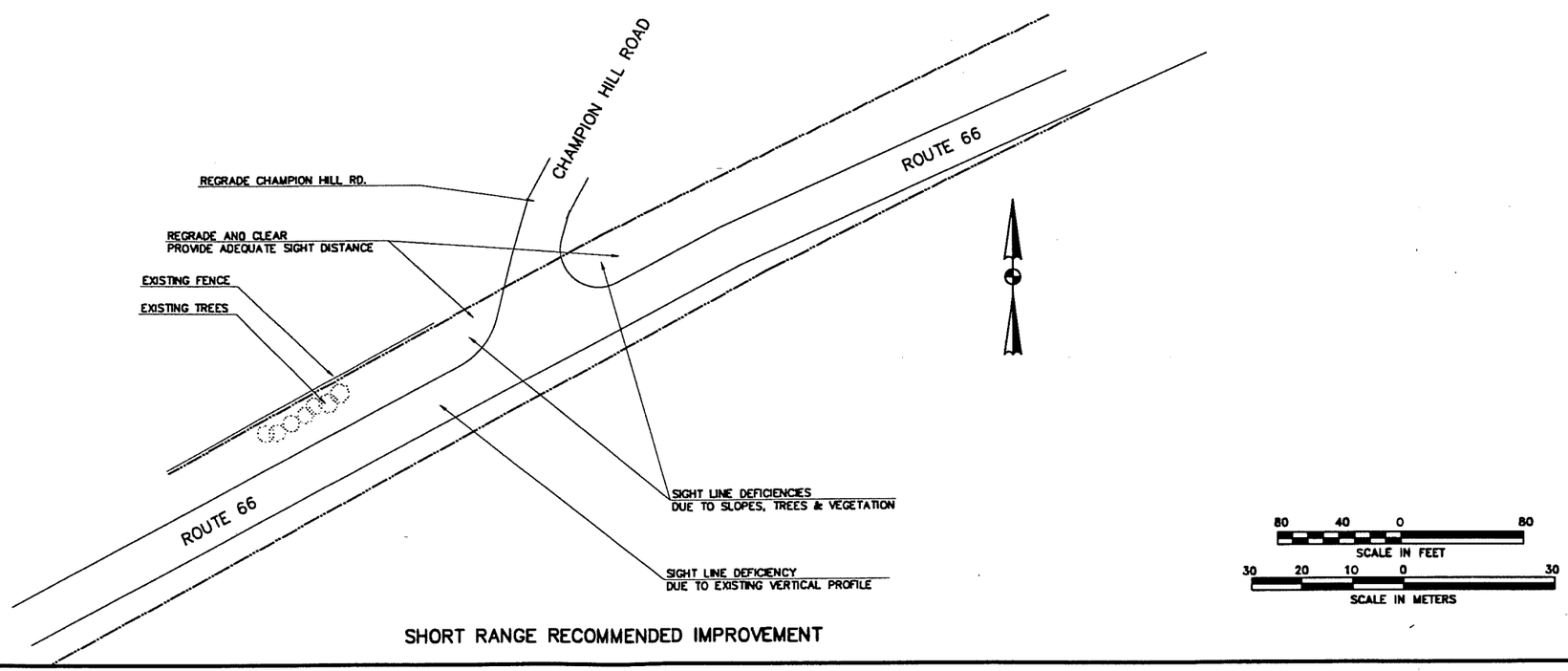


LONG RANGE RECOMMENDED IMPROVEMENT



SHORT RANGE RECOMMENDED IMPROVEMENT

NOTE:
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MAGUIRE GROUP

MIDSTATE RPA
Corridor Improvement Plan – Route 66
CHAMPION HILL RD.
EAST HAMPTON

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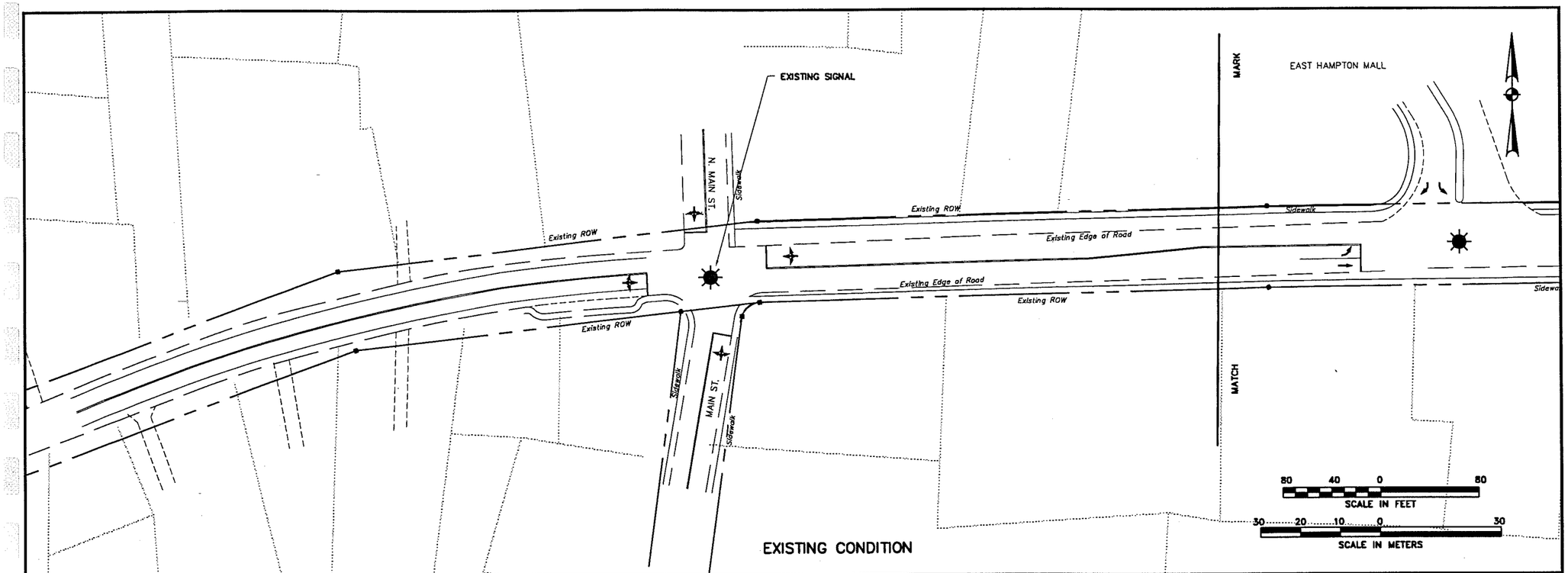

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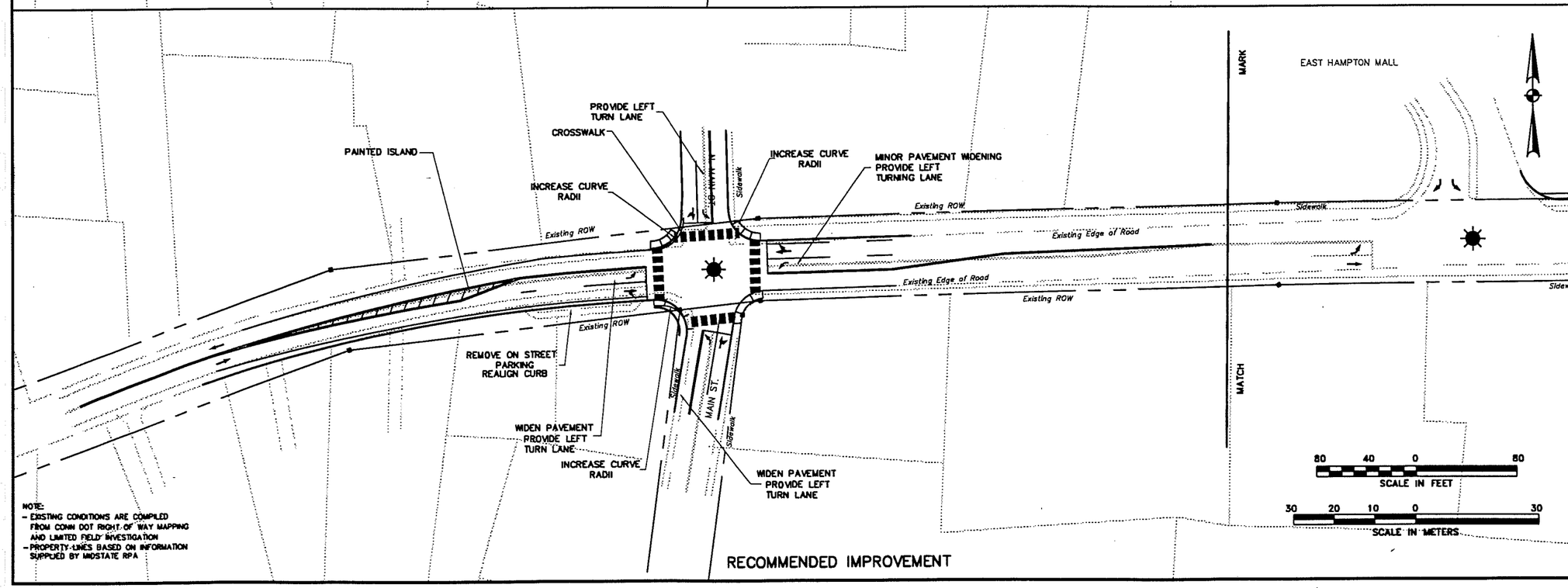

NOTE:
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RECOMMENDED IMPROVEMENT

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MIDSTATE RPA
Corridor Improvement Plan – Route 66
NORTH MAIN/MAIN ST.
EAST HAMPTON
RECOMMENDED IMPROVEMENT

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MIDSTATE RPA
Corridor Improvement Plan – Route 66
EAST HAMPTON MALL / BROOK'S PLAZA
EAST HAMPTON

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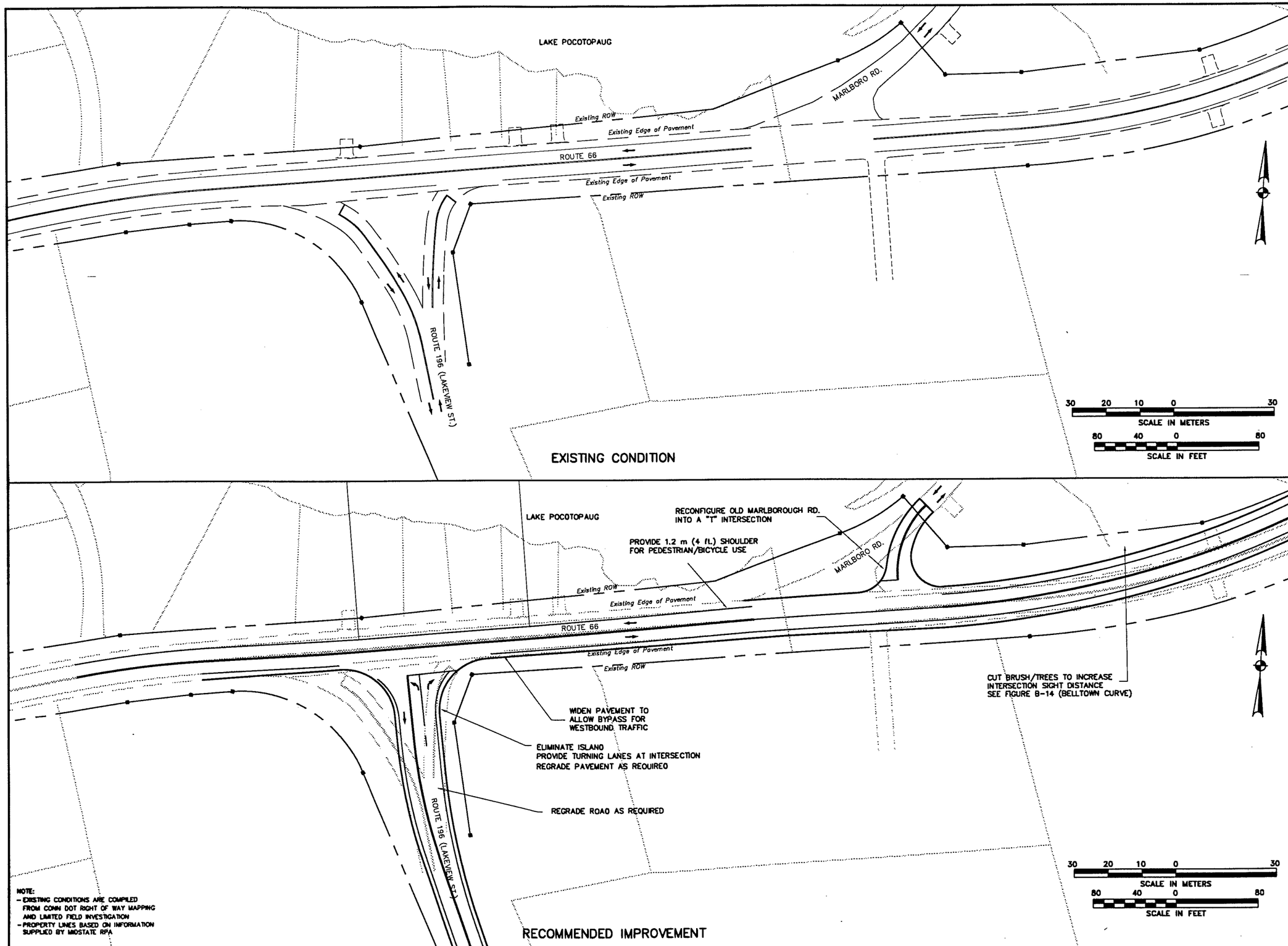

NOTE:
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MIDSTATE RPA
Corridor Improvement Plan – Route 66
ROUTE 196 &
OLD MARLBOROUGH ROAD
EAST HAMPTON

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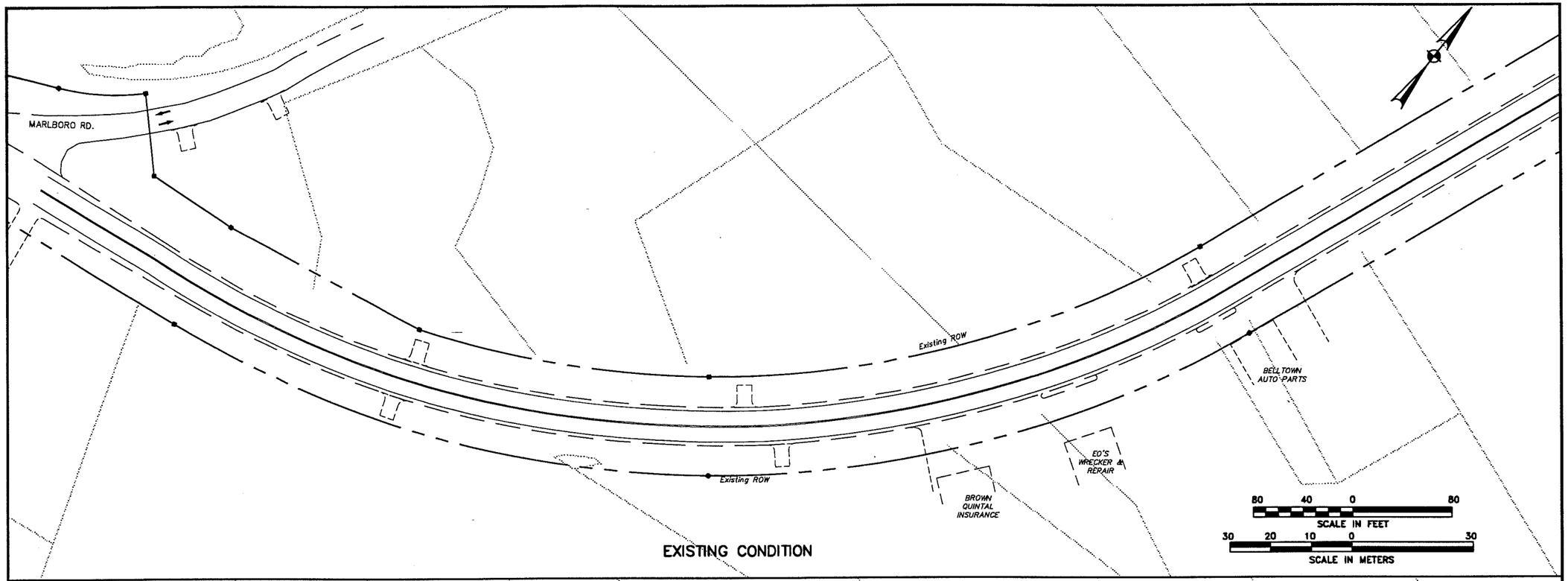

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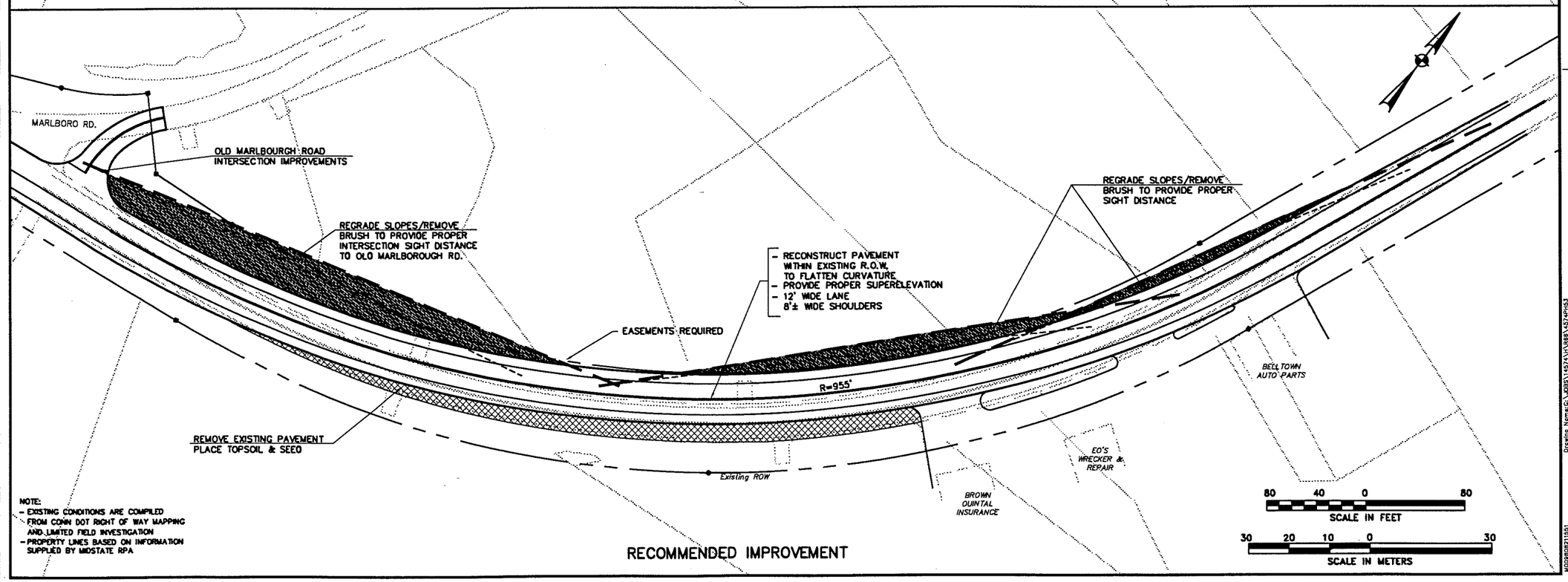

NOTE:
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RECOMMENDED IMPROVEMENT

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Corridor Improvement Plan – Route 66

EAST OF OLD MARLBOROUGH RD. (WEST) (BELLTOWN CURVE) EAST HAMPTON

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Appendix C: Congestion Management System Strategy Report

Appendix C
CONGESTION MANAGEMENT SYSTEM
STRATEGY REPORT

This report is a congestion management system (CMS) strategy report reflecting tasks performed on the Route 66 corridor planning study. Tasks performed were carried out in conformance with the requirements of the design of Congestion Management Systems as outlined in the June 16, 1994 Connecticut Department of Transportation report, "Congestion Management Systems of Connecticut."

A congestion management system, as defined in a 1991 FHWA workshop, is "the continuous activity of considering and implementing actions that enhance mobility and reduce congestion on designated systems or in targeted areas, appropriate to the magnitude and scope of desired system performance." A good congestion management system will strive to alleviate existing and potential congestion, enhance the mobility of people and goods, evaluate the performance of the system, identify alternative actions, and evaluate the effectiveness of those actions.

The consulting team, with assistance from an Advisory Committee consisting of ten representatives of the two involved communities, set forth a planning process that would plan for future transportation-related expenditures, coordinate future land use and development proposals with transportation improvements, and further the objectives and recommendations set forth in the ***Regional Transportation Plan*** of the Midstate Regional Planning Agency. This process included data collection, performance measures, needs analysis, strategy identification and a method to evaluate the effectiveness of any proposed actions.

The following sections of this Congestion Management System Strategy Report focus on problems identified along the Route 66 corridor, analysis of the congestion problems, and an evaluation of all appropriate mitigation strategies.

DATA COLLECTION AND MONITORING

Data was collected for analysis of existing and future conditions in the corridor. Data relative to modes of travel (vehicle, transit, and bicycles), natural, historical, and architectural resources, land use developments, zoning, planned or programmed roadway improvements, accident experience, travel time and delay runs, traffic control devices, ROW lines, and pedestrian activity were collected, including a.m. and p.m. peak turning movement counts at twenty intersections identified as key intersections along the corridor under study.

A SELECTION OF PROBLEM AREAS

An analysis of existing corridor conditions was performed based on available data sources, level of service analysis, field observation, and input from the Advisory Committee. Future problems and needs were also identified based on forecast traffic conditions along the corridor. Several distinct areas in the corridor were identified as particular areas of concern. These areas were evaluated in terms of safety, geometrics, pedestrian movement, land use and zoning, traffic flow level of service, access management issues and other pertinent factors. Along Route 66, the seven areas listed below were identified as key problem areas in the corridor:

- Main Street / Downtown Area and Elmcrest Manor
- Payne Boulevard
- St. Clements Banquet Facility
- Route 151 (Middle Haddam Road) / Depot Hill Road
- North Main Street
- East Hampton Mall and Brooks Plaza area
- Route 196 and Old Marlborough Road area

These seven areas include the primary business areas in both Portland and East Hampton. Also included were multiple intersections that exhibit capacity and/or geometric problems. In the densely-developed areas of both Portland and East Hampton, intersections in close proximity were considered as one area for purposes of developing potential alternative scenarios.

Analysis of Problem

Each study area was evaluated closely and the specific causes of the problem identified. Listed below is a summary of the primary problems or potential problems identified for each area.

Main Street / Downtown Area and Elmcrest Manor:

- Pedestrian circulation and safety
- Poor levels of service on side streets
- High accident location
- Medians - effect on traffic / pedestrian movement; aesthetics
- Consistency with Main Street Program objectives

Payne Boulevard:

- Safety concerns
- Alignment of Payne and Middle Haddam Roads

St. Clements Banquet Facility:

- Advance planning for access/egress to accommodate future expansion
- Potential reconfiguration of access drive to accommodate future traffic flows
- Possible need for signalization and/or signage

Route 151 (Middle Haddam Road) / Depot Hill Road:

- Lack of turning lanes impede traffic flow
- Alignment and sight distances
- Commercial property access / egress (curb cut locations)

North Main Street:

- Poor level of service due to left turns

East Hampton Mall and Brooks Plaza area:

- Poor level of service
- Lack of turning lanes impede traffic flow
- Coordination with North Main signal

Route 196 and Old Marlborough Road area:

- Poor level of service
- Poor alignment and sight distances
- Frequent accidents noted

Performance Measures

Performance measures used to identify and monitor congestion are as follows:

- Level of service: describes traffic operations from free-flow to severely congested based on vehicle delay

- Average speed: the rate at which a vehicle can travel from beginning of the corridor to the end

- Vehicle delay: Time vehicle spends stopped

- High accident rates: roadway segments and intersections having 15 or more accidents during a three year analysis period as identified by ConnDOT's SLOSSS

IDENTIFICATION OF MITIGATION STRATEGIES

A full range of mitigation strategies were identified and investigated. These mitigation strategies address broad general concepts and more detailed intersection improvements. The congestion mitigation strategies considered for solving safety, congestion, access, and other problems identified in the corridor include:

Transportation Demand Management

Transportation demand management (TDM) describes actions that are geared toward improving the efficiency of mobility by increasing the number of persons in a vehicle, or by influencing the time of or need to travel. To accomplish this type of change in travel behavior, programs such as carpools, vanpools, public and private transit, non-motorized or non-traditional mode travel, alternative work hours, and telecommuting can be implemented or encouraged. Establishing high occupancy vehicle (HOV) lanes and commuter parking lot facilities and expanding transit services can supplement these measures.

Traffic Operational Improvements

This describes actions that improve traffic flow at specific intersections and along arterial segments. Such actions might include providing additional lanes, increasing storage bay lengths for turning lanes, improving signs and pavement markings, implementing traffic calming measures, upgrading intersection geometry, coordinating signals, and improving signal timing plans.

Measures to Encourage Non-traditional Modes such as Bicycles

These measures promote modes of travel other than car or transit. Pedestrian and bicycle facilities are established to encourage travel by means of non-traditional modes.

Access Management

Techniques used to control access to land development while maintaining an adequate flow of traffic on adjacent roadways are referred to as access management. Access management is designed to balance the needs of safety, capacity, and speed. Some access management techniques include:

- Providing a minimum depth of front yard as measured from Route 66;

- Allowing only one access point per a certain frontage distance;

- Treatment of contiguous parcels as a single lot for purposes of access management;

- Setting a minimum setback for parking;

- Requiring traffic circulation plans as part of the Site Plan Review process;

- Setting a minimum intersection spacing;

- Disallowing new driveways close to intersections or crosswalks.

Land Use Planning

Local planning and zoning efforts can be directed at controlling growth within the corridor and surrounding area. These efforts will aid in managing the undeveloped land which could generate future traffic. Growth can be controlled by a variety of means, including:

- Changing zones to lower density uses;
- Designating high truck generators (e.g. industrial parks) near limited-access highway access points;
- Modifying zoning and subdivision regulations (incorporating access management regulations);
- Encouraging the state's purchase of development rights (PDR) or transfer of development rights (TDR) particularly for agriculture land; and,
- Fee simple purchase of land for open space preservation.

IDENTIFICATION OF FEASIBLE ALTERNATIVES

Roadway Improvements

Feasible improvement alternatives for the Route 66 corridor that were designed to alleviate traffic congestion and improve level of service are described below. In most cases, the improvement alternatives address roadway capacity issues by lane additions, lane widening, restriping, curve radii modifications and suggested signal warrant analyses. In some instances, improvements have been proposed as safety measures alone. In general, three categories of alternatives were considered for each problem area:

- No-build: Leave intersection as is.
- A minor improvement proposal that effects a moderate improvement in traffic flow with minimal road reconstruction or widening.
- A major improvement proposal that optimizes traffic flow. This alternative usually involves a significant amount of road reconstruction.

Route 66 & Main Street (Route 17A)/Downtown Area/Elmcrest Manor to High Street

Route 66 in the downtown area of Portland is highly congested. There are numerous intersecting driveways and side streets. For this reason, ConnDOT has already planned improvements as part of State Project 112-104 that will close some hazardous median openings and provide additional left turn lanes. Construction on this project is expected to begin by the Fall of 1998.

In addition to those improvements, this study will consider some minor additions. Alternative 1 suggests widening of pavement on the southeast corner of the intersection of Routes 66 and 17A to allow vehicles turning right onto Route 66 to pass northbound vehicles stopped at the traffic light. This bypass would prevent a peak period backup approaching the Arrigoni Bridge.

Alternative 2 suggests improvement of the crosswalk west of the Elmcrest entrance. Special paving materials and additional signage would help to draw the attention of motorists approaching the crosswalk, thereby increasing pedestrian safety.

Elmcrest Manor and Barry Avenue are experiencing a poor level of service due to difficulty of vehicles entering the flow of traffic on Route 66. For this reason, a signal warrant analysis is suggested.

The intersection at High Street is projected to have a failing level of service in the future year (2020). Any significant improvement in level of service would require additional through lanes. Since existing conditions consist of two through lanes and one left turn lane in each direction, it was determined that adding any additional lanes would be inappropriate.

Route 66 and Portland Plaza

In the westbound direction, the intersection at Portland (Tri-town) Plaza is projected to have an undesirable level of service (E) by the year 2020. The alternative concept for this location is the addition of a right turn lane accessing Portland Plaza. In addition to improving level of service, it would offer a safety improvement by removing right turning vehicles from the flow of through traffic.

Route 66 & Sand Hill Road (West)

Vehicles entering the Route 66 traffic flow from Sand Hill Road are currently experiencing a deficient level of service; this poor level of service is projected under future conditions as well. Therefore, a signal warrant analysis is recommended at this intersection. A signal would provide a periodic break in traffic for vehicles to safely turn onto Route 66.

Route 66 Four-Lane Alternatives

The existing four-lane portion of Route 66 in this corridor ends at Sand Hill Road (East) where it narrows to two lanes without a median (one lane in each direction). Route 66 is currently operating at or over capacity from Portland through East Hampton. Public comment has indicated that the location where the roadway narrows from four lanes to two is an area of traffic flow problems and accidents. Additionally, in order to increase capacity throughout the extent of this portion of the Route 66 corridor, additional lanes are required in each direction. The concept of a four-lane road was initially not included in the alternatives presented to the public during the Public Information Meeting in November 1997. The strategy was to try to alleviate congestion and safety problems without changing the rural and historic character of the area. However, the message conveyed by members of the public as well as further consideration by the advisory committee has resulted in the conception of several four-lane alternatives. These conceptual alternatives were then presented to the AC and are included in the following discussion. Their purpose is to address concerns expressed that anything short of four lanes is inadequate for the relief of corridor congestion problems.

The alternative required for correcting the problem of capacity throughout this Route 66 corridor, based on available data, would be to extend the four lane section from Sand Hill Road in Portland all the way to the East Hampton/Marlborough town line. This possibility was not proposed in the alternatives described below because of several important factors. Route 66 passes through part of the historic area of East Hampton town center. Historic buildings, as well as many other buildings along the edge of the roadway, would be impacted adversely by construction of this magnitude. This road also passes close to the shore of Lake Pocotopaug. According to the traffic data reported in previous technical memoranda, the time delay during peak periods in the area is not significant enough to justify the environmental impact and cost to the aesthetic quality and properties of this section of East Hampton. Additionally, comments of residents of East Hampton have focused on the problem of excess speed throughout this stretch of Route 66 rather than on congestion. Therefore, for the portion of Route 66 east of Route 16, the alternatives discussed have involved only intersection improvements.

In addition to providing increased capacity for vehicles, one of the goals of this corridor study is to consider opportunities for alternative modes of transportation such as bicycle and pedestrian. Route 66 is shown on the *Connecticut Bicycle Map*, produced by ConnDOT in 1992, as a cross state bicycle route. Therefore, any alternatives for major reconstruction of the roadway should include provisions for these facilities. The cross-sections referred to in the alternative descriptions below include 10-foot shoulders and do not show bike lanes or sidewalks. Bicycle/pedestrian facilities would be designed according to The American Association of State Highway and Transportation Officials (AASHTO) *Guide for Development of New Bicycle Facilities*. These facilities should be considered in discussions as this study progresses, and included in future plans, where feasible. Additional options for alternative modes of transportation are discussed in subsequent sections of this report.

Alternative 1 involves reconstruction of Route 66 to provide four lanes without a median extending from the current four-lane segment at Sand Hill Road (East) to the junction of Route 16 in East Hampton. The exclusion of a median reduces right-of-way impact, but does not provide a separation between the two opposing directions of traffic. It does, however, increase roadway capacity in the area of high volume.

Alternative 2 includes the same length of road as in Alternative 1, but provides a median from Sand Hill Road (East), continuing from the currently existing median, to west of the area know locally as "the ledges", at which point the median would be tapered and the four-lane Alternative 1 continues . At "the ledges" there is a lack of road shoulders due to rock outcrops that are very close to the edge of the pavement. The median affords a more gradual transition in roadway expectation in the higher speed stretch while lessening requirements for rock removal and/or fill at "the ledges" or incurring additional impact in the developed area of Cobalt (Route 151). A left turn lane could be incorporated into the median where required.
Alternative 3 involves the same length of roadway as Alternatives 1 and 2, but provides slightly less width of pavement than Alternative 2. It includes a central two-way left turn lane that could be coordinated with access management.

Alternative 1A and 2A present a more moderate four-lane design in that they do not carry through to Route 16, but are tapered back to two lanes just east of the Riverdale Motel. 1A does not have a median and is the shorter of the two. 2A includes a median and provides a longer taper for increased safety. The termination location of the four-lane road could be varied. For example, the tapering to two lanes could occur closer to the Middle Haddam/Payne Boulevard intersection. These shortened alternatives are an attempt to lessen the impact of a four-lane widening by avoiding wetlands near Riverdale; reducing requirements for rock removal (thereby decreasing costs and environmental impact) at "the ledges"; minimizing stream encroachment and culvert reconstruction at Great Hill Pond Brook; and avoiding changes to the character of the Cobalt area. This stretch of four lanes along with the moderate improvements at Route 151 (to be discussed in forthcoming sections) would provide a means of relieving key congestion areas while incurring less impact.

The various four-lane alternatives may be implemented in increments. The Portland section can be targeted for shorter term improvement whereas the East Hampton section may be delayed until evaluations of congestion are made in future years.

Route 66 & Middle Haddam Road/Payne Blvd

Due to the absence of defined turning lanes at this location, there have been numerous accidents caused by a through vehicle colliding with a vehicle waiting to turn left onto Middle Haddam Road. Poor sight line is also a problem for vehicles entering Route 66 from Middle Haddam Road due to the acute angle of Middle Haddam Road with Route 66. These safety issues are of great concern to area residents. Additionally, residents have vehemently expressed their distress over difficulties experienced turning onto Route 66 from Payne Boulevard due to the steady stream of fast-moving traffic. These issues have been considered in the following alternatives.

Alternative 1 suggests the realignment of Middle Haddam Road to create a perpendicular intersection with Route 66 and alignment with Payne Boulevard. This geometry is preferred by AASHTO in order to provide adequate sight distance. The pavement would also be widened to provide exclusive left turn lanes in both directions. Any addition of lanes at this location should include provisions for a possible four-lane widening throughout this part of Route 66. The alternatives for four lanes, as described above, including long-term needs for acquisition of right-of-way, should be factored into the improvement design plans.

Alternative 2 also includes realignment of Middle Haddam Road, but would entail only a minor widening of pavement eastbound to allow through traffic to bypass vehicles turning left onto Middle Haddam Road.

Alternative 3 suggests a signal warrant study. This is an unsignalized intersection that is currently and projected to be operating at a poor level of service due to the difficulty vehicles experience entering Route 66 traffic from Middle Haddam Road and Payne Blvd. For this reason, it is suggested that this intersection undergo a signal warrant analysis. A new traffic signal could be incorporated as an additional element into either of the above concepts.

Route 66 & St. Clements Banquet Facility

St. Clements is located in the area known as "the ledges" in Portland. In view of the current and planned expansions at the St. Clements Banquet Facility, the following alternatives are suggested. Alternative 1 recommends a widening of the pavement in the westbound direction to allow through vehicles to bypass a vehicle turning left into the St. Clements entrance. This will require some rock removal. There is already a similar plan on file with the Town of Portland that was submitted by St. Clements and approved by

ConnDOT. Alternative 2 involves the clearing of sight line for safe exit from the St. Clements drive. Brush removal and sign relocation is recommended.

In addition, if future expansion at St. Clements results in higher traffic volumes at this facility, some form of traffic control may be required. Signalization or police traffic control may be necessary to handle events, particularly when they occur at times of peak traffic volume on Route 66. The addition of turning lanes may also be warranted. These requirements should be considered during future site reviews.

Route 66 and Oakum Dock Road

The alternative concept for this location is removal of vegetation to improve sight line.

Route 66 and Route 151 (Middle Haddam Road)/Depot Hill Road

This intersection will experience a failing level of service by 2020. Currently, comments by members of the public and the AC, as well as field observation, have indicated that this intersection is presently congested during peak period. For this reason, the alternative concepts were designed so that they could represent short-term and long-term improvements. Alternative 1 recommends adding a through lane eastbound and westbound and adding left turn lanes northbound and southbound. The island on RT 151 would be removed. Access from Old Depot Hill Road to Route 66 should be closed since this intersection is too close to the Route 151/Depot Hill Road intersection, and vehicles could easily use Oakum Dock Road as an alternate access point to Route 66. Also, curb cut consolidation in this area would better channelize turning movements. The commercial curb cut closest to the intersection should be closed and access to the supermarket could be combined with the pizza restaurant. Alternative 1 may be considered a short or long-term improvement. If a four-lane widening throughout this area is planned, this alternative would accommodate the four lanes without the need for later reconstruction. In this way it would act as a short-term plan for the purpose of determining whether or not congestion can be relieved with only the intersection improvement. The design would also serve for the long term in the event of a four-lane widening of Route 66.

Alternative 2 represents a more moderate approach that could be used as a short-term solution. Pavement on Route 66 eastbound could be widened enough to allow through vehicles to bypass vehicles that are turning right to Route 151 or left to Depot Hill Road. Pavement on Depot Hill Road could be widened to allow vehicles to turn right while through/left vehicles are waiting. As in Alternative 1, a left turn lane is added from Route 151, but the island would remain. Curb cut consolidation would be as described above. If this alternative does not accommodate future volume, Alternative 1 could then be the long-term solution. The design of Alternative 2 is compatible with shortened four-lane alternatives 1A and 2A.

Route 66 and Keighley Pond Road/Coughlin Road

Due to the difficulty of vehicles entering Route 66 from Keighley Pond and Coughlin, this intersection currently operates, and will operate in the future, at a poor level of service. For this reason, a signal warrant study is suggested.

Route 66 and Long Hill Road

The acute angle of this intersection has caused a safety problem as identified by members of the AC. The intersection would operate more safely if Long Hill Road was realigned to be perpendicular with Route 66. For this purpose, the Town of East Hampton is considering acquiring the piece of land between the current "Y" split at the end of Long Hill Road.

Route 66 & Champion Hill Road

Vehicles entering or exiting Champion Hill and vehicles traveling past this intersection on Route 66 experience sight line deficiencies. The embankment at the end of Champion Hill and a rise in the vertical grade of Route 66 in this area are the major factors. Alternative 1 suggests not only removal of vegetation and regrading of the bank that obstructs sight line on Champion Hill, but also a regrading of Route 66 itself to lower the profile of the road, thereby providing approaching vehicles a longer sight distance to the intersection. A regrading would also involve a slight widening of pavement on the shoulders. Alternative 2 suggests only a regrade of the bank on Champion Hill and clearing of vegetation as a lower impact or short-term solution.

Route 66 & North Maple Street

This intersection is projected to be operating at a poor level of service in 2020. An adjustment in traffic signal cycle length is suggested.

Route 66 & North Main Street/Main Street

Currently and in the future year (2020) this intersection operates at a failing level of service. It is also the site of a high rate of accidents. The major improvement, Alternative 1, suggests the addition of a left turn lane eastbound, and left and right turn lanes westbound (totaling three lanes). It also includes the addition of right turn lanes northbound and southbound. An increase in curve radii and the elimination of a parking bump-out near the southwest corner is recommended. Any disturbed sidewalks should be replaced.

Alternative 2 outlines a ConnDOT Preliminary Concept currently under consideration for implementation in the short term. It entails addition of left turn lanes eastbound and westbound (requiring some widening), increase of curve radii, reconstruction of sidewalks and addition of a pedestrian crosswalk.

Route 66 & East Hampton Mall/Brooks Plaza Area

As the most commercial stretch of Route 66 in East Hampton, there is a concentration of businesses and town government offices that draw numerous vehicles and pedestrians. This is an area of a higher than average frequency of accidents involving rear-end and turning movement collisions. As mentioned previously, this area is in need of access management measures. Following are additional improvement options.

Alternative 1 provides a right turn lane westbound at the East Hampton Mall. This would remove turning vehicles from the flow of through traffic. Pavement widening would be necessary as well as reconstruction of the sidewalk for which a minor amount of additional right-of-way may be required. To increase pedestrian safety, the pedestrian signal at East Hampton Mall should include all signal phases. Currently

only through traffic on Route 66 is stopped for the pedestrian signal. This adjustment should not significantly affect the level of service for vehicles at this signal. Also included in this alternative is the creation of a two-way left turn lane for eastbound and westbound vehicles between McDonald's and the Pocotopaug Brook culvert. Since the pavement is wide enough to accommodate the turning lane in this area, only a restriping is required. However, turning areas must be coordinated with clearly defined access drives to all area businesses to ensure a safe and efficient system.

Alternative 2 addresses the current and future year failing level of service experienced by vehicles exiting Brooks Plaza. A signal warrant analysis is suggested.

Route 66 & Route 196 (Lakeview Street)/Old Marlborough Road (West)

The Route 196 and Old Marlborough Road intersections both present safety problems due to poor geometry and line of sight. Route 196 connects with Route 66 in a "Y" configuration, and a steep grade at the intersection also contributes to the limited sight distance. Old Marlborough Road is situated at a sharp horizontal angle to Route 66. These geometrics contribute to reduced sight distance. Alternative 1 suggests a redesign of Route 196 to be perpendicular with Route 66, with removal of the island situated between the easterly and westerly branches, and regrading of the slope. This will improve sight line and situate the left turn lane at a safer distance from the curve just west of the intersection. The quality of sight line from Old Marlborough Road (West) would also benefit from a perpendicular realignment and removal of any brush obstructing views.

Alternative 2 suggests another solution for Old Marlborough Road (West). The current western intersection could be closed and moved to another location eastward where there is improved line of sight due to a straighter stretch of roadway. This intersection is currently located on a curve and is considered by residents to be unsafe. The closing of this section of road may also benefit the shore of Lake Pocotopaug, along which the Old Marlborough Road (West) intersection is situated, by reducing road surface runoff and offering opportunities for shoreline enhancement. Currently, travel through this intersection is made more difficult in the summer when vehicles park on the road to access the lake shore, according to local residents. There are presently some undeveloped parcels east of the intersection, approximately midway between the east and west intersections of Old Marlborough Road, that could provide a new location for the intersection. The feasibility of a right-of-way in this area has yet to be determined.

Alternative 3 suggests consideration of a signal warrant analysis for Route 196 due to failing level of service for the northbound movement. In conjunction, a signal should also be considered for Old Marlborough Road as a safety measure. These signals could operate in coordination.

Route 66 and Lake Road

The acute angle of Lake Road to Route 66 may decrease the safety of this intersection. A realignment to provide a perpendicular intersection is suggested.

Traffic Operational Improvements

Signal coordination is also important in optimizing traffic flow along segments that contain more than one signalized intersection. Coordination of signals is possible when there is minimal distance between the signals and side street traffic volumes are low. Currently, two sets of signals are coordinated. In Portland, they include High Street, Airline Avenue, Portland Plaza, and Grove Street. In East Hampton, they include North Main Street and East Hampton Mall. If the recommended signal warrant analyses result in recommendations for additional signals, then there are opportunities to further coordinate signals. Coordination could be accomplished for the following sets of signals:

- Portland Main Street and Elmcrest Manor
- Barry Avenue and the High/Airline/Portland Plaza/Grove group
- Sand Hill Road (West) and RT 17 (Gospel Lane)
- East Hampton Mall/North Main and Brooks Plaza)
- Route 196 and Old Marlborough Road

The other sets of intersections along the corridor are too far apart for coordination, and excessive delays on the intersecting collectors would occur if these signals were coordinated.

Access Management

Areas of the corridor in Portland in which access management strategies can be employed are the vicinity of the intersection of Route 66/17A. There are several businesses that could share curb cuts without significantly affecting their businesses. Along Route 66 from Sand Hill Road to the East Hampton town line area there are opportunities to minimize access points to Route 66 if the town plans to encourage growth of business in this area.

In East Hampton, the intersection of Route 66/151 could benefit from access management measures. There are opportunities for curb cut closures that would facilitate traffic flow along the main road. The stretch of Route 66 from the East Hampton Mall to Food Bag requires access management measures. This area contains dense commercial development and is the location of a higher than average accident rate. This may be an appropriate area in which to establish a specific overlay zone. Along Route 66 from Old Marlborough Road to the Marlborough town line would also greatly benefit from access management strategies. There are a great many undeveloped parcels in this area that are zoned commercial or design development. As these parcels develop, access would be specifically considered as an important part of the Site Plan Review process.

Land Use Planning

Techniques that could manage growth in the residentially-zoned sections of both Portland and East Hampton are:

- Purchase of land for preservation of open space
- Purchase of development rights
- Transfer of development rights

- Increase of minimum lot size

Travel Demand Management

Areas wherein travel demand strategies can be employed are described below:

- Provide aggressive marketing of mass transit opportunities by Middletown Area Transit and the Ridesharing Company (who publishes the ***Commuter Register***) to reduce the percentage of single occupancy vehicles.

- Establish an active program targeting the larger businesses in the area to encourage such businesses to encourage ridesharing and offer staggered working hours.

EVALUATION OF ALTERNATIVES

An evaluation of the alternatives were performed for the various aspects of the Route 66 corridor improvements. This step in the process allows an informed decision to be made to select alternatives which will move forward to design. The alternatives selected should be implementable, cost effective, and responsible to environmental and cultural resources in the corridor. The following quantitative and non-quantitative elements were used to evaluate the alternatives:

1) **Cost**: The estimated cost of design and construction in 1998 dollars. The cost does not include acquisition costs for property takings or wetland mitigation.

2) **Level of Service (LOS)**: The future year (2020) level of service that would be realized if the improvement was implemented. It is based on the projected future year volumes detailed in Technical Memorandum 2. The level of service ranges from A-F, with A being the best and F the worst congestion scenarios. In some cases a * is noted where level of service is worse than F.

3) **Traffic Safety**: The anticipated change in vehicular and pedestrian safety as a result of the improvement. Among the consideration for safety are speed, intersection geometry, lighting.

4) **Right of Way (ROW) Impacts**: The amount of land outside the ConnDOT right of way, that will be encroached upon as a result of the improvement alternative. The cost for compensating the land owner has not been included in the cost section.

5) **Historical Resource Impacts**: The potential impact to historical resources resulting from the improvement alternative.

6) **Aesthetic Impacts**: The impact of the road on the scenic beauty of the area. The beauty can be attributed to both natural and man-made (historical) resources.

7) **Environmental Impacts**: The potential for the project to have a negative effect on natural resources (wetland, forests, etc.).

All seven evaluating criteria are important. For the purposes of this study, level of service and traffic safety are the primary considerations; however, most of the recommended improvement alternatives summarized in the following section avoid sensitive historic and natural resource areas.

The analysis of alternatives is discussed in detail below. A summary of the evaluation of the recommended physical and operational improvements is presented in Table 1. Comments and suggestions from the Route 66 Advisory Committee, ConnDOT, and the general public were used in establishing the alternatives and in the evaluation of these alternatives.

Route 66 & Main Street (Route 17A)/Downtown Area/Elmcrest Manor

Route 66 in the downtown area of Portland is congested at peak hours. There are numerous intersecting driveways and side streets. For this reason, ConnDOT has already planned improvements as part of State Project 112-104 that will close some hazardous median openings and provide additional left turn lanes. In addition to those improvements, this study considers some minor additions to the proposed ConnDOT plans.

Alternative 1 suggests widening of pavement on the southeast corner of the intersection of Routes 66 and 17A to allow vehicles turning right onto Route 66 to pass northbound vehicles stopped at the traffic light. This bypass would prevent a peak period backup approaching the Arrigoni Bridge. The cost of approximately $20,000 is relatively minor, and no additional right-of-way is required. Relocation of at least two utility poles would be necessary. There are no impacts on resources, and businesses in this area are currently vacant. The project is ranked as the highest priority in Portland due the likelihood that it can easily be implemented as part of the scheduled State Project 112-104.

Alternative 2 suggests improvement of the crosswalk west of the Elmcrest Manor entrance. Special paving materials and additional signage would help to draw the attention of motorists approaching the crosswalk, thereby increasing pedestrian safety. Additional issues discussed below must be resolved before improvements to this crosswalk are planned.

Elmcrest Manor and Barry Avenue are experiencing a poor level of service due to the difficulty motorists experience entering the flow of traffic on Route 66. For this reason, a signal warrant analysis is suggested. ConnDOT previously approved a signal at the Elmcrest entrance, along with a relocation of the mid-block crosswalk, discussed above, to the Elmcrest entrance so that it may be controlled by a pedestrian signal. A review of the previous signal warrant study is now required due to recent changes in this area, such as, median opening alterations performed after the construction of Burger King and Brooks Pharmacy. Access management must also be considered, as will be presented in the forthcoming Access Management Plan for Portland. The review should also be coordinated with the signal warrant study at Barry Avenue.

High Street / Airline Avenue

The intersection at High Street is projected to have a failing level of service in the future year (2020). Any significant improvement in level of service would require additional through lanes. Since existing conditions

Table 1

Alternative Concepts	Cost Estimate[1]	Level of Service (2020)	Traffic Safety	ROW Impacts (sf) Preliminary Estimate	Historical Resource Impacts	Aesthetic Impacts	Environmental Impacts	Constructibility	Priority Ranking
Route 66 & Route 17A Alternative Concept #1	$20,000	not analyzed	relieves peak hour backups/accidents	relocation of utility poles required	none	none	none	minor	Highest
Route 66 & Route 17A No Build	$0	not analyzed	continued backups/congestion	0	none	none	none	N/A	
Route 66 & Portland Plaza Alternative Concept #1	$32,000	C westbound	slight improvement	0	none	none	none	minor	Lowest
Route 66 & Portland Plaza No Build	$0	E westbound	no improvement	0	none	none	none	N/A	
Route 66 4-Lane without median - Alternative Concept #1: Sand Hill Rd.(east) to Route 16	$16-20+ million [4]	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	10,000 [5]	minimal-moderate	major-significantly changes character of area	wetland/stream disturbance, ledge removal, tree removal, fill	major	Low
Route 66 4-Lane with median - Alternative Concept #2: Sand Hill Rd.(east) to Route 16	$16-20+ million [4]	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	44,000 [5]	minimal-moderate	major-significantly changes character of area	wetland/stream disturbance, ledge removal, tree removal, fill	major	Low
Route 66 4-Lane without median -Alternative Concept #1A: Sand Hill Rd.(east) to East of Riverdale	$3.3 million [4]	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	6,500 [5]	none	moderate-reduces area subject to significant change	removal of vegetation	major	
Route 66 4-Lane with median - Alternative Concept #2A: Sand Hill Rd.(east) to East of Riverdale	$4.06 million [4]	not analyzed as a whole	relief of peak hour traffic backups, accidents & difficulty entering traffic	20,500 [5]	none	moderate-reduces area subject to significant change	removal of vegetation	major	High (if intersection imps. not effective)
Route 66 4-Lane Alternatives No Build	$cost of spot improvements	not analyzed as a whole	accidents, congestion & difficulty entering traffic	0	none	none	none	N/A	
Route 66 & Payne Road / Middle Haddam Road Alternative Concept #1 (without signal)	$330,000 [2]	no change	improves safety of turning movements	4,000	none	minimal	minor	major	High
Route 66 & Payne Road / Middle Haddam Road Alternative Concept #1 (with signal)	$430,000 [2]	* eastbound/westbound B from side streets	improves safety of turning movements	4,000	none	minimal	minor	major	
Route 66 & Payne Road / Middle Haddam Road Alternative Concept #1 - With 4-Lane Alternatives (with signal)	see 4-lane Alternatives	B intersection	improves safety of turning movements	see 4-Lane Alternatives →	→	→	→	→	→
Route 66 & Payne Road / Middle Haddam Road Alternative Concept #2 (without signal)	$88,000 [2]	no change	improves safety of turning movements	4,000	none	minimal	minor	major	
Route 66 & Payne Road / Middle Haddam Road Alternative Concept #2 (with signal)	$188,000 [2]	* eastbound/westbound B from side streets	improves safety of turning movements	4,000	none	none	minor	moderate	
Route 66 & Payne Road / Middle Haddam Road No Build	$0	A eastbound/westbound F from side streets	accident location/ unsafe turning movements	0	none	none	none	N/A	

Alternative Concepts	Cost Estimate[1]	Level of Service (2020)	Traffic Safety	ROW Impacts (sf) Preliminary Estimate	Historical Resource Impacts	Aesthetic Impacts	Environmental Impacts	Constructibility	Priority Rankin
Route 66 & St. Clement's Banquet Facility Alternative Concept #1	$40,000	not analyzed	through traffic able to pass turning vehicles	0	none	none	outcrop removal	minor	High
Route 66 & St. Clement's Banquet Facility No Build	$0	not analyzed	turning vehicles block traffic flow	0	none	none	none	N/A	
Route 66 & Route 151 / Depot Hill Road Alternative Concept #1 Modified with addition of left turn lanes	$1,525,000 [4] $1,585,000 [4]	B intersection B intersection	slight improvement significant improvement	0	minimal moderate	minimal moderate	reconstruction of culvert; fill/retaining wall	major	High
Route 66 & Route 151 / Depot Hill Road Alternative Concept #2	$26,000	* intersection	slight improvement	0	minimal	none	minor	minor	
Route 66 & Route 151 / Depot Hill Road No Build	$0	* intersection	no improvement	0	none	none	none	N/A	
Route 66 & Long Hill Road Alternative Concept #1 With slight widening on Route 66	$165,000 [2]	N/A	improved geometrics	town acquisition	none	none	possible wetland/drainage disturbance, culvert construction	moderate	High
Route 66 & Long Hill Road No Build	$0	N/A	acute angle cause safety problem	0	none	none	none	none	
Route 66 & Champion Hill Road Alternative #1	$320,000	no change likely	improve sight line all directions	potential minor impact for easements	none	minimal, possible loss of stone wall & fence	possible drainage alteration & loss of trees or limbs	major	Low (Short term)
Route 66 & Champion Hill Road Alternative #2	$cost of regrade & brush removal	no change likely	improve sight line	0	none	minimal	possible drainage alteration	minor	High (Short term)
Route 66 & Champion Hill Road No Build	$minimal cost for brush cutting	A eastbound E southbound	accident location/ poor sight line	0	none	none	none	N/A	
Route 66 & North Main Street / Main Street Alternative Concept #1	$550,000[1]	B	reduce accident potential	potential minor impact	minimal	minimal	none	major	Moderate
Route 66 & North Main Street / Main Street Alternative Concept #2	$531,000[3]	C east & west E north & Below F south	reduce accident potential	0	none	none	none	major	High
Route 66 & North Main Street / Main Street Alternative No Build	$0	Below F	no improvement	0	none	none	none	N/A	
Route 66 & East Hampton Mall/McDonald's / Brook's Plaza Alternative Concept #1	$21,000	C	improvement	potential minor impact	none	none	none	minor	Moderate
Route 66 & East Hampton Mall/McDonald's / Brook's Plaza No Build	$0	Below F to F	no improvement	0	none	none	none	N/A	
Route 66 & Route 196 / Old Marlborough Road Alternative Concept #1 With widened pavement for bypass	$240,000	no change	improve sight line/ reduce accident potential	0	none	none	temporary construction impacts, possible drainage alteration	moderate	High
Route 66 & Route 196 / Old Marlborough Road No Build	$0	F northbound	dangerous sight line	0	none	none	none	N/A	
Route 66 & Lake Road Alternative Concept #1	$75,000 [2]	no change likely	improve sight line	600	none	none	none	moderate	Low
Route 66 & Lake Road No Build	$0	C southbound	poor sight line	0	none	none	none	N/A	

1) These cost estimates are based upon 1998 dollars, and do not include costs associated with additional right of way that may have to be acquired by the State of Connecticut Department of Transportation due to the alternative concept improvements.
2) These cost estimates are based upon 1998 dollars, and do not include costs associated with additional right of way that may have to be acquired by the affected municipality due to the alternative concept improvements.
3) ConnDOT Preliminary Concept Cost Estimate
4) This cost estimate does not include: wetland mitigation, utilities, retaining walls, or realignment
5) These areas indicate approximate ROW to be acquired to construct widened roadway. Additional acquisitions may be required to establish a uniform ROW width. Easements and rights may also be required for sloping or drainage.

Those intersections which require new traffic equipment (signals, loop detectors, etc.) due to the alternative concept improvements or other factors (inadequate timing and coordination, etc.) include the costs associated with these traffic items.

6) Level of Service (LOS) Scale
A < 5 second vehicle delay
B 5-15 second vehicle delay
C 15-25 second vehicle delay
D 25-40 second vehicle delay
E 40-60 seconds vehicle delay (limit of acceptable delay)
F >60 seconds vehicle delay (unacceptable)
* Below F (unacceptable)
N/A Not Applicable - Location was not analyzed for LOS

consist of 2 through lanes and 1 left turn lane in each direction, it was determined that adding any additional lanes would be detrimental to the character of the area.

Another possible solution to improve level of service through this intersection is the realignment of Airline Avenue to be opposite High Street and perpendicular to Route 66. An analysis was made to investigate the possibility that by combining the intersections and eliminating the Airline traffic light, a decrease in cycle time for the signal, and therefore increase in level of service, could be achieved. The results of the level of service analysis using variations in signal phasing, however, show that even with a realignment, High Street would continue to fail and level of service at Airline would be compromised. Additionally, there are various impacts and concerns associated with this concept including:

Necessary avoidance of a historic railroad depot located opposite High Street;
Buildings and houses in the path of any realignment alternative;
Pedestrian crossing at Airline;
Removal of railroad track and crossing of railroad right-of-way
Rerouting of Tuccitto Road traffic

The investigation concludes that there is not enough benefit achieved to justify the impact of a major reconstruction at this intersection, therefore, this is not included with the alternatives.

Another important issue at High Street, according to Portland town officials, is the pedestrian signal. Currently the pedestrian control only stops through traffic on Route 66 and does not stop traffic entering the intersection from High Street. Since two schools are located on High Street, this pedestrian crossing is used frequently by school children. A significant volume of vehicular traffic is generated on High Street as well. The adjustmentof this pedestrian signal to stop vehicular traffic in all directions is considered the highest priority for this intersection.

Route 66 and Portland Plaza

In the westbound direction, the intersection at Portland Plaza is projected to have an undesirable level of service (E) by the year 2020. The alternative concept for this location is the addition of a right turn lane accessing Portland (Tri-town) Plaza. In addition to improving the level of service to C, in the westbound direction, it would offer a safety improvement by removing right turning vehicles from the flow of through traffic. This improvement, estimated at a cost of approximately $32,000, received the lowest priority ranking in Portland. After consultation with the Town of Portland and ConnDOT, it was determined that the responsibility for this type of improvement lies with the owners of Tri-town Plaza. In the event of any changes to, or expansion of, the plaza, the Town should evaluate traffic impacts in association with the site plan review process; roadway improvements may be required at this time. This alternative has, therefore, been eliminated from the selected alternative package.

Route 66 & Sand Hill Road (West)

Due to a current and projected deficient level of service, this intersection is listed as requiring a signal warrant analysis. A signal would aid vehicles entering the flow of traffic on Route 66 from Sand Hill Road.

Route 66 Four-Lane Alternatives

In order to increase capacity throughout the two-lane portion of the Route 66 corridor, from Sand Hill Road to Route 16, additional lanes are required in each direction.

Alternative 1 involves reconstruction of Route 66 to provide four lanes without a median extending from the current four-lane segment at Sand Hill Road (East) to the junction of Route 16 in East Hampton. The exclusion of a median reduces right-of-way impact, but does not provide a separation between the two opposing directions of traffic. It does, however, increase roadway capacity in the area of high volume.

Alternative 2 includes the same length of road as in Alternative 1, but provides a median from Sand Hill Road (East), continuing from the existing median, to west of the area know locally as "the ledges", at which point the median would be tapered and the four-lane Alternative 1 continues. The median affords continuity in driver expectation of the four-lane roadway and provides a safer division of opposing directions of traffic. Median openings should be designed in accordance with access management guidelines in addition to highway standards. The discontinuation of the median before "the ledges" lessens requirements for rock removal and/or fill and avoids additional impact in the developed area of Cobalt (intersection of Routes 66 and 151). A left turn lane could be incorporated into the median where required.

Alternative 3 provides slightly less pavement width than Alternative 2 and includes a two-way left turn lane. The two-way left turn lane provides a practical option only if coordinated with access management

Alternative Concepts 1 and 2 are major projects with a cost estimated to be in the range of $16-20 million or more. All three alternatives would ease congestion problems in the corridor, however, there would be a significant change to the character of this rural road. Impacts upon historic/archaeologic resources are projected to be minimal to moderate. There are two historic properties in the Cobalt area of East Hampton that are in close proximity to Route 66 and may be marginally affected by a widening. The archaeologically sensitive Great Hill Pond Brook, near the Portland/East Hampton border, would also be disturbed by a widening of the roadway and reconstruction of the culvert that carries the brook under Route 66.

In addition to stream encroachment, other environmental impacts associated with widening in this area would include possible wetland disturbance, ledge removal, tree removal and deposition of fill material. Widening of the road in "the ledges" area may address concerns expressed about the lack of road shoulders contributing to safety problems and difficulties with incident management (i.e., maintaining vehicle flow around a blocked lane). However, costs and environmental impacts associated with this work are significant.

Alternative 1, without a median, would require acquisition of approximately 930 square meters (10,000 square feet) of additional right-of-way and Alternative 2 would require 4,080 square meters (44,000 square feet). The property acquisition needed for Alternative 3 would be somewhat less than Alternative 2. These alternatives were given a low priority among East Hampton Advisory Committee members and a low, short-term priority by Portland members. A full widening, carried all the way to Route 16 is considered favorable only if lower impact intersection improvements or a reduced length widening (discussed below) prove to be insufficient to ease congestion problems.

Because construction of a four-lane road without a median would compromise safety in this segment of Route 66, where the eighty-fifth percentile speeds range from 51 to 56 mph, Alternatives 1 and 3 have been eliminated from the selected alternatives package. Due to the projected impacts, as well as the low ranking given by the Advisory Committee, Alternative 2 has been eliminated from the short-term recommended improvement package, but will remain as a long-term contingency improvement in the event that short-term improvement does not alleviate future roadway congestion.

Alternative 1A and 2A present a more moderate four-lane design in that they do not carry through to Route 16, but are tapered back to two lanes just east of the Riverdale Motel. 1A does not have a median and is the shorter of the two. 2A includes a median and provides a longer taper for increased safety. Median openings should be designed in accordance with access management guidelines in addition to highway standards. The termination location of the four-lane road could be varied. For example, the tapering to two lanes could occur closer to the Middle Haddam/Payne Boulevard intersection. These shortened alternatives are an attempt to lessen the impact of a four-lane widening by avoiding wetlands northeast of the Riverdale Motel; requirements for rock removal (thereby decreasing costs and environmental impact) at "the ledges"; stream disturbance and culvert reconstruction at Great Hill Pond Brook; and impacts to historic properties in the Cobalt area.

Alternative 1A has an estimated cost of $3.3 million and would require 600 square meters (6,500 square) of right-of-way and Alternative 2A a cost estimate of $4.06 million with 1,900 square meters (20,500 square feet) of right-of-way required. These shortened alternatives would still require property acquisition, but would not incur the resource impacts as would the first three alternatives. Alternative 1A, without a median, has been eliminated because of the same safety problems as Alternative 1. Alternative 2A, with a median, remains the most favorable of the four-lane alternatives. The Advisory Committee ranked this alternative as a high priority, although there were opinions expressed that it may be preferable to judge the results of the intersection improvements alone before proceeding with a widening. The current congestion, projected increase in traffic, as presented in Technical Memorandum 2, and potential for further commercial development in this area all seems to indicate the need for a more extensive widening. ConnDOT has acknowledged the need to increase capacity with additional lanes on Route 66, and views Alternative 2A as the most implementable.

Route 66 is shown on the *Connecticut Bicycle Map*, produced by ConnDOT, as a cross state bicycle route. Is also a primary route bicyclists may travel to reach the area's state forests and parks, including the Meshomasic and Salmon River State Forests and Hurd State Park. Any alternatives for major reconstruction of the roadway should include provisions for bicycle facilities. The cross-sections referred to in the four-lane alternatives descriptions include 10-foot shoulders. According to the 1991 *AASHTO Guide for Development of New Bicycle Facilities,* minimum shoulder width where vehicle speed is 35 mph should be 1.2 meters (4 feet). In areas of higher speeds, such as the segment Route 66 under discussion, additional width is recommended. AASHTO also specifies the need to avoid placement of any structures, such as drainage grates, that might be hazardous to bicycles. Special drainage grates may be used that are designed to prevent the entrapment of bicycle tires.

Another type of bicycle facility is a designated bicycle lane. These lanes must be a minimum of 1.2 meters (4 feet) wide, not including roadway shoulder, and are specially striped as a bicycle lane. In addition to concerns about structural hazards, this type of a lane requires that full consideration be given to turning movements at intersections and operation of traffic signals. According to the Connecticut Bicycle Coalition, a statewide organization advocating on behalf of all local bicycle clubs, bike lanes are not encouraged at this time due to the complicated operational and safety issues. The preferred bicycle facility includes the wide shoulder and emphasizes that the vehicle travel lanes are clearly striped to be no more than 3.65 meters (12 feet). This is to prevent the tendency for vehicles to maneuver laterally after a pavement widening is made. Special drainage grates, as described above, are essential and special consideration should be given to sight distances as measured from the road shoulder. This may factor into brush clearing and sign placement plans. Additionally, signage has been used in some states which reminds motorists to "share the road" and includes images of bicycles, pedestrians and cars. Provisions for bicycle facilities should be included in all four-lane alternatives.

Route 66 & Middle Haddam Road/Payne Boulevard

There are safety issues at this intersection of great concern to area residents. There have been numerous accidents caused by a through vehicle colliding with a vehicle waiting to turn left onto Middle Haddam Road. There is also poor sight line on Middle Haddam Road due to its acute angle with Route 66. Residents of Payne Boulevard have vehemently expressed their concerns about difficulties experienced turning onto Route 66 due to the steady stream of fast-moving traffic. These issues have been considered in the following alternatives

Alternative 1 suggests the realignment of Middle Haddam Road to create a perpendicular intersection with Route 66 and alignment with Payne Boulevard. This geometry is preferred by AASHTO in order to provide adequate sight distance. The pavement on Route 66 would be widened to provide exclusive left turn lanes in both directions. Any addition of lanes at this location should include provisions for a possible four-lane widening throughout this part of Route 66, as discussed above. Long-term needs for acquisition of right-of-way should be factored into the improvement design plans. Preliminary estimates indicate that approximately 4,000 sq.ft. of additional right-of-way would be required. The cost of this alternative is estimated to be $330,000, exclusive of right-of-way acquisition. Safety of turning movements would be increased. There would be minor aesthetic and environmental impact. This alternative received a high priority ranking from the Advisory Committee; it will be included in the selected alternatives.

Alternative 2 also includes realignment of Middle Haddam Road, but would entail only a minor widening of pavement eastbound to allow through traffic to bypass vehicles turning left onto Middle Haddam Road. Since this alternative would not be as effective in removing turning vehicles from through traffic flow, and would not be compatible with a four-lane widening, this alternative has been eliminated from the selected alternatives.

Alternative 3 suggests a signal warrant study. This is an unsignalized intersection that is currently and projected to be operating at a poor level of service due to the difficulty vehicles experience entering Route 66 traffic from Middle Haddam Road and Payne Boulevard. This movement experiences a level of service F. For this reason, and due to the concerns of residents, it is suggested that this intersection undergo a signal warrant analysis. In contrast, however, the eastbound/westbound through movements experience a level of service A. The absence of a traffic signal at this location, is advantageous for the level of service of through traffic. There are mixed results, with the most favorable level of service for the entire intersection being accomplished by both signalization and the four-lane alternatives.

Route 66 & St. Clements Banquet Facility

St. Clements is located in "the ledges" area of Portland. In view of the concerns of the Advisory Committee about current and planned expansions at the St. Clements Banquet Facility, the following alternatives are suggested. Alternative 1 recommends a widening of the pavement in the westbound direction to allow through vehicles to bypass vehicles turning left into the St. Clements entrance. This will require some rock removal. There is already a similar plan on file with the Town of Portland that was submitted by St. Clements and approved by ConnDOT. Alternative 2 involves the clearing of sight line for safe exit from the St. Clements drive. Brush removal and sign relocation is recommended.

Since a similar improvement will be performed by St. Clements, there is no need to promote this alternative as a future State project. However, this site should be monitored by the Town of Portland as future expansions occur. Should the facility ever have the potential to generate substantial traffic volume during peak traffic periods on Route 66 (am, pm, and Saturday peak hours), some form of traffic control may be required. Signalization or police traffic control may be necessary to handle events, particularly when they occur at times of peak traffic volume on Route 66. The addition of turning lanes may also be warranted. Such requirements should be considered during the site review process. In order to provide a reference for future planning, this location is mentioned in the selected alternatives package.

Route 66 and Oakum Dock Road

The alternative concept for this location is removal of vegetation to improve sight line. This improvement may be performed as part of regularly scheduled maintenance as coordinated between the Town of East Hampton and the State or may be included as part of the Route 151 intersection improvements.

Route 66 and Route 151 (Middle Haddam Road)/Depot Hill Road

This intersection will experience a failure of level of service by 2020. Currently, comments by members of the public and the Advisory Committee, as well as field observation, have indicated that this intersection is presently congested during peak periods.

Alternative 1 recommends adding a through lane eastbound and westbound. The addition of left turn lanes northbound and southbound is also suggested. The island on Route 151 would be removed, and the timing of the traffic signal adjusted. Access from Old Depot Hill Road to Route 66 should be closed since this intersection is too close to the Route 151/Depot Hill Road intersection and vehicles could easily use Oakum Dock Road as an alternate access point to Route 66.

The evaluation of this intersection has resulted in the consideration of a modification option for Alternative 1 in which exclusive left turn lanes are added eastbound and westbound. It is the experience of ConnDOT that absence of delineated turning lanes at an intersection of this type may result in increased operating difficulties or accidents. Additionally, curb cut consolidation in this area would improve traffic flow by channelization of turning movements. The commercial curb cut closest to the intersection should be closed and access to the supermarket could be combined with the pizza restaurant. Access management issues will be discussed further in the Access Management Plan for East Hampton.

Further analysis has resulted in identification of significant environmental and financial impact with Alternative 1. In order to maintain optimal lane length and standard taper distance before the transition back to two lanes, the widened roadway must be extended in the westbound direction beyond the intersection of Oakum Dock Road/Grist Mill Lane. This would necessitate replacement of the culvert at Great Hill Pond Brook, and require fill and/or retaining walls on the steep side slopes present in this area. It is possible that flexibility in design may provide an opportunity to make the full intersection improvement without incurring additional impact. The estimated cost for Alternative 1 without these additional impacts is $1.5 million. If these impacts cannot be avoided, the additional financial and environmental costs could be significant. In addition, further consideration must be given to the eventuality of a full four-lane widening occurring throughout this area. Designs for any major reconstruction may need to accommodate a future expansion.

Additionally, historical resource impact could occur due to the close proximity of a historical property to the southwest corner of the intersection. The impact would be limited to the yard of the property, and not directly affect the building itself. This impact would increase with the option of additional left turn lanes. In addition to environmental impacts, the disturbance of Great Hill Pond Brook may result in archaeological impact due to the brook being considered archaeologically sensitive by the Connecticut Historical Commission. The aesthetic character of this area would likely be altered, but a lessening of traffic congestion and associated vehicle emissions may help to counteract the negative aspects. The level of service of the intersection as a whole, with or without the added left turn lanes, would improve from below failure (*) to level B.

Alternative 2 represents a more moderate approach that could be used as a short-term solution. Pavement on Route 66 eastbound could be widened enough to allow through vehicles to bypass vehicles that are turning right to Route 151 or left to Depot Hill Road. Pavement on Depot Hill Road could be widened to allow vehicles to turn right while through/left vehicles are waiting. As in Alternative 1, a left turn lane is added from Route 151, but the island would remain. Curb cut consolidation would be as described in Alternative 1. If this alternative does not accommodate future volume, Alternative 1 could then be the long-term solution. The design of Alternative 2 is compatible with shortened four-lane alternatives 1A and 2A. The advantages to this concept are its relatively low cost ($26,000) and minor impact. The disadvantages are a negligible improvement in level of service, and potential driver confusion resulting from a widening of the roadway without a delineation of turning lanes. ConnDOT reports experiencing an increase in accidents and operating problems in this type of situation.

Due to the disadvantages associated with Alternative 2, this concept has not been included in the package of selected alternatives. Since Alternative 1 received a high priority ranking from the Advisory Committee, was preferred by ConnDOT, and presents the most effective option short of a full four-lane widening to Route 16, this is the selected alternative for this intersection.

Route 66 and Keighley Pond Road/Coughlin Road

Due to the difficulty experienced by vehicles entering Route 66 from Keighley Pond Road and Coughlin Road, this intersection currently operates, and will operate in the future, at a poor level of service. For this reason, a signal warrant study is suggested.

Route 66 and Long Hill Road

The acute angle of this intersection has caused a safety problem as identified by members of the Advisory Committee. The intersection would operate more safely if Long Hill Road was realigned to be perpendicular with Route 66 as shown in Alternative 1. For this purpose, the Town of East Hampton is considering acquiring the piece of land between the current "Y" split at the end of Long Hill Road. Before this intersection is reconstructed, however, ConnDOT suggests that careful attention is paid to resulting sight lines as well as the need for bypass shoulders on Route 66. Because state road improvements may be required as part of the town road improvements, this alternative has been included in the selected alternative package.

Route 66 & Champion Hill Road

Vehicles entering or exiting Champion Hill and vehicles traveling past this intersection on Route 66 experience sight line deficiencies. The embankment at the end of Champion Hill and a rise in the vertical grade of Route 66 in this area are the major factors.

Alternative 1 suggests removal of vegetation and regrading of the bank that obstructs sight line on Champion Hill, and regrading of Route 66 itself to lower the profile of the road, thereby providing approaching vehicles a longer sight distance to the intersection. A regrading would also involve a slight widening of pavement on the shoulders. The cost of Alternative 1 is substantial at $200,000. This estimate is based on a lowering of the existing roadway profile by approximately .6 meters (2 feet), full depth reconstruction extending 60 meters (200 feet) west and east of the intersection, and the addition of 2.4 meters (8 feet) of pavement width extending 15 meters (50 feet) east and west of the intersection. Impacts to the wall, fence and trees of abutting properties are anticipated. Drainage would also be also altered.

Alternative 2 suggests only a regrade of the bank on Champion Hill and clearing of vegetation, and is a lower impact, short-term solution

In view of the scope of Alternative 1, it was given a low priority by the Advisory Committee. The preferred strategy is to proceed with improvements outlined in Alternative 2, and then assess their effectiveness. If this improvement is not sufficient, Alternative 1 may later be moved to a higher priority. This is, therefore, regarded as a long-range alternative.

Route 66 & North Maple Street

This intersection is projected to be operating at a poor level of service in 2020. An adjustment in traffic signal cycle length is suggested.

Route 66 & North Main Street/Main Street

Currently, and in the future year (2020), this intersection operates at a failing level of service. It is also the site of a high number of accidents. The major improvement, Alternative 1, suggests the addition of a left turn lane eastbound, and left and right turn lanes westbound (totaling three lanes). It also includes the addition of left turn lanes northbound and southbound along with adjustment of signal timing. An increase in curve radii and the elimination of a parking bump-out near the southwest corner is recommended. Any disturbed sidewalks would also be replaced. The estimated cost for this improvement is $550,000 and has a potential requirement for minor additional right-of-way acquisition. There is anticipated to be some aesthetic/historic resource impact due to the presence of several historical properties, including a church. This alternative offers the best improvement in level of service, bringing the overall intersection level to a B from below failure (*) forecasted for 2020.

An additional alternative is currently under consideration by ConnDOT for implementation in the short term. It entails addition of left turn lanes eastbound and westbound (requiring some widening), improvement of curve radii, reconstruction of sidewalks and addition of a pedestrian crosswalk. The cost will be slightly less at $531,000 and will not require additional right-of-way. There will also be less impact to the area. The level of service, however, will not be significantly improved.

Alternative 1 received a priority of moderate, while Alternative 2 received a high priority, largely due to the fact that ConnDOT has already placed this improvement on a short-term project list. In view of recent changes to buildings at this intersection, ConnDOT will be reassessing the preliminary design. The final design is more likely to reflect a combination of both alternatives. In light of this possibility, the selected alternative package will include a combination of both alternatives to be further studied in the field.

Route 66 & East Hampton Mall/Brooks Plaza Area

As the most commercial stretch of Route 66 in East Hampton, there is a concentration of businesses and town government offices that draw numerous vehicles and pedestrians. This is an area of a higher than average frequency of accidents involving rear-end and turning- movement collisions. As mentioned previously, this area is in need of access management measures, as will be discussed further in the Access Management Plan for East Hampton. Following are additional improvement options.

Alternative 1 provides a right turn lane westbound at the East Hampton Mall. This would remove turning vehicles from the flow of through traffic. Pavement widening would be necessary as well as reconstruction of the sidewalk for which a minor amount of additional right-of-way may be required. To increase pedestrian safety, the pedestrian signal at East Hampton Mall should include all signal phases. Currently only through traffic on Route 66 is stopped for the pedestrian signal. This adjustment should not significantly affect the level of service for vehicles at this signal. The right turn lane, expected to cost approximately $21,000, would increase level of service in the westbound direction from below failing (*) to D.

Originally, included in this alternative was the creation of a two-way left turn lane for eastbound and westbound vehicles between McDonald's and Food Bag, tapering before the Pocotopaug Brook culvert. Since the pavement is wide enough to accommodate the turning lane in this area, only a restriping would be required. The turning areas would be coordinated with clearly defined access drives. Although the cost for this improvement would be low, the coordination of access drives would likely be difficult, based on the current ownership of the affected properties. For this reason, the Advisory Committee ranked this alternative as moderate. Additionally, in ConnDOT's view, the difficulties that may occur with a two-way left turn lane in this area, do not outweigh the minimal benefit gained. As a result of consultation with ConnDOT, it was determined that the best solution is to, instead, create directional left turns at defined

driveways, and bypass capability at other locations. This option will require business owner cooperation and effective access management coordination.

Alternative 2 addresses the current and future year failing level of service experienced by vehicles exiting Brooks Plaza. A signal warrant analysis is suggested.

The alternative selected for this area will include the right turn lane for East Hampton Mall and the suggested signal warrant analysis for Brooks Plaza. Locations for left turns lanes will be addressed in the Access Management Plan.

Route 66 & Route 196 (Lakeview Street)/Old Marlborough Road (West)

The Route 196 and Old Marlborough Road intersections both present safety problems due to poor geometry and line of sight. Route 196 (Lakeview Street) connects with Route 66 in a "Y" configuration, and a steep grade at the intersection also contributes to the limited sight distance. Old Marlborough Road is situated at a sharp horizontal angle to Route 66. These geometrics contribute to reduced sight distance. Alternative 1 suggests redesigning Route 196 to be perpendicular with Route 66, removing the island situated between the easterly and westerly branches, and regrading. This will improve sight line and situate the left turn lane at a safer distance from the curve just west of the intersection. In addition, a minor widening of Route 66 at this intersection would allow through vehicles to bypass those turning left. Widening should favor the south side of the right-of-way, away from the shore of Lake Pocotopaug and the houses on the north edge of Route 66. An exclusive left turn lane is not warranted here due to a projected level of service of C in 2020 (See Technical Memorandum 2); this is considered to be well within acceptable limits. The quality of sight line from Old Marlborough Road (West) would also benefit from a perpendicular realignment, as well as removal of any brush obstructing views. These improvements are estimated to cost approximately $240,000. The regrading at Route 196 will require concurrent planning to accommodate drainage needs. Work in this area will require extreme care in controlling erosion and sedimentation during construction due to the close proximity of the lake shore. This alternative was ranked as a high priority by the Advisory Committee and is considered potentially beneficial by ConnDOT. These improvements have been selected as preferred alternatives.

Alternative 2 suggests another solution for Old Marlborough Road (West). The current western intersection could be closed and moved to another location eastward where there is improved line of sight due to a straighter stretch of roadway. This intersection currently resides on a curve and is considered by residents to be unsafe. The closing of this section of road could also benefit the shore of Lake Pocotopaug, along which the Old Marlborough Road (West) intersection is situated, by reducing road surface runoff and offering opportunities for shoreline enhancement. Currently, travel through this intersection is made more difficult in the summer when vehicles park on the road to access the lake shore, according to local residents. In assessing the potential for relocation of the intersection, some undeveloped parcels east of the intersection, approximately midway between the east and west intersections of Old Marlborough Road, were investigated for their ability to provide a new location for the intersection. However, the cost of acquiring sufficient property and building a new road segment would likely be prohibitive, especially considering the relatively small volume of traffic using the road. Preliminary investigation indicates that such a relocation may also face wetland permitting issues. Further, it is possible that improvements outlined in Alternative 1 may be enough to reduce the difficulties encountered at this intersection. For these reasons, this alternative has not been carried forth.

Alternative 3 suggests consideration of a signal warrant analysis for Route 196 due to a failing level of service for the northbound movement. In conjunction, a signal should also be considered for Old Marlborough Road as a safety measure. These signals, if warranted, should operate in coordination. The signal warrants will be recommended along with Alternative 1.

Route 66 and Lake Road

The acute angle of Lake Road to Route 66 may decrease the safety of this intersection. A realignment to provide a perpendicular intersection was suggested. There is not a level of service problem with this intersection and additional right-of-way may be required. The Advisory Committee has ranked this improvement as low, and East Hampton officials have suggested that this improvement could be handled by the town. For these reasons, the alternative has not been promoted to the final package of alternatives.

Additional Traffic Operational Issues

All existing and future traffic signals should be coordinated. All signals should be semi-actuated and should operate on the same background cycle. Route 66 would receive the green indication except when there are traffic demands on the cross streets. The cross street green indication would begin at a designated time in the overall background cycle. Cross streets with the heaviest traffic would receive more green time than cross streets with lower traffic volumes.

If future signal warrant analyses indicate the need for additional signals, signal coordination should be accomplished for the following sets of signals:

- Portland Main Street and Elmcrest Manor/Barry Avenue/High/Airline/Portland Plaza/Grove Street
- Sand Hill Road (West) and RT 17 (Gospel Lane)
- East Hampton Mall/North Main/Brooks Plaza/Route 196/Old Marlborough Road

A summary of all recommendations for improvement of the corridor is presented in Table 6 of Chapter 4.

ROUTE 66 CORRIDOR STUDY

Town of Portland

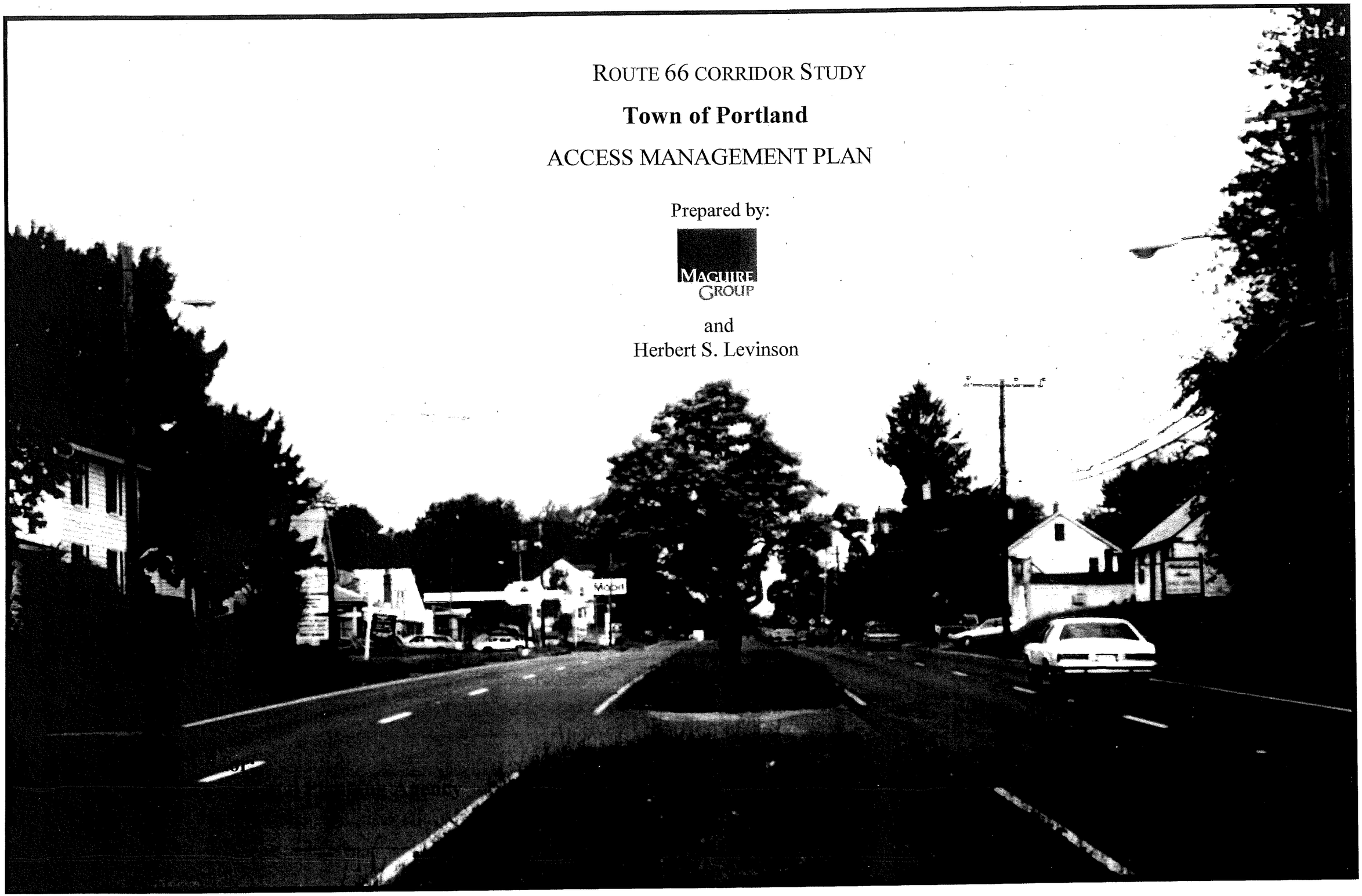
ACCESS MANAGEMENT PLAN

Prepared by:

MAGUIRE GROUP

and

Herbert S. Levinson



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1. INTRODUCTION

This report presents Access Management Guidelines and Regulations for Route 66 in Portland. These proposals are part of an integrated corridor improvement and access management plan that includes roadway and intersection improvements and "retrofit" access management actions such as driveway consolidation, closure, and relocation. The report's main focus is on access spacing guidelines and necessary additions to existing regulations that would apply these guidelines as areas develop more intensively or land uses change.

The report overviews land use and traffic conditions in the corridor including existing regulations. It identifies the basic regulatory principles that govern access spacing, suggests access spacing guidelines for signalized intersections and unsignalized driveways, and presents specific regulations for potential adoption by Portland. Specific access management recommendations for existing curb cuts in areas of concern are also outlined.

2. CORRIDOR OVERVIEW

The Route 66 corridor in Portland is approximately five miles. The study limits extend from Route 66 near the Portland town line at the east end of the Arrigoni bridge to the Portland/East Hampton town line. The areas in central Portland are largely developed. Eastern Portland is lightly developed and affords an excellent opportunity for "preventive" access management actions.

For access management purposes, the corridor was subdivided into the three sections (Figure 1). These sections and their associated access management emphasis are shown in Table 1.

- Retrofit action should focus on Central Portland (Section 1) and Section 2.
- Regulations should govern access spacing in the entire corridor. However, they will be especially important in the yet-to-be developed areas (Section 3).

The distributions of existing property frontage along Route 66 are shown in Table 2. A review of this table indicates the following frontage distances. These distances reflect history, existing regulations, and the degree of development.

Section	Median Frontage Distance	75 Percentile Frontage Distance
1	100'	225'
2	160'	275'
3	450'	750'

TABLE 1

ACCESS MANAGEMENT STRATEGY

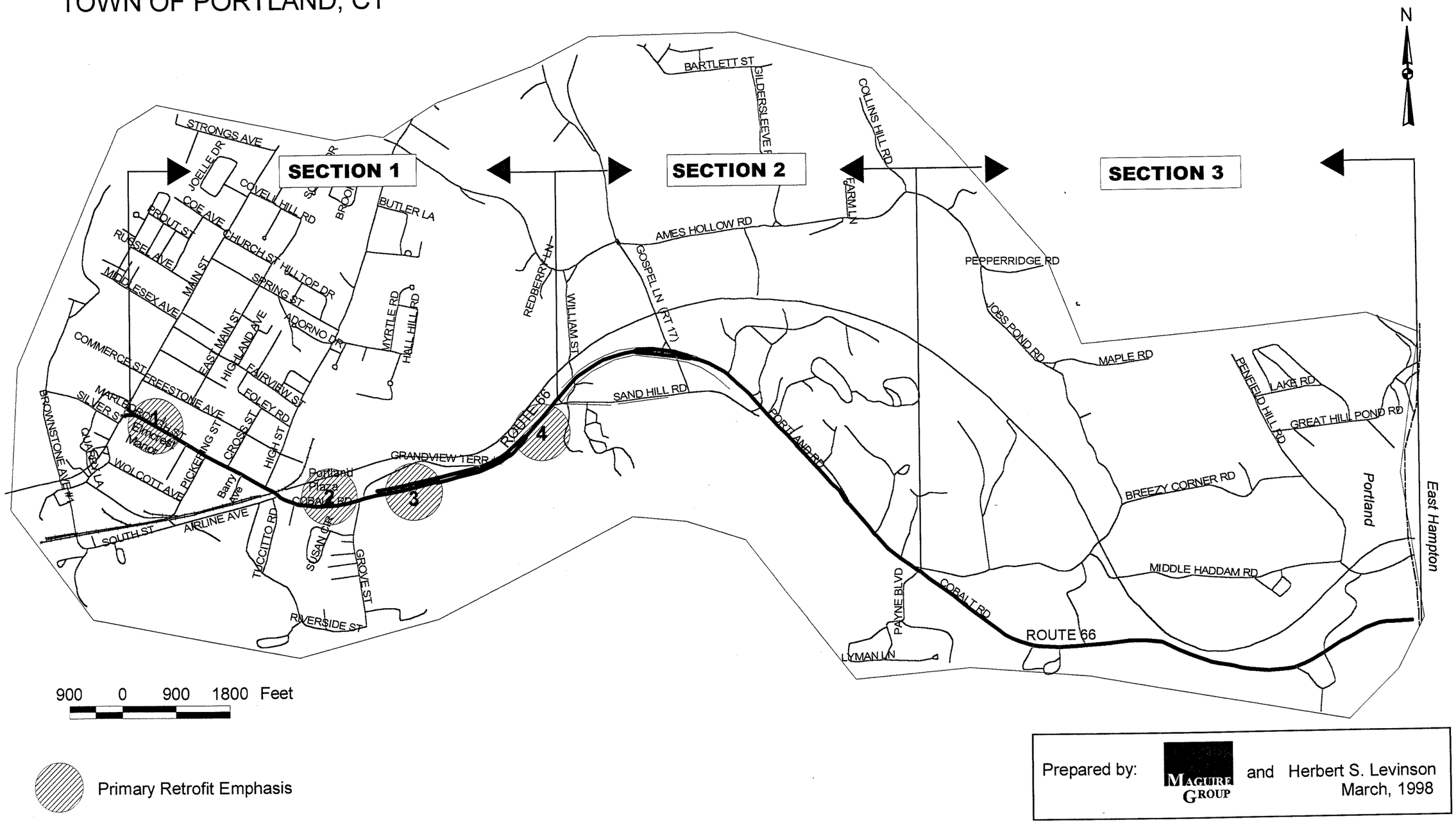
SECTION		PRIMARY EMPHASIS: RETROFIT	PRIMARY EMPHASIS: REGULATIONS
1	Route 17A- Sand Hill Road	X	
2	Sand Hill Road - Middle Haddam Road	X	
3	Middle Haddam Road - East Hampton Town Line		X

ROUTE 66 CORRIDOR STUDY

Access Management Strategy

TOWN OF PORTLAND, CT

Figure 1



Prepared by: MAGUIRE GROUP and Herbert S. Levinson
March, 1998

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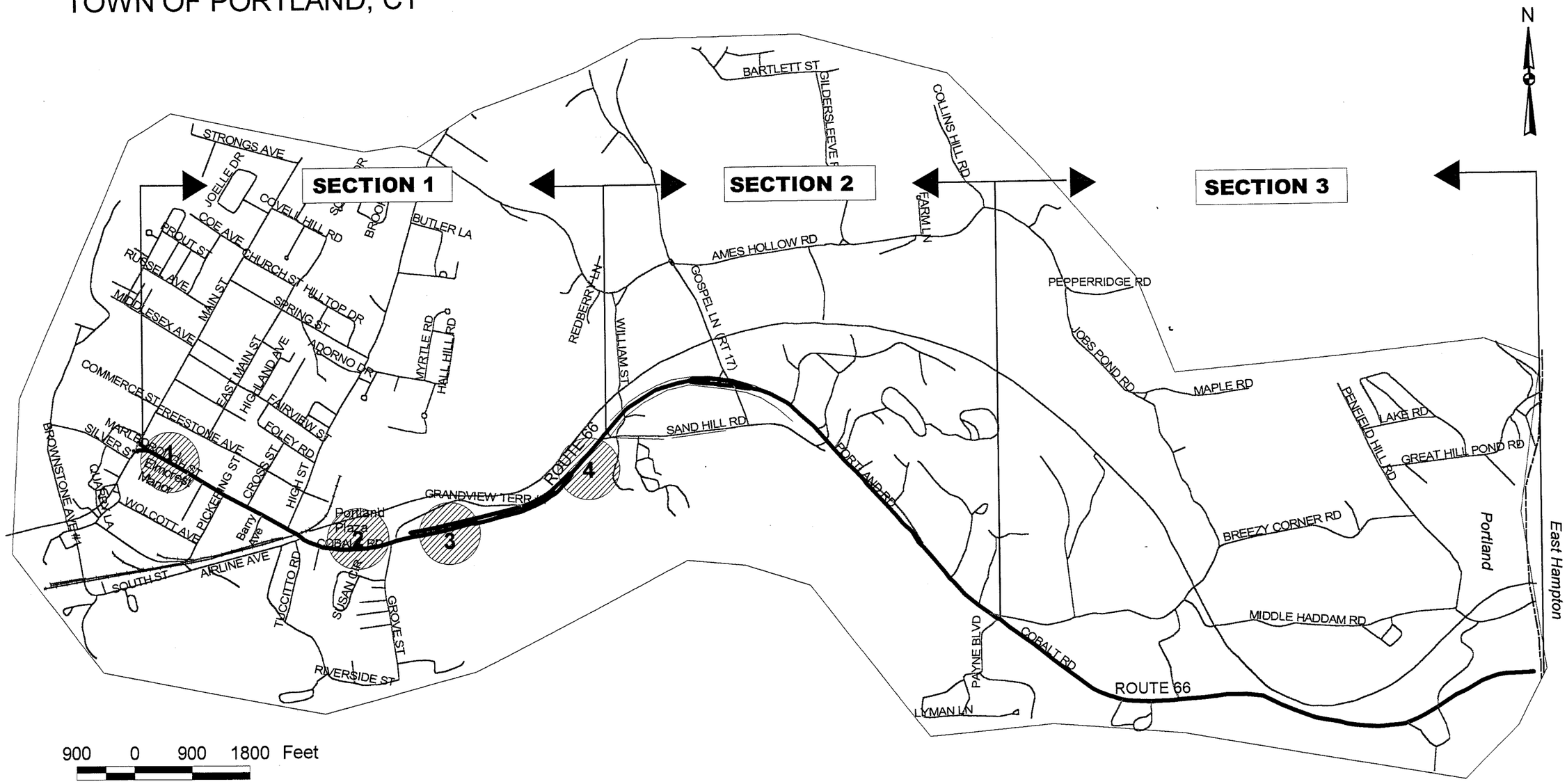
ROUTE 66 CORRIDOR STUDY

Access Management Strategy

TOWN OF PORTLAND, CT

Figure 1



Prepared by: MAGUIRE GROUP and Herbert S. Levinson
March, 1998

TABLE 2

DISTRIBUTION OF PROPERTY FRONTAGES
ALONG ROUTE 66 IN PORTLAND

FRONTAGE DISTANCE (FEET)	1 RT 17A-SAND HILL RD		2 SAND HILL RD MIDDLE HADDAM ROAD		3 MIDDLE HADDAM EAST HAMPTON TOWN LINE		TOTAL	
	NO.	%	NO.	%	NO.	%	NO.	%
0-50 INC	17	17	7	16	0	0	24	14
50-100	33	34	6	13	2	8	41	25
100-150	17	18	7	16	4	17	28	17
150-200	2	2	8	18	1	4	11	6
200-250	8	8	2	4	1	4	11	6
250-300	8	8	6	13	2	8	16	10
300-450	8	8	3	7	2	8	13	8
450-600	1	1	1	2	3	13	5	3
600-750	3	3			3	13	6	4
750-900	1	1			1	4	2	<1
900-1050					1	4	1	<1
1050-1200			1	2			1	<1
OVER 1200			4		4	17	8	5
TOTAL	98	100	45	100	24	100	167	100
MEDIAN DISTANCE	100'		160'		450'		130'	

Existing Town Regulations

The Town of Portland has updated its Zoning Regulations to February 1996.

- Minimum property widths are specified for various land uses (Section 05.01.01). These include residential 75 to 125 feet, rural residential 150 feet, business 100 to 150 feet and industrial 100 to 500 feet.

- Minimum separation distances between single interior lots access strips are set at 300 feet. Minimum separation distances between adjoining access strips and other access strips are set at 450 feet (Section 05.03.05).

State Regulations

The State of Connecticut regulates the use of public Right-of-way through its "Highway Encroachment Permit Regulations" and through State Traffic Commission(STC) approval for major traffic generators. The Highway Encroachment permit Regulations have set the following standards and criteria.

- Properties with frontages of less than 50 feet will have not more than one combination entrance and exit. Properties having a frontage of 50 to 100 feet may be permitted two access points if a minimum of ½ of the total frontage is used to separate the driveways.

- No entrance or exit may be constructed at the intersection of two highways or streets for a distance of 25 feet from the right-of-way lines at unsignalized intersections. Driveways at signalized intersections are reviewed on an individual basis.

- All entrances and exits shall be located so that sight distances are adequate.

State Traffic Commission approval is required for any major traffic generator that provides 200 or more parking spaces or has a gross floor area of 100,000 square feet that substantially affects state traffic. The submission requires detailed site plans as well as traffic impact, queue, and accident analyses.

For retail gasoline stations, along State highways, there must be at least two points of access to the highway. These access points must be separated by at least the length of the gasoline dispenser.

Traffic Conditions

Existing traffic characteristics along Route 66 in Portland are summarized in Table 3. A review indicates:

- The average daily traffic in Portland ranges from a low of approximately 17,400 vehicles per day at the East Hampton town line to a high of approximately 20,900 vehicles per day in just east of High Street.

- AM peak-hour traffic is oriented toward Middletown to the west of the Route 66-16 junction. Volumes

TABLE 3

TRAFFIC PROFILE OF ROUTE 66 IN PORTLAND

ITEM	PORTLAND
TRAVEL LANES	2 - 4
AVERAGE DAILY TRAFFIC	17,000 - 21,000
AM PEAK HOUR TRAFFIC (vph)	
EB	450 - 550
WB	1,300 - 1,400
PM PEAK HOUR TRAFFIC (vph)	
EB	1,300 - 1,500
WB	600 - 800
85th PERCENTILE SPEEDS	46 - 58 mph
POSTED SPEEDS	35 - 45 mph

Source: Route 66 Corridor Study, Technical Memorandum 1

range from about 1300 to 1500 vph. Traffic in the off-peak direction ranges from 400 to 800 vph.

- Posted speeds range from 30 to 35 mph in built-up areas, and are set at 45 mph in other parts of the corridor.
- A time loss of over 2 minutes was associated with eastbound PM peak-hour travel over the AM peak. Westbound the maximum time loss was less than a minute. Overall, Route 66 moves well during the peak periods.
- The major problems include:
- There is a lack of left-turn lanes and adequate separation distances between median openings along Route 66 west of Route 17. (CONN DOT plans to correct this situation).
- Many side streets intersect Route 66 at very flat (acute) angles.
- Shared left-turn lanes result in delays and accidents.
- Traffic signal coordination is limited to the two intersections between Grove and High Streets in Portland.
- Strip development and frequent driveways with uncontrolled curb frontages are found near the Portland Plaza.
- The Connecticut River on the south, and hilly terrain to the north limit the opportunities for parallel roads that would provide access to developments.

Alleviating these problems and serving anticipated growth along Route 66 calls for a coordinated set of roadway and traffic improvements. There is also a need to improve existing driveway access and to establish regulations for the spacing of access drives in anticipation of future development.

3. ACCESS MANAGEMENT REGULATIONS

This section sets forth proposed guidelines and regulations for improving access management along Route 66 in Portland. It presents the basic objectives that govern access management and provides a general discussion of regulatory controls for improving existing regulations. This section also suggests regulations for possible adoption by the town of Portland.

The suggested regulatory changes along Route 66 reflect development, mobility and safety needs. They provide systematic guidance to applicants, staff, and Planning and Zoning Commissions. And they permit sufficient flexibility to address the many land-use and access situations that may occur - especially in developing or redeveloping areas.

Basic Objectives

The underlying objective of access management is to balance mobility and land access in a way that provides access to land development while simultaneously protecting the flow of traffic on the surrounding road system so that safety, capacity, and desired speeds are maintained. This calls for viewing the highway and its surrounding activities as part of a single system - and for introducing access spacing standards into the land planning and highway design process.

Accordingly, access management regulations are designed to:

- Maintain service levels, capacity and safety along Route 66;
- Provide reasonable access to abutting property;
- Limit the number of conflict points and adequately separate conflicts;
- Minimize the number of traffic signals to ensure effective traffic signal coordination in each direction of travel;
- Provide an access framework for future land development decisions;
- Improve the site planning and design process;
- Preserve the character of the corridor and improve roadside aesthetics;
- Contain specific provisions that address access spacing, limiting curb cuts, sharing driveways, using secondary streets, encouraging new interior streets, and requiring road improvements to accommodate development; and,
- Establish procedures for dealing with unusual circumstances.

Access management regulations should also be guided by the following design principles:

Road System

- The community's road hierarchy should reflect the importance of its highway;
- Property access to and from roads intersecting Route 66 should be encouraged, and should serve as a substitute for direct access whenever possible and acceptable environmentally;
- Spacing standards should be established for signalized and unsignalized driveways, corner (intersection) clearances, and median openings;
- Joint or shared access between adjacent properties should be encouraged;
- Reverse frontage roads should be provided wherever possible, especially for residential subdivisions;
- Access driveways on opposite sides of a route should be lined up with each other wherever possible.

Site Development

- Commercial strip zoning should be minimized.
- Large property frontages should be preserved. (This is especially important along the sections of Route 66 outside of the town center).
- Standards should be set for interior lots, outparcels, and lot width-to-depth ratios. Interior lots should be prohibited for new developments.
- Residential or commercial subdivisions served by a single access should be avoided. Generally, at least two points of access should be provided -- one point onto Route 66 and one point via a cross street.
- Direct access from individual residential units within a subdivision into Route 66 should be prohibited.
- Adequate space should be provided for utilities.

Site Access

- Site access should be designed from the "outside in" (i.e., from public highway) into development.
- Safe stopping sight distance must be provided.
- Adequate storage space should be provided on access drives entering Route 66.
- Suitable pedestrian, transit, and emergency vehicle access should be provided as appropriate.
- Driveway closures should not restrict internal site circulation.

Variances

- Procedures for dealing with variances should be established.

Access Spacing Guidelines

Access spacing guidelines should be established for signalized intersections, unsignalized access points, corner clearances, and median openings.

Traffic Signal Spacing

Signals are closely spaced in the town center, and are widely spaced elsewhere along the corridor. The signal spacing guidelines assume that existing and future signals would operate on common background cycles - two systems are suggested:

A- existing 100 second cycle Grove Street through Main Street in Portland.

B - Gospel Lane coordinated with a possible future signal at Sand Hill Road (east) (i.e. 80" Cycle).

Figure 2 shows the location of existing and possible future signals in each of these systems.

The desired spacing of signalized driveways and intersections should permit at least a 50% through band in each direction of travel at speeds of 35 to 40 mph, based upon an 80 to 100 second cycle. This translates into uniformly spaced signals at about 2000 feet to about half-mile intervals.

Semi-actuated traffic signals (detector located on cross street only) would operate on the same background cycle in each system. Route 66 would receive the green indication except when there are traffic demands on the cross streets. The cross-street green indication at each location would begin at a designated time in each overall background signal cycle.

Unsignalized Access Spacing

Spacing standards for unsignalized driveways and corner clearances should consider safety, driver response capabilities and existing property frontage characteristics. Safety consideration argues for longer spacings since accident rates rise as the number of driveways per mile increase. However, a too stringent standard that limits reasonable access would result in an undue number of variances or exceptions.

Table 4 summarizes the minimum requirements for unsignalized access points as a function of posted speeds as found in the literature. Posted speeds of 45 mph dominate along Route 66 except in built up areas; these speeds result in access spacings of about 300 to 850 feet. For 30 to 35 mph speeds the desired spacings generally range from 100 to 450 feet. Given the property frontage constraints along most sections of Route 66, the lower values in this table appear more realistic.

Table 5 gives suggested unsignalized access spacing distances for each section of Route 66. These spacings are keyed to the posted speeds. Unsignalized access spacing distances of 150 to 300 feet would maintain reasonable access. This is because the spacing requirements would mainly apply to new and/or expanded developments that would be mainly located on the larger land parcels.

Median Openings

Median openings should reflect the street/block spacing. Current practices show full median openings ranging up to a half mile. However, 660 feet directional to 1320 feet for full openings are more common. Accordingly, the following median opening criteria are suggested.

- Sections 1, 2 - Existing Divided Highway - 330 feet
- Section 3 - Future Widening

Recommended Approach

The approach to implementing access management regulations or practices varies widely among states. Colorado, Florida, and New Jersey have adopted comprehensive access codes that govern when and where access can be provided along state highways. ` A few cities and counties also have established comprehensive codes or guidelines.

In Connecticut, access management decisions are largely left to individual communities, and must, therefore, be achieved through the local regulatory process. This calls for making appropriate changes in the local comprehensive plans of development, zoning/development regulations, subdivision regulations and/or in guidelines governing the site plan review process.

The suggested approach is to establish Route 66 Corridor Overlay Zones in Portland. These zones would be appended to the towns existing regulations. They will give a legal status to the Access Management Plans and provide the basis for prescribing these plans in the future.

Proposed Route 66 Corridor Overlay Zoning-Portland. A Route 66 Corridor Overlay Zone should be established. The following text is recommended.

1. Purpose and Application. The Route 66 Corridor Overlay Zone should govern access provision along Route 66 within the town. Developments along the roadway should be governed by the specific provisions that follow, and by the Access Management Plan that is appended in these regulations. The intent is to provide and manage access to adjacent land development while simultaneously improving traffic flow in terms of safety, capacity and flow.

    a. These regulations shall complement policies and requirements that are set forth in the Town's zoning regulations.

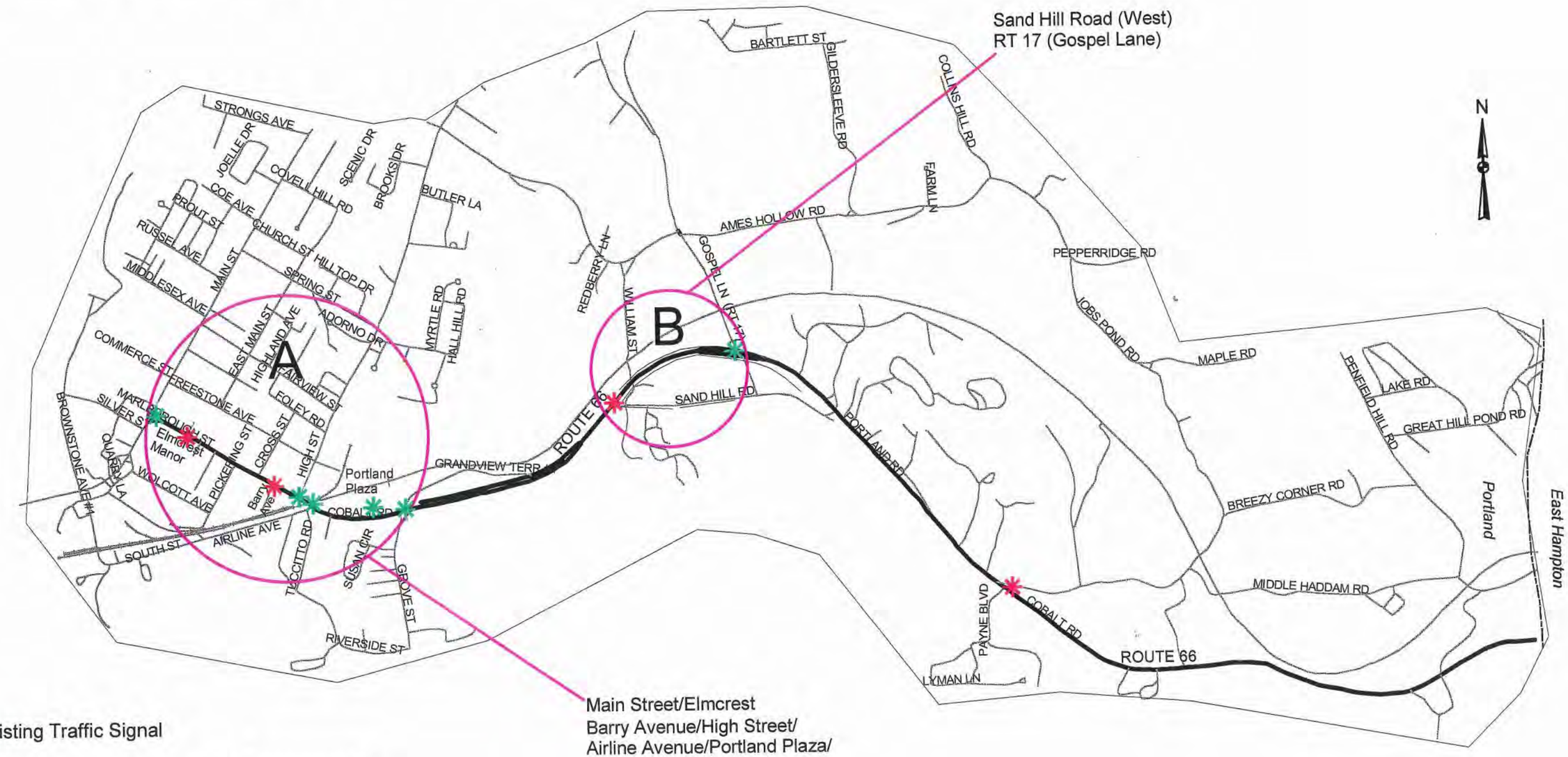
    b. The provisions shall apply to new developments or to substantial changes in existing developments.

Route 66 Corridor Study

Traffic Signal Coordination Plan

TOWN OF PORTLAND, CT

Figure 2



Existing Traffic Signal

Traffic Signal Warrant Analysis Recommended

1000 0 1000 2000 Feet

Prepared by: Maguire Group and Herbert S. Levinson
March, 1998

TABLE 4
SUMMARY OF MINIMUM UNSIGNALIZED ACCESS SPACING
IN FEET BY SPEED FOR VARIOUS CRITERIA

	Posted Speed (mph)								
Criteria	20	25	30	35	40	45	50	55	60
1. Stopping sight distance	120	165	220	275	340	410	482	565	655
2. Length of Turn lane: Turning traffic to leave differential of: a) ≤ 10mph b) ≤ 15mph c) ≤ 20mph			 320	 390 320	 490 390 320	 590 490 390	 700 590 490	 820 700 590	 950 820 700
3. Minimize right turn conflict overlap			100	150	200	300			
4. Intersection sight distance through traffic reduces speed by 15%	230	300	375	460	575	700	850	1000	1150
5. Maximum egress capacity	120	190	320	450	620	800	1125	1500	1875

One mph = 1.609 km/h; one foot = 0.3048 meters

Source: Gluck, J.; Levinson, H.S., Stover, V.; Yazersky-Ritzer, G., *Access Spacing Guidelines, Transportation Research Board Circular 456*, National Research Council, Washington, D.C. 1996.

TABLE 5

SUGGESTED ROUTE 66 ACCESS SPACING
STANDARDS FOR UNSIGNALIZED DRIVEWAYS AND
CORNER CLEARANCES
(FEET)

PORTLAND SECTION	POSTED SPEED	SPACING NCHRP 456*	SUGGESTED SPACING(1)
1	30-35	100-150	150'
2	45	300	250' (2)
3	45	300	300'

NOTE:
APPLIES TO NEW DEVELOPMENTS OR TO SUBSTANTIAL CHANGES IN EXISTING DEVELOPMENTS

(1) MINIMUM CITED SPACING
(2) SHORTER SPACINGS DUE TO SMALLER EXISTING PROPERTY FRONTAGE

*National Cooperative Highway Research Program Circular 456

A "substantial change" shall involve: (i) a change in use from residential to commercial, (ii) a 25% or greater increase in gross floor area, required or provided parking spaces, employment, or traffic generation, (iii) a 10,000 square foot or greater increase in gross floor area, (iv) a 50 parking space or greater increase in the required or provided parking spaces, (v) a subdivision of the property is proposed.

The provisions do not apply to existing drives where no new development or substantial change in existing development is planned.

2. Plan Conformance. All access drives and intersections shall be brought into conformance with the improvements indicated in the adopted Access Management Plans if:

   a. The uses of the property changes or any alternatives are proposed that would require a site plan or subdivision application; or,

   b. A major resurfacing or widening of the roadway is initiated,

3. Access Spacing. The spacing of access points shall be consistent with the Access Management Plan. Access spacing shall conform with (or exceed) that shown on the following schedule.

Access Spacing Design Element	Standards
Traffic Signal Spacing	50% Minimum through band based on 80 to 100 second cycle and 35 to 40 mph speeds
Unsignalized Access Spacing/Corner Clearances	
Section 1 Main St. (Route 17A) to Sand Hill Road	150 ft
Section 2 Sand Hill Road to Middle Haddam Road	250 ft
Section 3 Middle Haddam Road to East Hampton town Line	300 ft
Median Openings	
Section 1, 2 From Main Street to east of Portland Plaza	330 feet
Section 2, 3 To East Hampton Town Line	1320 feet full opening 660 feet Directional / opening for left turn entrance

   a. Unsignalized intersection spacing and corner clearance distances shall be measured between the closest edge of the two pavements.

   b. If the spacing requirements cannot be achieved, left turn restrictions, joint-use driveways and cross access easements may be required.

   c. Variations may be permitted where they would enhance roadway operations or safety; for example, two one-way driveways in lieu of a two-way drive.

   d. Lesser corner clearances may be permitted on a temporary or permanent basis only when:

      No reasonable alternative access is available;
      The proposed location does not create a safety or operating problem; and
      The access is located as far from the intersection as possible.

   e. Safe stopping distances shall be provided for all driveways entering the highway.

   f. The centerline of driveways on opposite sides of the roadway shall line up with each other or be separated by at least 150 feet.

4. Number of Driveways. The number of access drives and intersections permitted shall be the minimum necessary to provide reasonable access to abutting properties, not the maximum available to each parcel. The Access Management Plan will govern the number and location of drives and intersections. Access drives shall also conform to specified access spacing requirements. When necessary, to provide "reasonable access" the following guidelines may be used to modify the Access Management Plan.

   a. There should be no more than one driveway per residential property.

   b. The number of commercial driveways shall be consistent with the following schedule:

Corridor Section	Property Frontage	Driveways
Section 1	0 - 150'	1
	150 - 450'	2
	450 - 900'	3
	Over 900'	4
Section 2	0 - 250	1

	250 - 500	2
	500 - 900	3
	Over 900	4
Section 3	0 - 300'	1
	300 - 600'	2
	600 - 900'	3
	Over 900'	4

5. Property and Subdivision Access. Residential and commercial subdivisions with frontage along Route 66 shall be designed to provide shared access wherever possible. The following additional property requirements shall apply:

   a. Direct access to individual dwelling units shall be prohibited when an alternative exists.

   b. Where existing properties are subdivided, the minimum lot frontage shall not be less than the minimum acceptable spacings.

   c. Existing parcels with frontage less than the minimum driveway spacing may not be permitted a direct connection where reasonable alternative access is available.

6. Shared Access. (Joint or Cross Access) - Adjacent commercial properties (i.e., retail or office) shall provide an on-site cross access drive and a pedestrian connection between the sites, wherever possible.

   a. Joint-use and cross access driveways shall incorporate

      - a continuous service drive or cross-access corridor that extends the entire length required for driveway separation,
      - a design speed of 10 mph, and sufficient width to accommodate automobiles, service vehicles and loading vehicles,
      - design features to make it clear that the abutting properties may be tied into the service drive
      - a unified access and circulation system that includes coordinated or shared parking areas where feasible.

   b. Shared parking areas shall permit a reduction in the number of parking spaces if the peak demands for proposed land uses do not occur at the same time.

   c. Property owners entering into joint access agreements shall:

      - record an easement with the deed allowing cross sections to and from other properties served by the cross access drives;
      - record an agreement with the deed that remaining access rights along Route 66 will be dedicated to the Town and that preexisting driveways will be closed after the joint-use driveway is constructed; and
      - record a joint maintenance agreement with the deed defining maintenance responsibilities of individual property owners.

   d. The Town Planning and Zoning Commission may reduce the required separation of access points where they prove impractical if all of the following requirements are met:

      - joint access driveways and cross access agreements are provided wherever feasible;
      - the site plan incorporates a unified access and circulation system; and
      - the property owner enters into a written agreement with the town. The deed shall state that the preexisting connections will be closed after the joint use driveway is provided.

   e. The Commission may modify or waive the requirements of this section, where the characteristics or arrangement of abutting properties make a unified or shared access and circulation system impractical.

7. Outparcels, Phased Development and Multiple Parcels. Development sites under multiple ownership, the same ownership or consolidated for the purposes of development shall not be considered as separate properties in relation to the access spacing standards.

   a. The number of driveways permitted shall be the minimum necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations required under previous sections shall be met. These requirements shall also apply to phased development plans.

   b. Where by reason of property ownership or phased construction, it is not practical to construct an entire service road or internal circulation system, then temporary driveway access meets all spacing, location, and related requirements and that the temporary access will be removed once the service road is complete.

   c. All access to the outparcel must be internalized by using the shared circulation system of the main development. Access shall be designed to avoid excessive movement across parking aisles

and queuing across surrounding parking and driveway aisles.

d. The number of outparcels shall not exceed one per 10 acres of site area.

8. Reverse Frontage. Access to lots that front on both Route 66 and a parallel roadway shall be provided from the parallel roadway.

a. When a proposed residential subdivision would abut Route 66, lots shall have access from a frontage road or interior local road.

b. Access rights of these lots shall be dedicated to the Town, and recorded with the deed.

c. A berm or buffer may be required at the rear of the lots, and located off of the public right-of-way.

9. Interior lots.

a. Interior lots shall not be permitted where they would increase the number of properties requiring direct and individual access connections to Route 66.

b. Interior lots may be permitted for residential developments when deemed necessary to achieve planning objectives such as reducing direct access to thoroughfares, providing internal platted lots with access to a residential street or preserving natural or historic resources.

10. Nonconforming Access. Access connections that are already in place and that do not conform with the standards herein shall be designated as nonconforming.

a. They shall be brought into compliance with applicable standards under the following conditions:

- when new access permits are requested,
- when substantial enlargements or improvements are planned,
- when there is a significant change in land use or trip generation; or
- as roadway improvements allow.

b. If a principal activity on a property with nonconforming access features is discontinued for a consecutive period of 365 days, or discontinued without a clear intention of assuming that activity, then the access for the property shall be brought into conformity with the applicable driveway spacing requirements unless otherwise exempted by the permitting authority.

11. Variance Procedures. The granting of a variance shall be consistent with the purpose and intent of these regulations. Variances shall be considered only after every feasible option for meeting access standards is explored.

a. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. This shall include proof that:

- indirect or restricted access cannot be obtained;
- no engineering or construction solutions can be applied to mitigate the condition;
- no reasonable alternative access is available from other roads or streets.

b. Under no circumstances should a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance should be granted where such hardship is self-created.

12. Site Plan Review Guidelines. Vehicular access points to Route 66 shall be designed to provide for safety and to avoid potential traffic impacts. Site plan review shall include the following findings:

a. The road system shall be designed to meet the projected traffic demand of the project.

b. Access must be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

c. Where possible, access to Route 66 should be from side streets rather than the arterial itself.

d. Automobile movement within the site should be possible without having to use the peripheral road network.

e. Potential for pedestrian and public transit access should be incorporated.

4. CURB CUT IMPROVEMENTS

Existing curb cuts along Route 66 were assessed for improvement potential based upon the criteria outlined in the proposed access management regulations. The goal is to reduce potential points of vehicular conflict while maintaining sufficient access to properties. There were four areas identified within Section 1 for which retrofit curb-cut designs were considered (Figure 1). Such a retrofit may include consolidation,

closure, modification or relocation of driveways or provision of cross-access connections. In most cases, modification of existing curb cuts will only be possible in conjunction with substantial changes to currently developed properties or significant roadwork on Route 66 . Following are descriptions of the areas selected for detailed study.

① RT17A (Main Street) to Elmcrest Manor

This is a highly congested area during peak periods due to the close proximity of Portland Center and the Arrigoni Bridge. There are three major vehicle trip generators within this section of roadway that have access drives on Route 66. Brooks Pharmacy and Burger King are new developments, and the Elmcrest Manor parking lot serves Elmcrest Manor Hospital employees. There is currently no provision for vehicle or pedestrian cross access between the parking lots of these three businesses. To prevent multiple vehicles stops, it is recommended that pedestrian sidewalks are provided between the Elmcrest and Burger King and Burger King and Brooks parking lots. Additionally, a rear entrance from Freestone Avenue and shared drives could be explored. However, due to the recent completion of construction of the new developments, there is no retrofit plan proposed at this time.

② Portland Plaza

The mixture of residential lots and commercial development in this area has resulted in numerous curb cuts. The frequency and spacing of these curb cuts were analyzed. Under existing conditions, there are no feasible modifications that can be suggested at this time. Any changes to properties or proposals for new development should include conformance with the recommended access management plan.

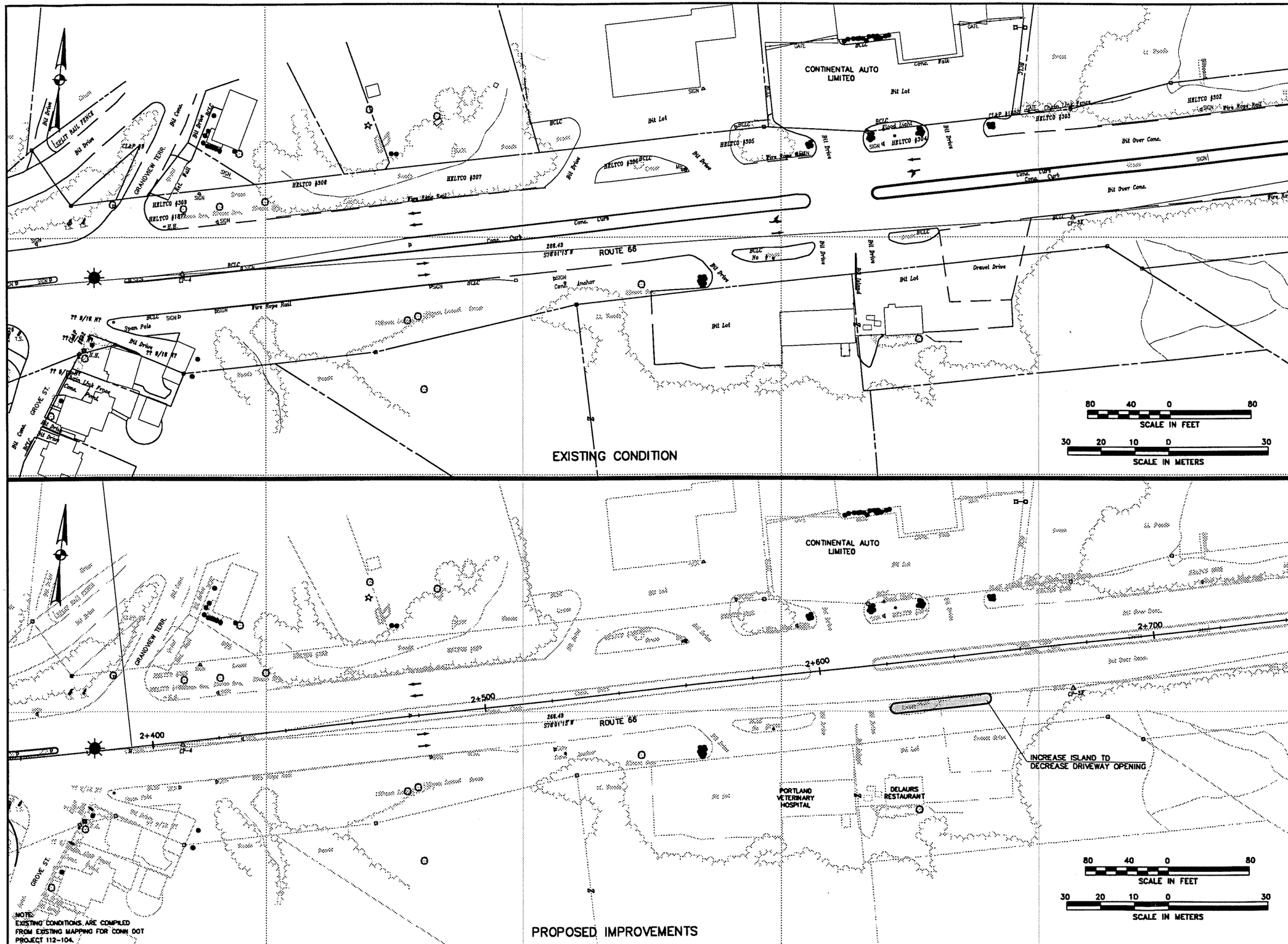
Areas 1 and 2 are considered to be "nonconforming" under the recommended access management regulations. Any new development or changes to existing development should include plans to bring access connections into conformance with access management regulations as established for the corridor overlay zone.

③ Commercial area east of Grove Street

The cluster of commercial access drives just east of Grove Street was studied. Consolidation and narrowing of driveway openings accessing DeLaurs Restaurant and The Veterinarian's Hospital on the south side of the roadway is recommended. This may be accomplished by increasing the size of the island situated between the driveways (Figure 3). These improvements are currently planned as part of the Connecticut Department of Transportation's Route 66 safety improvement project #112-104.

④ Commercial area west of Sand Hill Road (west)

Several excessively wide commercial access drives are located in this area. Figure 4 shows recommendations for access management. Curb cut improvements may be made on the south side of Route 17, at the gasoline station opposite the miniature golf. The westerly driveway may be modified by increasing the corner radius and decreasing the driveway width. The driveway openings of the gasoline station just west of Sand Hill Road can be decreased by extending the length of the island which separates the openings.



DESIGNED BY:
DRAWN BY:
CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

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One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
ACCESS MANAGEMENT PLAN
COMMERCIAL AREA
EAST OF GROVE STREET
Curb Cut Improvements
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 1

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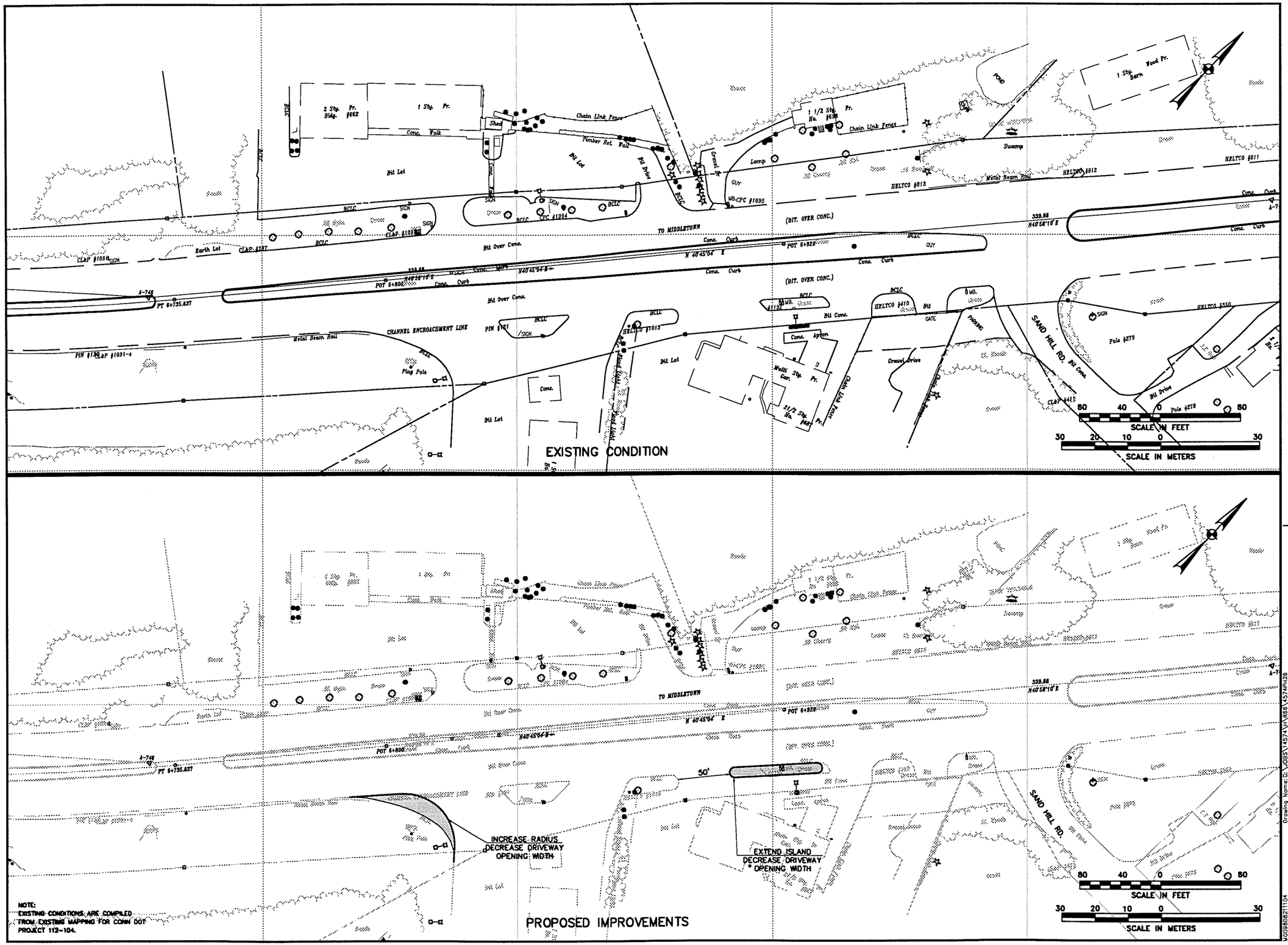
Figure 3



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DRAWN BY:
CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

Maguire Group Connecticut, Inc.
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One Court Street
New Britain, Connecticut 06051

MAGUIRE GROUP

MIDSTATE RPA
ACCESS MANAGEMENT PLAN
COMMERCIAL AREA
WEST OF SAND HILL ROAD (WEST)
Curb Cut Improvements
PORTLAND

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. 1 of 1

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Figure 4

Appendix A

Site Plan Review Guidelines

The implementation of any set of access regulations requires that the professionals reviewing proposed site plans are not only familiar with the access management regulations, but also are more generally knowledgeable about access management issues. The site plan and subdivision review professionals should, ideally, address the following access considerations:

a. Is the road system designed to meet the projected traffic demand and does the road network consist of a hierarchy of roads designed according to function?

b. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are minimized?

c. Is access properly placed in relation to sight distance, driveway spacing and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?

d. Do units front on local access streets rather than major roadways?

e. Does the project avoid areas unsuitable for development?

f. Is automobile movement within the site provided without having to use the peripheral road network?

g. Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?

h. Are there adequate provisions for public transport access?

I. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?

j. Does the pedestrian path system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?

ROUTE 66 CORRIDOR STUDY

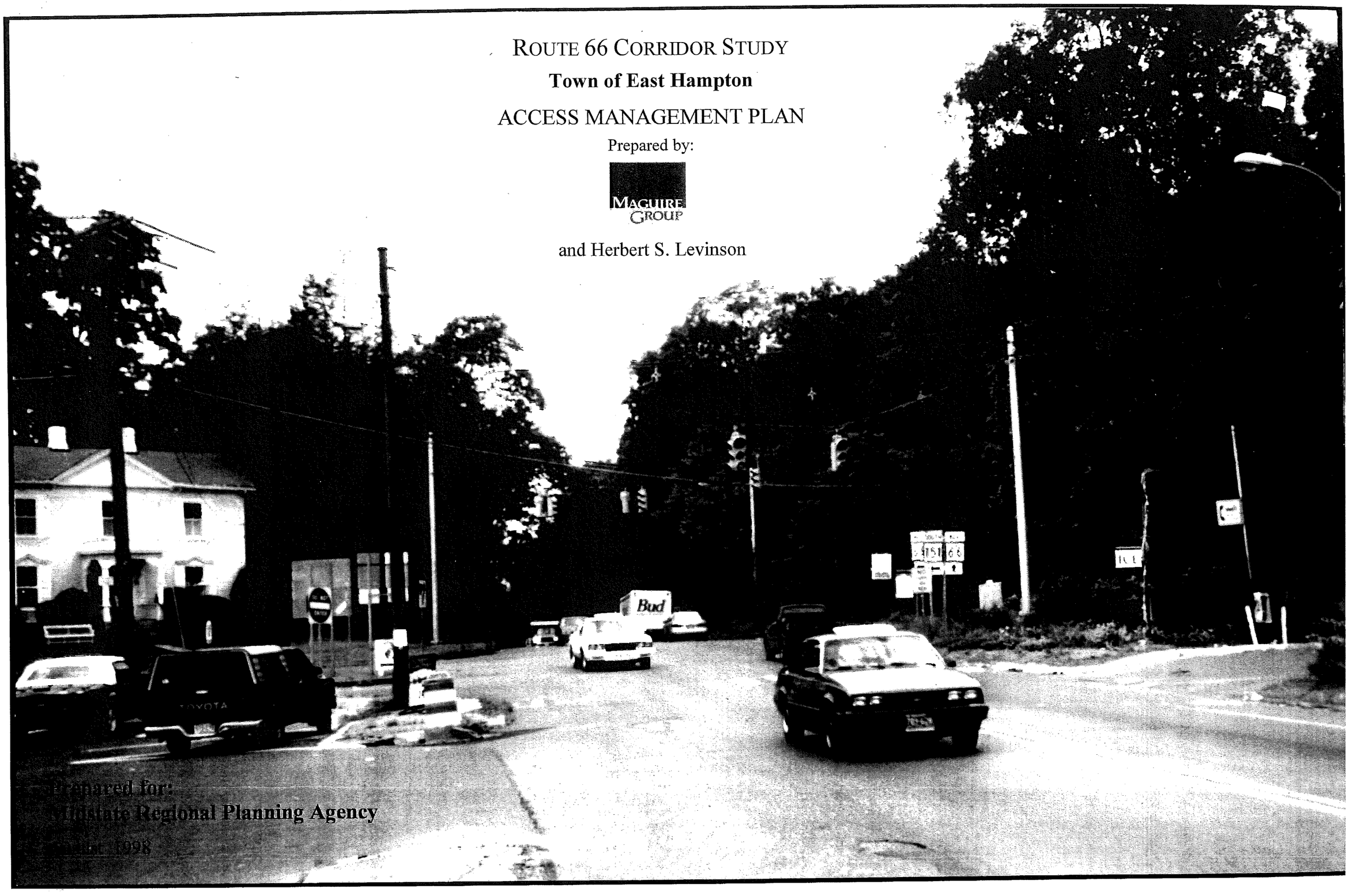
Town of East Hampton

ACCESS MANAGEMENT PLAN

Prepared by:

MAGUIRE GROUP

and Herbert S. Levinson



Prepared for:

Suffolk County Regional Planning Agency

August 1998

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INTRODUCTION

This report presents Access Management Guidelines and Regulations for Route 66 in East Hampton. These proposals are part of an integrated corridor improvement and access management plan that includes roadway and intersection improvements and "retrofit" access management actions such as driveway consolidation, closure, and relocation. The report's main focus is on access spacing guidelines and necessary additions to existing regulations that would apply these guidelines as areas develop more intensively or land uses change.

The report overviews land use and traffic conditions in the corridor including existing regulations. It identifies the basic regulatory principles that govern access spacing, suggests access spacing guidelines for signalized intersections and unsignalized driveways, and presents regulations for potential adoption by East Hampton. Specific access management recommendations for existing curb cuts in areas of concern are also outlined.

2. CORRIDOR OVERVIEW

The Route 66 corridor in East Hampton is approximately five miles. The study limits extend from the Portland / East Hampton town line to the East Hampton / Marlborough town line. The areas in central East Hampton are largely developed. Outlying parts of East Hampton are lightly developed and afford an excellent opportunity for "preventive" access management actions.

For access management purposes, the corridor was subdivided into the three sections (Figure 1). These sections and their associated access management emphasis are shown in Table 1.

- Retrofit action should focus on central East Hampton. (Section 2)
- Regulations should govern access spacing in the entire corridor. However, they will be especially important in the yet-to-be developed areas (Parts of Sections 1 and Section 3).

The distributions of existing property frontage along Route 66 are shown in Table 2. A review of this table indicates the following frontage distances. These distances reflect history, existing regulations, and the degree of development.

Section	Median Frontage Distance	75 Percentile Frontage Distance
1	160'	285'
2	120'	160'
3	120'	200'

The close spacings in Section 3 result from the residential units along the lake that fronts Route 66.

TABLE 1

ACCESS MANAGEMENT STRATEGY

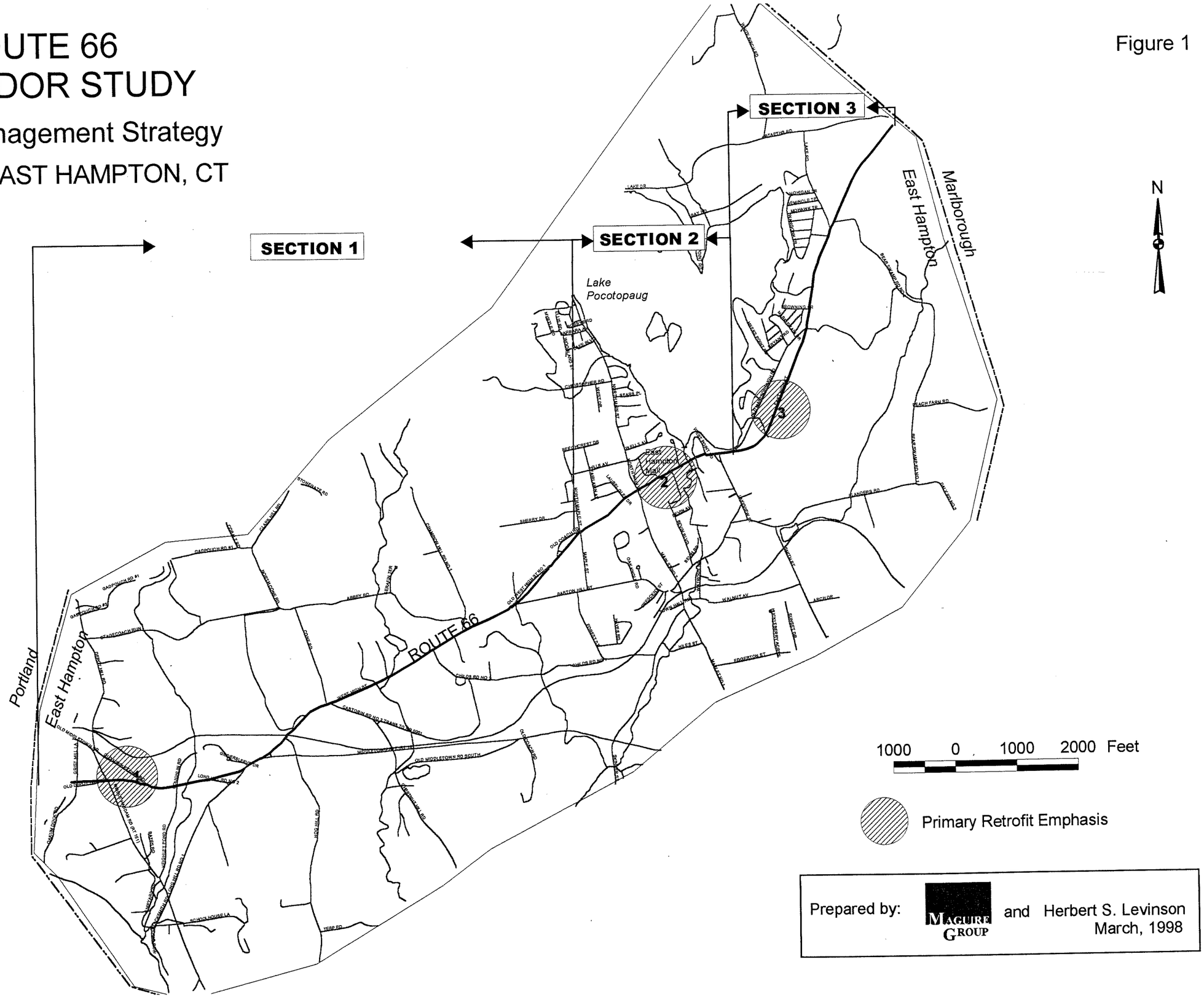
SECTION		PRIMARY EMPHASIS: RETROFIT	PRIMARY EMPHASIS: REGULATIONS
1	East Hampton Town line -North Maple Street		X
2	North Maple Street -Old Marlborough Road (west)	X	
3	Old Marlborough Road (west) -East Hampton/Marlborough Town Line		X

ROUTE 66 CORRIDOR STUDY

Access Management Strategy

TOWN OF EAST HAMPTON, CT

Figure 1



Prepared by: Maguire Group and Herbert S. Levinson
March, 1998

TABLE 2

DISTRIBUTION OF PROPERTY FRONTAGES
ALONG ROUTE 66 IN EAST HAMPTON

FRONTAGE DISTANCE (FEET)	SECTION 1		SECTION 2		SECTION 3		TOTAL	
	NO.	%	NO.	%	NO.	%	NO.	%
0-50 INC	10	9	8	12	27	23	45	16
50-100	6	6	19	29	25	21	50	17
100-150	33	30	21	32	19	16	73	25
150-200	16	15	7	11	16	14	39	13
200-250	9	8	8	12	10	9	27	9
250-300	11	10			6	5	17	6
300-450	9	8	3	4	10	9	22	8
450-600	2	2			4	3	6	2
600-750	9	8					9	3
750-900	1	1					1	<1
900-1050	1	1					1	<1
1050-1200	2	2					2	<1
>1200								
TOTAL	100	100	66	100	117	100	292	100
MEDIAN DISTANCE		160'		120'		120'		160'

Existing Town Regulations

East Hampton updated its Zoning Regulations to September 1994. Minimum lot widths range from 100 to 150 feet, and minimum lot frontages are set at 100 feet.

State Regulations

The State of Connecticut regulates the use of public Right-of-way through its "Highway Encroachment Permit Regulations" and through State Traffic Commission(STC) approval for major traffic generators.

The Highway Encroachment permit Regulations have set the following standards and criteria.

- Properties with frontages of less than 50 feet will have not more than one combination entrance and exit. Properties having a frontage of 50 to 100 feet may be permitted two access points if a minimum of ½ of the total frontage is used to separate the driveways.

  No entrance or exit may be constructed at the intersection of two highways or streets for a distance of 25 feet from the right-of-way lines at unsignalized intersections. Driveways at signalized intersections are reviewed on an individual basis.

- All entrances and exits shall be located so that sight distances are adequate.

State Traffic Commission approval is required for any major traffic generator that provides 200 or more parking spaces or has a gross floor area of 100,000 square feet that substantially affects state traffic. The submission requires detailed site plans as well as traffic impact, queue, and accident analyses.

For retail gasoline stations, along State highways, there must be at least two points of access to the highway. These access points must be separated by at least the length of the gasoline dispenser.

Traffic Conditions

Existing traffic characteristics along Route 66 in East Hampton are summarized in Table 3. A review of the data indicates:

- The average daily traffic volumes in East Hampton range from a low of approximately 11,700 vehicles per day just west of North Main Street to a high of approximately 17,000 vehicles per day just east of Route 16.

- Through East Hampton, peak-hour traffic volumes are generally balanced by direction of travel. They range from about 300 to 700 vph. At the eastern limits of the corridor, peak traffic flows are more oriented to Willimantic than to Middletown.

TABLE 3

TRAFFIC PROFILE OF ROUTE 66 IN EAST HAMPTON

ITEM	EAST HAMPTON
TRAVEL LANES	2
AVERAGE DAILY TRAFFIC	12,000 - 17,000
AM PEAK HOUR TRAFFIC (vph)	
EB	300 - 600 a
WB	350 - 600 a
PM PEAK HOUR TRAFFIC	
EB	500 - 600 a
WB	400 - 700 a
85 PERCENTILE SPEEDS	44 - 54 mph
POSTED SPEEDS	30 - 45 mph

a = East of Rt. 16
Source: Route 66 Corridor Study, Technical Memorandum 1

- Posted speeds range from 30 to 35 mph in built-up areas, and are set at 45 mph in other parts of the corridor.
- A time loss of over 2 minutes was associated with eastbound PM peak-hour travel over the AM peak. Westbound the maximum time loss was less than a minute. Overall, Route 66 moves well during the peak periods.
- The major problems include:
- Future traffic projections anticipate peak hour peak direction flows of nearly 1000 vph east of North Main Street in East Hampton.
- Many side streets intersect Route 66 at very flat (acute) angles.
- Shared left-turn lanes result in delays and accidents. The North Main-Route 66 junction in the Center of East Hampton is especially problematical. (36 accidents were reported in a 2 year period).
- Traffic signal coordination is limited to two intersections at North Main Street and East Hampton Mall.
- Considerable strip development with frequent driveways and uncontrolled curb frontages are found in the vicinity of the Main Street and Old Marlborough Road (west) junctions.
- The Connecticut River on the south and hilly terrain to the north limit the opportunities for parallel roads, that would provide access to developments.

Alleviating these problems and serving anticipated growth along Route 66, calls for a coordinated set of roadway and traffic improvements. There is also a need to improve existing driveway access and to establish regulations for the spacing of access drives in anticipation of future development.

3. ACCESS MANAGEMENT REGULATIONS

This section sets forth proposed guidelines and regulations for improving access management along Route 66 in East Hampton. It presents the basic objectives that govern access management and provides a general discussion of regulatory controls for improving existing regulations. This section also suggests regulations for possible adoption by the town of East Hampton.

The suggested regulatory changes along Route 66 reflect development, mobility and safety needs. They provide systematic guidance to applicants, staff, and Planning and Zoning Commissions. And they permit sufficient flexibility to address the many land-use and access situations that may occur - especially in developing or redeveloping areas.

Basic Objectives

The underlying objective of access management is to balance mobility and land access in a way that provides access to land development while simultaneously protecting the flow of traffic on the surrounding road system so that safety, capacity, and desired speeds are maintained. This calls for viewing the highway and its surrounding activities as part of a single system - and for introducing access spacing standards into the land planning and highway design process.

Accordingly, access management regulations are designed to:

- Maintain service levels, capacity and safety along Route 66;
- Provide reasonable access to abutting property;
- Limit the number of conflict points and adequately separate conflicts;
- Minimize the number of traffic signals to ensure effective traffic signal coordination in each direction of travel;
- Provide an access framework for future land development decisions;
- Improve the site planning and design process;
- Preserve the character of the corridor and improve roadside aesthetics;
- Contain specific provisions that address access spacing, limiting curb cuts, sharing driveways, using secondary streets, encouraging new interior streets, and requiring road improvements to accommodate development; and,
- Establish procedures for dealing with unusual circumstances.

Access management regulations should also be guided by the following design principles:

Road System

- Each community's road hierarchy should reflect the importance of its highway;
- Property access to and from roads intersecting Route 66 should be encouraged, and should serve as a substitute for direct access whenever possible and acceptable environmentally;
- Spacing standards should be established for signalized and unsignalized driveways, corner (intersection) clearances, and median openings;
- Joint or shared access between adjacent properties should be encouraged;
- Reverse frontage roads should be provided wherever possible, especially for residential subdivisions;
- Access driveways on opposite sides of a route should be lined up with each other wherever possible.

Site Development

- Commercial strip zoning should be minimized.
- Large property frontages should be preserved. (This is especially important along the sections of Route 66 outside of the town center).
- Standards should be set for interior lots, outparcels, and lot width-to-depth ratios. Interior lots should be prohibited for new developments.
- Residential or commercial subdivisions served by a single access should be avoided. Generally, at least two points of access should be provided -- one point onto Route 66 and one point via a cross street.
- Direct access from individual residential units within a subdivision into Route 66 should be prohibited.
- Adequate space should be provided for utilities.

Site Access

- Site access should be designed from the "outside in" (i.e., from public highway) into development.
- Safe stopping sight distance must be provided.
- Adequate storage space should be provided on access drives entering Route 66.
- Suitable pedestrian, transit, and emergency vehicle access should be provided as appropriate.
- Driveway closures should not restrict internal site circulation.

Variances

- Procedures for dealing with variances should be established.

Access Spacing Guidelines

Access spacing guidelines should be established for signalized intersections, unsignalized access points, corner clearances, and median openings.

Traffic Signal Spacing

Signals are closely spaced in the town center, and are widely spaced elsewhere along the corridor. The signal spacing guidelines assume that existing and future signals would operate on common background cycles - two systems are suggested:

A - Middle Haddam Road (Rt. 151) to Middletown Avenue (Rt. 16) (i.e. 80" cycle).

B - Barton Hill Street to Old Marlborough Road (east) (i.e. 90" cycle)

Figure 2 shows the location of existing and possible future signals in each of these systems.

The desired spacing of signalized driveways and intersections should permit at least a 50% through band in each direction of travel at speeds of 35 to 40 mph, based upon an 80 to 100 second cycle. This translates into uniformly spaced signals at about 2000 feet to about a half-mile interval.

Unsignalized Access Spacing

Spacing standards for unsignalized driveways and corner clearances should consider safety, driver response capabilities and existing property frontage characteristics. Safety consideration argues for longer spacings since accident rates rise as the number of driveways per mile increase. However, a too stringent standard that limits reasonable access would result in an undue number of variances or exceptions.

Table 4 summarizes the minimum requirements for unsignalized access points as a function of posted speeds as found in the literature. Posted speeds of 45 mph dominate along Route 66 except in built up areas; these speeds result in access spacings of about 300 to 850 feet. For 30 to 35 mph speeds the desired spacings generally range from 100 to 450 feet. Given, the property frontage constraints along most sections of Route 66, the lower values in this table appear more realistic.

Table 5 gives suggested unsignalized access spacing distances for each section of Route 66. These spacings are keyed to the posted speeds. Unsignalized access spacing distances of 150 to 300 feet would maintain reasonable access. This is because the spacing requirements would mainly apply to new and/or expanded developments that would be mainly located on the larger land parcels.

Median Openings

Median openings should reflect the street/block spacing. Current practices show full median openings ranging up to a half mile. However, 660 feet directional to 1320 feet for full openings are more common. Accordingly, the following median opening criteria are suggested.

Section 1 - Future Widening	Full Opening	1320 feet
	Directional Opening (left turns only)	660 feet

Recommended Approach

The approach to implementing access management regulations or practices varies widely among states. Colorado, Florida, and New Jersey have adopted comprehensive access codes that govern when and where access can be provided along state highways. A few cities and counties also have established comprehensive codes or guidelines.

In Connecticut, access management decisions are largely left to individual communities, and must, therefore, be achieved through the local regulatory process. This calls for making appropriate changes in the local comprehensive plans of development, zoning/development regulations, subdivision regulations and/or in guidelines governing the site plan review process.

The suggested approach is to establish a Route 66 Corridor Overlay Zone in East Hampton. This zone would be appended to the town's existing regulations. It will give a legal status to the Access Management Plan and provide the basis for prescribing these plans in the future.

Proposed Route 66 Corridor Overlay Zoning-East Hampton. A Route 66 Corridor Overlay Zone should be established. The following text is recommended.

1. Purpose and Applicability. The Route 66 Corridor Overlay Zone shall govern access provision along Route 66 within the town. Developments along the roadway shall be governed by the specific provisions that follow and by the Access Management Plan that is appended to these regulations. The intent is to provide and manage access to adjacent land development while simultaneously improving traffic flow in terms of safety capacity and speed.

   a. These regulations shall complement policies and requirements that are set forth in the Town's zoning regulations.

   b. The provisions shall apply to new developments or to substantial changes in existing developments. A "substantial change" shall involve:

      - a change in use from residential to commercial,
      - a 25% or greater increase in gross floor area, required or provided parking, spaces, employment, or traffic generation
      - a 10,000 square foot or greater increase in gross floor area,F

Route 66 Corridor Study

Traffic Signal Coordination Plan

TOWN OF EAST HAMPTON, CT

Figure 2

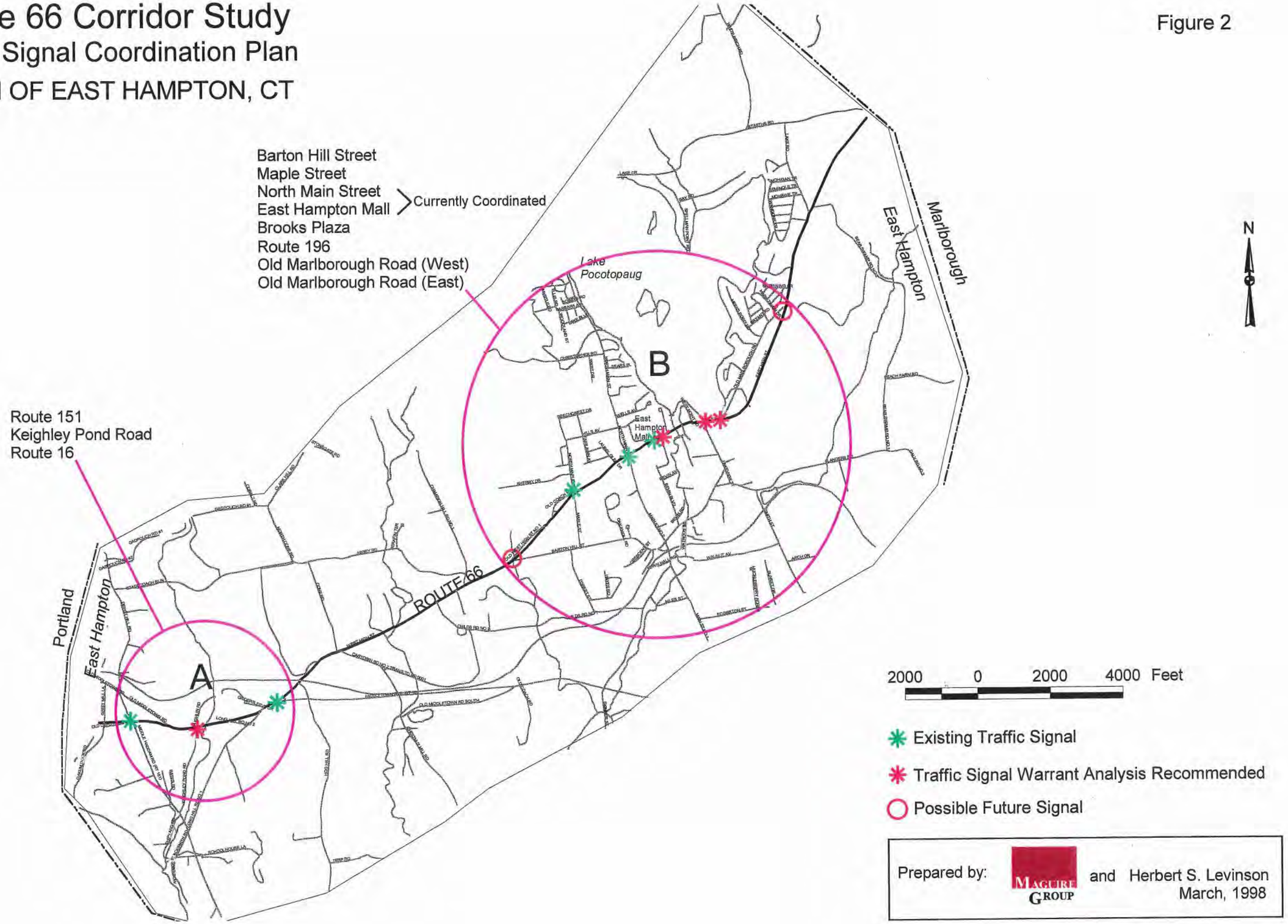


TABLE 4

SUMMARY OF MINIMUM UNSIGNALIZED ACCESS
SPACING IN FEET BY SPEED FOR VARIOUS CRITERIA

	Posted Speed (mph)								
Criteria	**20**	**25**	**30**	**35**	**40**	**45**	**50**	**55**	**60**
1. Stopping sight distance	120	165	220	275	340	410	482	565	655
2. Length of Turn lane: Turning traffic to leave differential of:									
a) ≤ 10mph					490	590	700	820	950
b) ≤ 15mph				390	390	490	590	700	820
c) ≤ 20mph			320	320	320	390	490	590	700
3. Minimize right turn conflict overlap			100	150	200	300			
4. Intersection sight distance through traffic reduces speed by 15%	230	300	375	460	575	700	850	1000	1150
5. Maximum egress capacity	120	190	320	450	620	800	1125	1500	1875

One mph = 1.609 km/h; one foot = 0.3048 meters

Source: Gluck, J.; Levinson, H.S., Stover, V.; Yazersky-Ritzer, G., ***Access Spacing Guidelines, Transportation Research Board Circular 456,*** National Research Council, Washington, D.C. 1996.

TABLE 5

SUGGESTED ROUTE 66 ACCESS SPACING
STANDARDS FOR UNSIGNALIZED DRIVEWAYS AND
CORNER CLEARANCES
(FEET)

EAST HAMPTON SECTION	POSTED SPEED	SPACING NCHRP 456*	SUGGESTED SPACING
1	35-45	150-300	250' (2)
2	30-35	100-150	150'
3	45	300	250 (2)

NOTE:
APPLIES TO NEW DEVELOPMENTS OR TO SUBSTANTIAL CHANGES IN EXISTING DEVELOPMENTS

(1) MINIMUM CITED SPACING
(2) SHORTER SPACINGS DUE TO SMALLER EXISTING PROPERTY FRONTAGE

*National Cooperative Highway Research Program Circular 456

- a 50 parking space or greater increase in the required or provided parking spaces,
- a subdivision of the property is proposed.

The provisions do not apply to existing access drives where no new development or substantial change in existing development is planned.

2. Plan Conformance. All access drives and intersections shall be brought into conformance with the improvements indicated in the adopted Access Management Plans if:

   a. The use of the property changes or any alternatives are proposed that would require a site plan or subdivision application; or,

   b. A major resurfacing or widening of the roadway is initiated.

3. Access Spacing. The spacing of access points shall be consistent with the Access Management Plan. Access spacing shall conform with (or exceed) that shown on the following schedule.

Access Spacing Design Element	Standards
Traffic Signal Spacing	50% Minimum through band Based on 80 to 100 second cycle
Unsignalized Access Spacing	
Section 1 Portland/East Hampton Town Line to North Maple Street	250 ft
Section 2 North Maple Street to Old Marlborough Road (West)	150 ft
Section 3 Old Marlborough Road (West) to East Hampton Town Line	250 ft
Median Openings	
If Route 66 is widened to four lanes with median to Route 16	
Full opening	1320 ft,
Directional (left-turn opening)	660 ft.

   a. Unsignalized intersection spacing and corner clearance distances shall be measured between the closest edge of the two pavements.

   b. If the spacing requirements cannot be achieved, left turn restrictions, joint-use driveways and cross access easements may be required.

   c. Variations may be permitted where they would enhance roadway operations or safety; for example, two one-way driveways in lieu of a two-way drive.

   d. Lesser corner clearances may be permitted on a temporary or permanent basis only when:

      No reasonable alternative access is available;
      The proposed location does not create a safety or operating problem; and,
      The access is located as far from the intersection as possible.

   e. Safe stopping distances shall be provided for all driveways entering the highway.

   f. The centerline of driveways on opposite sides of the roadway shall line up with each other or be separated by at least 150 feet.

4. Number of Driveways. The number of access drives and intersections permitted shall be the minimum necessary to provide reasonable access to abutting properties, not the maximum available to each parcel. The Access Management Plan will govern the number and location of drives and intersections. Access drives shall also conform to specified access spacing requirements. When necessary, to provide "reasonable access" the following guidelines may be used to modify and amend the Access Management Plan.

   a. There should be no more than one driveway per residential property.

   b. The number of commercial driveways shall be consistent with the following schedule:

Section 2	Section 1, 3	
0-150'	0-250'	1
150-450'	250-500'	2
450-900'	500-900'	3
Over 900'	Over 900'	4

5. Property and Subdivision Access. Residential and commercial subdivisions with frontage along Route 17 shall be designed to provide shared access wherever possible. The following additional property requirements shall apply:

a. Direct access to individual dwelling units shall be prohibited when an alternative exists.

b. When existing properties are subdivided the minimum lot frontages shall not be less than the minimum acceptable spacing.

c. Existing parcels with frontage less than the minimum driveway spacing may not be permitted a direct connection where reasonable alternative access is available.

6. Shared Access. (Joint or Cross access) - Adjacent commercial properties (i.e., retail or office) shall provide an on-site cross access drive and a pedestrian connection between the sites, wherever possible.

a. Joint-use and cross access driveways shall incorporate:

- continuous service drive or cross access corridor that extends the entire length required for driveway separation,
- a design speed of 10 mph, and sufficient width to accommodate automobiles, service vehicles and loading vehicles,
- design features to make it clear that the abutting properties may be tied into the service drive,
- a unified access and circulation system that includes coordinated or shared parking areas where feasible.

b. Shared parking areas shall permit a reduction in the number of parking spaces if the peak demands for proposed land uses do not occur at the same time.

c. Property owners entering into joint access agreements shall:

- record an easement with the deed allowing cross sections to and from other properties served by the cross access drives;
- record an agreement with the deed that remaining access rights along Route 66 will be dedicated to the Town and that preexisting driveways will be closed after the joint-use driveway is constructed; and
- record a joint maintenance agreement with the deed defining maintenance responsibilities of individual property owners.

d. The Town Planning and Zoning Commission may reduce the required separation of access points where they prove impractical if all of the following requirements are met:

- joint access driveways and cross access agreements are provided wherever feasible;
- the site plan incorporates a unified access and circulation system; and,
- the property owner enters into a written agreement with the town. The deed shall state that the preexisting connections will be closed after the joint use driveway is provided.

e. The Commission may modify or waive the requirements of this section, where the characteristics or arrangement of abutting properties make a unified or shared access and circulation system impractical.

7. Outparcels, Phased Development and Multiple Parcels. Development sites under multiple ownership, the same ownership or consolidated for the purposes of development shall not be considered as separate properties in relation to the access spacing standards.

a. The number of driveways permitted shall be the minimum necessary to provide reasonable access to these properties, or the maximum available for that frontage. All necessary easements, agreements, and stipulations required under previous sections shall be met. These requirements shall also apply to phased development plans.

b. Where by reason of property ownership or phased construction, it is not practical to construct an entire service road or internal circulation system, then temporary driveway access may be allowed provided that the temporary access meets all spacing, location, and related requirements and that the temporary access will be removed once the service road is complete.

c. All access to the outparcel must be internalized by using the shared circulation system of the main development. Access shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driveway aisles.

d. The number of outparcels shall not exceed one per 10 acres of site area.

8. Reverse Frontage. Access to lots that front on both Route 66 and a parallel roadway shall be provided from the parallel roadway.

a. When a proposed residential subdivision would abut Route 66, lots shall have access from a frontage road or interior local road.

b. Access rights of these lots shall be dedicated to the Town, and recorded with the deed.

c. A berm or buffer may be required at the rear of the lots, and located off of the public right-of-

way.

9. Interior lots.

a. Interior lots shall not be permitted where they would increase the number of properties requiring direct and individual access connections to Route 66.

b. Interior lots may be permitted for residential development when deemed necessary to achieve planning objectives such as reducing direct access to thoroughfares, providing internal platted lots with access to residential streets, or preserving natural or historic resources.

10. Nonconforming Access. Access connections that are already in place and that do not conform with the standards herein shall be designated as nonconforming.

a. They shall be brought into compliance with applicable standards under the following conditions:

- when new access permits are requested,
- when substantial enlargements or improvements are planned,
- when there is a significant change in land use or trip generation; or
- as roadway improvements allow.

b. If a principal activity on a property with nonconforming access features is discontinued for a consecutive period of 365 days, or discontinued without a clear intention of resuming that activity, then the access for the property shall be brought into conformity with the applicable driveway spacing requirements unless otherwise exempted by the permitting authority.

11. Variance Procedures. The granting of a variance shall be consistent with the purpose and intent of these regulations. Variances shall be considered only after every feasible option for meeting access standards is explored.

a. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. This shall include proof that:

- indirect or restricted access cannot be obtained;
- no engineering or constructions solutions can be applied to mitigate the condition; and
- no reasonable alternative access is available from other roads or streets.

b. Under no circumstances should a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance should be granted where such hardship is self-created.

12. Site Plan Review Guidelines. Vehicular access points to Route 66 shall be designed to provide for safety and to avoid potential traffic impacts. Site plan review shall include the following findings:

a. The road system shall be designed to meet the projected traffic demand of the project.

b. Access must be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

c. Where possible, access to Route 66 should be from side streets rather than the arterial itself.

d. Automobile movement within the site should be possible without having to use the peripheral road network.

e. Potential for pedestrian and public transit access should be incorporated.

4. CURB CUT IMPROVEMENTS

Existing curb cuts along Route 66 were assessed for improvement potential based upon the criteria outlined in the proposed access management regulations. The goal is to reduce potential points of vehicular conflict while maintaining sufficient access to properties. There were three main areas identified along the corridor in East Hampton for which retrofit curb cut designs were considered (Figure 1). Such a retrofit may include consolidation, modification, closure or relocation of driveways, or provision of cross-access connections. In many cases, modification of existing curb cuts will only be possible in conjunction with substantial changes to currently developed properties or during significant roadwork on Route 66. Following are descriptions of the areas selected for detailed study.

① Adjacent to the junction of Route 151 (Middle Haddam Road) and Route 66

The driveways accessing the supermarket on the southeast corner of this intersection are closely spaced as well as being situated in close proximity to this high-volume intersection (approximately 50 feet). In an effort to resolve safety and congestion problems at this location, curb cut improvements have been suggested in conjunction with the intersection improvement concepts presented in the Route 66 Corridor Improvement Plan. The recommended retrofit design includes closure of the curb cut closest to the southeast corner and consolidation and minimization of drives between the supermarket and pizza restaurant (Figure 3). The easterly supermarket drive and the westerly pizza restaurant drive may be combined into a single entrance at

a central location. Removal of the existing median separating the two parking lots would allow cross access. The entrance to the supermarket from Route 151 would remain unchanged, therefore maintaining the desired two points of access. These changes would decrease potential vehicle conflict points, and allow an opportunity to improve visual aesthetics in this area.

② Between junctions of Main Street and Route 196 (East Hampton Mall area)

As the most commercial stretch of Route 66 in East Hampton, there is a concentration of businesses and town government offices that draw numerous vehicles and pedestrians. This is an area of a higher than average frequency of accidents involving rear-end and turning-movement collisions. This area is in need of access management measures in the form of curb-cut retrofit action. The lack of defined turning lanes and delineated access driveways contributes to operational problems.

Ideally, all properties should include landscaped strips between the roadway and sidewalks, and separation islands between sidewalks and parking lots. The islands may serve to define drives accessing Route 66. Access drives should be shared where possible.

Unfortunately, there are many buildings situated close to the roadway where property frontage is used for parking. In many cases, vehicles must exist the parking lot by backing onto Route 66, creating a hazardous situation. The addition of islands would result in the loss of these parking spaces. Even though this may improve safety, it is necessary to determine, on an individual basis, whether or not rear or side parking would be sufficient if the number of parking spaces is reduced. Conformance with access management regulations should be programmed into future changes at these sites. Figure 4 illustrates minor driveway and turning lane improvements that may be accomplished with a minimum impact on existing parking areas. Eastbound left turn lanes may be provided for McDonald's and Brooks Plaza (westerly drive). Eastbound turn lanes may be provided at Lakeshore Tavern and adjacent package store. A no turn zone between opposing turn lanes should be clearly defined. The island between the package store and Food Bag should be enlarged to divide the access drives of these two establishments

③ Between junctions of Old Marlborough Road (west) and Old Marlborough Road (east)

This is an area in which regulation of new, or substantial changes to existing, curb cuts on Route 66 will be critical. Some existing commercial properties lack defined or properly spaced access drives. A curb-cut retrofit may be beneficial at the group of businesses east of Old Marlborough Road (west) on the south side of Route 66. The opening at Brown Insurance may be reduced and access could be shared with Ed's Wreck and Repair. The wide curb cuts between Ed's Repair and Belltown Parts may be consolidated and reduced.

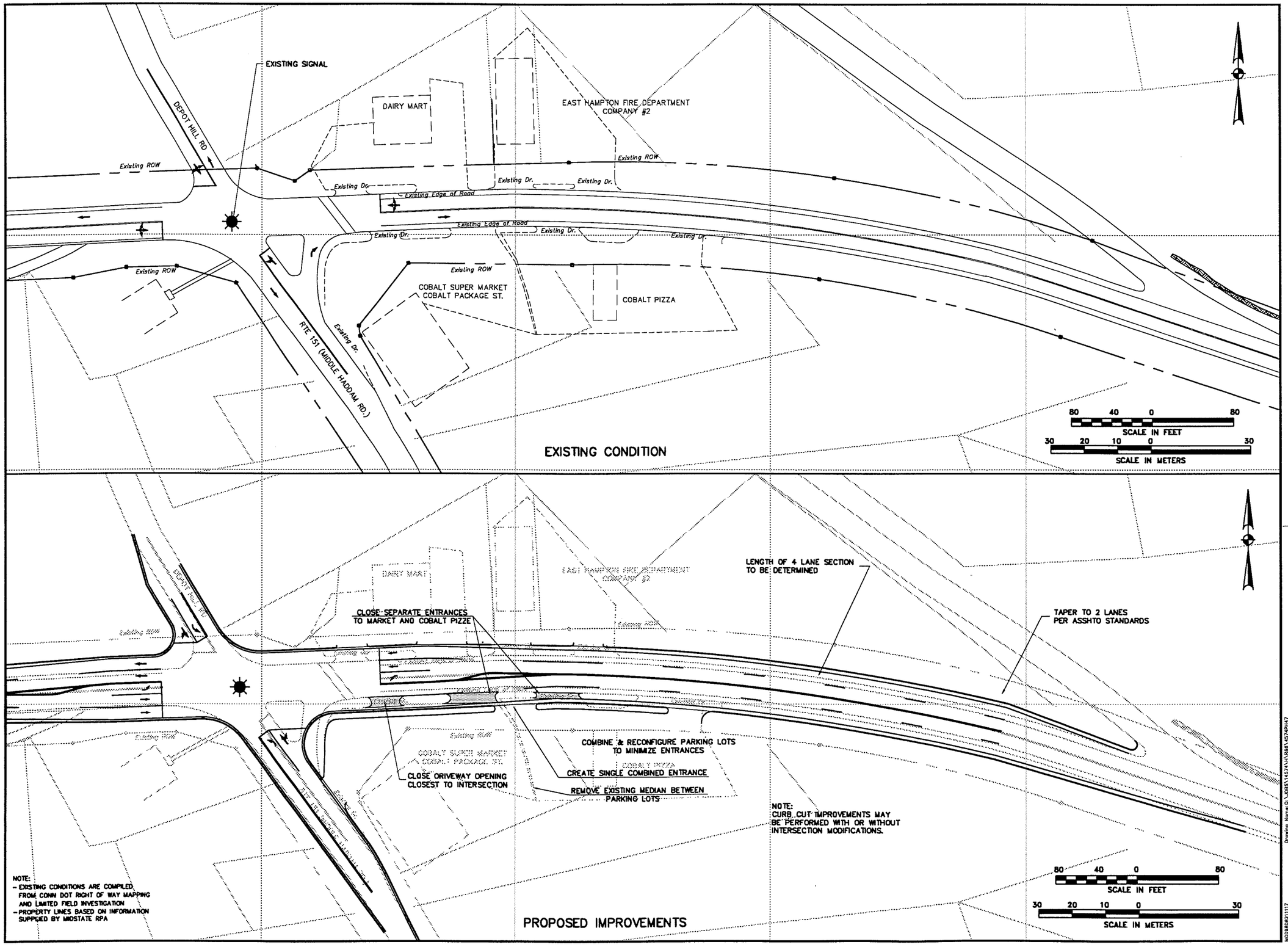
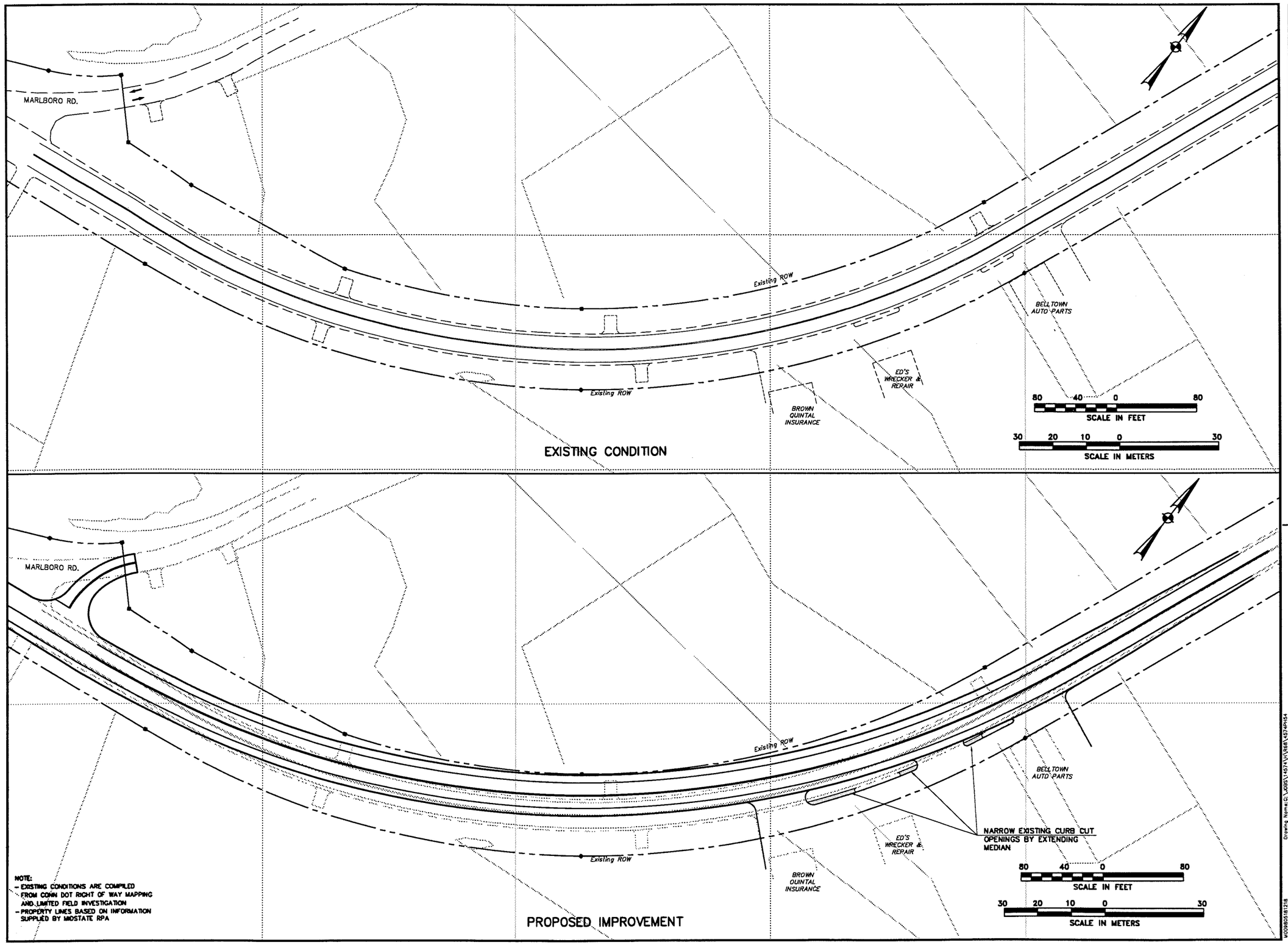

EXISTING SIGNAL
DEPOT HILL RD
DAIRY MART
EAST HAMPTON FIRE DEPARTMENT COMPANY #2
Existing ROW
Existing Dr.
Existing Edge of Road
COBALT SUPER MARKET
COBALT PACKAGE ST.
COBALT PIZZA
RTE 151 (MIDDLE HADDAM RD.)
80 40 0 80
SCALE IN FEET
30 20 10 0 30
SCALE IN METERS
EXISTING CONDITION
LENGTH OF 4 LANE SECTION TO BE DETERMINED
CLOSE SEPARATE ENTRANCES TO MARKET AND COBALT PIZZE
TAPER TO 2 LANES PER ASSHTO STANDARDS
COMBINE & RECONFIGURE PARKING LOTS TO MINIMIZE ENTRANCES
CREATE SINGLE COMBINED ENTRANCE
CLOSE DRIVEWAY OPENING CLOSEST TO INTERSECTION
REMOVE EXISTING MEDIAN BETWEEN PARKING LOTS
NOTE: CURB CUT IMPROVEMENTS MAY BE PERFORMED WITH OR WITHOUT INTERSECTION MODIFICATIONS.
NOTE:
- EXISTING CONDITIONS ARE COMPILED FROM CONN DOT RIGHT OF WAY MAPPING AND LIMITED FIELD INVESTIGATION
- PROPERTY LINES BASED ON INFORMATION SUPPLIED BY MIDSTATE RPA
PROPOSED IMPROVEMENTS
DESIGNED BY:
DRAWN BY:
CHK'D BY:
REV
MADE BY
CHK'D BY
DESCRIPTION
Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051
MIDSTATE RPA
ACCESS MANAGEMENT PLAN
ROUTE 151 & DEPOT HILL RD.
Curb Cut Improvements
EAST HAMPTON
DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:
Sheet No. __ of ____

Figure 3



DESIGNED BY:
DRAWN BY:
CHK'D BY:

REV	MADE BY	CHK'D BY	DESCRIPTION

Maguire Group Connecticut, Inc.
Engineers · Planners
One Court Street
New Britain, Connecticut 06051

MIDSTATE RPA
ACCESS MANAGEMENT PLAN
EAST OF OLD MARLBOROUGH RD.
(WEST)
(BELLTOWN CURVE)
Curb Cut Improvements
EAST HAMPTON

DATE:
SCALE: AS SHOWN
MGCI No: 14574
CONTRACT No:

Sheet No. ___ of ___

Figure 4

Appendix A

Site Plan Review Guidelines

The implementation of any set of access regulations requires that the professionals reviewing proposed site plans are not only familiar with the access management regulations, but also are more generally knowledgeable about access management issues. The site plan and subdivision review professionals should, ideally, address the following access considerations:

a. Is the road system designed to meet the projected traffic demand and does the road network consist of a hierarchy of roads designed according to function?

b. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are minimized?

c. Is access properly placed in relation to sight distance, driveway spacing and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?

d. Do units front on local access streets rather than major roadways?

e. Does the project avoid areas unsuitable for development?

f. Is automobile movement within the site provided without having to use the peripheral road network?

g. Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?

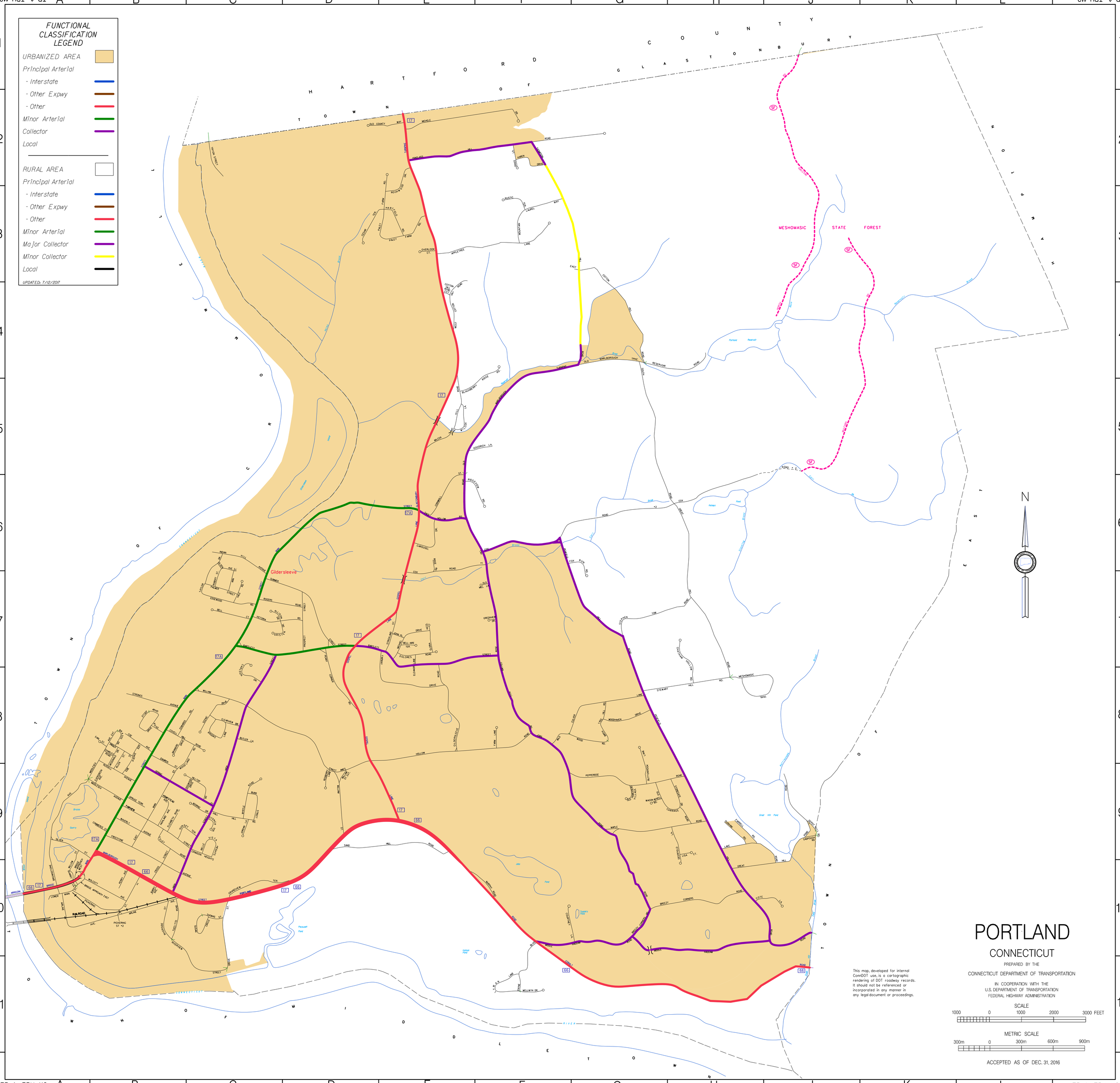
h. Are there adequate provisions for public transport access?

I. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?

j. Does the pedestrian path system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?

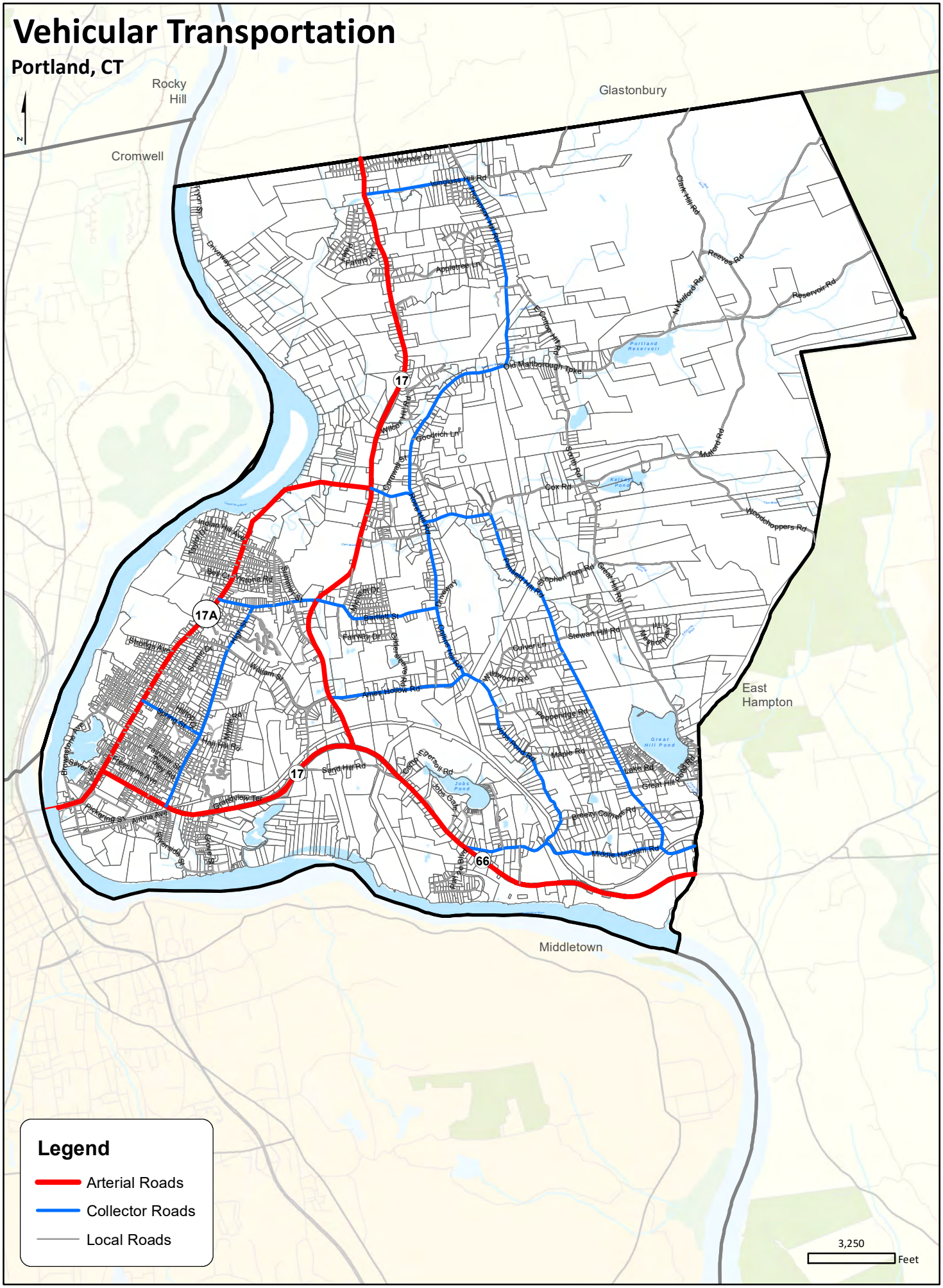
APPENDIX F

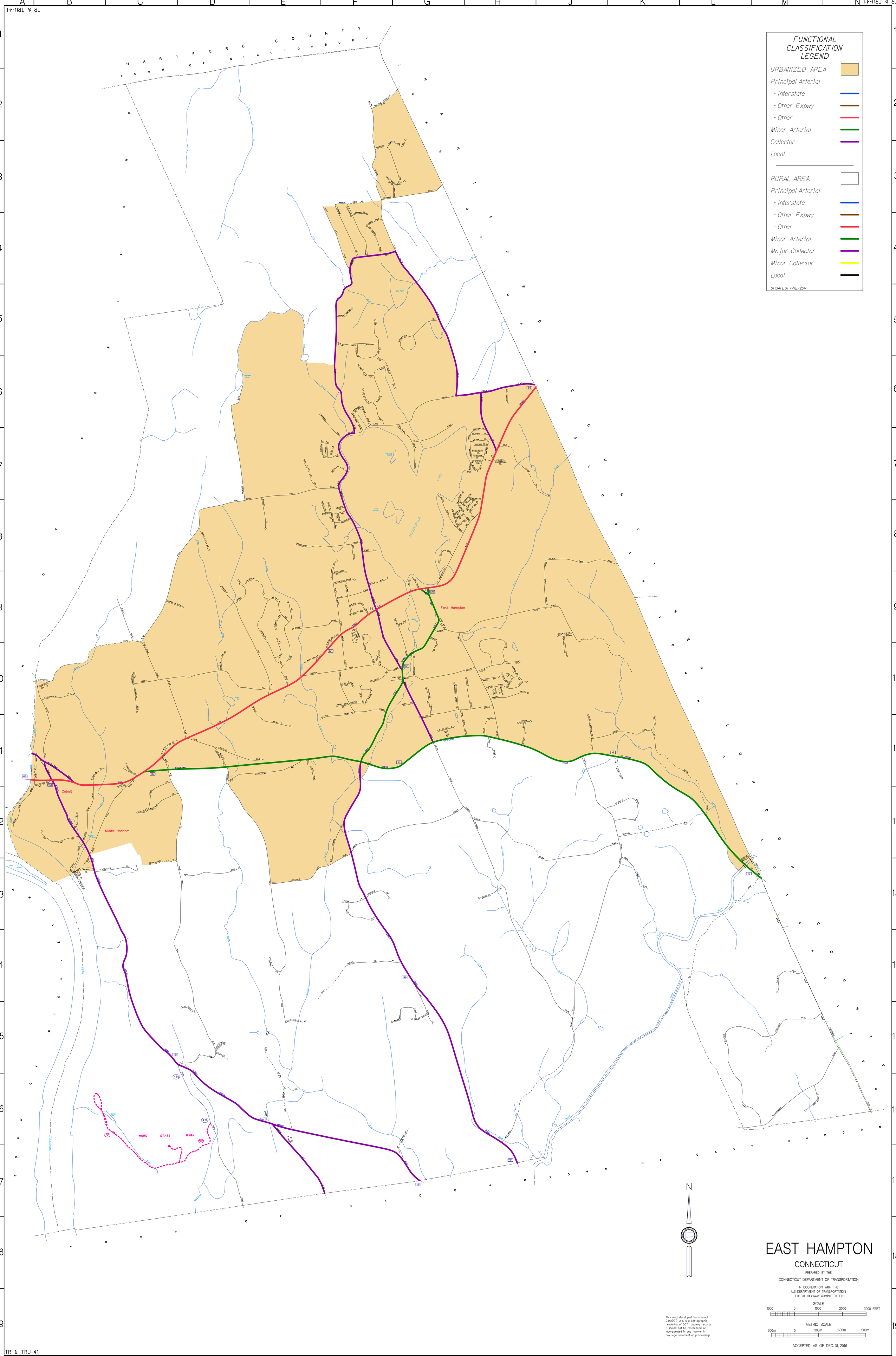
Roadway Functional Classification Maps

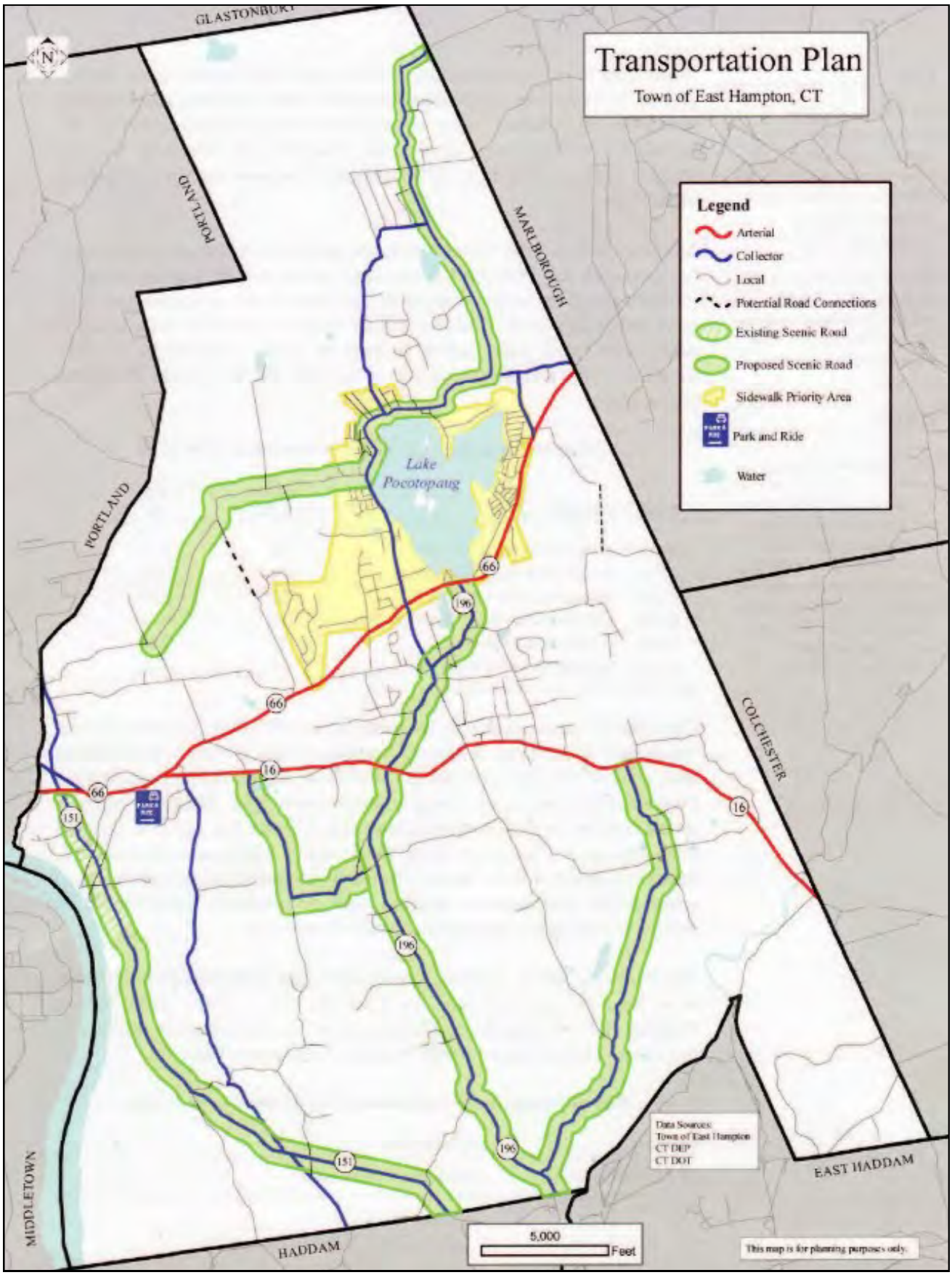

FUNCTIONAL CLASSIFICATION LEGEND
URBANIZED AREA
Principal Arterial
- Interstate
- Other Expwy
- Other
Minor Arterial
Collector
Local
RURAL AREA
Principal Arterial
- Interstate
- Other Expwy
- Other
Minor Arterial
Major Collector
Minor Collector
Local
UPDATED: 7/12/2017
TOWN OF HARTFORD COUNTY
TOWN OF GLASTONBURY
TOWN OF MIDDLETOWN
TOWN OF EAST HAMPTON
MESHOMASIC STATE FOREST
Gildersleeve
N
PORTLAND
CONNECTICUT
PREPARED BY THE
CONNECTICUT DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE
1000 0 1000 2000 3000 FEET
METRIC SCALE
300m 0 300m 600m 900m
ACCEPTED AS OF DEC. 31, 2016
This map, developed for internal ConnDOT use, is a cartographic rendering of DOT roadway records. It should not be referenced or incorporated in any manner in any legal document or proceedings.

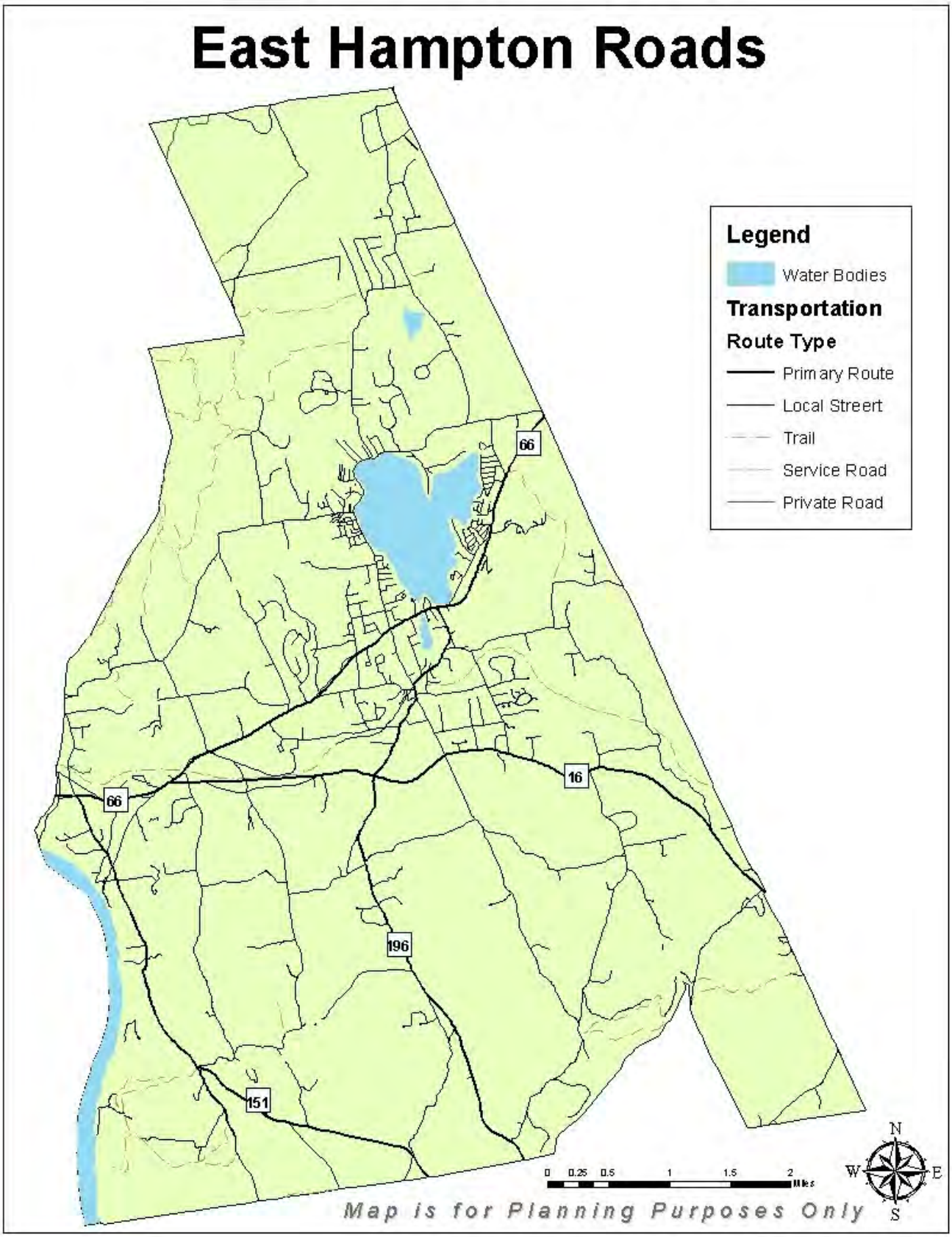
Vehicular Transportation

Portland, CT




FUNCTIONAL CLASSIFICATION LEGEND
URBANIZED AREA
Principal Arterial
- Interstate
- Other Expwy
- Other
Minor Arterial
Collector
Local
RURAL AREA
Principal Arterial
- Interstate
- Other Expwy
- Other
Minor Arterial
Major Collector
Minor Collector
Local
UPDATED: 7/12/2017
East Hampton
Cobalt
Middle Haddam
HURD STATE PARK
POCOTOPAUG LAKE
TOWN OF HARTFORD
TOWN OF GLASTONBURY
TOWN OF MARLBOROUGH
TOWN OF EAST HADDAM
TOWN OF COLCHESTER
TOWN OF EAST HAMPTON
N
This map, developed for internal ConnDOT use, is a cartographic rendering of DOT roadway records. It should not be referenced or incorporated in any manner in any legal document or proceedings.
EAST HAMPTON
CONNECTICUT
PREPARED BY THE
CONNECTICUT DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE
1000 0 1000 2000 3000 FEET
METRIC SCALE
300m 0 300m 600m 900m
ACCEPTED AS OF DEC. 31, 2016


Transportation Plan
Town of East Hampton, CT
Legend
Arterial
Collector
Local
Potential Road Connections
Existing Scenic Road
Proposed Scenic Road
Sidewalk Priority Area
Park and Ride
Water
GLASTONBURY
PORTLAND
MARLBOROUGH
COLCHESTER
EAST HADDAM
HADDAM
MIDDLETOWN
Lake Pocotopaug
66
196
16
151
Data Sources:
Town of East Hampton
CT DEP
CT DOT
5,000
Feet
This map is for planning purposes only.


East Hampton Roads
Legend
Water Bodies
Transportation
Route Type
Primary Route
Local Streert
Trail
Service Road
Private Road
66
66
16
196
151
0 0.25 0.5 1 1.5 2 Miles
N
W
E
S
Map is for Planning Purposes Only

APPENDIX G

Existing Study Area Intersection
Traffic Control Signal Plans

NONE	PRE-EMPT 1			PRE-EMPT 2	MOVEMENT DIAGRAM			
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8

FACE #		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
	1	Y	← G	↓Y G	G	G	Y	R	R	R	R	R	R	R												
	2	Y	G	G	G	G	Y	R	R	R	R	R	R	R												
	3	Y	R	R	R	G	Y	R	R	R	R	R	R	R												
	4	R	R	R	R	R	R	R	R	R	R	G	Y	R												
	5	R	R	R	R	R	R	R	R	R	R	← G	Y	R												
	6	R	R	R	R	R	R	R	R	R	R	← G	Y	R												
	P	OFF	←			DW		→	WØ	←		DW		→												
							← YIELD PT.																			

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	4	15		10				
WALK			7					
PED CLR			17					
VEH EXT				3.0				
MAX 1	4	30		42				
MAX 2	4	15		32				
YELLOW	3	4	0.1	4				
RED	1.0	1	0	2				
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	MAX. RECALL	MAX RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	OFF
INI START		THIS PHASE						

AUDIBLE PEDESTRIAN SIGNAL

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D4A	1.8 m X 3.6 m	3	PRESENCE
D4B	1.8 m X 3.6 m	3	PRESENCE
D4C	1.8 m X 1.8 m	3	PRESENCE
D4D	1.8 m X 1.8 m	3	PRESENCE

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	0001-0500	DAILY
MAX. 1	0600-1800	DAILY
MAX. 2	ALL OTHER TIMES	
PATTERN 1	0600-1800	DAILY
PATTERN 2	ALL OTHER TIMES	
PATTERN 3	FUTURE	
FREE	2200-0001	DAILY

COORDINATION TYPE- TIME CLOCK TBC (3 CYCLE)

CYCLE	PHASE SPLITS SEC / %								OFFSET SEC	OFFSET %
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8		
80"									1	
70"									1	

PERMIS PERIOD Ø	SEC

SYSTEM LOC
MASTER
112-207
112-212
112-204

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

PHASE 2 ON TO OMIT PHASE 1.

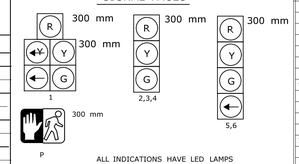
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

SIGNAL MAY DOUBLE CYCLE IF PED. PHASE IS CALLED.

ENERGY BY- STATE	METER # -	INTERSECTION #112-207	
MAINT LEVEL 2	SERVICE POLE- CL&P 526	FL. SIGN 112-213	

UNMETERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	3
ALT. RED	PARENT	2
ALT. PED. CLR.	17	17
HOLD GREEN	15	15
HOLD YELLOW	4	4
HOLD RED	2	2
HOLD PHASE	1	4
EXIT PHASE	2	1
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION # 10
STC #112-9910-03 SM #
SIGNAL REVISED: 2-15-00
INSTALLED ALL NEW TRAFFIC SIGNAL EQUIPMENT
UNDER PROJECT 112-104.
AS BUILT PLAN DRAWN 5/01

REVISION # 11
JOB # 112-09 SM # 86054
TRAFFIC DESIGN : MWL ELECT DESIGN : N/A
SIGNAL REVISED 11/14/00
ADDED FREE OPERATION, REVISED PHASE 1 TIMES

REVISION #12
STC #N/A SM #N/A
TRAFFIC DESIGN : SIGNAL LAB ELECT DESIGN : N/A
SIGNAL REVISED 10/20/09
REVISED PROGRAM TIMES FOR AUD PED BUZZER FROM 0600-1900 TO ALL TIMES.

REVISION #13
JOB # 112-000053 SM #N/A
TRAFFIC DESIGN : SDE ELECT. DESIGN: N/A
SIGNAL REVISED 11/4/10
RELOCATED PED PUSH BUTTON ON WEST SIDE OF RTE, 17A FROM STREET SIDE TO SIDEWALK SIDE.

REVISION #14
JOB # 112-000061 SM #N/A
TRAFFIC DESIGN : SIGNAL LAB ELECT. DESIGN: N/A
SIGNAL REVISED: 5-30-13
INCREASED PHASE 4 VEH. EXT. TO 3.0" FROM 1.5".

REVISION #15
TIR #N/A SM #N/A
TRAFFIC DES :RJP ELECT DES :MMS
SIGNAL REVISED :11/05/2015
REPLACED EXISTING "SIGNAL AHEAD" SIGN WITH 41-0833 AND INSTALLED 12" LED FLASHERS UNDER PROJECT 170-3254.

LEGEND

R RED
Y YELLOW
G GREEN
RED ARROW
YELLOW ARROW
GREEN ARROW
WØ WALK/ FL. D.W.
D.W. DON'T WALK
FL. FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED (R,M,C,) RIGID METAL CONDUIT
EXISTING (R,M,C,) RIGID METAL CONDUIT
CABLE CLOSURE DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
AUDIBLE PEDESTRIAN SIGNAL

DIVISION OF TRAFFIC ENGINEERING CADD

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF PORTLAND
ROUTES 66 & 17 (MARLBOROUGH ST. & MAIN ST.)
AT ROUTE 17A (MAIN ST.)

REV # 10	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	JAF	11/97	PSF	12/97
DRAFTER	JAF	11/97	GMF	12/97
CHECKED BY	JTW	11/97	MRM	12/97
SUBMITTED BY	JTW	3/98	MJG	3-6-98
APPROVED BY	J. CAREY		J. VIVARI	
DATE	3-6-98		3-9-98	

ORIGINAL SIGNED

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

(B) REPLACE EXISTING PEDESTAL AND FOUNDATION WITH A NEW PEDESTAL AND SIGNAL INDICATIONS AS SHOWN ON THE PLAN.

REPLACE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE OR FOUNDATION.

INSTALL LOOP DETECTORS AS SHOWN, 2.4 m APART.

SEGMENTED LOOPS TO BE SPLICED IN SERIES.

INSTALL NEW 8 PHASE CONTROLLER ON TYPE IV FOUNDATION.

RELOCATE EXISTING TIME CLOCK TO NEW CONTROLLER CABINET.

CABINET DOOR TO OPEN FIELD SIDE.

(C) INSTALL SPAN POLE AND CONTROLLER FOUNDATION ADJACENT TO BACK EDGE OF WALK AS SHOWN.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.

TWO WEEKS PRIOR TO INSTALLATION CONTACT CL&P REPRESENTATIVE BILL BUONGIORNO AT (203) 245-5364 AND SNET REPRESENTATIVE JERRY COUTURE AT (860) 725-4503.

TRAFFIC SIGNAL CABLE CLOSURE SHALL BE INSTALLED ON THE SPAN + 1.5 m FROM THE CURBLINE.

INSTALL AUXILIARY EQUIPMENT CABINET ON LEFT SIDE OF CONTROLLER CABINET. INSTALL PRE-EMPTION EQUIPMENT IN AUXILIARY CABINET.

PRE-EMPTION IS TO OPERATE THROUGH THE INTERNAL PRE-EMPTION OF THE SIGNAL CONTROLLER.

CONTRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.

OPTICAL DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

CONSTRUCTION NOTES FOR SHEET NO. 44B

ADD EXCLUSIVE PEDESTRIAN PHASE 3.

REMOVE 1300mm PEDESTAL ON WEST SIDE OF RTE. 17A AND INSTALL NEW 2400mm PEDESTAL WITH PED. PUSH BUTTON, SIGN AND 1 WAY PEDESTRIAN SIGNAL ON THE EXISTING FOUNDATION.

REPLACE THE 1WAY, 3 SECTION TRAFFIC SIGNAL, PED. PUSH BUTTON AND SIGN ON N.E. CORNER WITH A NEW 1 WAY PEDESTRIAN SIGNAL, PUSH BUTTON AND SIGN.

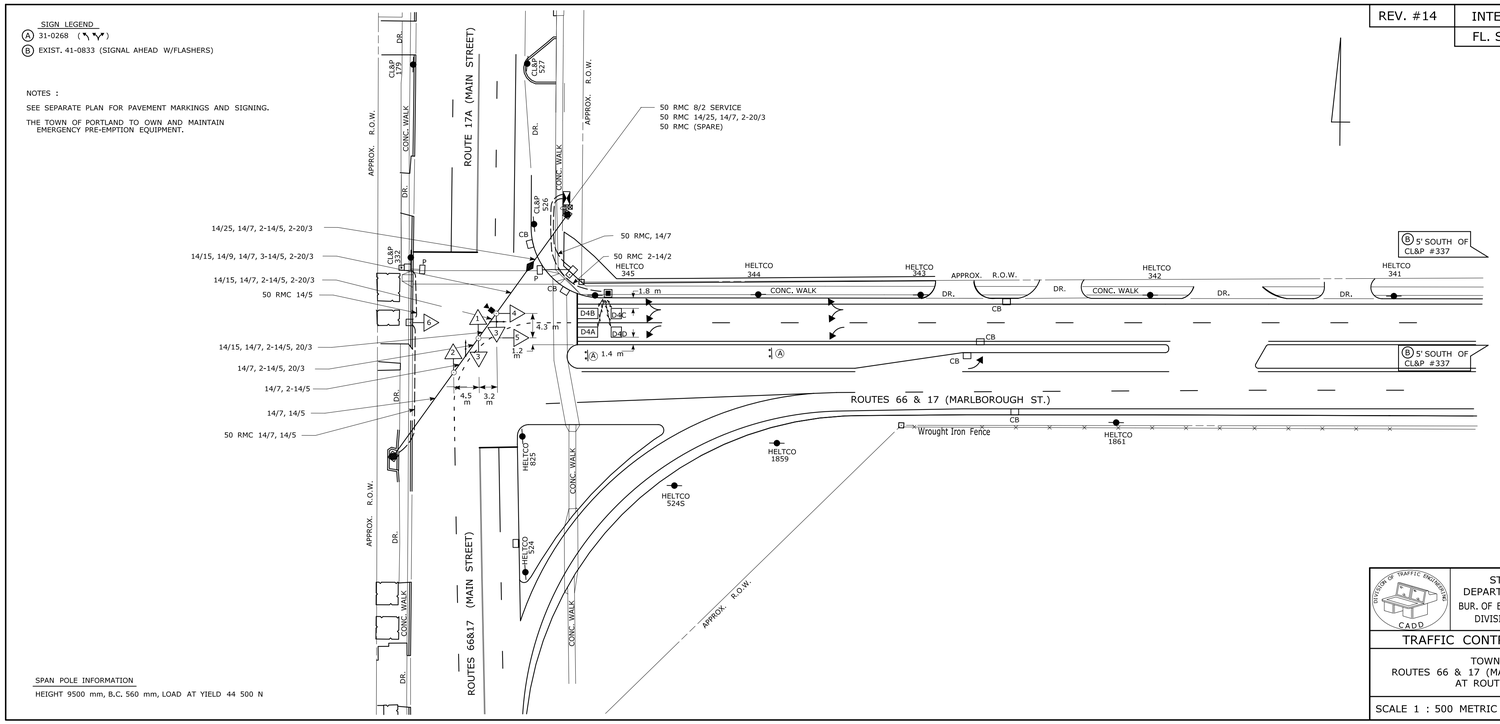
INSTALL A NEW AUDIBLE PEDESTRIAN SIGNAL ON THE SPAN AND 14/5 CABLE FROM THE CONTROLLER TO THE AUDIBLE PED. SIGNAL AS SHOWN.

REVISE TIMINGS AND PROGRAM AS INDICATED.

INSTALL CROSSWALKS ON EAST SIDE AS SHOWN ON THE PLAN.

SIGN LEGEND
(A) 31-0268 (↖↑↗)
(B) EXIST. 41-0833 (SIGNAL AHEAD W/FLASHERS)

NOTES :
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNING.
THE TOWN OF PORTLAND TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.



SPAN POLE INFORMATION
HEIGHT 9500 mm, B.C. 560 mm, LOAD AT YIELD 44 500 N

REV. #14	INTERSECTION #112-207
	FL. SIGN 112-213

DIVISION OF TRAFFIC ENGINEERING CADD

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF PORTLAND
ROUTES 66 & 17 (MARLBOROUGH ST. & MAIN ST.)
AT ROUTE 17A (MAIN ST.)

SCALE 1 : 500 METRIC ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

REV. #14 INTERSECTION #112-207

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

REVISIONS

NO.	DATE	INIT.	DESCRIPTION
A	12/98	SJN	RELOCATED CONTROLLER AND
			SPAN POLE ADJACENT TO BACK
			EDGE OF WALK ON NE CORNER.
B	10/99	BBR	ADDED EXCLUSIVE PED PHASE.

TRAFFIC CONTROL SIGNAL

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	PORTLAND	NH-22 (140)	112-104	1998	66&17	44B

NONE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT DIAGRAM		PRE-EMPTION 1						

NTOR		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	◄ R	◄Y R	R	G	Y	R	R	R	R				R	R	R									
	2	Y	◄ R	◄Y R	R	G	Y	R	R	R	R				R	R	R									
	3	Y	R	R	R	G	Y	R	R	R	R				R	R	R									
	4	Y	R	R	R	G	Y	R	R	R	R				R	R	R									
	5	Y	R	R	R	G	Y	R	R	R	R				R	R	R									
	6	Y	R	R	R	G	Y	R	R	R	R				R	R	R									
	7	R	R	R	R	R	R	R	R	R	R				G	Y	R									
	8	R	R	R	R	R	R	R	R	R	R				G	Y	R									
	P	OFF	◄ DW ►						WØ	DW	DW				◄ DW ►											
						◄YIELD POINT																				
INTERVALS	MIN GRN		3			20									9											
	WALK								7	AUDIBLE PEDESTRIAN SIGNAL																
	PED CLR								17																	
	VEH EXT		1.5			5									1.5											
	MAX 1		6			35									20											
	MAX 2		6			35									20											
	YELLOW			3			4.3			0.1						3.2										
	RED				0.5			1.7			0						1.5									
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			NON-LOCK			MIN RECALL			NON-LOCK			OFF			NON-LOCK			OFF			OFF			OFF		
INI START						THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	1.8 m x 3.7 m	3	PRESENCE
D2	1.8 m x 1.8 m	4	PRESENCE
D2A	1.8 m x 1.8 m	4	PRESENCE
D2B	1.8 m x 1.8 m	4	PRESENCE
D2C	1.8 m x 1.8 m	4	PRESENCE
D1A	1.8 m x 2.4 m	3	PRESENCE
D5	3.0 m x 1.8 m	3	PRESENCE
D5A	3.6 m x 1.8 m	3	PRESENCE
D6	3.6 m x 1.8 m	3	PRESENCE
D6A	4.8 m x 1.8 m	3	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2300-0500	DAILY
CYCLE 1	ALL OTHER TIMES	
CYCLE 2	0600-0900	M-F
CYCLE 3	1500-1900	M-F
MAX 1	ALL OTHER TIMES	
MAX 2	0600-0900 1500-1900	M-F
FREE	FUTURE	

COORDINATION TYPE-TIME CLOCK / T.B.C.(3 CYCLE)

CYCLE	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	OFFSET SEC	%	PERMIS PERIOD Ø	SEC
65"									1			3
80"									1			3
80"									1			3

SYSTEM LOC
MASTER
112-210
112-214
112-209

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 2 DETECTORS TO BE INOPERATIVE DURING COORDINATION.
PHASE 2 ON TO OMIT PHASE 1.

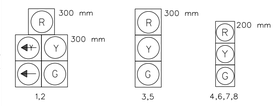
SIGNAL MAY DOUBLE CYCLE IF PED. PHASE IS CALLED.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

ENERGY BY- TOWN | METER # -
MAINT. LEVEL 2 | SERVICE POLE-HELT 324

INTERSECTION # 112-210

UNMETERED SERVICE

SIGNAL FACES



FACES 6 & 7 HAVE TUNNEL VISORS & LOUVERS.
ALL INDICATIONS HAVE LED LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	17
HOLD GREEN	15
HOLD YELLOW	4.3
HOLD RED	1.7
HOLD PHASE	2
EXIT PHASE	5
EXIT CALL	NONE

OFFICE RECORD

REVISION #
JOB # N/A SM# N/A
TRAFFIC DES: N/A ELECT. DES: N/A
SIGNAL REVISED:
INSTALLED DRIVEWAYS, SIDEWALK AND RAMPS AT THE NW CORNER OF ROUTE 17 & 66 AT HIGH STREET.

LEGEND

R RED
Y YELLOW
G GREEN
RED ARROW
YELLOW ARROW
GREEN ARROW
WØ WALK/ FL. D.W.
D.W. DON'T WALK
FL. FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED (R.M.C.) RIGID METAL CONDUIT
EXISTING (R.M.C.) RIGID METAL CONDUIT
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
AUDIBLE PEDESTRIAN SIGNAL

DIVISION OF TRAFFIC ENGINEERING CADD

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

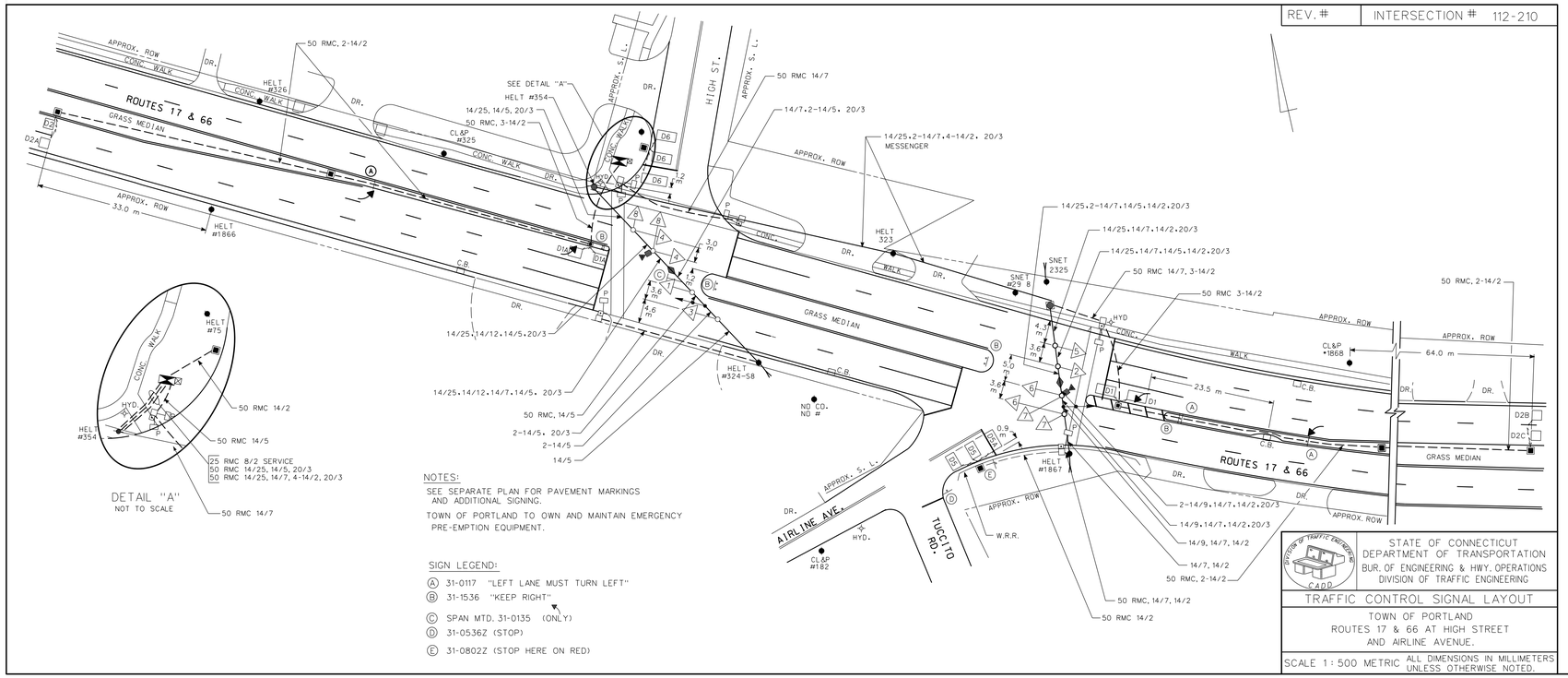
TRAFFIC CONTROL SIGNAL

TOWN OF PORTLAND
ROUTES 17 & 66 AT HIGH STREET
AND AIRLINE AVENUE.

REV #	TRAFFIC	ELECTRICAL
	DATE	DATE
ENGINEER		
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

VHB Vanasse Hangen Brustlin, Inc
54 Tuttle Place
Middletown, CT 06457-1847

REV. # | INTERSECTION # 112-210



NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

TOWN OF PORTLAND TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.

SIGN LEGEND:

Ⓐ 31-0117 "LEFT LANE MUST TURN LEFT"
Ⓑ 31-1536 "KEEP RIGHT"
Ⓒ SPAN MTD. 31-0135 (ONLY)
Ⓓ 31-0536Z (STOP)
Ⓔ 31-0802Z (STOP HERE ON RED)

DIVISION OF TRAFFIC ENGINEERING CADD

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF PORTLAND
ROUTES 17 & 66 AT HIGH STREET
AND AIRLINE AVENUE.

SCALE 1:500 METRIC ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

REV. # 8 | INTERSECTION # 112-210

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	PORTLAND	NH-22(140)	112-104	1998	17 & 66	46A

NONE	PRE-EMPTION 1	PRE-EMPTION 2						
	MOVEMENT DIAGRAM							

NTOR		FLASH	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
FACE #	1	Y	◄G	◄Y G	G	G	Y	R				R	R	R												
	2	Y	G	G	G	G	Y	R				R	R	R												
	3	Y	R	R	R	G	Y	R				R	R	R												
	4	R	R	R	R	R	R	R				G	Y	R												
	5	R	R	R	R	R	R	R				G	Y	R												
						◄ YIELD PT																				
INTERVALS	MIN GRN		5			15						9														
	WALK											15														
	PED CLR											1														
	VEH EXT		1									1.5														
	MAX 1		7			41						16														
	MAX 2		12			41						20														
	YELLOW			3			4.3						3.0													
	RED				1			0.7						1.9												
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			NON-LOCK			MAX RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF		
INI START						THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	1.8 m x 1.8 m	3	PRESENCE
D4A	3.6 m x 1.8 m	3	4" DELAY
D4B	2.4 m x 1.8 m	3	4" DELAY
D4C	1.8 m x 1.8 m	3	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2300-0500	DAILY
MAX. 1	ALL OTHER TIMES	M-F
MAX. 2	0600-0900	
	1500-1900	
CYCLE 1	ALL OTHER TIMES	M-F
CYCLE 2	0600-0900	M-F
CYCLE 3	1500-1900	M-F
FREE	FUTURE	

COORDINATION TYPE- TIME CLOCK/TBC (3 CYCLE)

CYCLE	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	OFFSET SEC	%	PERMIS PERIOD Ø	SEC
CYCLE 1	65								45			3
CYCLE 2	80								56			3
CYCLE 3	80								44			3

SYSTEM LOC.	
MASTER	
112-210	
112-214	
112-209	

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

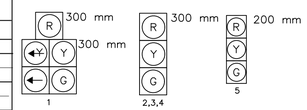
PHASE 2 ON TO OMIT PHASE 1

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

ENERGY BY- DEVELOPER	METER # -	INTERSECTION # 112-214
MAINT LEVEL 5	SERVICE POLE- CL&P 1873	

UNMETERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.
FACES 1, 2 AND 3 HAVE BACK PLATES.
FACE 5 HAS TUNNEL VISORS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	0	0
HOLD GREEN	15	15
HOLD YELLOW	3	4.3
HOLD RED	1	0.7
HOLD PHASE	1	2
EXIT PHASE	2	4
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION # 6
STC # 112-9901-04 SM # N/A
SIGNAL REVISED 2-15-00.
INSTALLED ALL NEW SIGNAL EQUIPMENT AND PROVIDED EMERGENCY PRE-EMPTION UNDER PROJECT 112-104.
AS-BUILT PLAN DRAWN 4-01.

REVISION #6a
SIGNAL REVISED :12/5/00
INSTALLED LED LAMPS BY STATE FORCES.

REVISION # 7
JOB # 112-12 SM # 85386
TRAFFIC DES: PIO ELECT. DES: N/A
SIGNAL REVISED: 8-8-01
REVISED HOURS OF FLASHING OPERATION AND TIMINGS.

LEGEND

R RED
Y YELLOW
G GREEN
RED ARROW
YELLOW ARROW
GREEN ARROW
WD WALK/ FL. D.W.
D.W. DON'T WALK
FL. FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
EXISTING COMBINATION STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED (R.M.C.) RIGID METAL CONDUIT
EXISTING (R.M.C.) RIGID METAL CONDUIT
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
AUDIBLE PEDESTRIAN SIGNAL
EXISTING LUMINARE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF PORTLAND
ROUTES 17 & 66 (MARLBOROUGH ST.) AT
AT PORTLAND SHOPPING PLAZA

REV # 6	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER	JAF	11/97	PSF	12/97
DRAFTER	JAF	11/97	GMF	1/98
CHECKED BY	JTW	11/97	MRM	12/97
SUBMITTED BY	SJN	3/98	MJG	3-6-98
APPROVED BY	J. CAREY		J. VIVARI	
DATE	3-6-98		3-9-98	

ORIGINAL SIGNED

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

INSTALL HANDHOLES APPROX. 0.3 m BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

LOOP DETECTORS TO BE CENTERED IN LANE AND 2.4 m APPART UNLESS OTHERWISE SPECIFIED.

SEGMENTED LOOPS TO BE SPLICED IN SERIES.

INSTALL NEW 8 PHASE CONTROLLER ON A TYPE IV FOUNDATION.

CABINET DOOR TO OPEN FIELD SIDE.

INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON TYPICAL INSTALLATION DETAIL SHEET.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.

(D) INSTALL COMBINATION STEEL SPAN POLE FOUNDATION ADJACENT TO AND WEST OF HELTCO 1873 AS SHOWN. HELTCO 1873 TO BE REMOVED WHEN NEW TRAFFIC SIGNALS ARE PLACED INTO OPERATION. CL&P TO RELOCATE EXISTING LUMINAIRE TO NEW COMBINATION STEEL SPAN POLE.

TWO WEEKS PRIOR TO INSTALLATION CONTACT CL&P
REPRESENTATIVE ED ROBINSON AT (860) 638-2262 AND SNET
REPRESENTATIVE MATT LAPREAY AT (860) 725-1520.

TRAFFIC SIGNAL CABLE CLOSURE SHALL BE INSTALLED ON THE SPAN + 1.5 m FROM THE CURBLINE.

(F) INSTALL 2400 mm PEDESTAL WITH OPTICAL DETECTOR AS SHOWN.

INSTALL AUXILIARY EQUIPMENT CABINET ON LEFT SIDE OF CONTROLLER CABINET. INSTALL PRE-EMPTION EQUIPMENT IN AUXILIARY CABINET.

PRE-EMPTION IS TO OPERATE THROUGH THE INTERNAL PRE-EMPTION OF THE SIGNAL CONTROLLER.

THE CONTRACTOR IS TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.

OPTICAL DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.

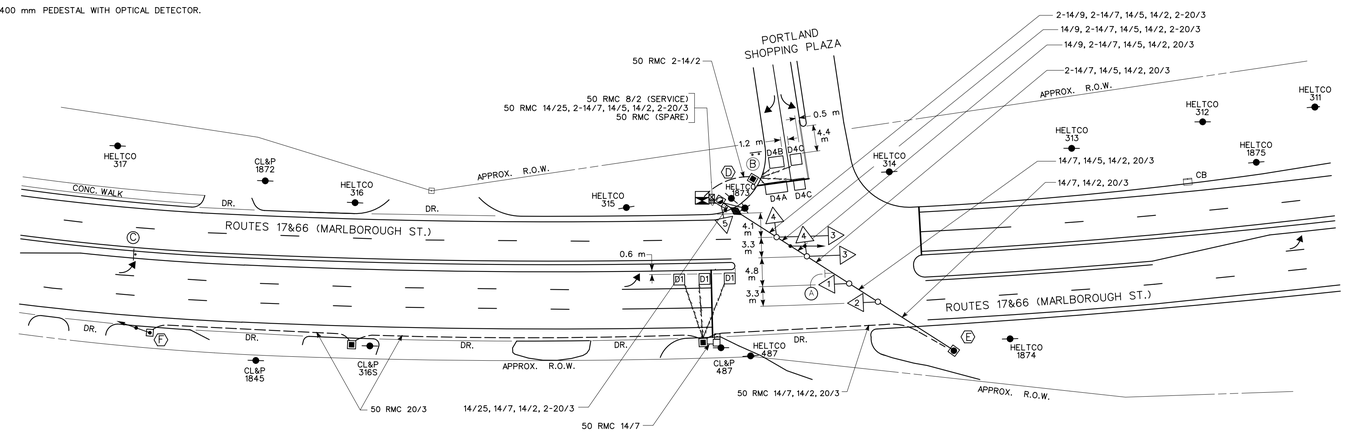
REV. # 7 | INTERSECTION # 112-214

SIGN LEGEND

(A) SPAN MTD. 31-0135 (ONLY)
(B) 31-0290Z (ONLY | ONLY)
(C) 31-0117 (LEFT LANE MUST TURN LEFT)

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNING.
EMERGENCY PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF PORTLAND.
(F) 2400 mm PEDESTAL WITH OPTICAL DETECTOR.



COMBINATION SPAN POLE INFORMATION

	SHAFT		LOAD AT YIELD	BRACKET		
	LENGTH	B.C.	FORCE (N)	LENGTH	TYPE	MOUNTING HEIGHT
(D)	9500 mm	560 mm	44 500	3000 mm	SINGLE	9400 mm

SPAN POLE INFORMATION

(E) HEIGHT 9500 mm, B.C. 510 mm, LOAD AT YIELD 44 500 (N)

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF PORTLAND
ROUTES 17&66 (MARLBOROUGH ST.) AT PORTLAND
SHOPPING PLAZA

SCALE 1:500 METRIC ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

REV. # 6 | INTERSECTION # 112-214

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	PORTLAND	NH-22(140)	112-104	1998	66&17	

NONE	PRE-EMPT. 1	PRE-EMPT. 2	MOVEMENT DIAGRAM	PRE-EMPT. 2	PRE-EMPT. 1				
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	◄R	◄Y	R	R	R	R				R	R	R	R	R	R	G	Y	R						
2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R						
3	Y	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
4	Y	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
5	R	R	R	R	G	Y	R				R	R	R	◄R	◄Y	R	R	R	R						
6	R	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R						
#					◄YIELD POINT												◄YIELD POINT								

INTERVALS																									
MIN GRN	3				15						6			3			15								
WALK											17														
PED CLR											1														
VEH EXT	1.5				5						1.5			1.5			5								
MAX 1	12				31						20			12			31								
MAX 2	12				51						20			12			51								
YELLOW		3.0				4.3						3.2			3.0			4.3							
RED			1.0				2.0						2.0			1.0			2.0						
ADD INI																									
MAX INT																									
TBR																									
TTR																									
MIN GAP																									
MODE	NON-LOCK			MIN. RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			OFF			OFF		
INI START				THIS PHASE												THIS PHASE									

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	1.8 m X 3.6 m	3	PRESENCE
D2	1.8 m X 1.8 m	4	PRESENCE
D2A	1.8 m X 1.8 m	4	PRESENCE
D4	3.0 m X 1.8 m	3	PRESENCE
D4A	1.8 m X 1.8 m	3	PRESENCE
D4B	3.0 m X 1.8 m	3	PRESENCE
D5	1.8 m X 1.8 m	4	PRESENCE
D6	1.8 m X 1.8 m	4	PRESENCE
D6A	1.8 m X 1.8 m	4	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	2300-0500	DAILY
MAX. 1	ALL OTHER TIMES	
CYCLE 1		
MAX. 2	0600-0900 1500-1900	M-F
CYCLE 2	0600-0900	M-F
CYCLE 3	1500-1900	M-F
FREE	FUTURE	

COORDINATION TYPE- TIME CLOCK / T.B.C.

CYCLE	PHASE SPLITS %/SEC Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	OFFSET SEC	%	Ø	PERMIS PERIOD SEC
65"									37			3
80"									48			3
									52			3

SYSTEM LOC. MASTER
112-210
112-214
112-209

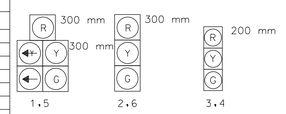
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 2 DETECTORS TO BE INOPERATIVE DURING COORDINATION.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
PHASE 4 CAN NOT BE SKIPPED (USING PHASE 4 DON'T SKIP FEATURE).
PHASES 1& 5 TO DRIVE FACES 1& 5 ◄Y AND ◄— ONLY.
PHASES 2 & 6 TO DRIVE FACES 1& 5 R, Y, G.

ENERGY BY- TOWN	METER # - N/A	INTERSECTION # 112-209
MAINT LEVEL 5	SERVICE POLE- HELT 309	

UNMETERED SERVICE

SIGNAL FACES



FACES # 2, 4 & 5 HAVE TUNNEL VISORS.
ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	0	0
HOLD GREEN	15	15
HOLD YELLOW	3	4.3
HOLD RED	1	0.5
HOLD PHASE	1&6	2&5
EXIT PHASE	2&6	2&6
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION # 4

JOB # N/A SM # N/A
SIGNAL REVISED 2-15-00
ADDED EMERGENCY PRE-EMPTION, REPLACED LOOP DETECTORS ON RTES. 17 & 66, ADDED FULL ACTUATED, OPERATION AND REVISED TIMINGS UNDER PROJ. 112-104.

REVISION # 5 R.S.T.

JOB # 112 - 12 SM # 85386
TRAFFIC DESIGN: PIO ELECT. DESIGN: N/A
SIGNAL REVISED: 8-8-01
REVISED HOURS OF FLASHING OPERATION AND TIMINGS.

REVISION # 6

JOB # 112 - 10 SM # 86330
TRAFFIC & ELECT DESIGN: BARKAN AND MESS ASSOC.
SIGNAL REVISED: 4-4-02
REALIGN GRANDVIEW TERRACE, RELOCATE SPAN POLE ON N.E. CORNER.

REVISION # 7

JOB # 112-26 SM # N/A
TRAFFIC DES: TNL ELECT. DES: N/A
SIGNAL REVISED: 8-23-04
PERMIT PHASE 1 TO FOLLOW PHASE 2

REVISION # 8

JOB # N/A SM # N/A
TRAFFIC DES: TNL ELECT. DES: LAB
SIGNAL REVISED: 9-3-04
ADD PHASE 4 CAN NOT BE SKIPPED AND REVISE PHASE 4 MINIMUM TO 6" FROM 9"

REVISION # 9

STC # N/A SM # 89222
TRAFFIC DESIGN: TNL ELECT. DESIGN: RJC
SIGNAL REVISED: 9-15-08
REVISED PHASING TO PROVIDE ACTUATED LEFT TURN PHASE FOR ROUTE 66 EASTBOUND.

LEGEND

- R RED
- Y YELLOW
- G GREEN
- ◄R RED ARROW
- ◄Y YELLOW ARROW
- ◄— GREEN ARROW
- WD WALK/ FL. D.W.
- D.W. DON'T WALK
- FL. FLASHING
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SD SYSTEM DETECTOR
- OPTICAL DETECTOR
- EXISTING AUXILIARY EQUIPMENT CABINET
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED (R.M.C.) RIGID METAL CONDUIT
- EXISTING (R.M.C.) RIGID METAL CONDUIT
- CABLE CLOSURE DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- AUDIBLE PEDESTRIAN SIGNAL
- EXISTING COMBINATION STEEL SPAN POLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF PORTLAND
ROUTES 17 & 66 AT GRANDVIEW TERRACE
AND GROVE STREET

REV #4	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	JAF	2/98	PSF	2/98
DRAFTER	MJC	2/98	MJC	2/98
CHECKED BY	JTW	2/98	MRM	2/98
SUBMITTED BY	SJN	3/98	MJG	3-9-98
APPROVED BY	J. CAREY		J. VIVARI	
DATE	3-9-98		3-10-98	

ORIGINAL SIGNED

CONSTRUCTION NOTES - REV #9

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING, EXCEPT AS NOTED.

INSTALL NEW LOOP DETECTORS D5 CENTERED IN LANE AND 2.4 m APART AS SHOWN ON PLAN. INSTALL 14/2 CABLE FROM THE CONTROLLER TO THE EXISTING HANDHOLE ON THE S.W. CORNER OF THE INTERSECTION.

INSTALL NEW LOOP AMPLIFIER IN CABINET FOR THE NEW D5 LOOPS.

REPLACE EXISTING 3-SECTION SIGNAL HEAD #4 WITH A DOGHOUSE TYPE SIGNAL HEAD AND RE-NUMBER AS SIGNAL HEAD #5.

INSTALL NEW 14/12 CABLE FROM THE CABLE CLOSURE TO THE NEW 2-WAY SIGNAL HEAD ARRANGEMENT 5 & 4. REMOVE THE EXISTING 14/9 CABLE THAT WAS FOR THE EXISTING SIGNAL HEAD ARRANGEMENT AT THIS SPAN LOCATION.

RE-NUMBER SIGNAL HEADS AS FOLLOWS:
EXISTING SIGNAL HEADS #6 ARE NOW #3;
EXISTING SIGNAL HEAD #2 IS NOW #6;
EXISTING SIGNAL HEADS #5 ARE NOW #4;
EXISTING SIGNAL HEAD #3 IS NOW #2.

SUPPLY NEW WIRING DIAGRAMS IN CABINET FOR THIS REVISION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER AND INTERCONNECT, STEEL POLES, AND WOOD POLES

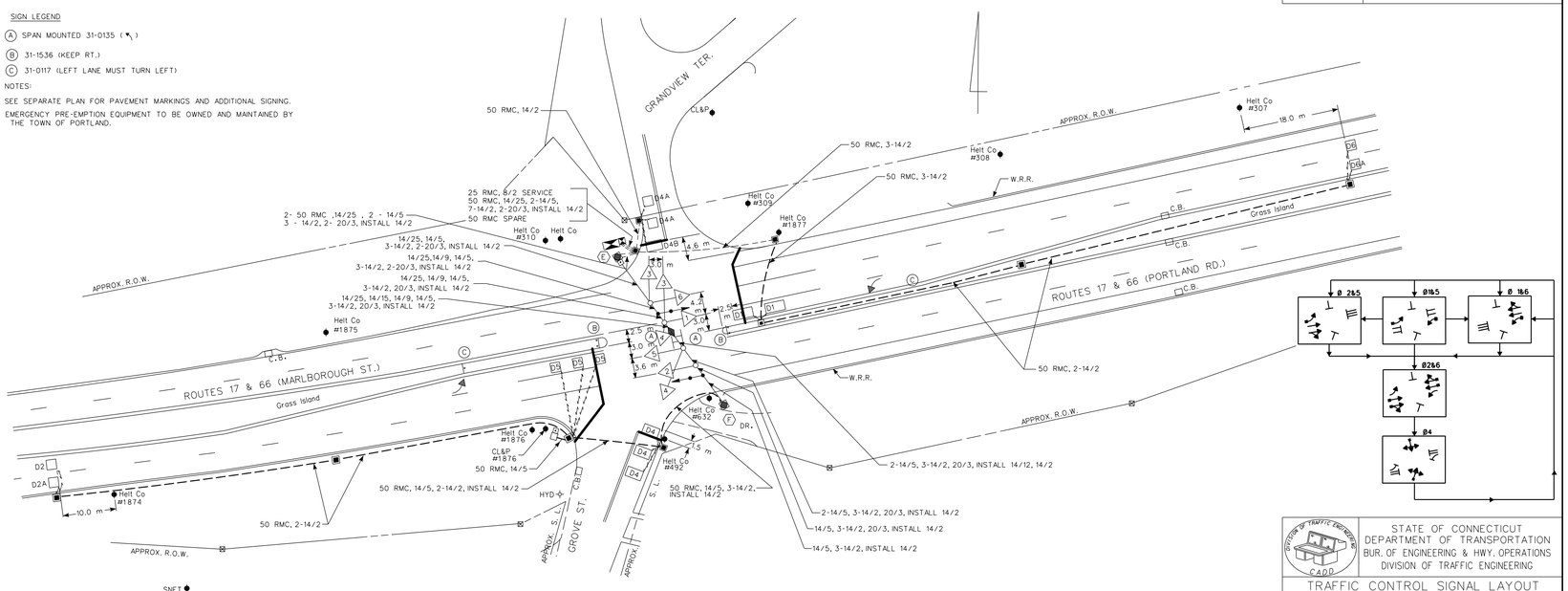
REV. #9	INTERSECTION # 112-209

SIGN LEGEND

(A) SPAN MOUNTED 31-0135 (↖)
(B) 31-1536 (KEEP RT.)
(C) 31-0117 (LEFT LANE MUST TURN LEFT)

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.
EMERGENCY PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF PORTLAND.



SPAN POLE INFORMATION

(E) HEIGHT 8500 mm, B.C. 510 mm, LOAD AT YIELD 27 150 N
(F) HEIGHT 9000 mm, B.C. 510 mm, LOAD AT YIELD 34 710 N (3.7 m BRACKET)

File Name: P:\projects\filemgt\REVISED\TR_tcs_1120209009.dgn
Date Plotted: 11-9-06

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

TOWN OF PORTLAND
ROUTES 17 & 66 AT GRANDVIEW TERRACE
AND GROVE STREET

SCALE 1:500 METRIC — ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

REV. # 9 | INTERSECTION # 112-209

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

REVISED 10/20/00

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	PORTLAND					

NONE	PRE-EMPT 1	PRE-EMPT 2		PRE-EMPT 3	MOVEMENT DIAGRAM					
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8		

FACE #	FLASH	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
1	R	◄	◄H	R	R	R	R	R	R	R	R	R	R												
2	Y	G	G	G	G	G	G	G	Y	R	R	R	R												
3	Y	R	R	R	G	G (2)	G (3)	G	Y	R	R	R	R												
4	R	R	R	R	R	R	R	R	R	R	G	Y	R												
5	R	R	R	R	R	R	R	R	R	R	G	Y	R												
FL SIGN		◄ OFF			►			ON (1)			►														

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15	3	7				
WALK				24				
PED CLR				1				
VEH EXT	2	2.5		1.5				
MAX 1	13	26	3	15				
MAX 2	15	28	3	17				
YELLOW	3	4	4	3				
RED	2	2	2	2				
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	LOCK	MIN RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	OFF
INI START		THIS PHASE						

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	3.0 m x 1.8 m	3	PRESENCE
D2,A	1.8 m x 1.8 m	4	PRESENCE
D2B,C	1.8 m x 1.8 m	4	PRESENCE
D4	1.8 m x 1.8 m	3	PRESENCE
D4A	7.0 m x 1.8 m	3	8" DELAY
D4B	4.0 m x 1.8 m	3	8" DELAY
D4C	2.4 m x 1.8 m	3	8" DELAY
D6	1.8 m x 1.8 m	4	PRESENCE
D6A	1.8 m x 1.8 m	4	PRESENCE
D6B,C	1.8 m x 1.8 m	4	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	0100-0530	DAILY
MAX 1	ALL OTHER TIMES	
MAX 2	1500-1800	M-F

COORDINATION TYPE- NONE

CYCLE	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	OFFSET SEC	%

PERMIS PERIOD Ø	SEC

SYSTEM LOC: MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
(1) INTERNALLY ILLUMINATED SIGN TO BE FLASHING "STOP AHEAD"
(2) TO BE Y IF PHASE 1 IS NEXT.
(3) TO BE R IF PHASE 1 IS NEXT.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
FLASHING "STOP AHEAD" CLEARANCE, SIGN OFF DURING PHASE 1& 2 GREEN.
PHASE 2 ON TO OMIT PHASE 4.
Ø 4 CHECK TO CALL Ø 3 VEHICLE DETECTOR.
Ø 3 ON TO CALL Ø 4 VEHICLE DETECTOR.
SIGN CONTROLLED BY 1& 2 OVERLAP GREEN.

ENERGY BY- STATE | METER # - | INTERSECTION # 112-215
MAINT LEVEL 5 | SERVICE POLE- HELT 941

METERED SERVICE

SIGNAL FACES

300 mm (R, Y, G) — 2,3,4; 300 mm (R, ◄H, ◄) — 1; 200mm (R, Y, G) — 5

ALL INDICATIONS HAVE L.E.D. LAMPS.
FACES 1 HAS TUNNEL VISORS ON ALL LENSES AND 7" 5 VANE CUT-OFF LOUVERS ON RED LENS.
FACES 1,2,3 HAVE BACKPLATES.
FACE 5 HAS TUNNEL VISORS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	NO	NO	NO
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	0	0	0
HOLD GREEN	15	15	15
HOLD YELLOW	3	4	3
HOLD RED	2	2	2
HOLD PHASE	1	2	4
EXIT PHASE	2	3	1
EXIT CALL	NONE	1	NONE

OFFICE RECORD

REVISION # 5
STC # 112-9901-05 SM
SIGNAL REVISED: 2-15-00
INSTALLED ALL NEW TRAFFIC SIGNAL EQUIPMENT AND EMERGENCY PRE-EMPTION UNDER PROJECT 112-104. AS BUILT PLAN DRAWN 4-01.

REVISION # 6
STC # N/A SM# N/A
TRAFFIC DESIGN: SIGNAL LAB ELECT. DESIGN: SIGNAL LAB
SIGNAL REVISED: 6-13-05
REVISED TIMINGS.

REVISION #7
SIGNAL REVISED :12/4/00
INSTALLED LED LAMPS BY STATE FORCES.

LEGEND

R RED
Y YELLOW
G GREEN
◄H RED ARROW
◄H YELLOW ARROW
◄ GREEN ARROW
W WALK/ FL. D.W.
D.W. DON'T WALK
FL. FLASHING
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED (R.M.C.) RIGID METAL CONDUIT
EXISTING (R.M.C.) RIGID METAL CONDUIT
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
AUDIBLE PEDESTRIAN SIGNAL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

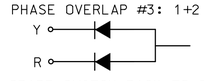
TOWN OF PORTLAND
ROUTE 66 (PORTLAND RD.)AT
ROUTE 17 (GOSPEL LA.)

REV # 5	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER	JAF	11/97	PSF	12/97
DRAFTER	JAF	11/97	GMF	1/98
CHECKED BY	JTW	11/97	MRM	12/97
SUBMITTED BY	SFN	11/97	MJG	3/9/98
APPROVED BY	JOHN CAREY		JOHN VIVARI	
DATE	3/6/98		3/9/98	

ORIGINAL SIGNED

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.
SPAN POLES AND SPAN WIRE ARE EXISTING AND ARE TO BE REUSED.
EXISTING SPAN POLES CANNOT BE DOUBLE LOADED WITHOUT PROPER GUYING.
STAKE ALL R.O.W. PRIOR TO EXCAVATION.
TEMPORARILY RELOCATE EXISTING CONTROLLER TO STEEL POLE TO FACILITATE FOUNDATION MODIFICATION AND UNTIL NEW CONTROLLER IS IN OPERATION.
(H) INSTALL NEW 8 PHASE CONTROLLER AND CABINET ON EXISTING FOUNDATION. CABINET DOOR TO OPEN STREET SIDE.
INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON TYPICAL INSTALLATION DETAIL SHEET.
(J) REPLACE EXISTING HANDHOLE. EXTEND EXISTING RMC INTO NEW HANDHOLE. ALL CABLE TO BE NEW.
(W) INSTALL 760 mm X 760 mm HANDHOLE. ALL OTHERS TYPE II.
INSTALL HANDHOLES APPROX. 0.3 m BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
INSTALL LOOP DETECTORS 0.9 m OFF EDGE OF ROAD AND 2.4 m APART UNLESS OTHERWISE SPECIFIED.
SEGMENTED LOOPS TO BE SPLICED IN SERIES.
REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT, STEEL POLES, AND WOOD POLES.
TWO WEEKS PRIOR TO INSTALLATION CONTACT CL&P REPRESENTATIVE ED ROBINSON AT (860) 638-2262 AND SNET REPRESENTATIVE MATT LAPREAY AT (860) 725-1520.
TRAFFIC SIGNAL CABLE CLOSURE SHALL BE INSTALLED ON THE SPAN + 1.5 m FROM THE CURBLINE.
INSTALL AUXILIARY EQUIPMENT CABINET ON SIDE OF CONTROLLER CABINET. INSTALL PRE-EMPTION EQUIPMENT IN AUXILIARY CABINET.
PRE-EMPTION IS TO OPERATE THROUGH THE INTERNAL PRE-EMPTION OF THE SIGNAL CONTROLLER.
THE CONTRACTOR IS TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT FROM THE TRAFFIC SIGNAL CONTROLLER.
OPTICAL DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR AND THE AUXILIARY EQUIPMENT CABINET.
CONTACT MR. JAMES NESCI AT 258-0346 FOR ANY SEQUENCE QUESTIONS.
PHASE OVERLAP #1: 1+2+3
PHASE OVERLAP #2: 2+3
PHASE OVERLAP #3: 1+2 (SIGN)



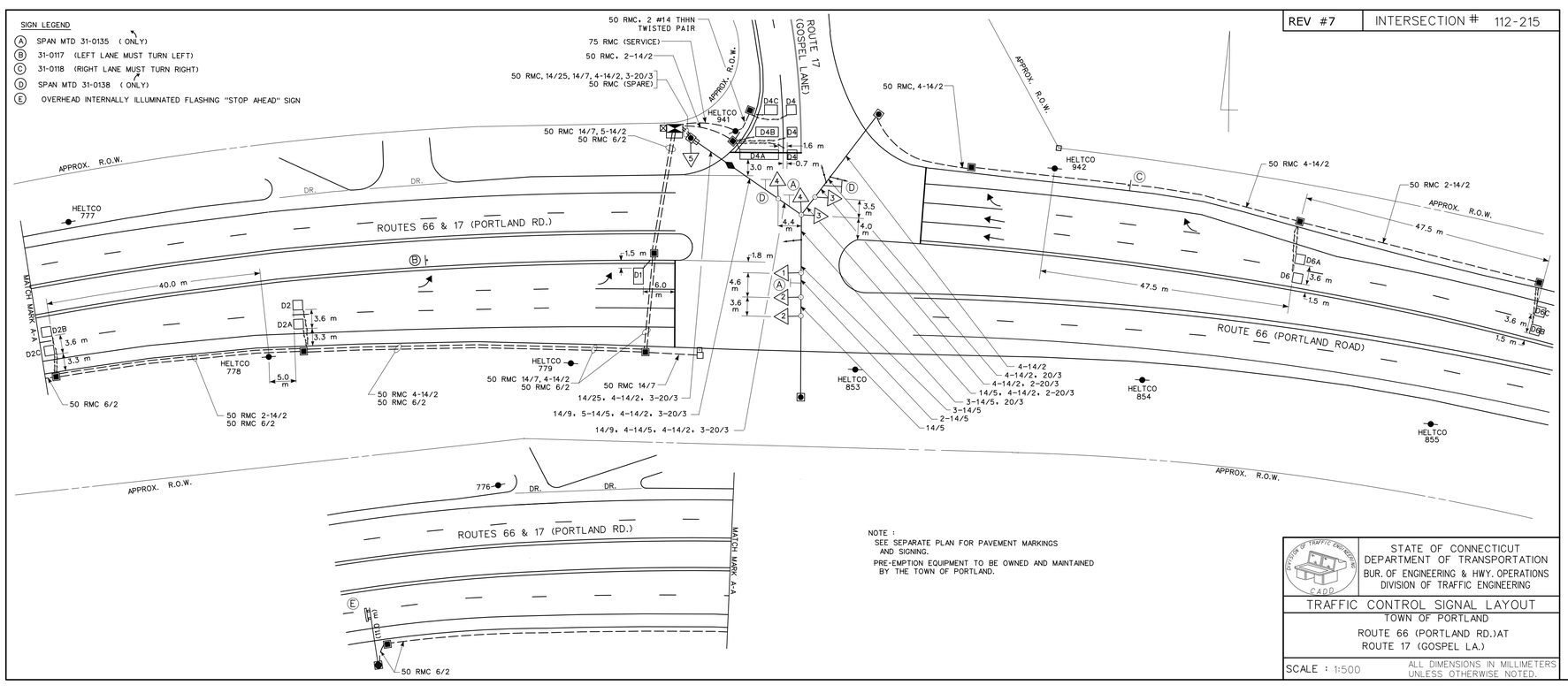
SPARE SWITCH PACK TO SIGN

CONSTRUCTION NOTES FOR CHANGE ORDER SHT. #48B

(K) INSTALL 75 RMC W/PULL ROPE FOR SERVICE FROM HELT 941 TO CONTROLLER CABINET. CL&P TO INSTALL SERVICE CABLE AND POLE RISER.
METER SOCKET REVISED FROM 100 AMP TO 200 AMP AS INDICATED IN NEW SPECIFICATIONS.

SIGN LEGEND
(A) SPAN MTD 31-0135 (ONLY)
(B) 31-0117 (LEFT LANE MUST TURN LEFT)
(C) 31-0118 (RIGHT LANE MUST TURN RIGHT)
(D) SPAN MTD 31-0138 (ONLY)
(E) OVERHEAD INTERNALLY ILLUMINATED FLASHING "STOP AHEAD" SIGN

REV #7 | INTERSECTION # 112-215



NOTE :
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNING.
PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF PORTLAND.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT
TOWN OF PORTLAND
ROUTE 66 (PORTLAND RD.)AT
ROUTE 17 (GOSPEL LA.)

SCALE : 1:500 — ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

REV # | INTERSECTION # 112-215

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

REVISIONS

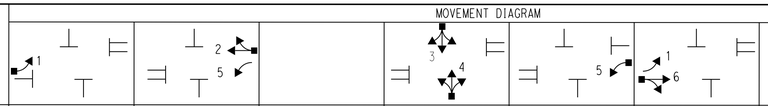
NO.	DATE	INIT.	DESCRIPTION
A	9/98	CRM	REVISED SEQUENCE, ADDED PHASE 3.
B	1/99	MRM	REVISED SERVICE TO NEW CL&P STANDARDS.

TRAFFIC CONTROL SIGNAL

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	PORTLAND	NH-22(140)	112-104	1998	66&17	48B

NONE

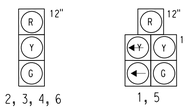
MOVEMENT DIAGRAM



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	Y	◄-R	◄-Y R	R	R	R	R				R	R	R	R	R	R	G	Y	R						
2	Y	R	R	R	C	Y	R				R	R	R	R	R	R	R	R	R						
3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
4	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R						
5	Y	R	R	R	C	Y	R				R	R	R	◄-R	◄-Y R	R	R	R	R						
6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R						
INTERVALS: MIN GRN		4			15						7			4			15								
WALK											13														
PED CLR											1														
VEH EXT		1			2.5						2			1			2.5								
MAX 1		10			70						15			10			70								
MAX 2		10			70						15			10			70								
YELLOW			3.6			5						3.6			3.6			5							
RED				1			2						2.0			1			2						
ADD INIT																									
MAX INIT																									
TBR																									
TTR																									
MIN GAP																									
MODE		NON-LOCK			MIN. RECAL			OFF			NON-LOCK			NON-LOCK			MIN. RECAL			OFF			OFF		
INT START					THIS PHASE												THIS PHASE								

ENERGY BY- TOWN | METER # - N/A | INTERSECTION #112-218
MAINT LEVEL 5 | SERVICE POLE- CL&P #2476
UNMETERED SERVICE

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

OFFICE RECORD

REVISION #3
STC #N/A SM #N/A
SIGNAL INSTALLED 7/1/2009
SIGNAL INSTALLED UNDER STATE PROJECT NO. 112-111.
AS-BUILT PLAN DRAWN 7/8/2009

REVISION #4
JOB #112-054 SM #N/A
TRAFFIC DES :JLO ELECT DES :N/A
SIGNAL REVISED : 3/9/11
REVISED PHASE 2 & PHASE 6 RED TIMINGS FROM 1" TO 2".

REVISION #5
JOB #112-054 SM #90861
TRAFFIC DES :JLO ELECT DES :N/A
SIGNAL REVISED : 3-22-11
REMOVED SIGNAL AHEAD SYMBOL SIGNS ON ROUTE 66.

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 6'	3	PRESENCE
D2	6' X 6'	3	PRESENCE
D2A	6' X 6'	4	PRESENCE
D3	14' X 6'	3	8" DELAY
D3A	10' X 6'	3	8" DELAY
D3B	9' X 6'	3	8" DELAY
D4	16' X 6'	3	8" DELAY
D4A	12' X 6'	3	8" DELAY
D4B	6' X 6'	3	8" DELAY
D5	6' X 6'	3	PRESENCE
D6	6' X 6'	4	PRESENCE
D6A	6' X 6'	5	PRESENCE

PROGRAM		
FUNCTION	T I M E	DAYS
FLASH	2200 - 0600	DAILY
MAX 1	ALL OTHER TIMES	
MAX 2	FUTURE	

COORDINATION TYPE- NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD	
Ø	SEC

SYSTEM LOC.
MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
Ø1 DRIVES ◄- ◄INDICATIONS FOR FACE 1.
Ø5 DRIVES ◄- ◄INDICATIONS FOR FACE 5.
Ø2 DRIVES G, Y, R INDICATIONS FOR FACE 5.
Ø6 DRIVES G, Y, R INDICATIONS FOR FACE 1.
Ø2 & 6 ON TO OMIT Ø1 & 5.

LEGEND:
R RED ◄R- RED ARROW
Y YELLOW ◄Y- YELLOW ARROW
G GREEN ◄- GREEN ARROW
WO/ D.W. WALK/ PED. CLR DON'T WALK
FL. FLASHING

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL CONTROL PLAN

CITY OF PORTLAND
ROUTE 66 AT MIDDLE HADDAM ROAD
AND PAYNE BLVD

REV #3	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAFTER				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE	APRIL, 2007			

VHB ENGINEERS, INC.

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

(W) INSTALL 2.5 FT X 2.5 FT HANDHOLE. ALL OTHERS TYPE II.

INSTALL HANDHOLES APPROX. 1 FT BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

INSTALL SPAN POLE AND CONTROLLER FOUNDATIONS AS SHOWN ON THE PLAN AND WITHIN THE R.O.W.

CABINET DOOR TO OPEN FIELD SIDE.

INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON TYPICAL INSTALLATION DETAIL SHEET.

TWO WEEKS PRIOR TO INSTALLATION CONTACT CL&P REPRESENTATIVE TOM WORONIK AT (860) 267-3891.

INSTALL NEW SIGNAL IN OPERATION SIGN UPON ACTIVATION OF SIGNAL AND REMOVE AFTER 30 DAYS. REMOVE EXISTING STOP SIGNS UPON ACTIVATION OF SIGNAL.

INSTALL LOOP DETECTORS 3' OFF EDGE OF ROAD AND 8' APART UNLESS OTHERWISE SPECIFIED.

LOOP DETECTORS D1 & D5 TO BE CENTERED IN LANE AND 8' APART AS SHOWN ON THE PLAN.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

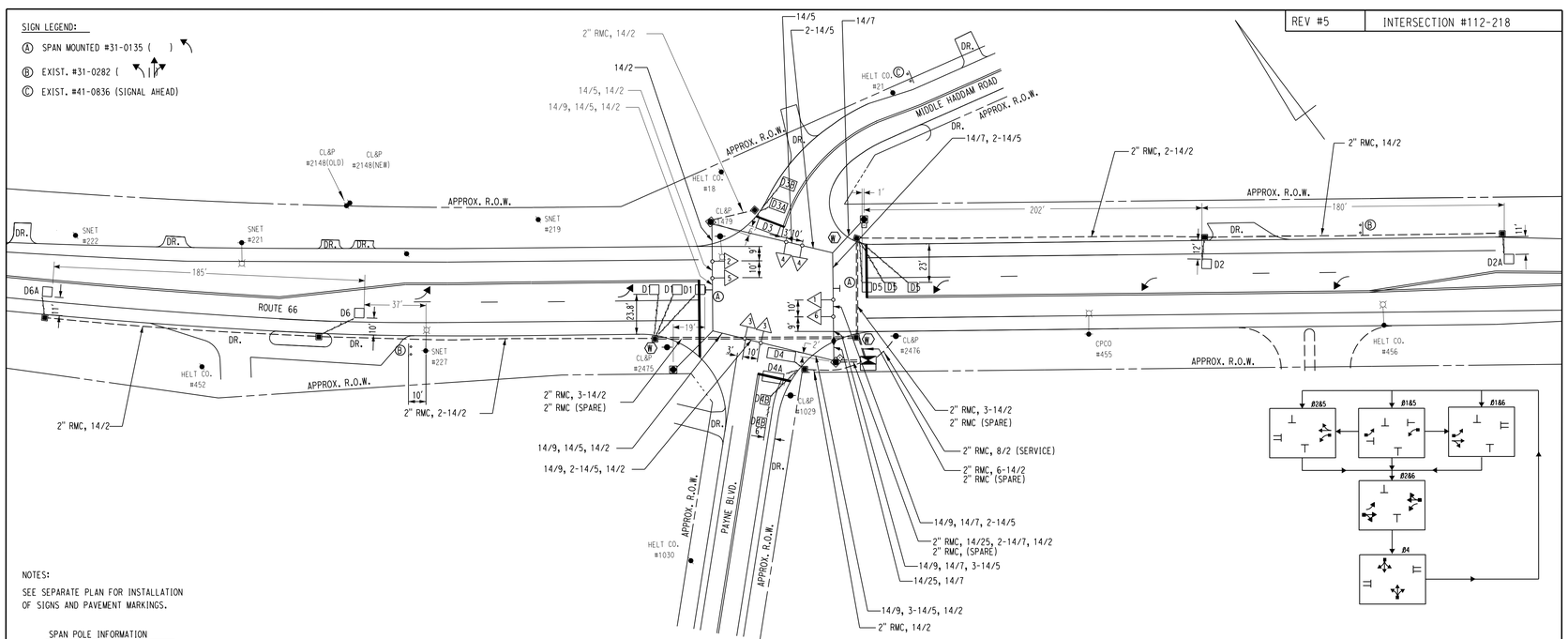
INSTALL 2" RISER ON CL&P #2476.

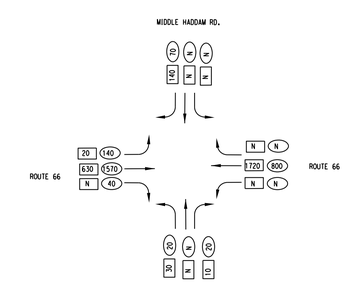
INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN +/- 5' FROM CURBLINE.

(E) INSTALL PIEZO TYPE PEDESTRIAN PUSH BUTTONS ON SPAN POLE.

SIGN LEGEND:
(A) SPAN MOUNTED #31-0135 ( )
(B) EXIST. #31-0282 (
(C) EXIST. #41-0836 (SIGNAL AHEAD)

REV #5 | INTERSECTION #112-218





TRAFFIC VOLUME DIAGRAM
TRAFFIC YEAR 2020
000 AM PEAK
000 PM PEAK

NOTES:
SEE SEPARATE PLAN FOR INSTALLATION OF SIGNS AND PAVEMENT MARKINGS.

SPAN POLE INFORMATION
HEIGHT 28', B.C. 20", LOAD AT YIELD 6100 lbs.

FILENAME : \\sh3dgs18\CTDOT_projects\112_0111\Traffic\Signals\TR_tcs_112_218_005.dgn PLOTTED : 4/29/2013

LEGEND:
PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
AUDIBLE PEDESTRIAN SIGNAL
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
CABLE CLOSURE
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
SIDEWALK RAMP
SONIC DETECTOR

TRAFFIC SIGNAL CONTROL PLAN
SCALE - 1" = 40'

CITY OF PORTLAND
ROUTE 66 AT MIDDLE HADDAM ROAD
AND PAYNE BLVD

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
SEAL
PROJECT TITLE:
REALIGNMENT OF MIDDLE HADDAM ROAD AT ROUTE 66

TOWN: PORTLAND	PROJECT NO.: 112-111		
DRAWING TITLE: TCS-1	DRAWING NO.: TCS-1		
	SHEET NO.: 15		

REV #
INTERSECTION #112-218

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
		1, 2		3, 4				

FACE #	FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL	GRN	CL	CL
1	Y				G	Y	R	R	R	R	R	R	R															
2	Y				G	Y	R	R	R	R	R	R	R															
3	R				R	R	R	R	R	R	G	Y	R															
4	R				R	R	R	R	R	R	G	Y	R															
P	OFF				◄	DW	►	W	◄	►	DW		►															

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN		15		5					
WALK			7						
PED CLR			7						
VEH EXT		2.5		1.5					
MAX 1		45		15					
MAX 2		90		22					
YELLOW		4.3	4.0	4.2					
RED		4.3	0	3.3					
ADD INIT		1.5							
MAX INIT		20							
TBR									
TTR									
MIN GAP									
MODE	OFF	MIN RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	OFF	
INT START		THIS PHASE							

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D2,D2A	6' x 6'	5	PRESENCE
D2B,D2C	6' x 6'	4	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	13' x 6'	3	PRESENCE
D4B	18' x 6'	3	DELAY 6"
D4C	6' x 12'	3	DELAY 2"
D4D	8' x 6'	3	PRESENCE
D4E	8' x 6'	3	DELAY 2"

SYSTEM LOC
MASTER

COORDINATION TYPE: NONE

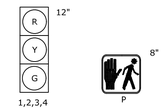
PROGRAM FUNCTION	TIME	DAYS
FLASH	0100-0500	DAILY
MAX 1	ALL OTHER TIMES	M-F
MAX 2	0600-0900	
	1400-1900	

CYCLE	OFFSET SEC	OFFSET %

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY

OFFICE RECORD			
REV # 18	TIR # N/A	SM # 100785	SIGNAL REVISED: 09/14/2016
REVISED TIMINGS UNDER PROJECT #172-440			

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL FACES HAVE TUNNEL VISORS.

NOTES :

STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 66 AND ROUTE 151, AND ALL STOP BARS.

TOWN TO MAINTAIN CENTERLINE ON DEPOT HILL ROAD.

(S) BAR TYPE CROSSWALK (16' - 16' x 8' MIN) - STATE MAINTAINED.

SIGN LEGEND :

(A) SPAN MOUNT 31-0823 (N.T.O.R.)

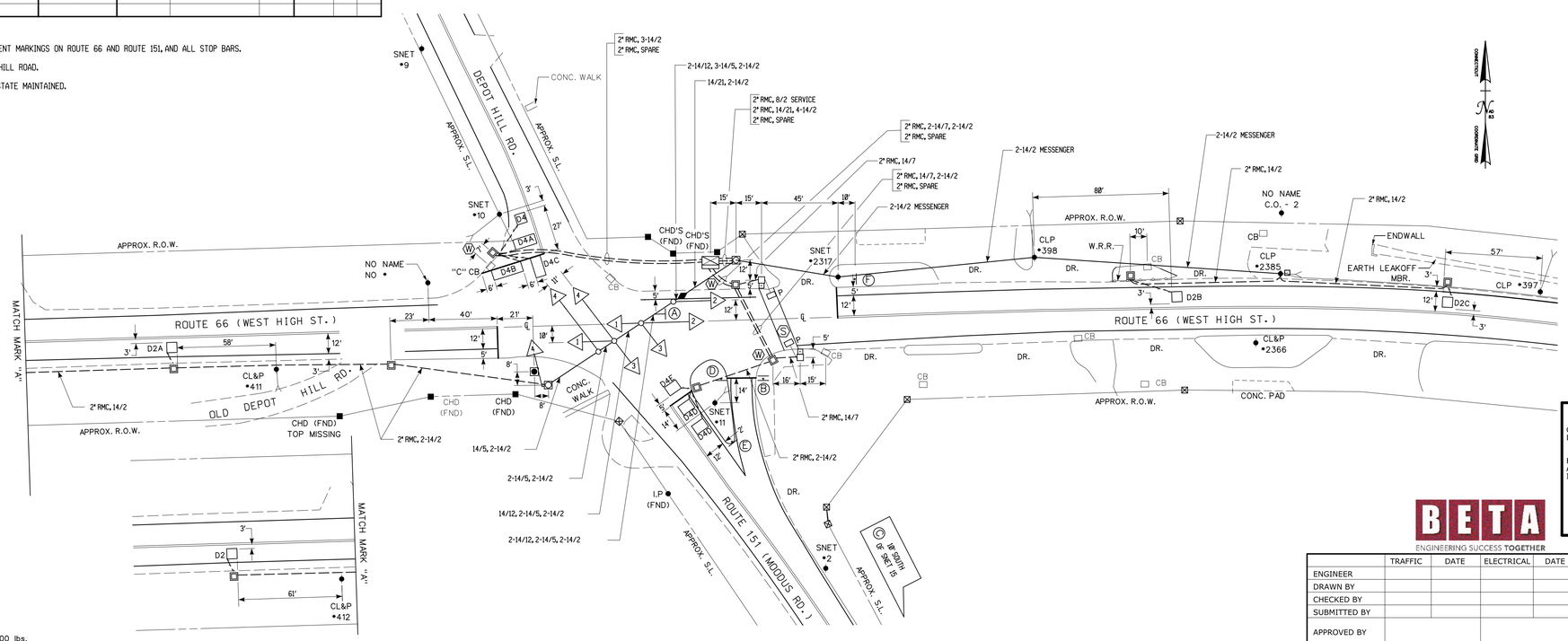
(B) EXIST. 31-0552 (STOP) BACK TO BACK WITH 31-1109 (DO NOT ENTER)

(C) EXIST. 41-0836 (SIGNAL AHEAD)

(D) EXIST. 31-1619 (NO LEFT TURN)

(E) EXIST. 41-4212 (↙ ↘)

(F) INSTALL 31-0802 (STOP HERE ON RED)



SPAN POLE INFORMATION

HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs.

CLEARANCE INTERVALS DESIGNED BY:
BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

BETA
ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #18 INTERSECTION # 041-203

ENERGY BY - TOWN | ADDRESS #
MAINT LEVEL - 2 | SERVICE POLE - SNET 2317
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
R RED ARROW
Y YELLOW ARROW
GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 66 (WEST HIGH STREET)
AT ROUTE 151 (MOODUS RD)
AND DEPOT HILL ROAD

TOWN: **EAST HAMPTON**

PROJECT NO. 172-440

DRAWING NO.

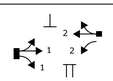
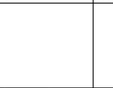
DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

DATE PLOTTED : 10/17/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0172-0440\Traffic\3-Final Design\041 East Hampton FD\Microstation Files\TR_TCS_041_203 - AS BUILD.dgn

SCALE 1" = 40'

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y				G	Y	R				R	R	R															
2	Y				G	Y	R				R	R	R															
3	R				R	R	R				G	Y	R															
4	R				R	R	R				G	Y	R															

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN		15		6					
WALK				16					
PED CLR				1					
VEH EXT		4		2					
MAX 1		50		25					
MAX 2		50		25					
YELLOW		5.0		3.0					
RED		2.9		1.0					
ADD INIT		2.0							
MAX INIT		30							
TBR									
TTR									
MIN GAP		4.0							
MODE	OFF	MIN RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF	
INT START		THIS PHASE							

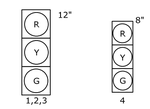
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
* HOURS VARY DUE TO TC-12, REFER TO TECH MEMO.

OFFICE RECORD

REV # 8 TIR # N/A SM # 100785 SIGNAL REVISED: 09/13/2016
REVISED TIMINGS UNDER PROJECT #172-440

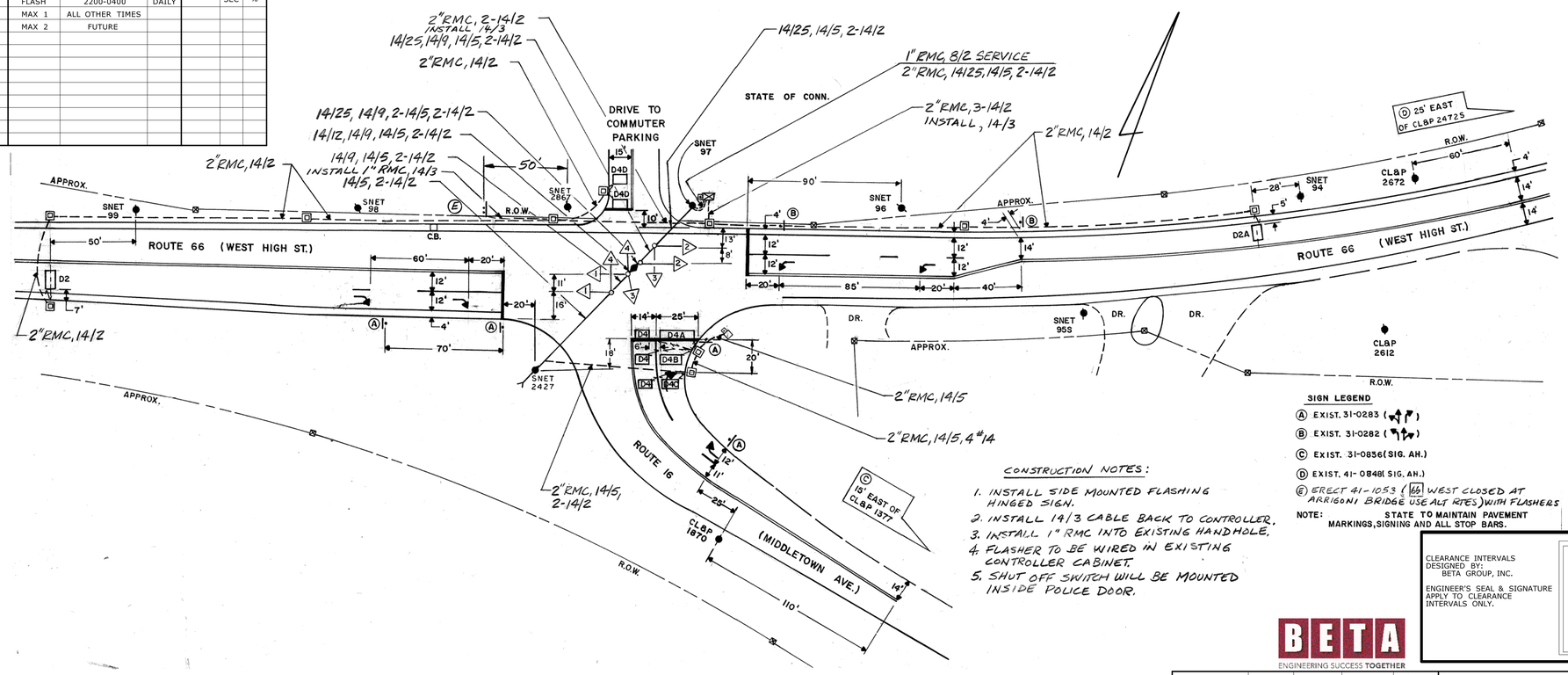
SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

FACE 2 HAS TUNNEL VISORS

DETECTORS				SYSTEM LOC	COORDINATION TYPE: NONE					
IDENT	SIZE (WXL)	TURNS	MODE	MASTER	PROGRAM *			CYCLE	OFFSET	
					FUNCTION	TIME	DAYS		SEC	%
D2	12' x 6'	3	PRESENCE		FLASH	2200-0400	DAILY			
D2A	10' x 6'	3	PRESENCE		MAX 1	ALL OTHER TIMES				
D4	8' x 6'	3	PRESENCE		MAX 2	FUTURE				
D4A	20' x 6'	3	DELAY 6"							
D4B	12' x 6'	3	DELAY 6"							
D4C	10' x 6'	3	DELAY 6"							
D4D	9' x 6'	3	DELAY 6"							



CONSTRUCTION NOTES:

1. INSTALL SIDE MOUNTED FLASHING HINGED SIGN.
2. INSTALL 14/3 CABLE BACK TO CONTROLLER.
3. INSTALL 1" RMC INTO EXISTING HANDHOLE.
4. FLASHER TO BE WIRED IN EXISTING CONTROLLER CABINET.
5. SHUT OFF SWITCH WILL BE MOUNTED INSIDE POLICE DOOR.

SIGN LEGEND

(A) EXIST. 31-0283
(B) EXIST. 31-0282
(C) EXIST. 31-0856 (SIG. AH.)
(D) EXIST. 41-0848 (SIG. AH.)
(E) ERECT 41-1053 (166 WEST CLOSED AT ARRIGONI BRIDGE USE ALT RTES) WITH FLASHERS

NOTE: STATE TO MAINTAIN PAVEMENT MARKINGS, SIGNING AND ALL STOP BARS.

CLEARANCE INTERVALS DESIGNED BY:
BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

BETA
ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #8 INTERSECTION # 041-218

ENERGY BY - STATE | ADDRESS #
MAINT LEVEL - 5 | SERVICE POLE - SNET 97
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
R RED ARROW
Y YELLOW ARROW
G GREEN ARROW
W WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 66 (WEST HIGH ST.) AT
ROUTE 16 (MIDDLETOWN AVE.)

TOWN: EAST HAMPTON
PROJECT NO. 172-440
DRAWING NO.
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN
SHEET NO.

DATE PLOTTED : 10/18/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0172-0440\Traffic\3-Final Design\041 East Hampton FD\Microstation Files\TR_TCS_041_218.dgn

SCALE 1" = 40'

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		1 2		3 3	4				

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y				G	Y	R				R	R	R	R	R	R												
2	Y				G	Y	R				R	R	R	R	R	R												
3	R				R	R	R				G	Y	R	R	R	R												
4	R				R	R	R				R	R	R	G	Y	R												

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN		25		9	9				
WALK				11					
PED CLR				1					
VEH EXT		6		3	3				
MAX 1		45		20	12				
MAX 2		45		20	12				
YELLOW		4.0		3.3	3.3				
RED		3.2		1.6	1.2				
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	OFF	MIN RECALL	OFF	LOCK	NON-LOCK	OFF	OFF	OFF	
INT START		THIS PHASE							

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D2	10' x 6'	4	PRESENCE
D2A	12' x 6'	4	PRESENCE
D4	10' x 6'	3	PRESENCE
D4A	5' x 6'	3	PRESENCE
D5	6' x 10'	3	DELAY 3"
D5A	6' x 5'	3	DELAY 3"

SYSTEM LOC
MASTER

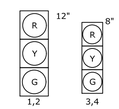
COORDINATION TYPE: NONE

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	FUTURE				
MAX 1	ALL TIMES				
MAX 2	FUTURE				

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY

OFFICE RECORD		
REV # 5	TIR # N/A	SM # 100785	SIGNAL REVISED: 09/13/2016
REVISED TIMINGS UNDER PROJECT #172-440		

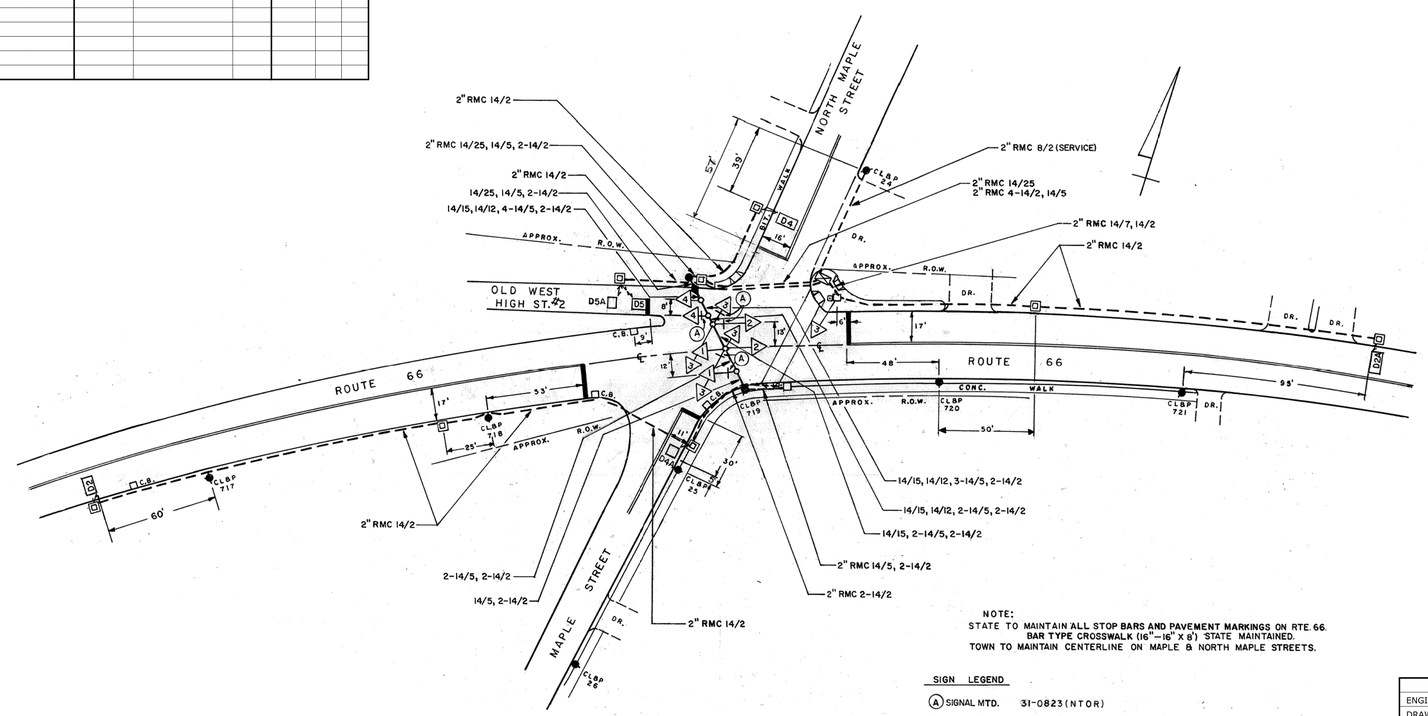
SIGNAL FACES



FACE 4 HAS LOUVERS & TUNNEL VISORS.

FACE 1 HAS TUNNEL VISORS.

ALL INDICATIONS HAVE LED LAMPS.



NOTE:
STATE TO MAINTAIN ALL STOP BARS AND PAVEMENT MARKINGS ON RTE. 66.
BAR TYPE CROSSWALK (16"—16" X 8') STATE MAINTAINED.
TOWN TO MAINTAIN CENTERLINE ON MAPLE & NORTH MAPLE STREETS.

SIGN LEGEND

(A) SIGNAL MTD. 31-0823(NTOR)

CLEARANCE INTERVALS DESIGNED BY:
BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

BETA
ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #5 INTERSECTION # 041-204

ENERGY BY - STATE	ADDRESS #
MAINT LEVEL - 1	SERVICE POLE - CL&P 24
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
R RED ARROW
Y YELLOW ARROW
GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 66 (W. HIGH ST. AND E. HIGH ST.) AT NORTH MAPLE ST., MAPLE ST., AND OLD WEST HIGH ST. #2

DATE PLOTTED : 10/17/2016\\DOT-SDCENG07V\CTDOT_Projects$\0172-0440\Traffic\3-Final Design\041 East Hampton FD\Microstation Files\TR_TCS_041_204.dgn

SCALE 1" = 40'

TOWN: **EAST HAMPTON**

PROJECT NO. 172-440

DRAWING NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PED. PHASE
NONE	1	2, 5	3	4, 7	5	1, 6	7	3, 8	

FACE #	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	◄R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
3	R	R	R	R	R	R	R	◄R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
5	Y	R	R	R	G	Y	R	R	R	R	R	R	R	◄R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
7	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	◄R	◄Y R	R	R	R	R	R	R	R
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
P	OFF	←												DW											→	WØ	← DW	→
					← YIELD PT.												← YIELD PT.											

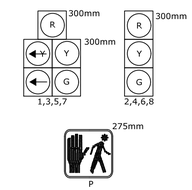
INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PED. PHASE
MIN GRN	4	15	4	8	4	15	4	8	
WALK									7
PED CLR									19
VEH EXT	1.5	3.0	1.5	2	1.5	3.0	1.5	2	AUDIBLE PEDESTRIAN SIGNAL
MAX 1	7	40	7	18	7	40	7	18	
MAX 2	9	40	15	23	9	40	11	23	
YELLOW	3.0	4.0	3.0	3.3	3.0	4.0	3.0	3.3	4.0
RED	1.0	2.6	1.0	2.0	1.0	2.6	1.0	2.0	0
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK
INT START		THIS PHASE				THIS PHASE			

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASES 1 & 5 TO DRIVE FACES 1 & 5 ◄Y AND ◄ ONLY.
PHASES 2 & 6 TO DRIVE FACES 1 & 5 R, Y, & G.
PHASES 3 & 7 TO DRIVE FACES 3 & 7 ◄Y AND ◄ ONLY.
PHASES 4 & 8 TO DRIVE FACES 3 & 7 R, Y, G.
DETECTORS D2, D2A, D6 & D6A TO BE NON-ACTUATING DURING COORDINATION.
DUAL ENTRY ON PHASE 4 & 8.
PEDESTRIAN PHASE ACTUATION MAY CAUSE SIGNAL TO DOUBLE CYCLE.
PHASE 3 DETECTORS TO CALL AND EXTEND PHASE 3 & 8.
PHASE 7 DETECTORS TO CALL AND EXTEND PHASE 7 & 4.

OFFICE RECORD
REV # 13 TIR # N/A SM # 100785 SIGNAL REVISED: 09/07/2016
MAX TIMES REVISED BY SIGNAL LAB.
REVISED TIMINGS UNDER PROJECT #172-440

SIGNAL FACES

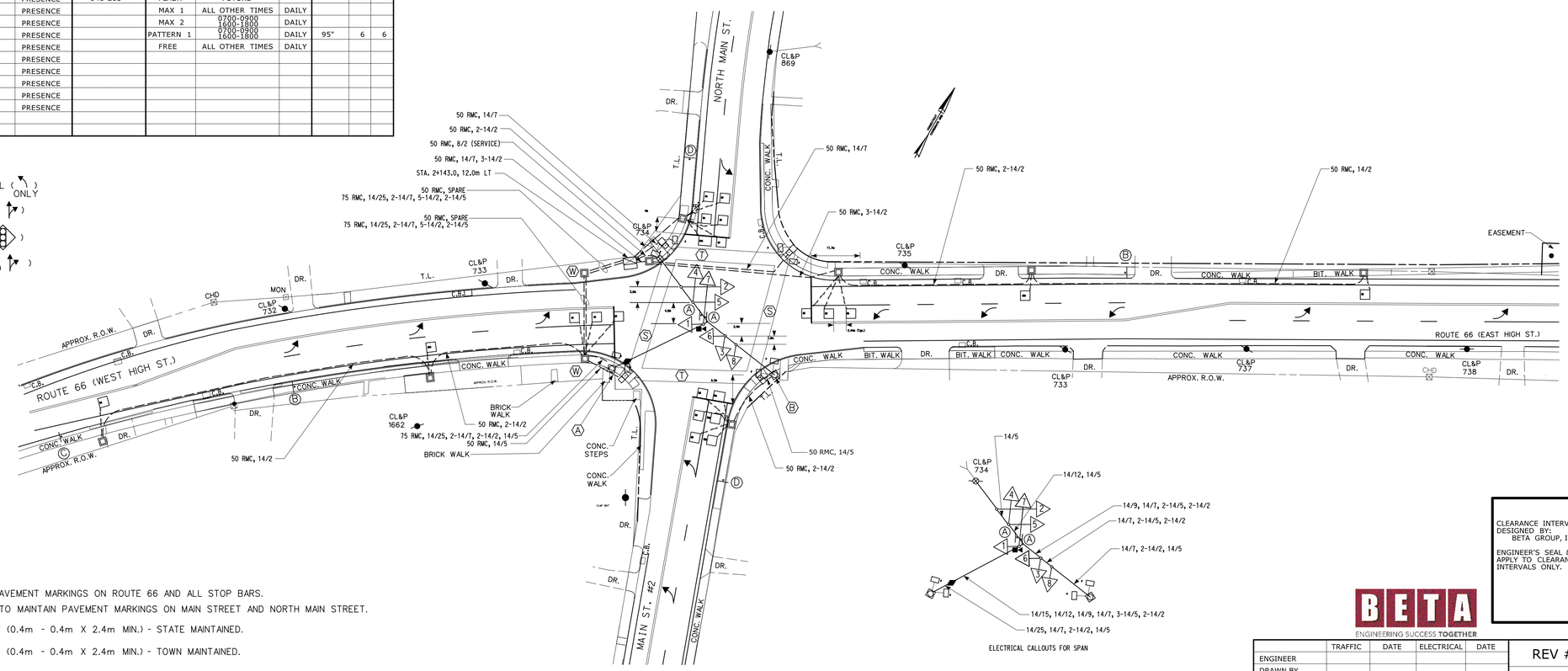


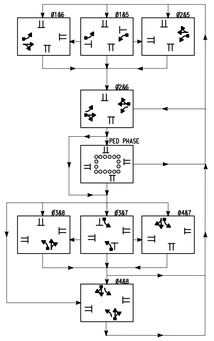
ALL INDICATIONS HAVE LED LAMPS.

DETECTORS				SYSTEM LOC	COORDINATION TYPE: TC/TBC					
IDENT	SIZE (WXL)	TURNS	MODE	MASTER 041-217	PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
D1	1.8 m x 1.8 m	3	PRESENCE	041-205	FLASH	FUTURE				
D2,D2A	1.8 m x 1.8 m	5	PRESENCE		MAX 1	ALL OTHER TIMES	DAILY			
D3	1.8 m x 1.8 m	3	PRESENCE		MAX 2	0700-0900 1600-1800	DAILY			
D4	1.8 m x 1.8 m	3	PRESENCE		PATTERN 1	0700-0900 1600-1800	DAILY	95"	6	6
D4A	1.8 m x 2.4 m	3	PRESENCE		FREE	ALL OTHER TIMES	DAILY			
D5	1.8 m x 1.8 m	3	PRESENCE							
D6,D6A	1.8 m x 1.8 m	3	PRESENCE							
D7	1.8 m x 1.8 m	3	PRESENCE							
D8A	1.8 m x 2.1 m	3	PRESENCE							
D8B	1.8 m x 1.8 m	3	PRESENCE							

SIGN LEGEND

Ⓐ SPAN MOUNT 31-0135L ( ) ONLY
Ⓑ EXIST 31-0282 ( )
Ⓒ EXIST 41-0836 ( )
Ⓓ EXIST 31-0282Z ( )





ELECTRICAL CALLOUTS FOR SPAN

STATE TO MAINTAIN ALL PAVEMENT MARKINGS ON ROUTE 66 AND ALL STOP BARS.
TOWN OF EAST HAMPTON TO MAINTAIN PAVEMENT MARKINGS ON MAIN STREET AND NORTH MAIN STREET.

Ⓢ BAR TYPE CROSSWALK (0.4m - 0.4m X 2.4m MIN.) - STATE MAINTAINED.

Ⓣ BAR TYPE CROSSWALK (0.4m - 0.4m X 2.4m MIN.) - TOWN MAINTAINED.

SPAN POLE INFORMATION
Ⓐ HEIGHT 9m, B.C. 510 mm, LOAD AT YIELD 34710 N
Ⓑ HEIGHT 10m, B.C. 560 mm, LOAD AT YIELD 34,700 N

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

CLEARANCE INTERVALS DESIGNED BY:
BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

BETA
ENGINEERING SUCCESS TOGETHER

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #13 INTERSECTION # 041-205

ENERGY BY - TOWN | ADDRESS #
MAINT LEVEL - 5 | SERVICE POLE - CL&P 734
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 66 (WEST HIGH ST. & EAST HIGH ST.) AT MAIN ST. #2 AND NORTH MAIN ST.

TOWN: EAST HAMPTON

PROJECT NO. 172-440
DRAWING NO.
SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

DATE PLOTTED : 10/17/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0172-0440\Traffic\3-Final Design\041 East Hampton FD\Microstation Files\TR_TCS_041_205- AS BUILD.dgn

SCALE 1mm = 500mm

MOVEMENT DIAGRAM

NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8					
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	Y	◄— R	◄Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R									
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R									
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R									
5	Y	R	R	R	G	Y	R	R	R	R	R	R	R	◄— R	◄Y R	R	R	R	R									
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R									
8	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R									
P	OFF	←			DW			WØ						DW														
						← YIELD	POINT											← YIELD	POINT									

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
MIN GRN	5	18		9	5	18			
WALK			7						
PED CLR			7 ①						
VEH EXT	2	3		3	2	3			
MAX 1	9	40		25	9	40			
MAX 2	9	40		25	9	40			
YELLOW	3.0	5.2	4.0	3.0	3.0	5.2			
RED	1.0	1.3	0.0	1.0	1.0	1.3			
ADD INIT			COUNTDOWN PEDESTRIAN SIGNAL						
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	OFF	OFF	OFF
INT START		THIS PHASE				THIS PHASE			

TECHNICAL NOTES

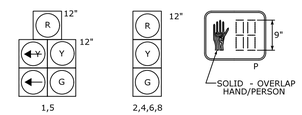
STANDARD OVERLAP SKIP FEATURES APPLY
MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.
① COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

PHASE 2 ON TO OMIT PHASE 1.
PHASE 6 ON TO OMIT PHASE 5.
PHASES 1&5 TO DRIVE FACES 1&5 ◄Y AND ◄— ONLY.
PHASES 2&6 TO DRIVE FACES 1&5 R,Y,G.

OFFICE RECORD

REV # 12 TIR # 041-1406-01 SM # SIGNAL REVISED: 12/2015
REPLACED ALL SIGNAL EQUIPMENT, INSTALLED EXCLUSIVE PEDESTRIAN PHASE AND ADDED PRIVATE DRIVEWAY. AS BUILT DRAWN 12/2015
REV #13 TIR# N/A SM# N/A SIGNAL REVISED: 9/2016
REVISED TIMINGS.

SIGNAL FACES



ALL INDICATIONS TO HAVE LED LAMPS.

ALL SIGNAL FACES TO HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDER.

PROPERTY OWNER (EAST HAMPTON COMMONS) RESPONSIBLE FOR MAJOR EQUIPMENT REPLACEMENT

DETECTORS

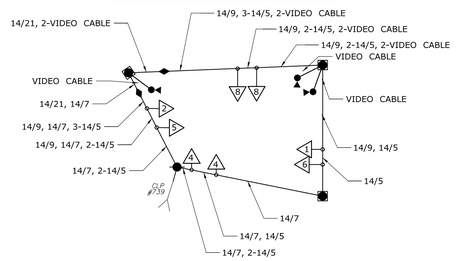
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' X 34'	VIDEO	PRESENCE
D2	6' X 6'	VIDEO	PRESENCE
D4	6' X 6'	3	PRESENCE
D4A	8' X 6'	3	DELAY 8"
D4B	17' X 6'	3	DELAY 8"
D4C	8' X 34'	VIDEO	PRESENCE
D5	6' X 34'	VIDEO	PRESENCE
D6	6' X 6'	VIDEO	PRESENCE

SYSTEM LOC
MASTER 041-217
041-205

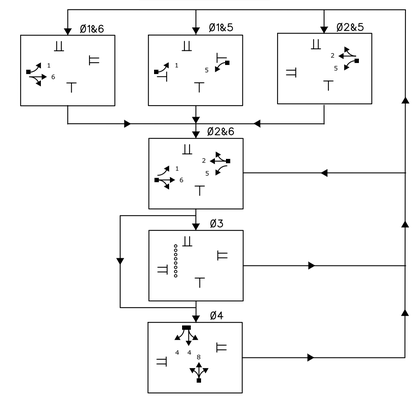
COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL TIMES	DAILY			
MAX 2	FUTURE				
PATTERN 1	0700-0900 1600-1800	DAILY	95"	1	
FREE	ALL OTHER TIMES	DAILY			

ELECTRICAL SPANWIRE CALLOUTS

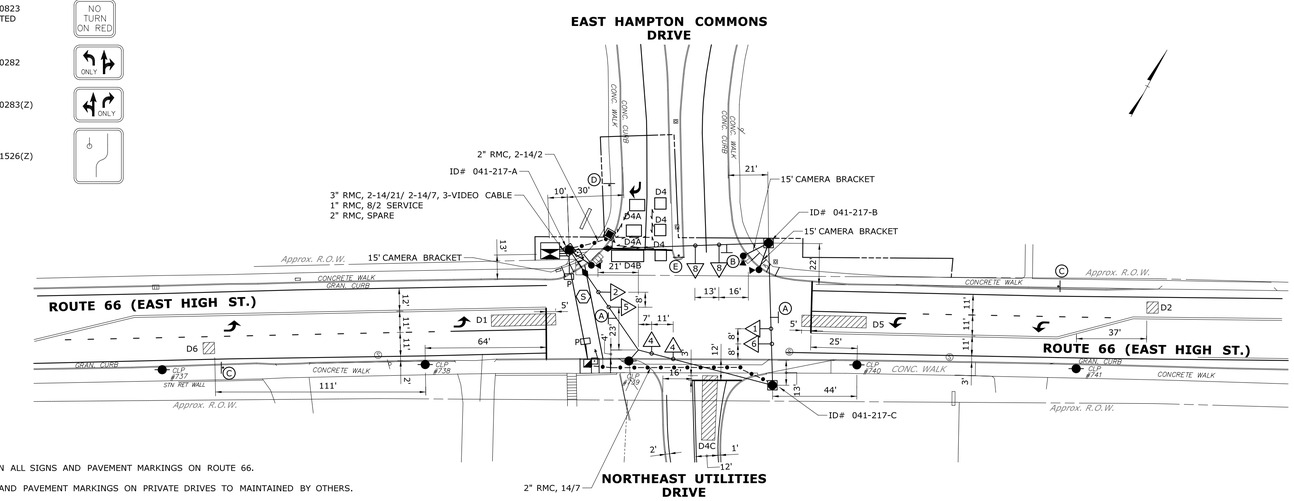


PHASING DIAGRAM



SIGN LEGEND

Ⓐ INSTALL 31-0135 SPAN MOUNTED
Ⓑ INSTALL 31-0823 SPAN MOUNTED
Ⓒ INSTALL 31-0282
Ⓓ INSTALL 31-0283(Z)
Ⓔ INSTALL 31-1526(Z)



STATE TO MAINTAIN ALL SIGNS AND PAVEMENT MARKINGS ON ROUTE 66.

ALL OTHER SIGNS AND PAVEMENT MARKINGS ON PRIVATE DRIVES TO MAINTAINED BY OTHERS.

Ⓢ BAR TYPE CROSSWALK (16" - 24" x 8' MIN) - STATE MAINTAINED.

SPAN POLE INFORMATION

041-217-A HEIGHT 34', B.C. 22", CAMERA BRACKET 15', INSTALLED: MAY 2015
041-217-B HEIGHT 34', B.C. 22", 2- CAMERA BRACKET 15', INSTALLED: MAY 2015
041-217-C HEIGHT 34', B.C. 22", INSTALLED: MAY 2015

DEVELOPER: NORTHEAST UTILITIES COMPANY
NAME: CAROLINE DIDOMENICO, LEED AP FACILITIES PROJECT MANAGEMENT
ADDRESS: 107 SELDEN STREET BERLIN, CT 06037
PHONE: 860-665-5537

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

Alfred Benesch & Co.

REV #13 INTERSECTION # 041-217

ENERGY BY NORTHEAST UTILITIES
MAINT LEVEL 5
SERVICE POLE CL&P #739
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION
5	12/15	AS-BUILT CONDITIONS
4	9/15	AS-BUILT CONDITIONS
3	10/14	CDOT COMMENTS
2	10/14	CDOT COMMENTS
1	07/14	CDOT COMMENTS

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 66 (EAST HIGH STREET) AT SHOPPING CENTER DRIVE AND PRIVATE DRIVE

TOWN: **TOWN OF EAST HAMPTON**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.
DRAWING NO.
SHEET NO.

DATE PLOTTED : 4/11/2017 pw:\\ctdot.projectwiseonline.com:CTDOT\Documents\02.2 - Asset - Signal Intersections\041-217\013_TR_ASSET_041-217.dgn

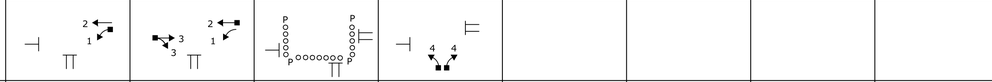
SCALE 1" = 40'

ENERGY BY-	STATE
MAINT LEVEL	5
METER #	-
SERVICE POLE-	CL&P #3378
INTERSECTION #	41-219

UNMETERED

MOVEMENT DIAGRAM

NONE

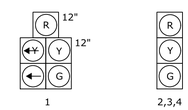


NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE # 1	Y	←G	←YG	G	G	Y	R	R	R	R	R	R	R												
2	Y	G	G	G	G	Y	R	R	R	R	R	R	R												
3	Y	R	R	R	G	Y	R	R	R	R	R	R	R												
4	R	R	R	R	R	R	R	R	R	R	G	Y	R												
P	OFF	←			D.W.		→	Wø	←		D.W.		→												

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15		9				
WALK			7					
PED CLR			26①					
VEH EXT	3	2.5		3				
MAX 1	12	35		15				
MAX 2	20	28		15				
YELLOW	3	4.5	4.0	3.4				
RED	1.5	2.0	0	1.0				
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	OFF
INT START		THIS-PHASE						

COUNTDOWN PEDESTRIAN SIGNAL

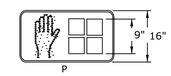
SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL OVERHEAD SIGNAL HEADS HAVE BACKPLATES WITH YELLOW REFLECTIVE BORDER

ALL INDICATIONS HAVE TUNNEL VISORS.



OFFICE RECORD

OSTA # 041-1503-01 SM # N/A

SIGNAL IN OPERATION ON 1/6/16

SIGNAL INSTALLED UNDER STATE PROJECT #41-113.

AS-BUILT PLAN DRAWN: 10/2016

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CITY OF EAST HAMPTON
ROUTE 66 (EAST HIGH STREET) AT
ROUTE 196 (LAKE VIEW STREET)

REV #	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAFTER				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE	APRIL 2014			

VN ENGINEERS, INC.

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6 X 6	4	PRESENCE
D2	6 X 6	5	PRESENCE
D2A	6 X 6	5	PRESENCE
D2B	6 X 6	4	PRESENCE
D2C	6 X 6	5	PRESENCE
D4	6 X 6	4	PRESENCE
D4A	6 X 7	4	8" DELAY
D4B	6 X 8	3	8" DELAY
D4C	6 X 12	3	8" DELAY

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	
MAX 1	ALL OTHER TIMES	
MAX 2	1500-1900	DAILY

COORDINATION TYPE- NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8

PERMIS PERIOD	
ø	SEC

SYSTEM LOC
MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

①COUNTDOWN ONLY DURING PEDESTRIAN CHANGE INTERVAL.

MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE.

PEDESTRIAN CHANGE INTERVAL.

LEGEND:

R	RED	◄R-	RED ARROW	Wø	WALK/ PED. CLR
Y	YELLOW	◄Y-	YELLOW ARROW	D.W.	DON'T WALK
G	GREEN	◄—	GREEN ARROW	FL.	FLASHING

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

THE LOCATION OF TRAFFIC SIGNAL APPURENANCES (SPAN POLES, PEDETALS & HAND HOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM OF 4 FOOT FREE PATH IS UNAVAILABLE THE CONTRACTOR MUST CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

STAKE ALL R.O.W. PRIOR TO EXCAVATION.

Ⓐ Ⓑ INSTALL SPANPOLE FOUNDATION ADJACENT TO WALK AT BACK EDGE.

Ⓓ INSTALL PEDESTAL FOUNDATION ADJACENT TO WALK AT BACK EDGE.

REPLACE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE OR FOUNDATION.

Ⓦ INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.

INSTALL HANDHOLES APPROX. 1 FT BEHIND CURB OR IF NO CURB, 2' BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.

CABINET DOOR TO OPEN STREET SIDE.

EXCEPT FOR TEST PURPOSES, KEEP SIGNALS BAGGED PRIOR TO THE FUNCTIONAL INSPECTION (FORM 816 SECT. 10.10.10). SIGNAL MAY BE PLACED IN FLASHING OPERATION NO MORE THAN 7 DAYS PRIOR TO PLACING IN NORMAL OPERATION.

TWO WEEKS PRIOR TO INSTALLATION CONTACT CL&P REPRESENTATIVE MATT NOWACK AT (860) 638-2331

INSTALL 2" RISER ON CL&P #3378.

SPAN ATTACHMENTS SHALL ALOW FOR SIGNAL HEADS TO BE 16' - 18' FROM ROAD SURFACE.

LOOP DETECTORS TO BE CENTERED IN LANE.

SERIES SPLICE SEGMENTED LOOPS PER LANE.

INSTALL SIGN #41-0836 (SIGNAL AHEAD SYMBOL) AND #41-0815 (NEW) AS A SUB-PLATE ON ROUTE 66 AND 196 APPROXIMATELY 400 FEET IN ADVANCE OF APPROACHING THE INTERSECTION. THESE SIGNS TO BE REMOVED AFTER 14 CALENDAR DAYS FROM THE DATE THE SIGNAL IS PLACED IN OPERATION.

REMOVE EXISTING STOP SIGNS UPON ACTIVATION OF SIGNAL.

INSTALL TRAFFIC SIGNAL CABLE CLOSURE ON THE SPAN + 5' FROM CURBLINE.

PEDESTRIAN PUSH-BUTTONS AND SIGNS SHALL BE INSTALLED AS PER TRAFFIC STANDARD TR-1107_01 "PEDESTRIAN PUSH BUTTONS".

REV. # | INTERSECTION # 41-219

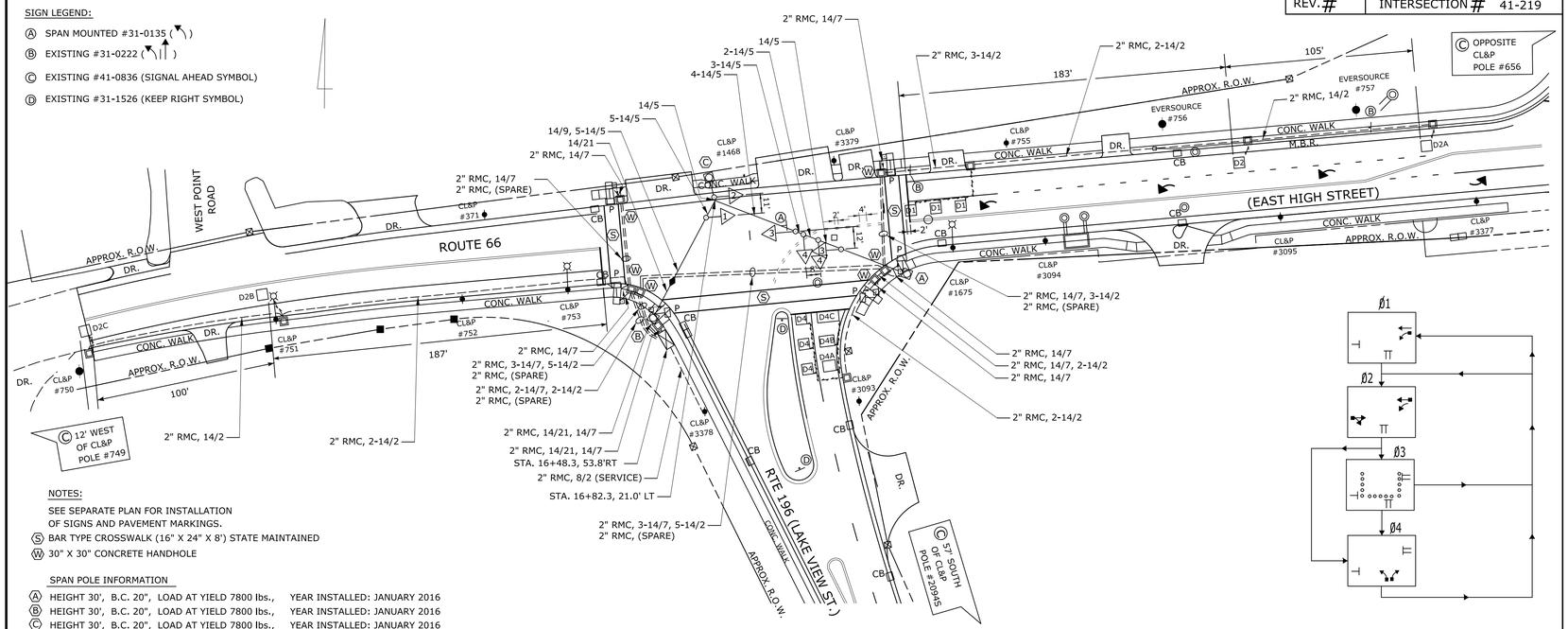
SIGN LEGEND:

Ⓐ SPAN MOUNTED #31-0135 ( )

Ⓑ EXISTING #31-0222 ( )

Ⓒ EXISTING #41-0836 (SIGNAL AHEAD SYMBOL)

Ⓓ EXISTING #31-1526 (KEEP RIGHT SYMBOL)



NOTES:

SEE SEPARATE PLAN FOR INSTALLATION OF SIGNS AND PAVEMENT MARKINGS.

Ⓢ BAR TYPE CROSSWALK (16" X 24" X 8') STATE MAINTAINED

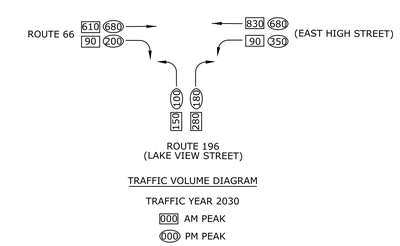
Ⓦ 30" X 30" CONCRETE HANDHOLE

SPAN POLE INFORMATION

Ⓐ HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs., YEAR INSTALLED: JANUARY 2016

Ⓑ HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs., YEAR INSTALLED: JANUARY 2016

Ⓒ HEIGHT 30', B.C. 20", LOAD AT YIELD 7800 lbs., YEAR INSTALLED: JANUARY 2016



TRAFFIC VOLUME DIAGRAM

TRAFFIC YEAR 2030

000 AM PEAK

000 PM PEAK

NEW SHEET ADDED BY DESIGN INITIATED CHANGE ORDER NO. 1 - 02/03/15

LEGEND:

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL HEAD
AUDIBLE PEDESTRIAN SIGNAL
LOOP DETECTOR
MAGNETIC DETECTOR
SD SYSTEM DETECTOR
OPTICAL DETECTOR
PROPOSED CONTROLLER
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
CABLE CLOSURE
DET. LEADS IN SAW CUT
MICROWAVE DETECTOR
STRAIN INSULATOR
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME: ...\TR_MSH_TCS_041113_0041_0219_CO_01.dgn

DATE PLOTTED: 12/13/2016

SCALE - 1:40

ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

CITY OF EAST HAMPTON
ROUTE 66 (EAST HIGH STREET) AT
ROUTE 196 (LAKE VIEW STREET)

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: INTERSECTION & SAFETY IMPROVEMENTS - ROUTE 66

TOWN: EAST HAMPTON

PROJECT NO.: 41-113

DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET

DRAWING NO.: TRA-05-1

SHEET NO.:

REV. # | INTERSECTION # 41-219

APPENDIX H

Raw Traffic Counts

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Start	09-Jul-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	*	*	*	*	*	*	232	61	243	62	238	62	288	136	302	206
01:00	*	*	*	*	*	*	110	43	125	35	118	39	156	63	156	109
02:00	*	*	*	*	*	*	50	21	46	29	48	25	98	48	95	56
03:00	*	*	*	*	*	*	38	49	27	43	32	46	67	42	44	33
04:00	*	*	*	*	*	*	34	150	27	126	30	138	35	72	29	34
05:00	*	*	*	*	*	*	56	456	49	448	52	452	60	176	34	104
06:00	*	*	*	*	*	*	167	970	165	896	166	933	121	357	68	208
07:00	*	*	*	*	*	*	446	**1257**	437	1135	442	**1196**	262	466	201	310
08:00	*	*	*	*	*	*	757	1103	736	**1144**	746	1124	466	633	274	466
09:00	*	*	*	*	*	*	853	944	864	968	858	956	655	818	445	680
10:00	*	*	*	*	*	*	792	809	817	890	804	850	994	856	615	828
11:00	*	*	*	*	*	*	**877**	830	**971**	861	**924**	846	**1056**	**923**	**782**	**886**
12:00 PM	*	*	*	*	*	*	973	860	1133	888	1053	874	1191	921	1002	855
01:00	*	*	*	*	*	*	1036	854	1242	875	1139	864	1217	**930**	957	867
02:00	*	*	*	*	*	*	1043	865	1161	932	1102	898	**1288**	902	949	**886**
03:00	*	*	*	*	1093	887	1264	855	1288	960	1215	901	1211	872	901	835
04:00	*	*	*	*	1602	918	1562	**955**	1689	**1014**	1618	**962**	1156	838	**1028**	781
05:00	*	*	*	*	1657	**951**	**1698**	892	**1841**	920	**1732**	921	1058	892	864	736
06:00	*	*	*	*	**1668**	735	1665	732	1699	770	1677	746	969	762	793	688
07:00	*	*	*	*	1104	611	1178	638	1157	635	1146	628	852	643	718	587
08:00	*	*	*	*	862	502	863	618	839	575	855	565	712	519	576	457
09:00	*	*	*	*	764	320	808	362	671	426	748	369	626	551	511	283
10:00	*	*	*	*	508	223	582	307	589	351	560	294	491	491	372	208
11:00	*	*	*	*	284	131	359	149	420	241	354	174	394	290	227	104
Total	0	0	0	0	9542	5278	17443	14780	18236	15224	17657	14863	15423	13201	11943	11207
Day	0		0		14820		32223		33460		32520		28624		23150	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	08:00	11:00	07:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	877	1257	971	1144	924	1196	1056	923	782	886
PM Peak	-	-	-	-	18:00	17:00	17:00	16:00	17:00	16:00	17:00	16:00	14:00	13:00	16:00	14:00
Vol.	-	-	-	-	1668	951	1698	955	1841	1014	1732	962	1288	930	1028	886

ADT: 32,842
EB: 17,840
WB: 15,002

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Start	16-Jul-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12:00 AM	164	53	*	*	*	*	*	*	*	*	164	53	*	*	*	*
01:00	64	35	*	*	*	*	*	*	*	*	64	35	*	*	*	*
02:00	32	25	*	*	*	*	*	*	*	*	32	25	*	*	*	*
03:00	24	41	*	*	*	*	*	*	*	*	24	41	*	*	*	*
04:00	38	156	*	*	*	*	*	*	*	*	38	156	*	*	*	*
05:00	43	464	*	*	*	*	*	*	*	*	43	464	*	*	*	*
06:00	155	955	*	*	*	*	*	*	*	*	155	955	*	*	*	*
07:00	418	1182	*	*	*	*	*	*	*	*	418	1182	*	*	*	*
08:00	745	**1202**	*	*	*	*	*	*	*	*	745	**1202**	*	*	*	*
09:00	**841**	910	*	*	*	*	*	*	*	*	**841**	910	*	*	*	*
10:00	834	216	*	*	*	*	*	*	*	*	834	216	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3358	5239	0	0	0	0	0	0	0	0	3358	5239	0	0	0	0
Day	8597		0		0		0		0		8597		0		0	
AM Peak	09:00	08:00	-	-	-	-	-	-	-	-	09:00	08:00	-	-	-	-
Vol.	841	1202	-	-	-	-	-	-	-	-	841	1202	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	8597	0	14820	32223	33460	41117	28624	23150

ADT ADT 32,842 AADT 32,842

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Start	28-May-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	105	37	96	53	213	120	**165**	**133**	145	86
01:00	*	*	*	*	*	*	58	26	67	29	109	80	108	64	86	50
02:00	*	*	*	*	*	*	45	26	42	22	60	47	*	*	49	32
03:00	*	*	*	*	*	*	35	25	43	27	61	28	*	*	46	27
04:00	*	*	*	*	*	*	42	95	54	92	57	46	*	*	51	78
05:00	*	*	*	*	*	*	86	331	113	345	77	150	*	*	92	275
06:00	*	*	*	*	*	*	203	795	311	801	121	271	*	*	212	622
07:00	*	*	*	*	*	*	557	**1185**	567	**1176**	285	434	*	*	470	**932**
08:00	*	*	*	*	*	*	568	1033	534	973	486	541	*	*	529	849
09:00	*	*	*	*	*	*	587	758	489	774	602	725	*	*	559	752
10:00	*	*	*	*	*	*	598	626	554	659	714	809	*	*	622	698
11:00	*	*	*	*	*	*	**670**	603	**633**	597	**834**	**821**	*	*	**712**	674
12:00 PM	*	*	*	*	636	627	712	624	699	669	**925**	760	*	*	743	670
01:00	*	*	*	*	678	631	730	606	748	689	885	748	*	*	760	668
02:00	*	*	*	*	776	660	804	713	892	695	808	734	*	*	820	700
03:00	*	*	*	*	1058	639	1110	739	1118	**769**	811	**770**	*	*	1024	**729**
04:00	*	*	*	*	**1169**	673	**1298**	**754**	1270	691	827	708	*	*	**1141**	706
05:00	*	*	*	*	1159	**674**	1235	710	**1347**	701	730	682	*	*	1118	692
06:00	*	*	*	*	881	577	901	609	987	614	682	571	*	*	863	593
07:00	*	*	*	*	748	461	644	482	655	528	537	442	*	*	646	478
08:00	*	*	*	*	607	366	606	333	651	432	534	387	*	*	600	380
09:00	*	*	*	*	405	234	481	262	457	381	450	299	*	*	448	294
10:00	*	*	*	*	218	184	274	170	391	246	340	346	*	*	306	236
11:00	*	*	*	*	171	98	209	109	260	224	286	194	*	*	232	156
Lane	0	0	0	0	8506	5824	12558	11651	12978	12187	11434	10713	273	197	12274	11377
Day	0		0		14330		24209		25165		22147		470		23651	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	11:00	00:00	00:00	11:00	07:00
Vol.	-	-	-	-	-	-	670	1185	633	1176	834	821	165	133	712	932
PM Peak	-	-	-	-	16:00	17:00	16:00	16:00	17:00	15:00	12:00	15:00	-	-	16:00	15:00
Vol.	-	-	-	-	1169	674	1298	754	1347	769	925	770	-	-	1141	729

Comb. Total	0	0	14330	24209	25165	22147	470	23651

ADT ADT 24,687 AADT 24,687

24,690 vpd
12,770 EB
11,920 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Start	28-May-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	94	37	113	52	174	126	130	133	128	87
01:00	*	*	*	*	*	*	55	29	55	33	88	82	77	61	69	51
02:00	*	*	*	*	*	*	19	25	21	23	57	46	56	47	38	35
03:00	*	*	*	*	*	*	24	29	17	27	34	28	26	36	25	30
04:00	*	*	*	*	*	*	31	88	34	88	27	47	23	44	29	67
05:00	*	*	*	*	*	*	79	321	91	332	57	143	47	71	68	217
06:00	*	*	*	*	*	*	260	799	270	807	118	261	110	169	190	509
07:00	*	*	*	*	*	*	558	**1254**	537	**1175**	293	436	203	258	398	**781**
08:00	*	*	*	*	*	*	480	1073	487	984	415	521	287	395	417	743
09:00	*	*	*	*	*	*	526	789	490	766	568	703	434	592	504	712
10:00	*	*	*	*	*	*	527	644	542	663	681	789	547	611	574	677
11:00	*	*	*	*	*	*	**637**	603	**622**	599	**788**	**804**	**738**	**702**	**696**	677
12:00 PM	*	*	*	*	664	636	680	638	648	651	**881**	**747**	772	753	729	685
01:00	*	*	*	*	640	642	655	617	723	668	877	731	**817**	710	742	674
02:00	*	*	*	*	719	663	761	720	843	675	805	713	765	732	779	701
03:00	*	*	*	*	1105	683	1043	718	1105	**756**	787	746	755	**765**	959	**734**
04:00	*	*	*	*	**1252**	645	1223	**733**	1255	673	768	693	684	654	**1036**	680
05:00	*	*	*	*	1226	**708**	**1238**	686	**1298**	662	673	676	614	660	1010	678
06:00	*	*	*	*	937	588	888	630	998	594	624	559	612	602	812	595
07:00	*	*	*	*	676	479	649	480	616	509	495	420	433	456	574	469
08:00	*	*	*	*	544	354	556	323	549	435	459	370	361	343	494	365
09:00	*	*	*	*	391	231	405	255	442	377	404	298	265	254	381	283
10:00	*	*	*	*	227	181	249	175	321	231	306	350	172	155	255	218
11:00	*	*	*	*	183	106	187	107	241	229	264	210	135	105	202	151
Lane	0	0	0	0	8564	5916	11824	11773	12318	12009	10643	10499	9063	9308	11109	10819
Day	0		0		14480		23597		24327		21142		18371		21928	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00
Vol.	-	-	-	-	-	-	637	1254	622	1175	788	804	738	702	696	781
PM Peak	-	-	-	-	16:00	17:00	17:00	16:00	17:00	15:00	12:00	12:00	13:00	15:00	16:00	15:00
Vol.	-	-	-	-	1252	708	1238	733	1298	756	881	747	817	765	1036	734

23,960 vpd
12,070 EB
11,890 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Start	04-Jun-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	71	44	*	*	*	*	*	*	*	*	*	*	*	*	71	44
01:00	28	33	*	*	*	*	*	*	*	*	*	*	*	*	28	33
02:00	22	26	*	*	*	*	*	*	*	*	*	*	*	*	22	26
03:00	22	28	*	*	*	*	*	*	*	*	*	*	*	*	22	28
04:00	21	86	*	*	*	*	*	*	*	*	*	*	*	*	21	86
05:00	66	323	*	*	*	*	*	*	*	*	*	*	*	*	66	323
06:00	199	729	*	*	*	*	*	*	*	*	*	*	*	*	199	729
07:00	**478**	**1063**	*	*	*	*	*	*	*	*	*	*	*	*	**478**	**1063**
08:00	415	890	*	*	*	*	*	*	*	*	*	*	*	*	415	890
09:00	443	667	*	*	*	*	*	*	*	*	*	*	*	*	443	667
10:00	195	255	*	*	*	*	*	*	*	*	*	*	*	*	195	255
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1960	4144	0	0	0	0	0	0	0	0	0	0	0	0	1960	4144
Day	6104		0		0		0		0		0		0		6104	
AM Peak	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	478	1063	-	-	-	-	-	-	-	-	-	-	-	-	478	1063
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	6104	0	14480	23597	24327	21142	18371	28032

ADT	ADT 23,962	AADT 23,962

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Start	28-May-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	96	29	99	43	154	116	109	122	114	78
01:00	*	*	*	*	*	*	47	25	46	28	75	67	57	58	56	44
02:00	*	*	*	*	*	*	23	22	25	21	47	41	54	41	37	31
03:00	*	*	*	*	*	*	17	15	15	22	31	23	24	32	22	23
04:00	*	*	*	*	*	*	25	80	28	75	23	40	17	41	23	59
05:00	*	*	*	*	*	*	86	280	83	285	51	129	43	74	66	192
06:00	*	*	*	*	*	*	218	701	235	706	105	230	98	132	164	442
07:00	*	*	*	*	*	*	445	**1192**	432	**1120**	262	406	176	236	329	**738**
08:00	*	*	*	*	*	*	475	1055	456	967	385	488	239	356	389	716
09:00	*	*	*	*	*	*	476	767	419	746	519	692	377	524	448	682
10:00	*	*	*	*	*	*	464	629	506	597	659	760	491	558	530	636
11:00	*	*	*	*	*	*	**552**	570	**549**	570	**674**	**784**	**661**	**652**	**609**	644
12:00 PM	*	*	*	*	579	537	594	560	601	561	**856**	**755**	726	**719**	671	626
01:00	*	*	*	*	572	607	629	526	651	614	796	668	**745**	711	679	625
02:00	*	*	*	*	656	581	658	630	760	568	805	698	727	687	721	633
03:00	*	*	*	*	976	600	982	**681**	977	**656**	754	696	701	691	878	**665**
04:00	*	*	*	*	**1176**	624	1125	668	1202	648	757	659	642	614	**980**	643
05:00	*	*	*	*	1166	**702**	**1202**	670	**1219**	628	656	651	579	643	964	659
06:00	*	*	*	*	861	564	848	560	1017	603	597	525	590	570	783	564
07:00	*	*	*	*	643	426	619	416	598	470	485	410	427	429	554	430
08:00	*	*	*	*	535	311	542	323	542	365	456	351	343	309	484	332
09:00	*	*	*	*	392	194	384	205	388	334	386	256	237	218	357	241
10:00	*	*	*	*	223	165	217	151	298	209	274	325	141	142	231	198
11:00	*	*	*	*	156	87	161	97	201	191	246	184	112	86	175	129
Lane	0	0	0	0	7935	5398	10885	10852	11347	11027	10053	9954	8316	8645	10264	10030
Day	0		0		13333		21737		22374		20007		16961		20294	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00
Vol.	-	-	-	-	-	-	552	1192	549	1120	674	784	661	652	609	738
PM Peak	-	-	-	-	16:00	17:00	17:00	15:00	17:00	15:00	12:00	12:00	13:00	12:00	16:00	15:00
Vol.	-	-	-	-	1176	702	1202	681	1219	656	856	755	745	719	980	665

22,055 vpd
11,115 EB
10,940 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Start	04-Jun-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	53	34	*	*	*	*	*	*	*	*	*	*	*	*	53	34
01:00	26	28	*	*	*	*	*	*	*	*	*	*	*	*	26	28
02:00	18	16	*	*	*	*	*	*	*	*	*	*	*	*	18	16
03:00	18	21	*	*	*	*	*	*	*	*	*	*	*	*	18	21
04:00	16	67	*	*	*	*	*	*	*	*	*	*	*	*	16	67
05:00	66	279	*	*	*	*	*	*	*	*	*	*	*	*	66	279
06:00	203	722	*	*	*	*	*	*	*	*	*	*	*	*	203	722
07:00	447	**1040**	*	*	*	*	*	*	*	*	*	*	*	*	447	**1040**
08:00	**500**	1024	*	*	*	*	*	*	*	*	*	*	*	*	**500**	1024
09:00	458	691	*	*	*	*	*	*	*	*	*	*	*	*	458	691
10:00	289	387	*	*	*	*	*	*	*	*	*	*	*	*	289	387
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	2094	4309	0	0	0	0	0	0	0	0	0	0	0	0	2094	4309
Day	6403		0		0		0		0		0		0		6403	
AM Peak	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00
Vol.	500	1040	-	-	-	-	-	-	-	-	-	-	-	-	500	1040
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	6403	0	13333	21737	22374	20007	16961	26697

ADT	ADT 22,056	AADT 22,056

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	64	25	85	29	157	14	106	0	103	17
01:00	*	*	*	*	*	*	39	13	41	29	77	4	62	0	55	12
02:00	*	*	*	*	*	*	10	16	25	18	33	4	47	1	29	10
03:00	*	*	*	*	*	*	18	18	20	29	39	2	22	0	25	12
04:00	*	*	*	*	*	*	19	90	32	87	28	7	11	0	22	46
05:00	*	*	*	*	*	*	67	272	71	293	62	15	40	0	60	145
06:00	*	*	*	*	*	*	216	805	234	806	153	35	106	1	177	412
07:00	*	*	*	*	*	*	403	**1168**	441	**1126**	329	75	154	**2**	332	**593**
08:00	*	*	*	*	*	*	455	986	415	918	432	129	258	2	390	509
09:00	*	*	*	*	*	*	408	720	433	687	594	146	437	0	468	388
10:00	*	*	*	*	141	177	427	625	442	612	651	**186**	605	0	453	320
11:00	*	*	*	*	**471**	**499**	**479**	523	**549**	592	**672**	86	**721**	2	**578**	340
12:00 PM	*	*	*	*	503	435	529	531	689	**400**	822	**132**	**689**	3	646	**300**
01:00	*	*	*	*	503	457	609	526	1092	14	802	125	685	12	738	227
02:00	*	*	*	*	617	481	667	575	1180	13	**907**	83	674	**31**	809	237
03:00	*	*	*	*	858	517	965	576	1421	37	845	122	600	25	938	255
04:00	*	*	*	*	**1058**	**579**	1118	645	1614	38	780	84	577	5	**1029**	270
05:00	*	*	*	*	1049	546	**1150**	**646**	**1635**	43	810	61	497	2	1028	260
06:00	*	*	*	*	710	386	899	570	1317	62	612	36	472	5	802	212
07:00	*	*	*	*	527	242	591	400	788	41	535	8	366	8	561	140
08:00	*	*	*	*	376	205	481	316	703	27	433	4	288	0	456	110
09:00	*	*	*	*	272	133	335	186	496	12	393	0	178	0	335	66
10:00	*	*	*	*	145	77	209	134	393	20	275	1	127	0	230	46
11:00	*	*	*	*	115	66	141	75	265	24	202	0	91	0	163	33
Lane	0	0	0	0	7345	4800	10299	10441	14381	5957	10643	1359	7813	99	10427	4960
Day	0		0		12145		20740		20338		12002		7912		15387	
AM Peak	-	-	-	-	11:00	11:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	07:00	11:00	07:00
Vol.	-	-	-	-	471	499	479	1168	549	1126	672	186	721	2	578	593
PM Peak	-	-	-	-	16:00	16:00	17:00	17:00	17:00	12:00	14:00	12:00	12:00	14:00	16:00	12:00
Vol.	-	-	-	-	1058	579	1150	646	1635	400	907	132	689	31	1029	300

20,540 vpd
12,340 EB
8,200 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	53	0	*	*	*	*	*	*	*	*	*	*	*	*	53	0
01:00	21	0	*	*	*	*	*	*	*	*	*	*	*	*	21	0
02:00	11	0	*	*	*	*	*	*	*	*	*	*	*	*	11	0
03:00	14	0	*	*	*	*	*	*	*	*	*	*	*	*	14	0
04:00	25	1	*	*	*	*	*	*	*	*	*	*	*	*	25	1
05:00	81	1	*	*	*	*	*	*	*	*	*	*	*	*	81	1
06:00	218	2	*	*	*	*	*	*	*	*	*	*	*	*	218	2
07:00	401	3	*	*	*	*	*	*	*	*	*	*	*	*	401	3
08:00	415	**8**	*	*	*	*	*	*	*	*	*	*	*	*	415	**8**
09:00	380	1	*	*	*	*	*	*	*	*	*	*	*	*	380	1
10:00	383	3	*	*	*	*	*	*	*	*	*	*	*	*	383	3
11:00	**456**	1	*	*	*	*	*	*	*	*	*	*	*	*	**456**	1
12:00 PM	487	3	*	*	*	*	*	*	*	*	*	*	*	*	487	3
01:00	492	**21**	*	*	*	*	*	*	*	*	*	*	*	*	492	**21**
02:00	622	3	*	*	*	*	*	*	*	*	*	*	*	*	622	3
03:00	**928**	2	*	*	*	*	*	*	*	*	*	*	*	*	**928**	2
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	4987	49	0	0	0	0	0	0	0	0	0	0	0	0	4987	49
Day	5036		0		0		0		0		0		0		5036	
AM Peak	11:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	08:00
Vol.	456	8	-	-	-	-	-	-	-	-	-	-	-	-	456	8
PM Peak	15:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	13:00
Vol.	928	21	-	-	-	-	-	-	-	-	-	-	-	-	928	21

Comb. Total	5036	0	12145	20740	20338	12002	7912	20423

ADT	ADT 20,539	AADT 20,539

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Start	28-May-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	83	31	93	44	147	105	107	114	108	74
01:00	*	*	*	*	*	*	51	18	44	25	70	65	56	61	55	42
02:00	*	*	*	*	*	*	17	20	23	21	42	40	45	38	32	30
03:00	*	*	*	*	*	*	19	21	16	22	30	26	26	37	23	26
04:00	*	*	*	*	*	*	26	83	31	85	22	42	17	42	24	63
05:00	*	*	*	*	*	*	85	296	84	295	51	132	45	70	66	198
06:00	*	*	*	*	*	*	233	770	247	744	111	251	98	152	172	479
07:00	*	*	*	*	*	*	458	**1133**	438	**1118**	264	398	182	244	336	**723**
08:00	*	*	*	*	*	*	454	1016	448	918	396	501	235	366	383	700
09:00	*	*	*	*	*	*	481	714	428	682	503	675	380	520	448	648
10:00	*	*	*	*	*	*	433	564	475	570	640	**756**	491	557	510	612
11:00	*	*	*	*	*	*	**562**	531	**519**	541	**666**	742	**647**	**626**	**598**	610
12:00 PM	*	*	*	*	*	*	578	541	573	536	**837**	**699**	708	687	674	616
01:00	*	*	*	*	585	572	624	533	641	582	811	640	**749**	**703**	682	606
02:00	*	*	*	*	646	568	669	617	736	557	761	663	740	696	710	620
03:00	*	*	*	*	999	591	978	646	1006	623	755	668	686	655	885	**637**
04:00	*	*	*	*	**1172**	616	1164	**661**	1169	588	739	645	636	599	**976**	622
05:00	*	*	*	*	1117	**665**	**1177**	625	**1233**	**634**	635	612	566	629	946	633
06:00	*	*	*	*	830	534	814	543	946	546	578	499	583	548	750	534
07:00	*	*	*	*	628	381	610	400	588	462	466	405	391	412	537	412
08:00	*	*	*	*	520	291	521	294	507	365	433	332	329	283	462	313
09:00	*	*	*	*	373	191	356	207	382	307	381	262	238	204	346	234
10:00	*	*	*	*	210	156	205	148	273	215	269	317	133	134	218	194
11:00	*	*	*	*	159	79	154	86	203	186	233	167	101	80	170	120
Lane	0	0	0	0	7239	4644	10752	10498	11103	10666	9840	9642	8189	8457	10111	9746
Day	0		0		11883		21250		21769		19482		16646		19857	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00	07:00
Vol.	-	-	-	-	-	-	562	1133	519	1118	666	756	647	626	598	723
PM Peak	-	-	-	-	16:00	17:00	17:00	16:00	17:00	17:00	12:00	12:00	13:00	13:00	16:00	15:00
Vol.	-	-	-	-	1172	665	1177	661	1233	634	837	699	749	703	976	637

21,510 vpd
10,930 EB
10,580 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Start	04-Jun-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	54	33	*	*	*	*	*	*	*	*	*	*	*	*	54	33
01:00	24	28	*	*	*	*	*	*	*	*	*	*	*	*	24	28
02:00	19	15	*	*	*	*	*	*	*	*	*	*	*	*	19	15
03:00	18	23	*	*	*	*	*	*	*	*	*	*	*	*	18	23
04:00	17	85	*	*	*	*	*	*	*	*	*	*	*	*	17	85
05:00	67	287	*	*	*	*	*	*	*	*	*	*	*	*	67	287
06:00	190	754	*	*	*	*	*	*	*	*	*	*	*	*	190	754
07:00	418	**1125**	*	*	*	*	*	*	*	*	*	*	*	*	418	**1125**
08:00	**429**	1025	*	*	*	*	*	*	*	*	*	*	*	*	**429**	1025
09:00	429	646	*	*	*	*	*	*	*	*	*	*	*	*	429	646
10:00	348	455	*	*	*	*	*	*	*	*	*	*	*	*	348	455
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	2013	4476	0	0	0	0	0	0	0	0	0	0	0	0	2013	4476
Day	6489		0		0		0		0		0		0		6489	
AM Peak	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00
Vol.	429	1125	-	-	-	-	-	-	-	-	-	-	-	-	429	1125
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	6489	0	11883	21250	21769	19482	16646	26346

ADT ADT 21,510 AADT 21,510

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	12	68	23	56	22	77	47	114	74	101	36	83
01:00	*	*	*	*	18	28	10	30	24	34	33	61	44	53	26	41
02:00	*	*	*	*	16	15	15	9	20	22	22	28	25	36	20	22
03:00	*	*	*	*	32	17	24	18	31	24	29	27	25	16	28	20
04:00	*	*	*	*	115	30	105	15	93	28	43	22	27	12	77	21
05:00	*	*	*	*	353	68	372	72	385	79	120	57	69	42	260	64
06:00	*	*	*	*	862	201	859	212	885	243	271	108	164	89	608	171
07:00	*	*	*	*	**1116**	364	**1110**	384	**1052**	392	376	275	198	153	**770**	314
08:00	*	*	*	*	802	403	843	396	774	388	478	381	334	236	646	361
09:00	*	*	*	*	561	298	604	347	617	374	597	451	422	313	560	357
10:00	*	*	*	*	479	325	489	370	484	386	**629**	524	579	370	532	395
11:00	*	*	*	*	396	**412**	444	**446**	497	**480**	582	**597**	**632**	**458**	510	**479**
12:00 PM	*	*	*	*	378	420	454	481	441	516	623	**720**	**590**	556	497	539
01:00	*	*	*	*	421	453	450	517	484	543	546	682	557	584	492	556
02:00	*	*	*	*	397	554	494	608	482	661	648	687	484	**590**	501	620
03:00	*	*	442	858	439	788	494	916	495	873	**660**	677	492	523	504	772
04:00	*	*	455	**1029**	**447**	944	**559**	1014	503	**1055**	599	634	477	525	**507**	**867**
05:00	*	*	**483**	982	432	**945**	515	**1023**	**505**	959	627	596	410	463	495	828
06:00	*	*	404	681	342	615	451	791	419	747	498	540	326	400	407	629
07:00	*	*	251	439	185	456	337	543	288	447	368	393	255	327	281	434
08:00	*	*	192	317	168	319	239	416	229	414	233	376	182	243	207	348
09:00	*	*	99	243	105	251	150	318	152	299	189	315	114	152	135	263
10:00	*	*	89	157	81	117	115	178	144	227	183	284	88	113	117	179
11:00	*	*	57	99	61	103	63	122	108	167	112	185	45	75	74	125
Lane	0	0	2472	4805	8218	8194	9219	9282	9134	9435	8513	8734	6613	6430	8290	8488
Day	0		7277		16412		18501		18569		17247		13043		16778	
AM Peak	-	-	-	-	07:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00	07:00	11:00
Vol.	-	-	-	-	1116	412	1110	446	1052	480	629	597	632	458	770	479
PM Peak	-	-	17:00	16:00	16:00	17:00	16:00	17:00	17:00	16:00	15:00	12:00	12:00	14:00	16:00	16:00
Vol.	-	-	483	1029	447	945	559	1023	505	1055	660	720	590	590	507	867

17,830 vpd
8,970 EB
8,860 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	21	43	*	*	*	*	*	*	*	*	*	*	*	*	21	43
01:00	19	18	*	*	*	*	*	*	*	*	*	*	*	*	19	18
02:00	6	10	*	*	*	*	*	*	*	*	*	*	*	*	6	10
03:00	30	10	*	*	*	*	*	*	*	*	*	*	*	*	30	10
04:00	110	25	*	*	*	*	*	*	*	*	*	*	*	*	110	25
05:00	367	71	*	*	*	*	*	*	*	*	*	*	*	*	367	71
06:00	896	223	*	*	*	*	*	*	*	*	*	*	*	*	896	223
07:00	**1137**	364	*	*	*	*	*	*	*	*	*	*	*	*	**1137**	364
08:00	801	373	*	*	*	*	*	*	*	*	*	*	*	*	801	373
09:00	504	345	*	*	*	*	*	*	*	*	*	*	*	*	504	345
10:00	476	335	*	*	*	*	*	*	*	*	*	*	*	*	476	335
11:00	377	**414**	*	*	*	*	*	*	*	*	*	*	*	*	377	**414**
12:00 PM	**445**	425	*	*	*	*	*	*	*	*	*	*	*	*	**445**	425
01:00	428	421	*	*	*	*	*	*	*	*	*	*	*	*	428	421
02:00	427	**541**	*	*	*	*	*	*	*	*	*	*	*	*	427	**541**
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	6044	3618	0	0	0	0	0	0	0	0	0	0	0	0	6044	3618
Day	9662		0		0		0		0		0		0		9662	
AM Peak	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	1137	414	-	-	-	-	-	-	-	-	-	-	-	-	1137	414
PM Peak	12:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	14:00
Vol.	445	541	-	-	-	-	-	-	-	-	-	-	-	-	445	541

Comb. Total	9662	7277	16412	18501	18569	17247	13043	26440

ADT ADT 17,827 AADT 17,827

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	19	79	22	62	26	80	60	117	73	102	40	88
01:00	*	*	*	*	16	25	7	27	19	37	25	61	44	49	22	40
02:00	*	*	*	*	11	19	14	11	18	17	20	27	30	38	19	22
03:00	*	*	*	*	29	10	17	13	24	19	28	27	21	15	24	17
04:00	*	*	*	*	66	25	65	12	65	30	34	20	22	7	50	19
05:00	*	*	*	*	257	55	237	40	248	54	96	45	52	15	178	42
06:00	*	*	*	*	622	146	673	160	657	176	198	86	136	50	457	124
07:00	*	*	*	*	**891**	249	**915**	293	**861**	317	307	234	161	121	**627**	243
08:00	*	*	*	*	706	354	732	359	686	378	404	340	268	185	559	323
09:00	*	*	*	*	507	316	535	332	536	321	479	424	364	273	484	333
10:00	*	*	*	*	412	285	439	322	430	361	**556**	451	467	344	461	353
11:00	*	*	*	*	353	**365**	393	**365**	441	**451**	506	**546**	**501**	**419**	439	**429**
12:00 PM	*	*	*	*	332	377	412	429	415	487	523	573	**488**	494	434	472
01:00	*	*	*	*	337	406	402	441	451	485	482	**636**	472	**524**	429	498
02:00	*	*	*	*	362	454	424	503	416	553	502	624	464	514	434	530
03:00	*	*	436	767	386	653	435	786	454	761	**565**	572	443	484	453	670
04:00	*	*	431	**937**	**437**	858	**494**	895	468	929	548	561	413	498	**465**	780
05:00	*	*	**449**	931	406	**973**	484	**998**	**480**	**943**	521	614	362	448	450	**818**
06:00	*	*	397	677	302	608	428	756	436	752	447	524	311	412	387	622
07:00	*	*	259	434	188	412	320	522	294	476	349	372	251	310	277	421
08:00	*	*	181	292	163	328	247	393	216	368	214	349	169	224	198	326
09:00	*	*	103	256	117	213	155	319	146	286	175	286	110	150	134	252
10:00	*	*	80	137	67	118	115	183	141	200	178	224	78	103	110	161
11:00	*	*	58	83	62	87	58	113	112	150	103	221	52	70	74	122
Lane	0	0	2394	4519	7048	7415	8023	8334	8040	8631	7320	7934	5752	5849	7205	7705
Day	0		6913		14463		16357		16671		15254		11601		14910	
AM Peak	-	-	-	-	07:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00	07:00	11:00
Vol.	-	-	-	-	891	365	915	365	861	451	556	546	501	419	627	429
PM Peak	-	-	17:00	16:00	16:00	17:00	16:00	17:00	17:00	17:00	15:00	13:00	12:00	13:00	16:00	17:00
Vol.	-	-	449	937	437	973	494	998	480	943	565	636	488	524	465	818

15,830 vpd
8,125 EB
7,705 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	24	47	*	*	*	*	*	*	*	*	*	*	*	*	24	47
01:00	14	20	*	*	*	*	*	*	*	*	*	*	*	*	14	20
02:00	8	7	*	*	*	*	*	*	*	*	*	*	*	*	8	7
03:00	15	8	*	*	*	*	*	*	*	*	*	*	*	*	15	8
04:00	69	17	*	*	*	*	*	*	*	*	*	*	*	*	69	17
05:00	239	52	*	*	*	*	*	*	*	*	*	*	*	*	239	52
06:00	668	149	*	*	*	*	*	*	*	*	*	*	*	*	668	149
07:00	**909**	311	*	*	*	*	*	*	*	*	*	*	*	*	**909**	311
08:00	757	362	*	*	*	*	*	*	*	*	*	*	*	*	757	362
09:00	447	338	*	*	*	*	*	*	*	*	*	*	*	*	447	338
10:00	434	296	*	*	*	*	*	*	*	*	*	*	*	*	434	296
11:00	337	**372**	*	*	*	*	*	*	*	*	*	*	*	*	337	**372**
12:00 PM	**384**	378	*	*	*	*	*	*	*	*	*	*	*	*	**384**	378
01:00	361	392	*	*	*	*	*	*	*	*	*	*	*	*	361	392
02:00	375	446	*	*	*	*	*	*	*	*	*	*	*	*	375	446
03:00	347	**550**	*	*	*	*	*	*	*	*	*	*	*	*	347	**550**
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5388	3745	0	0	0	0	0	0	0	0	0	0	0	0	5388	3745
Day	9133		0		0		0		0		0		0		9133	
AM Peak	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	909	372	-	-	-	-	-	-	-	-	-	-	-	-	909	372
PM Peak	12:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	15:00
Vol.	384	550	-	-	-	-	-	-	-	-	-	-	-	-	384	550

Comb. Total	9133	6913	14463	16357	16671	15254	11601	24043

ADT ADT 15,830 AADT 15,830

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	10	44	9	31	15	56	33	67	33	54	20	50
01:00	*	*	*	*	10	9	6	18	10	16	12	30	17	28	11	20
02:00	*	*	*	*	3	6	6	2	7	10	13	12	13	20	8	10
03:00	*	*	*	*	20	10	7	7	11	9	8	11	8	5	11	8
04:00	*	*	*	*	37	13	41	8	42	16	18	11	17	3	31	10
05:00	*	*	*	*	144	28	142	21	138	30	60	28	42	11	105	24
06:00	*	*	*	*	367	109	405	115	410	124	115	42	85	27	276	83
07:00	*	*	*	*	**563**	228	**581**	249	**558**	267	206	147	110	88	**404**	196
08:00	*	*	*	*	423	**237**	458	240	419	268	249	221	180	119	346	217
09:00	*	*	*	*	322	196	312	224	345	205	326	280	260	170	313	215
10:00	*	*	*	*	244	192	279	244	292	238	**387**	321	335	237	307	246
11:00	*	*	*	*	236	235	281	**254**	326	**299**	341	**324**	**349**	**303**	307	**283**
12:00 PM	*	*	*	*	254	236	294	302	292	341	374	350	**347**	338	312	313
01:00	*	*	*	*	235	255	290	282	307	322	340	368	346	**358**	304	317
02:00	*	*	119	125	256	275	299	330	287	335	338	**390**	335	354	272	302
03:00	*	*	310	511	280	423	316	513	293	502	**391**	356	307	325	316	438
04:00	*	*	308	**571**	**307**	500	341	510	335	556	360	373	275	319	321	472
05:00	*	*	**353**	566	302	**546**	**367**	**567**	**368**	**587**	348	390	248	294	**331**	**492**
06:00	*	*	283	399	204	352	270	453	299	478	247	333	211	265	252	380
07:00	*	*	186	267	122	247	202	294	199	270	215	215	160	185	181	246
08:00	*	*	120	175	123	194	139	231	157	212	140	203	104	128	130	190
09:00	*	*	76	147	80	123	87	178	110	164	108	183	66	94	88	148
10:00	*	*	60	68	44	71	71	104	87	117	104	138	53	57	70	92
11:00	*	*	29	57	32	55	36	61	65	79	52	107	23	43	40	67
Lane	0	0	1844	2886	4618	4584	5239	5238	5372	5501	4785	4900	3924	3825	4756	4819
Day	0		4730		9202		10477		10873		9685		7749		9575	
AM Peak	-	-	-	-	07:00	08:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	11:00	07:00	11:00
Vol.	-	-	-	-	563	237	581	254	558	299	387	324	349	303	404	283
PM Peak	-	-	17:00	16:00	16:00	17:00	17:00	17:00	17:00	17:00	15:00	14:00	12:00	13:00	17:00	17:00
Vol.	-	-	353	571	307	546	367	567	368	587	391	390	347	358	331	492

10,185 vpd
5,110 EB
5,075 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	6	20	*	*	*	*	*	*	*	*	*	*	*	*	6	20
01:00	12	12	*	*	*	*	*	*	*	*	*	*	*	*	12	12
02:00	1	4	*	*	*	*	*	*	*	*	*	*	*	*	1	4
03:00	10	2	*	*	*	*	*	*	*	*	*	*	*	*	10	2
04:00	39	8	*	*	*	*	*	*	*	*	*	*	*	*	39	8
05:00	128	31	*	*	*	*	*	*	*	*	*	*	*	*	128	31
06:00	406	105	*	*	*	*	*	*	*	*	*	*	*	*	406	105
07:00	**571**	242	*	*	*	*	*	*	*	*	*	*	*	*	**571**	242
08:00	449	244	*	*	*	*	*	*	*	*	*	*	*	*	449	244
09:00	268	210	*	*	*	*	*	*	*	*	*	*	*	*	268	210
10:00	318	193	*	*	*	*	*	*	*	*	*	*	*	*	318	193
11:00	241	**247**	*	*	*	*	*	*	*	*	*	*	*	*	241	**247**
12:00 PM	266	256	*	*	*	*	*	*	*	*	*	*	*	*	266	256
01:00	244	269	*	*	*	*	*	*	*	*	*	*	*	*	244	269
02:00	**276**	**287**	*	*	*	*	*	*	*	*	*	*	*	*	**276**	**287**
03:00	177	267	*	*	*	*	*	*	*	*	*	*	*	*	177	267
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	3412	2397	0	0	0	0	0	0	0	0	0	0	0	0	3412	2397
Day	5809		0		0		0		0		0		0		5809	
AM Peak	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	571	247	-	-	-	-	-	-	-	-	-	-	-	-	571	247
PM Peak	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00
Vol.	276	287	-	-	-	-	-	-	-	-	-	-	-	-	276	287

Comb. Total	5809	4730	9202	10477	10873	9685	7749	15384

ADT ADT 10,184 AADT 10,184

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	12	6	9	15	9	12	18	28	28	30	15	18
01:00	*	*	*	*	3	5	6	3	6	9	9	15	13	10	7	8
02:00	*	*	*	*	17	14	11	12	7	15	6	11	8	5	10	11
03:00	*	*	*	*	26	17	33	11	36	20	13	9	18	6	25	13
04:00	*	*	*	*	107	42	106	34	112	49	49	27	35	12	82	33
05:00	*	*	*	*	293	177	307	163	322	173	97	81	71	41	218	127
06:00	*	*	*	*	**520**	**374**	**524**	**383**	**526**	**408**	174	175	93	119	**367**	292
07:00	*	*	*	*	385	322	407	344	391	357	246	254	183	147	322	285
08:00	*	*	*	*	300	242	301	273	350	271	347	341	272	225	314	270
09:00	*	*	*	*	238	213	279	273	298	273	393	369	332	287	308	283
10:00	*	*	*	*	261	260	290	250	331	333	371	**378**	363	346	323	313
11:00	*	*	*	*	274	249	317	306	329	346	**429**	363	**384**	**358**	347	**324**
12:00 PM	*	*	*	*	244	265	296	275	346	302	394	379	**383**	**374**	333	319
01:00	*	*	284	236	315	264	367	316	336	370	368	385	361	355	338	321
02:00	*	*	363	455	326	378	351	491	345	461	**409**	370	352	311	358	411
03:00	*	*	416	527	411	476	467	501	440	533	389	370	297	338	403	458
04:00	*	*	**467**	**556**	**413**	**514**	**484**	**524**	**492**	**559**	373	**393**	302	318	**422**	**477**
05:00	*	*	360	426	310	342	383	423	346	421	288	343	238	258	321	369
06:00	*	*	263	271	188	230	236	298	241	271	261	234	182	175	228	246
07:00	*	*	174	178	150	181	197	213	212	202	179	194	116	117	171	181
08:00	*	*	104	137	99	108	122	158	126	143	128	164	76	89	109	133
09:00	*	*	72	50	61	70	80	99	91	107	136	125	56	47	83	83
10:00	*	*	34	49	39	50	45	52	77	71	67	108	28	43	48	62
11:00	*	*	15	32	12	29	16	43	47	59	40	49	10	17	23	38
Lane	0	0	2552	2917	5004	4828	5634	5460	5816	5765	5184	5165	4201	4028	5175	5075
Day	0		5469		9832		11094		11581		10349		8229		10250	
AM Peak	-	-	-	-	06:00	06:00	06:00	06:00	06:00	06:00	11:00	10:00	11:00	11:00	06:00	11:00
Vol.	-	-	-	-	520	374	524	383	526	408	429	378	384	358	367	324
PM Peak	-	-	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	14:00	16:00	12:00	12:00	16:00	16:00
Vol.	-	-	467	556	413	514	484	524	492	559	409	393	383	374	422	477

10,835 vpd
5,350 EB
5,485 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	12	9	*	*	*	*	*	*	*	*	*	*	*	*	12	9
01:00	3	4	*	*	*	*	*	*	*	*	*	*	*	*	3	4
02:00	8	5	*	*	*	*	*	*	*	*	*	*	*	*	8	5
03:00	33	14	*	*	*	*	*	*	*	*	*	*	*	*	33	14
04:00	99	42	*	*	*	*	*	*	*	*	*	*	*	*	99	42
05:00	312	168	*	*	*	*	*	*	*	*	*	*	*	*	312	168
06:00	**529**	**377**	*	*	*	*	*	*	*	*	*	*	*	*	**529**	**377**
07:00	410	359	*	*	*	*	*	*	*	*	*	*	*	*	410	359
08:00	268	249	*	*	*	*	*	*	*	*	*	*	*	*	268	249
09:00	311	216	*	*	*	*	*	*	*	*	*	*	*	*	311	216
10:00	266	262	*	*	*	*	*	*	*	*	*	*	*	*	266	262
11:00	298	289	*	*	*	*	*	*	*	*	*	*	*	*	298	289
12:00 PM	275	279	*	*	*	*	*	*	*	*	*	*	*	*	275	279
01:00	**340**	**312**	*	*	*	*	*	*	*	*	*	*	*	*	**340**	**312**
02:00	151	190	*	*	*	*	*	*	*	*	*	*	*	*	151	190
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	3315	2775	0	0	0	0	0	0	0	0	0	0	0	0	3315	2775
Day	6090		0		0		0		0		0		0		6090	
AM Peak	06:00	06:00	-	-	-	-	-	-	-	-	-	-	-	-	06:00	06:00
Vol.	529	377	-	-	-	-	-	-	-	-	-	-	-	-	529	377
PM Peak	13:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	13:00
Vol.	340	312	-	-	-	-	-	-	-	-	-	-	-	-	340	312

Comb. Total	6090	5469	9832	11094	11581	10349	8229	16340

ADT	ADT 10,836	AADT 10,836

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	19	29	18	21	25	37	48	42	45	50	31	36
01:00	*	*	*	*	14	8	10	12	10	13	21	21	36	29	18	17
02:00	*	*	*	*	5	5	6	4	8	8	13	13	18	9	10	8
03:00	*	*	*	*	16	13	15	15	13	16	10	13	9	6	13	13
04:00	*	*	*	*	35	43	39	34	35	35	14	18	13	12	27	28
05:00	*	*	*	*	93	111	101	96	110	113	51	62	36	28	78	82
06:00	*	*	*	*	260	309	271	323	287	344	106	159	72	71	199	241
07:00	*	*	*	*	**402**	**517**	**404**	**531**	**427**	**559**	198	313	106	176	307	419
08:00	*	*	*	*	351	476	358	483	355	462	302	422	218	269	317	422
09:00	*	*	*	*	272	349	294	344	329	420	407	538	264	348	313	400
10:00	*	*	*	*	275	324	304	425	313	439	423	**573**	**392**	461	341	444
11:00	*	*	*	*	284	382	369	381	389	453	**434**	549	355	**506**	**366**	**454**
12:00 PM	*	*	*	*	343	402	387	462	407	474	**485**	**557**	**407**	**517**	406	482
01:00	*	*	1	1	297	369	367	429	371	441	448	508	391	502	312	375
02:00	*	*	414	460	320	390	388	454	347	488	437	492	399	440	384	454
03:00	*	*	466	539	426	498	453	548	455	552	434	477	394	430	438	507
04:00	*	*	536	**588**	**513**	518	**558**	**576**	536	**558**	419	504	386	418	491	**527**
05:00	*	*	**613**	565	510	**549**	532	520	**563**	533	390	462	365	387	**496**	503
06:00	*	*	399	494	384	389	431	416	428	467	346	371	269	344	376	414
07:00	*	*	264	330	239	279	264	319	262	302	276	313	204	232	252	296
08:00	*	*	192	226	172	196	216	274	206	251	204	230	160	148	192	221
09:00	*	*	135	130	129	120	135	158	144	158	151	164	90	113	131	140
10:00	*	*	91	57	82	66	93	95	117	116	148	119	68	51	100	84
11:00	*	*	37	34	34	58	40	54	91	72	84	99	29	41	52	60
Lane	0	0	3148	3424	5475	6400	6053	6974	6228	7311	5849	7019	4726	5588	5650	6627
Day	0		6572		11875		13027		13539		12868		10314		12277	
AM Peak	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	11:00	10:00	10:00	11:00	11:00	11:00
Vol.	-	-	-	-	402	517	404	531	427	559	434	573	392	506	366	454
PM Peak	-	-	17:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	12:00	12:00	12:00	12:00	17:00	16:00
Vol.	-	-	613	588	513	549	558	576	563	558	485	557	407	517	496	527

12,815 vpd
6,895 EB
5,920 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	14	10	*	*	*	*	*	*	*	*	*	*	*	*	14	10
01:00	15	9	*	*	*	*	*	*	*	*	*	*	*	*	15	9
02:00	4	4	*	*	*	*	*	*	*	*	*	*	*	*	4	4
03:00	10	11	*	*	*	*	*	*	*	*	*	*	*	*	10	11
04:00	36	27	*	*	*	*	*	*	*	*	*	*	*	*	36	27
05:00	91	112	*	*	*	*	*	*	*	*	*	*	*	*	91	112
06:00	284	320	*	*	*	*	*	*	*	*	*	*	*	*	284	320
07:00	**420**	**535**	*	*	*	*	*	*	*	*	*	*	*	*	**420**	**535**
08:00	386	475	*	*	*	*	*	*	*	*	*	*	*	*	386	475
09:00	268	352	*	*	*	*	*	*	*	*	*	*	*	*	268	352
10:00	300	354	*	*	*	*	*	*	*	*	*	*	*	*	300	354
11:00	290	379	*	*	*	*	*	*	*	*	*	*	*	*	290	379
12:00 PM	**358**	435	*	*	*	*	*	*	*	*	*	*	*	*	**358**	435
01:00	330	400	*	*	*	*	*	*	*	*	*	*	*	*	330	400
02:00	356	**447**	*	*	*	*	*	*	*	*	*	*	*	*	356	**447**
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	3162	3870	0	0	0	0	0	0	0	0	0	0	0	0	3162	3870
Day	7032		0		0		0		0		0		0		7032	
AM Peak	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	420	535	-	-	-	-	-	-	-	-	-	-	-	-	420	535
PM Peak	12:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	14:00
Vol.	358	447	-	-	-	-	-	-	-	-	-	-	-	-	358	447

Comb. Total	7032	6572	11875	13027	13539	12868	10314	19309

ADT ADT 12,814 AADT 12,814

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Start	28-May-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	46	39	43	34	66	57	44	52	50	46
01:00	*	*	*	*	*	*	13	12	16	16	18	18	20	23	17	17
02:00	*	*	*	*	*	*	5	6	10	7	18	14	10	23	11	12
03:00	*	*	*	*	*	*	10	9	15	9	10	10	5	15	10	11
04:00	*	*	*	*	*	*	44	21	43	27	25	21	15	10	32	20
05:00	*	*	*	*	*	*	137	73	131	105	67	55	37	33	93	66
06:00	*	*	*	*	*	*	420	240	443	258	124	99	85	56	268	163
07:00	*	*	*	*	*	*	**642**	459	611	437	279	210	155	139	422	311
08:00	*	*	*	*	*	*	601	**477**	**612**	**451**	386	343	269	193	**467**	366
09:00	*	*	*	*	*	*	446	347	418	381	452	458	342	335	414	380
10:00	*	*	*	*	*	*	356	390	389	386	**563**	525	432	**478**	435	445
11:00	*	*	*	*	*	*	369	393	416	391	525	**561**	**475**	442	446	**447**
12:00 PM	*	*	*	*	*	*	447	435	435	452	**533**	521	500	**533**	479	485
01:00	*	*	*	*	*	*	428	369	421	434	491	531	494	500	458	458
02:00	*	*	*	*	442	446	442	477	457	499	518	**551**	**504**	469	473	488
03:00	*	*	*	*	527	570	520	542	554	623	490	470	418	494	502	540
04:00	*	*	*	*	**598**	715	538	687	**626**	705	401	456	443	472	**521**	**607**
05:00	*	*	*	*	533	**720**	**562**	**799**	579	**750**	403	377	379	388	491	607
06:00	*	*	*	*	439	586	468	523	496	501	344	340	336	358	417	462
07:00	*	*	*	*	345	348	343	379	356	323	257	260	267	270	314	316
08:00	*	*	*	*	278	267	227	261	261	320	190	206	217	211	235	253
09:00	*	*	*	*	136	179	147	188	192	247	163	178	104	120	148	182
10:00	*	*	*	*	99	117	103	124	142	141	134	116	63	86	108	117
11:00	*	*	*	*	49	56	65	57	114	101	85	100	40	50	71	73
Lane	0	0	0	0	3446	4004	7379	7307	7780	7598	6542	6477	5654	5750	6882	6872
Day	0		0		7450		14686		15378		13019		11404		13754	
AM Peak	-	-	-	-	-	-	07:00	08:00	08:00	08:00	10:00	11:00	11:00	10:00	08:00	11:00
Vol.	-	-	-	-	-	-	642	477	612	451	563	561	475	478	467	447
PM Peak	-	-	-	-	16:00	17:00	17:00	17:00	16:00	17:00	12:00	14:00	14:00	12:00	16:00	16:00
Vol.	-	-	-	-	598	720	562	799	626	750	533	551	504	533	521	607

15,030 vpd
7,580 EB
7,450 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Start	04-Jun-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	18	22	*	*	*	*	*	*	*	*	*	*	*	*	18	22
01:00	10	15	*	*	*	*	*	*	*	*	*	*	*	*	10	15
02:00	5	6	*	*	*	*	*	*	*	*	*	*	*	*	5	6
03:00	18	9	*	*	*	*	*	*	*	*	*	*	*	*	18	9
04:00	44	22	*	*	*	*	*	*	*	*	*	*	*	*	44	22
05:00	130	67	*	*	*	*	*	*	*	*	*	*	*	*	130	67
06:00	380	254	*	*	*	*	*	*	*	*	*	*	*	*	380	254
07:00	**617**	**433**	*	*	*	*	*	*	*	*	*	*	*	*	**617**	**433**
08:00	571	403	*	*	*	*	*	*	*	*	*	*	*	*	571	403
09:00	382	341	*	*	*	*	*	*	*	*	*	*	*	*	382	341
10:00	354	310	*	*	*	*	*	*	*	*	*	*	*	*	354	310
11:00	92	87	*	*	*	*	*	*	*	*	*	*	*	*	92	87
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	2621	1969	0	0	0	0	0	0	0	0	0	0	0	0	2621	1969
Day	4590		0		0		0		0		0		0		4590	
AM Peak	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	617	433	-	-	-	-	-	-	-	-	-	-	-	-	617	433
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	4590	0	7450	14686	15378	13019	11404	18344

ADT ADT 15,032 AADT 15,032

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	24	27	29	16	28	26	52	41	50	47	37	31
01:00	*	*	*	*	15	6	13	14	13	10	32	27	39	23	22	16
02:00	*	*	*	*	7	7	8	3	12	5	17	10	14	5	12	6
03:00	*	*	*	*	13	9	14	14	15	21	10	18	10	8	12	14
04:00	*	*	*	*	34	51	30	43	28	48	10	17	8	10	22	34
05:00	*	*	*	*	85	131	103	125	99	131	48	49	25	19	72	91
06:00	*	*	*	*	273	428	278	420	305	451	109	132	66	62	206	299
07:00	*	*	*	*	**433**	**628**	**476**	**652**	**487**	**615**	245	227	101	129	348	**450**
08:00	*	*	*	*	415	514	398	516	400	510	355	343	220	236	358	424
09:00	*	*	*	*	326	362	313	345	346	387	452	487	287	325	345	381
10:00	*	*	*	*	299	315	322	371	340	390	439	459	**405**	405	361	388
11:00	*	*	*	*	308	333	358	333	366	375	**495**	**510**	380	**429**	**381**	396
12:00 PM	*	*	*	*	340	348	378	390	421	402	**523**	**499**	**465**	**449**	425	418
01:00	*	*	326	315	337	340	385	366	398	410	487	455	403	423	389	385
02:00	*	*	451	391	379	333	434	376	400	406	501	491	402	403	428	400
03:00	*	*	547	518	506	476	544	506	561	**542**	465	477	420	377	507	483
04:00	*	*	739	**548**	650	490	699	**525**	682	541	434	481	387	372	598	**493**
05:00	*	*	**752**	531	**667**	**558**	**726**	512	**723**	535	389	436	344	348	**600**	487
06:00	*	*	448	447	470	372	494	383	483	455	355	363	283	282	422	384
07:00	*	*	314	302	243	238	315	286	279	301	272	269	202	206	271	267
08:00	*	*	204	197	183	164	250	261	200	217	205	210	159	124	200	196
09:00	*	*	168	92	163	95	150	139	159	139	155	152	84	89	146	118
10:00	*	*	79	59	79	54	89	79	146	117	162	115	56	34	102	76
11:00	*	*	49	25	37	46	46	55	97	72	81	82	33	36	57	53
Lane	0	0	4077	3425	6286	6325	6852	6730	6988	7106	6293	6350	4843	4841	6321	6290
Day	0		7502		12611		13582		14094		12643		9684		12611	
AM Peak	-	-	-	-	07:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	10:00	11:00	11:00	07:00
Vol.	-	-	-	-	433	628	476	652	487	615	495	510	405	429	381	450
PM Peak	-	-	17:00	16:00	17:00	17:00	17:00	16:00	17:00	15:00	12:00	12:00	12:00	12:00	17:00	16:00
Vol.	-	-	752	548	667	558	726	525	723	542	523	499	465	449	600	493

13,430 vpd
6,720 EB
6,710 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	14	18	*	*	*	*	*	*	*	*	*	*	*	*	14	18
01:00	18	7	*	*	*	*	*	*	*	*	*	*	*	*	18	7
02:00	4	5	*	*	*	*	*	*	*	*	*	*	*	*	4	5
03:00	9	13	*	*	*	*	*	*	*	*	*	*	*	*	9	13
04:00	28	41	*	*	*	*	*	*	*	*	*	*	*	*	28	41
05:00	97	140	*	*	*	*	*	*	*	*	*	*	*	*	97	140
06:00	277	416	*	*	*	*	*	*	*	*	*	*	*	*	277	416
07:00	**448**	**641**	*	*	*	*	*	*	*	*	*	*	*	*	**448**	**641**
08:00	436	532	*	*	*	*	*	*	*	*	*	*	*	*	436	532
09:00	291	392	*	*	*	*	*	*	*	*	*	*	*	*	291	392
10:00	331	303	*	*	*	*	*	*	*	*	*	*	*	*	331	303
11:00	300	350	*	*	*	*	*	*	*	*	*	*	*	*	300	350
12:00 PM	356	344	*	*	*	*	*	*	*	*	*	*	*	*	356	344
01:00	347	**359**	*	*	*	*	*	*	*	*	*	*	*	*	347	**359**
02:00	**361**	354	*	*	*	*	*	*	*	*	*	*	*	*	**361**	354
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	3317	3915	0	0	0	0	0	0	0	0	0	0	0	0	3317	3915
Day	7232		0		0		0		0		0		0		7232	
AM Peak	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	448	641	-	-	-	-	-	-	-	-	-	-	-	-	448	641
PM Peak	14:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	14:00	13:00
Vol.	361	359	-	-	-	-	-	-	-	-	-	-	-	-	361	359

Comb. Total	7232	7502	12611	13582	14094	12643	9684	19843

ADT ADT 13,429 AADT 13,429

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Start	23-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	21	19	23	18	22	23	32	35	45	28	29	25
01:00	*	*	*	*	12	3	10	9	15	7	30	16	31	14	20	10
02:00	*	*	*	*	11	9	11	5	7	9	14	10	10	4	11	7
03:00	*	*	*	*	13	12	14	16	17	24	7	21	8	4	12	15
04:00	*	*	*	*	29	66	27	56	31	56	16	22	10	15	23	43
05:00	*	*	*	*	94	209	103	214	111	213	48	77	26	28	76	148
06:00	*	*	*	*	249	498	274	507	263	507	96	153	60	73	188	348
07:00	*	*	*	*	**312**	**567**	317	**557**	**348**	**539**	233	242	113	123	265	**406**
08:00	*	*	*	*	281	461	315	419	259	418	297	316	189	208	268	364
09:00	*	*	*	*	249	285	250	311	264	340	357	**437**	234	300	271	335
10:00	*	*	*	*	257	269	269	318	319	342	365	409	**345**	360	311	340
11:00	*	*	*	*	283	280	**323**	282	310	323	**414**	426	325	**370**	**331**	336
12:00 PM	*	*	*	*	278	297	306	330	362	331	**434**	**400**	**358**	**415**	348	355
01:00	*	*	*	*	278	289	318	275	322	327	399	391	331	332	330	323
02:00	*	*	435	332	333	258	408	324	419	346	396	371	348	330	390	327
03:00	*	*	532	390	536	371	534	**431**	537	**419**	390	381	346	297	479	382
04:00	*	*	**652**	**426**	576	**392**	**616**	407	**581**	412	365	375	354	299	**524**	**385**
05:00	*	*	626	368	**586**	360	598	373	578	409	317	355	269	262	496	354
06:00	*	*	342	283	336	245	396	278	386	328	293	270	231	215	331	270
07:00	*	*	243	209	225	168	263	222	231	221	248	185	164	143	229	191
08:00	*	*	186	129	168	125	228	157	174	153	157	146	124	101	173	135
09:00	*	*	126	75	121	71	116	98	142	112	151	128	72	53	121	90
10:00	*	*	69	41	65	41	78	59	127	90	117	100	47	28	84	60
11:00	*	*	34	25	31	26	35	40	78	52	68	61	31	26	46	38
Lane	0	0	3245	2278	5344	5321	5832	5706	5903	6001	5244	5327	4071	4028	5356	5287
Day	0		5523		10665		11538		11904		10571		8099		10643	
AM Peak	-	-	-	-	07:00	07:00	11:00	07:00	07:00	07:00	11:00	09:00	10:00	11:00	11:00	07:00
Vol.	-	-	-	-	312	567	323	557	348	539	414	437	345	370	331	406
PM Peak	-	-	16:00	16:00	17:00	16:00	16:00	15:00	16:00	15:00	12:00	12:00	12:00	12:00	16:00	16:00
Vol.	-	-	652	426	586	392	616	431	581	419	434	400	358	415	524	385

11,370 vpd
5,675 EB
5,695 WB

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Start	30-Apr-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	15	11	*	*	*	*	*	*	*	*	*	*	*	*	15	11
01:00	12	7	*	*	*	*	*	*	*	*	*	*	*	*	12	7
02:00	5	7	*	*	*	*	*	*	*	*	*	*	*	*	5	7
03:00	13	18	*	*	*	*	*	*	*	*	*	*	*	*	13	18
04:00	19	53	*	*	*	*	*	*	*	*	*	*	*	*	19	53
05:00	103	205	*	*	*	*	*	*	*	*	*	*	*	*	103	205
06:00	270	504	*	*	*	*	*	*	*	*	*	*	*	*	270	504
07:00	**337**	**571**	*	*	*	*	*	*	*	*	*	*	*	*	**337**	**571**
08:00	271	436	*	*	*	*	*	*	*	*	*	*	*	*	271	436
09:00	264	326	*	*	*	*	*	*	*	*	*	*	*	*	264	326
10:00	255	280	*	*	*	*	*	*	*	*	*	*	*	*	255	280
11:00	257	267	*	*	*	*	*	*	*	*	*	*	*	*	257	267
12:00 PM	**306**	**296**	*	*	*	*	*	*	*	*	*	*	*	*	**306**	**296**
01:00	274	292	*	*	*	*	*	*	*	*	*	*	*	*	274	292
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	2401	3273	0	0	0	0	0	0	0	0	0	0	0	0	2401	3273
Day	5674		0		0		0		0		0		0		5674	
AM Peak	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	337	571	-	-	-	-	-	-	-	-	-	-	-	-	337	571
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	306	296	-	-	-	-	-	-	-	-	-	-	-	-	306	296

Comb. Total	5674	5523	10665	11538	11904	10571	8099	16317

ADT ADT 11,369 AADT 11,369

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Main Street
Portland, Connecticut

File Name : 17235
Site Code : 17235
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	136	4	0	140	10	0	310	0	320	87	50	0	0	137	0	0	0	3	3	600
07:15 AM	0	143	9	0	152	8	0	361	0	369	137	47	0	0	184	0	0	0	4	4	709
07:30 AM	0	164	10	0	174	7	0	324	0	331	137	76	0	0	213	1	0	0	1	2	720
07:45 AM	0	129	11	0	140	10	0	323	0	333	123	82	0	0	205	0	0	0	3	3	681
Total	0	572	34	0	606	35	0	1318	0	1353	484	255	0	0	739	1	0	0	11	12	2710
08:00 AM	0	129	9	0	138	9	0	284	0	293	114	74	0	0	188	0	0	0	1	1	620
08:15 AM	0	129	16	0	145	5	0	287	0	292	115	67	0	0	182	0	0	0	0	0	619
08:30 AM	0	86	4	0	90	6	0	296	1	303	117	44	1	0	162	1	0	0	1	2	557
08:45 AM	2	91	10	0	103	11	0	247	0	258	116	65	0	0	181	0	0	0	0	0	542
Total	2	435	39	0	476	31	0	1114	1	1146	462	250	1	0	713	1	0	0	2	3	2338
Grand Total	2	1007	73	0	1082	66	0	2432	1	2499	946	505	1	0	1452	2	0	0	13	15	5048
Apprch %	0.2	93.1	6.7	0		2.6	0	97.3	0		65.2	34.8	0.1	0		13.3	0	0	86.7		
Total %	0	19.9	1.4	0	21.4	1.3	0	48.2	0	49.5	18.7	10	0	0	28.8	0	0	0	0.3	0.3	
Lights	2	985	63	0	1050	64	0	2365													
% Lights	100	97.8	86.3	0	97	97	0	97.2	0	97.2	91.5	94.5	0	0	92.5	100	0	0	0	13.3	95.6
Buses	0	5	4	0	9	1	0	10	0	11	6	6	0	0	12	0	0	0	0	0	32
% Buses	0	0.5	5.5	0	0.8	1.5	0	0.4	0	0.4	0.6	1.2	0	0	0.8	0	0	0	0	0	0.6
Trucks	0	17	6	0	23	1	0	57	0	58	74	22	1	0	97	0	0	0	0	0	178
% Trucks	0	1.7	8.2	0	2.1	1.5	0	2.3	0	2.3	7.8	4.4	100	0	6.7	0	0	0	0	0	3.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	6.7	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	12	12	13
% Pedestrians	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	92.3	80	0.3

Connecticut Counts LLC
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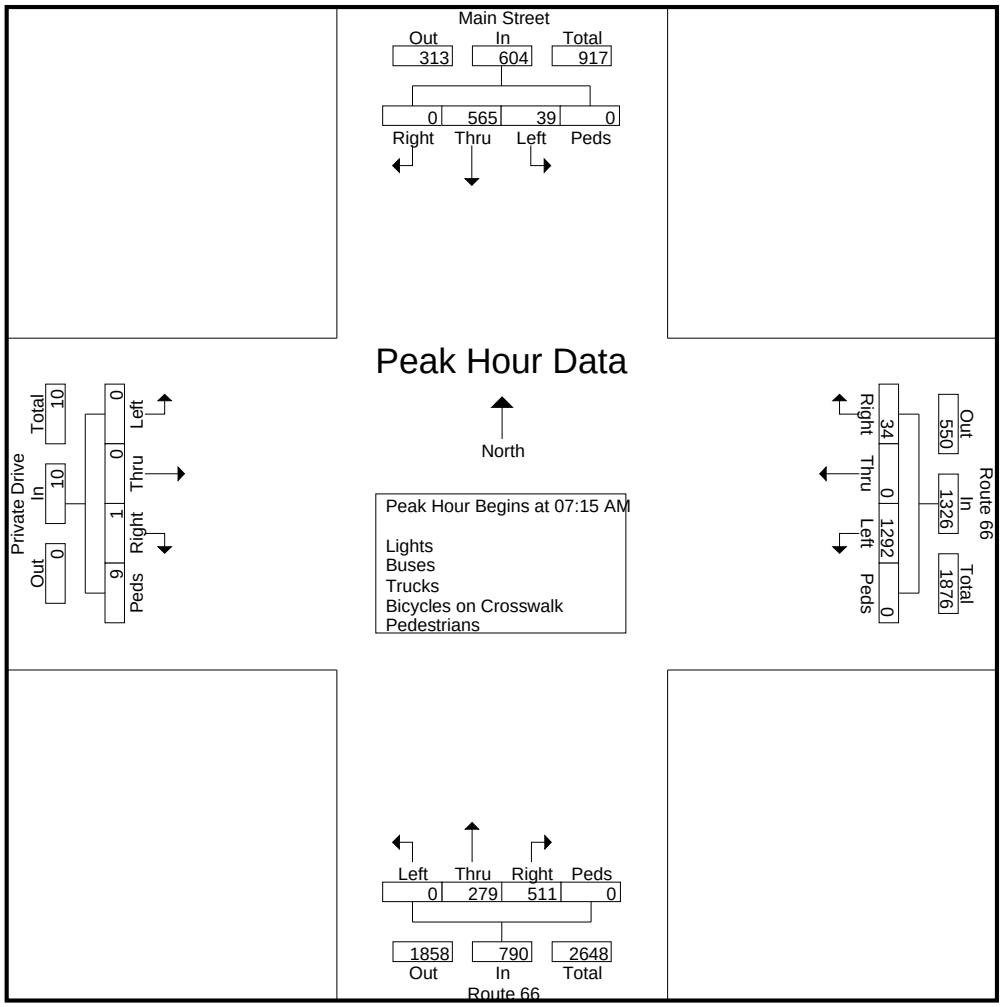
File Name : 17235
Site Code : 17235
Start Date : 4/26/2018
Page No : 2

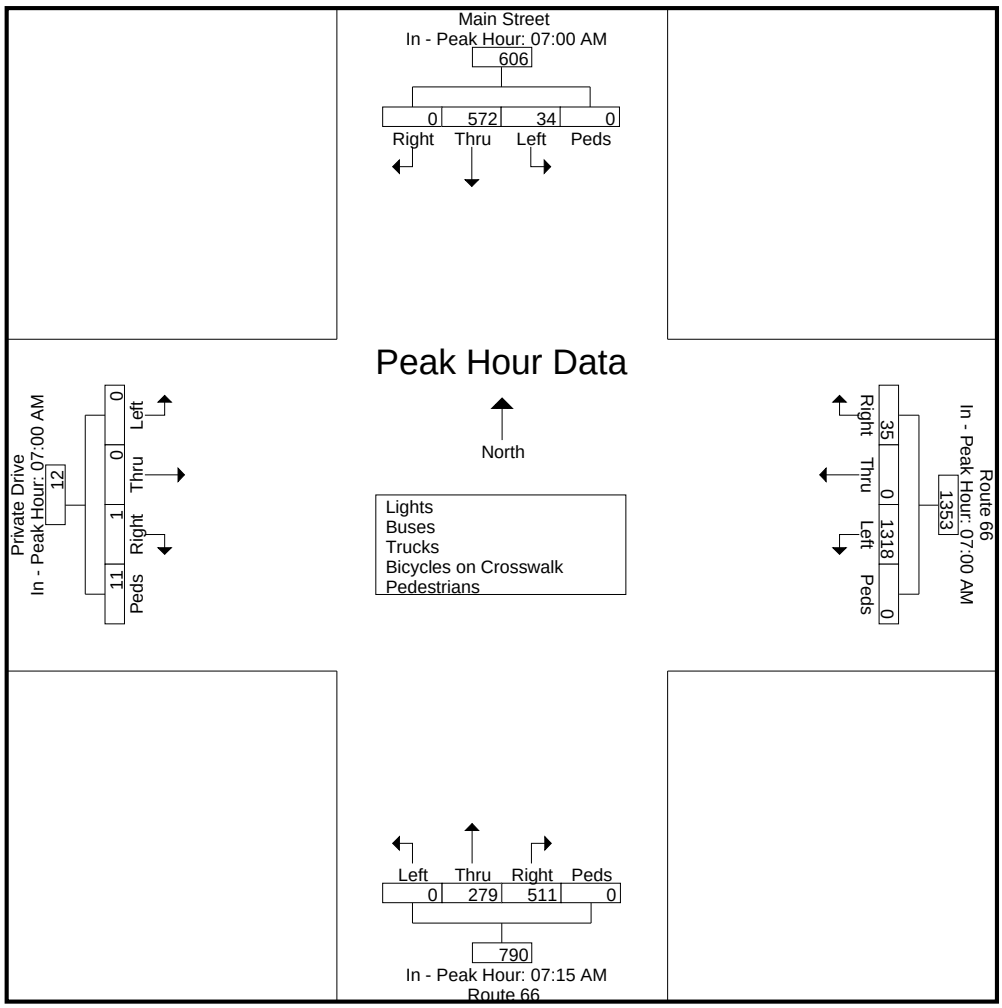
	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	143	9	0	152	8	0	**361**	0	**369**	**137**	47	0	0	184	0	0	0	**4**	**4**	709
07:30 AM	0	**164**	10	0	**174**	7	0	324	0	331	137	76	0	0	**213**	**1**	0	0	1	2	**720**
07:45 AM	0	129	**11**	0	140	**10**	0	323	0	333	123	**82**	0	0	205	0	0	0	3	3	681
08:00 AM	0	129	9	0	138	9	0	284	0	293	114	74	0	0	188	0	0	0	1	1	620
Total Volume	0	565	39	0	604	34	0	1292	0	1326	511	279	0	0	790	1	0	0	9	10	2730
% App. Total	0	93.5	6.5	0		2.6	0	97.4	0		64.7	35.3	0	0		10	0	0	90		
PHF	.000	.861	.886	.000	.868	.850	.000	.895	.000	.898	.932	.851	.000	.000	.927	.250	.000	.000	.563	.625	.948



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17235
Site Code : 17235
Start Date : 4/26/2018
Page No : 3

	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:15 AM					07:00 AM					
+0 mins.	0	136	4	0	140	**10**	0	310	0	320	**137**	47	0	0	184	0	0	0	3	3	
+15 mins.	0	143	9	0	152	8	0	**361**	0	**369**	137	76	0	0	**213**	0	0	0	**4**	**4**	
+30 mins.	0	**164**	10	0	**174**	7	0	324	0	331	123	**82**	0	0	205	**1**	0	0	1	2	
+45 mins.	0	129	**11**	0	140	10	0	323	0	333	114	74	0	0	188	0	0	0	3	3	
Total Volume	0	572	34	0	606	35	0	1318	0	1353	511	279	0	0	790	1	0	0	11	12	
% App. Total	0	94.4	5.6	0		2.6	0	97.4	0		64.7	35.3	0	0		8.3	0	0	91.7		
PHF	.000	.872	.773	.000	.871	.875	.000	.913	.000	.917	.932	.851	.000	.000	.927	.250	.000	.000	.688	.750	



Connecticut Counts LLC
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(860) 828-1693

Route 66 at Main Street
Portland, Connecticut

File Name : 17236
Site Code : 17236
Start Date : 4/26/2018
Page No : 1

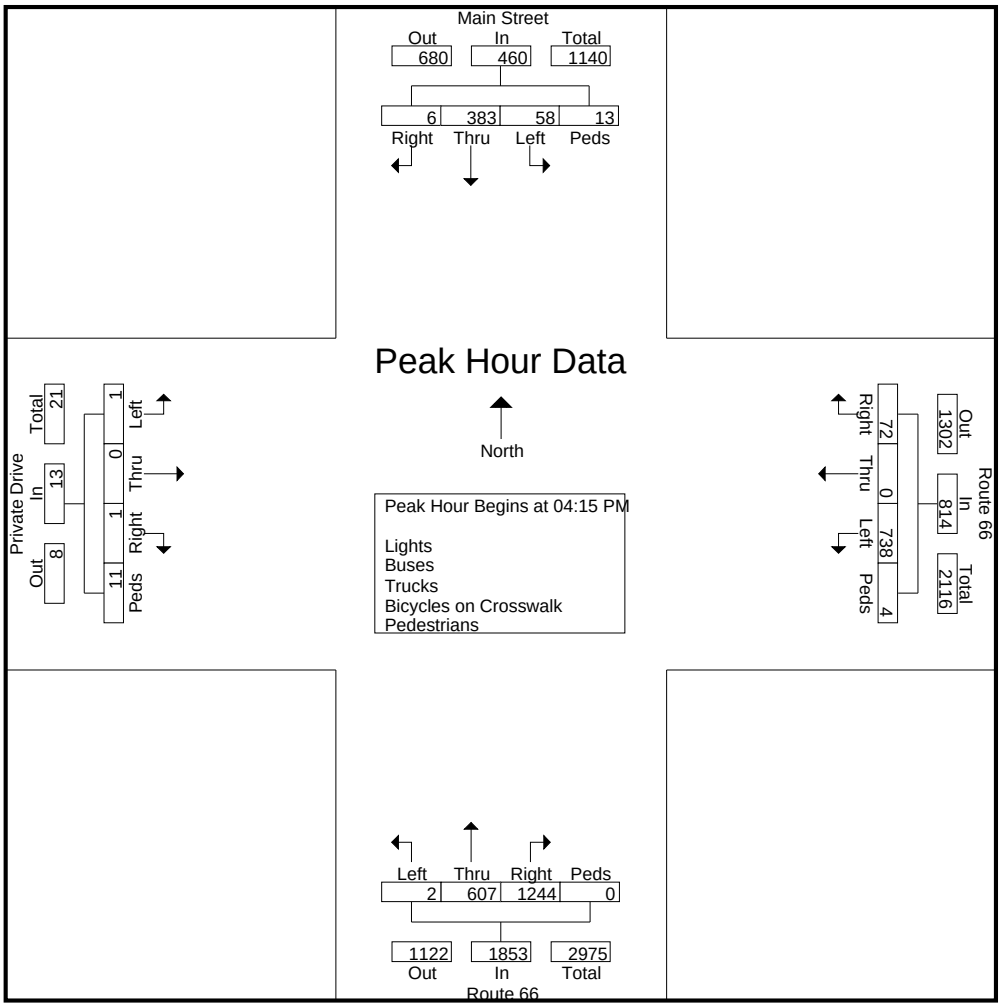
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	80	19	3	102	22	0	162	0	184	295	125	0	0	420	0	1	0	2	3	709
04:15 PM	1	101	17	2	121	18	0	189	1	208	292	144	1	0	437	1	0	0	3	4	770
04:30 PM	1	92	12	3	108	14	0	187	1	202	308	142	1	0	451	0	0	0	2	2	763
04:45 PM	2	94	16	1	113	21	0	173	2	196	327	156	0	0	483	0	0	1	4	5	797
Total	4	367	64	9	444	75	0	711	4	790	1222	567	2	0	1791	1	1	1	11	14	3039
05:00 PM	2	96	13	7	118	19	0	189	0	208	317	165	0	0	482	0	0	0	2	2	810
05:15 PM	0	101	10	1	112	14	0	140	2	156	309	178	0	0	487	0	0	0	4	4	759
05:30 PM	0	99	15	0	114	14	1	140	0	155	267	146	0	0	413	2	0	2	2	6	688
05:45 PM	0	88	25	0	113	18	0	194	0	212	270	140	2	0	412	1	0	0	1	2	739
Total	2	384	63	8	457	65	1	663	2	731	1163	629	2	0	1794	3	0	2	9	14	2996
Grand Total	6	751	127	17	901	140	1	1374	6	1521	2385	1196	4	0	3585	4	1	3	20	28	6035
Apprch %	0.7	83.4	14.1	1.9		9.2	0.1	90.3	0.4		66.5	33.4	0.1	0		14.3	3.6	10.7	71.4		
Total %	0.1	12.4	2.1	0.3	14.9	2.3	0	22.8	0.1	25.2	39.5	19.8	0.1	0	59.4	0.1	0	0	0.3	0.5	
Lights	6	736	127	0	869	137	1	1326			2360	1184									
% Lights	100	98	100	0	96.4	97.9	100	96.5	0	96.3	99	99	100	0	99	100	100	100	0	28.6	97.6
Buses	0	2	0	0	2	1	0	10	0	11	7	2	0	0	9	0	0	0	0	0	22
% Buses	0	0.3	0	0	0.2	0.7	0	0.7	0	0.7	0.3	0.2	0	0	0.3	0	0	0	0	0	0.4
Trucks	0	13	0	0	13	2	0	38	0	40	18	10	0	0	28	0	0	0	0	0	81
% Trucks	0	1.7	0	0	1.4	1.4	0	2.8	0	2.6	0.8	0.8	0	0	0.8	0	0	0	0	0	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	11.8	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7.1	0.1
Pedestrians																					
% Pedestrians	0	0	0	88.2	1.7	0	0	0	100	0.4	0	0	0	0	0	0	0	0	90	64.3	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17236
Site Code : 17236
Start Date : 4/26/2018
Page No : 2

	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	**101**	**17**	2	**121**	18	0	**189**	1	**208**	292	144	**1**	0	437	**1**	0	0	3	4	770
04:30 PM	1	92	12	3	108	14	0	187	1	202	308	142	1	0	451	0	0	0	2	2	763
04:45 PM	**2**	94	16	1	113	**21**	0	173	**2**	196	**327**	156	0	0	**483**	0	0	**1**	**4**	**5**	797
05:00 PM	2	96	13	**7**	118	19	0	189	0	208	317	**165**	0	0	482	0	0	0	2	2	**810**
Total Volume	6	383	58	13	460	72	0	738	4	814	1244	607	2	0	1853	1	0	1	11	13	3140
% App. Total	1.3	83.3	12.6	2.8		8.8	0	90.7	0.5		67.1	32.8	0.1	0		7.7	0	7.7	84.6		
PHF	.750	.948	.853	.464	.950	.857	.000	.976	.500	.978	.951	.920	.500	.000	.959	.250	.000	.250	.688	.650	.969



Connecticut Counts LLC
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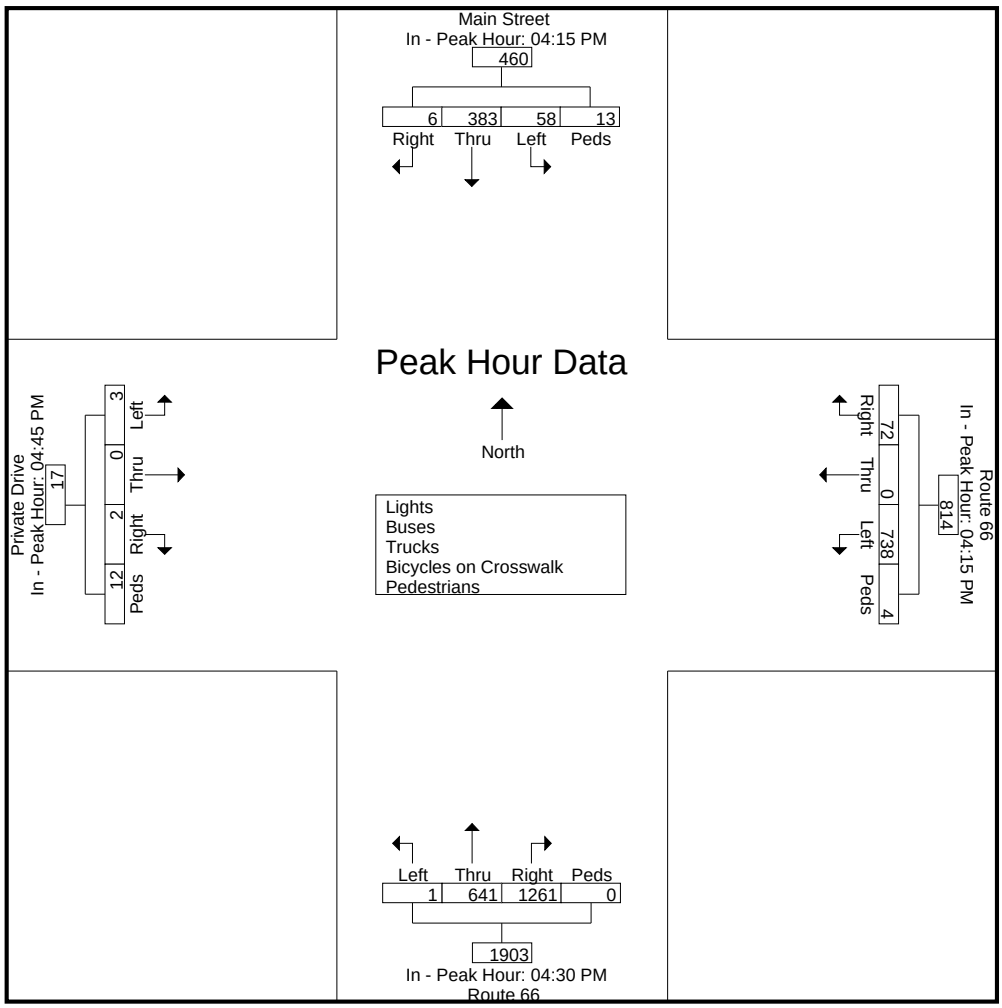
File Name : 17236
Site Code : 17236
Start Date : 4/26/2018
Page No : 3

	Main Street From North					Route 66 From East					Route 66 From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:15 PM					04:30 PM					04:45 PM					
+0 mins.	1	**101**	**17**	2	**121**	18	0	**189**	1	**208**	308	142	**1**	0	451	0	0	1	**4**	5	
+15 mins.	1	92	12	3	108	14	0	187	1	202	**327**	156	0	0	483	0	0	0	2	2	
+30 mins.	**2**	94	16	1	113	**21**	0	173	**2**	196	317	165	0	0	482	0	0	0	4	4	
+45 mins.	2	96	13	**7**	118	19	0	189	0	208	309	**178**	0	0	**487**	**2**	0	**2**	2	**6**	
Total Volume	6	383	58	13	460	72	0	738	4	814	1261	641	1	0	1903	2	0	3	12	17	
% App. Total	1.3	83.3	12.6	2.8		8.8	0	90.7	0.5		66.3	33.7	0.1	0		11.8	0	17.6	70.6		
PHF	.750	.948	.853	.464	.950	.857	.000	.976	.500	.978	.964	.900	.250	.000	.977	.250	.000	.375	.750	.708	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 66 at High Street
Portland, Connecticut

File Name : 17237
Site Code : 17237
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				Route 66 From East					Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	11	0	31	27	255	1	0	283	69	23	0	92	406
07:15 AM	28	24	1	53	36	285	0	0	321	97	31	0	128	502
07:30 AM	37	16	0	53	42	284	0	0	326	116	34	0	150	529
07:45 AM	22	16	0	38	46	277	0	0	323	118	21	0	139	500
Total	107	67	1	175	151	1101	1	0	1253	400	109	0	509	1937
08:00 AM	18	15	0	33	40	261	0	1	302	103	23	0	126	461
08:15 AM	28	20	0	48	28	223	0	0	251	105	25	0	130	429
08:30 AM	19	27	0	46	36	230	0	0	266	98	22	0	120	432
08:45 AM	20	18	0	38	26	230	0	0	256	111	16	1	128	422
Total	85	80	0	165	130	944	0	1	1075	417	86	1	504	1744
Grand Total	192	147	1	340	281	2045	1	1	2328	817	195	1	1013	3681
Apprch %	56.5	43.2	0.3		12.1	87.8	0	0		80.7	19.2	0.1		
Total %	5.2	4	0	9.2	7.6	55.6	0	0	63.2	22.2	5.3	0	27.5	
Lights	186	137	0	323	270	1999	1	0	2270	737	186	0	923	3516
% Lights	96.9	93.2	0	95	96.1	97.8	100	0	97.5	90.2	95.4	0	91.1	95.5
Buses	1	0	0	1	6	9	0	0	15	10	1	0	11	27
% Buses	0.5	0	0	0.3	2.1	0.4	0	0	0.6	1.2	0.5	0	1.1	0.7
Trucks	5	10	0	15	5	37	0	0	42	70	8	0	78	135
% Trucks	2.6	6.8	0	4.4	1.8	1.8	0	0	1.8	8.6	4.1	0	7.7	3.7
Bicycles on Crosswalk	0	0	1	1	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	1	1	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	100	0.1	0.1

Connecticut Counts LLC
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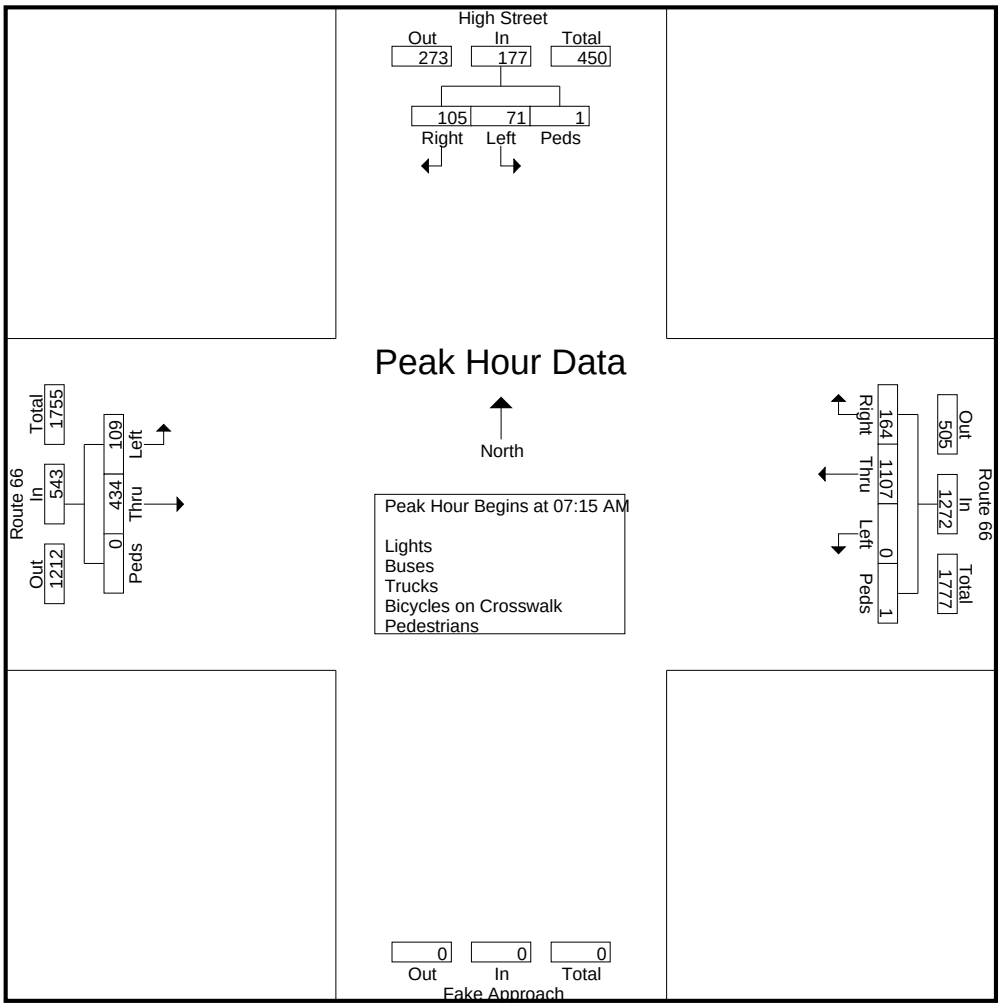
File Name : 17237
Site Code : 17237
Start Date : 4/26/2018
Page No : 2

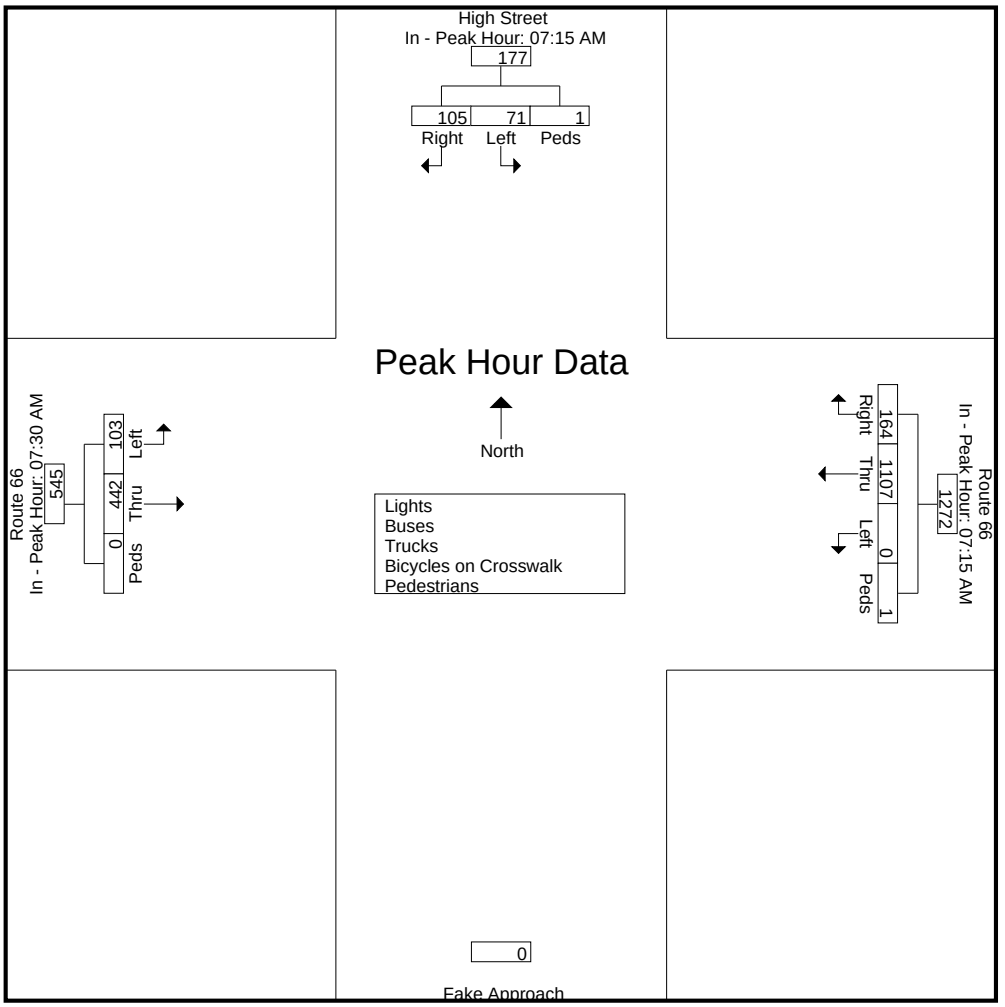
	High Street From North				Route 66 From East					Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:15 AM														
07:15 AM	28	**24**	**1**	**53**	36	**285**	0	0	321	97	31	0	128	502
07:30 AM	**37**	16	0	53	42	284	0	0	**326**	116	**34**	0	**150**	**529**
07:45 AM	22	16	0	38	**46**	277	0	0	323	**118**	21	0	139	500
08:00 AM	18	15	0	33	40	261	0	**1**	302	103	23	0	126	461
Total Volume	105	71	1	177	164	1107	0	1	1272	434	109	0	543	1992
% App. Total	59.3	40.1	0.6		12.9	87	0	0.1		79.9	20.1	0		
PHF	.709	.740	.250	.835	.891	.971	.000	.250	.975	.919	.801	.000	.905	.941



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17237
Site Code : 17237
Start Date : 4/26/2018
Page No : 3

	High Street From North				Route 66 From East					Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM				07:15 AM					07:30 AM				
+0 mins.	28	**24**	**1**	**53**	36	**285**	0	0	321	116	**34**	0	**150**	
+15 mins.	**37**	16	0	53	42	284	0	0	**326**	**118**	21	0	139	
+30 mins.	22	16	0	38	**46**	277	0	0	323	103	23	0	126	
+45 mins.	18	15	0	33	40	261	0	**1**	302	105	25	0	130	
Total Volume	105	71	1	177	164	1107	0	1	1272	442	103	0	545	
% App. Total	59.3	40.1	0.6		12.9	87	0	0.1		81.1	18.9	0		
PHF	.709	.740	.250	.835	.891	.971	.000	.250	.975	.936	.757	.000	.908	



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Route 66 at High Street
Portland, Connecticut

File Name : 17238
Site Code : 17238
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	High Street From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	41	1	65	29	165	0	194	287	34	0	321	580
04:15 PM	25	42	0	67	35	167	0	202	310	18	0	328	597
04:30 PM	33	27	0	60	44	159	0	203	297	26	1	324	587
04:45 PM	14	31	0	45	37	153	0	190	324	27	0	351	586
Total	95	141	1	237	145	644	0	789	1218	105	1	1324	2350
05:00 PM	20	41	2	63	48	152	0	200	303	28	1	332	595
05:15 PM	18	36	2	56	41	168	0	209	306	36	0	342	607
05:30 PM	12	27	0	39	26	124	0	150	260	26	2	288	477
05:45 PM	10	34	0	44	34	159	0	193	261	39	1	301	538
Total	60	138	4	202	149	603	0	752	1130	129	4	1263	2217
Grand Total	155	279	5	439	294	1247	0	1541	2348	234	5	2587	4567
Apprch %	35.3	63.6	1.1		19.1	80.9	0		90.8	9	0.2		
Total %	3.4	6.1	0.1	9.6	6.4	27.3	0	33.7	51.4	5.1	0.1	56.6	
Lights	152	273	0	425	287	1209	0	1496	2314	231	0	2545	4466
% Lights	98.1	97.8	0	96.8	97.6	97	0	97.1	98.6	98.7	0	98.4	97.8
Buses	2	0	0	2	0	3	0	3	4	1	0	5	10
% Buses	1.3	0	0	0.5	0	0.2	0	0.2	0.2	0.4	0	0.2	0.2
Trucks	1	6	0	7	7	35	0	42	30	2	0	32	81
% Trucks	0.6	2.2	0	1.6	2.4	2.8	0	2.7	1.3	0.9	0	1.2	1.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	5	5	0	0	0	0	0	0	5	5	10
% Pedestrians	0	0	100	1.1	0	0	0	0	0	0	100	0.2	0.2

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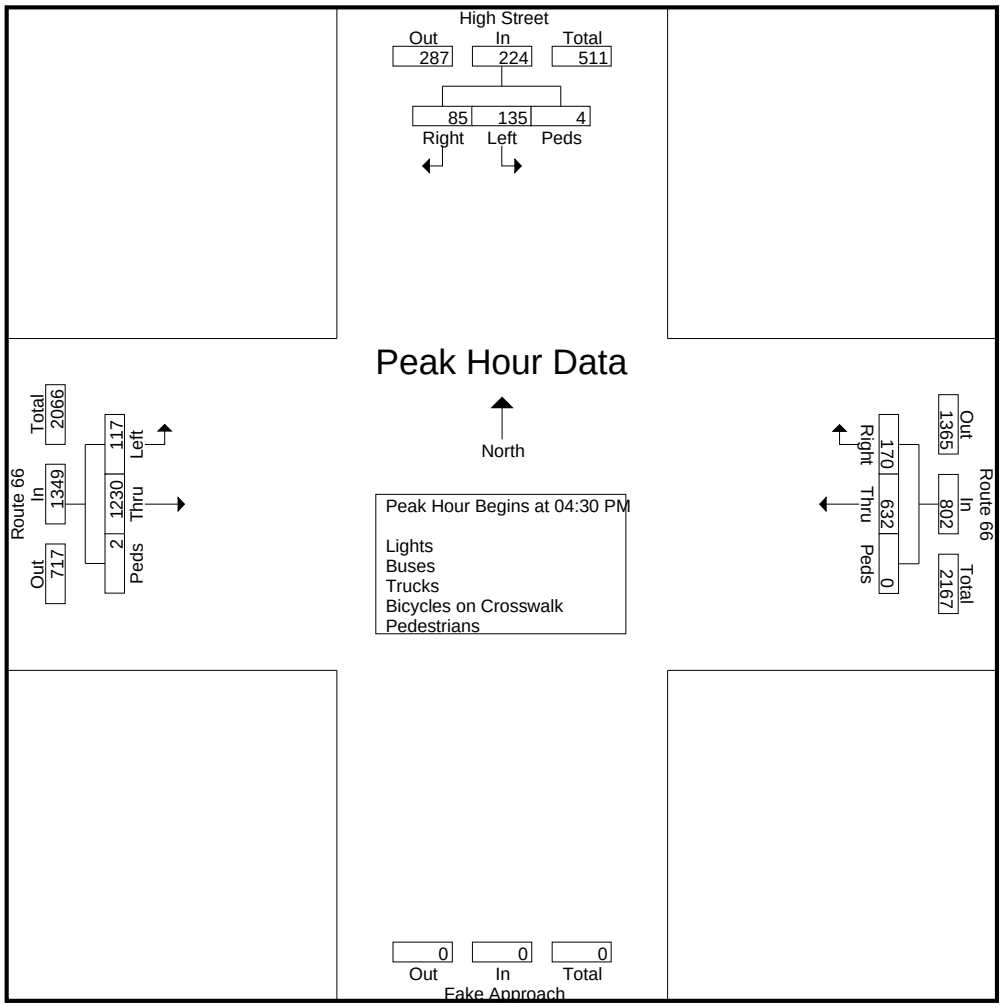
File Name : 17238
Site Code : 17238
Start Date : 4/26/2018
Page No : 2

	High Street From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	**33**	27	0	60	44	159	0	203	297	26	**1**	324	587
04:45 PM	14	31	0	45	37	153	0	190	**324**	27	0	**351**	586
05:00 PM	20	**41**	**2**	**63**	**48**	152	0	200	303	28	1	332	595
05:15 PM	18	36	2	56	41	**168**	0	**209**	306	**36**	0	342	**607**
Total Volume	85	135	4	224	170	632	0	802	1230	117	2	1349	2375
% App. Total	37.9	60.3	1.8		21.2	78.8	0		91.2	8.7	0.1		
PHF	.644	.823	.500	.889	.885	.940	.000	.959	.949	.813	.500	.961	.978



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File Name : 17238
Site Code : 17238
Start Date : 4/26/2018
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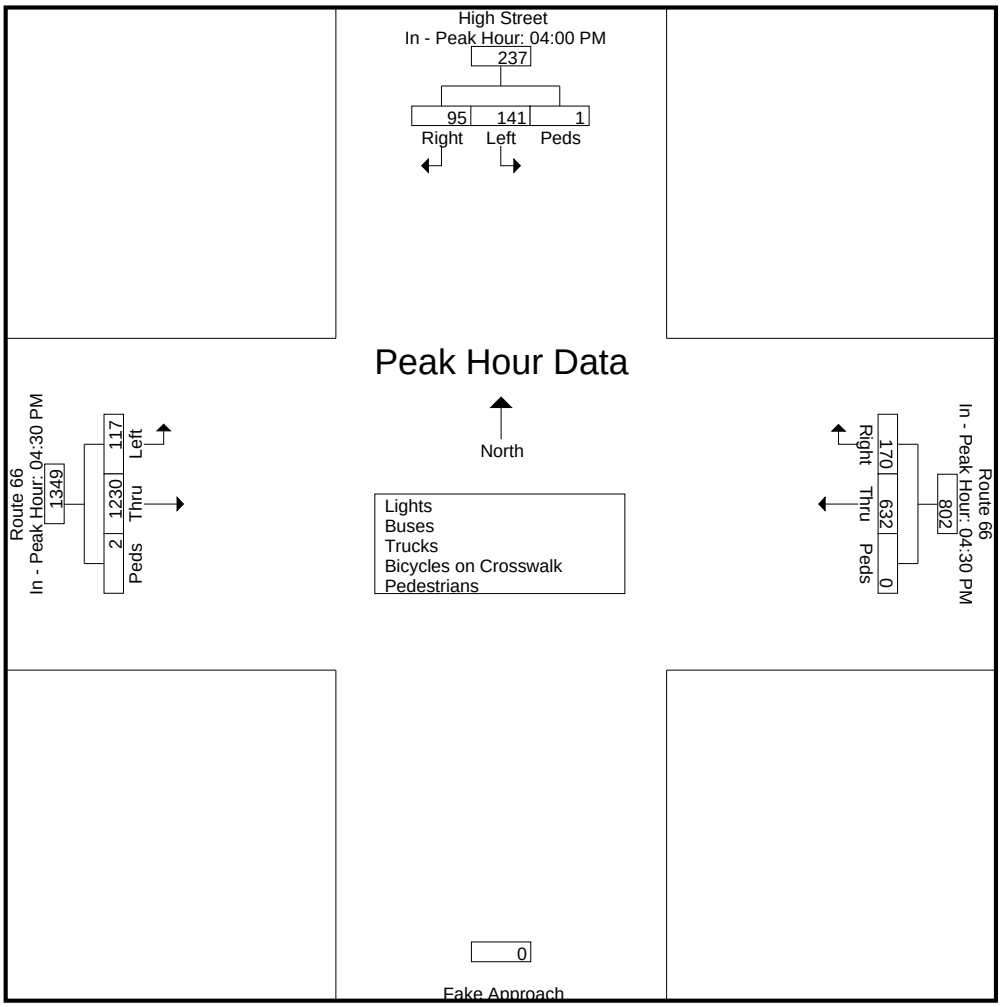
	High Street From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				04:30 PM				04:30 PM				
+0 mins.	23	41	**1**	65	44	159	0	203	297	26	**1**	324	
+15 mins.	25	**42**	0	**67**	37	153	0	190	**324**	27	0	**351**	
+30 mins.	**33**	27	0	60	**48**	152	0	200	303	28	1	332	
+45 mins.	14	31	0	45	41	**168**	0	**209**	306	**36**	0	342	
Total Volume	95	141	1	237	170	632	0	802	1230	117	2	1349	
% App. Total	40.1	59.5	0.4		21.2	78.8	0		91.2	8.7	0.1		
PHF	.720	.839	.250	.884	.885	.940	.000	.959	.949	.813	.500	.961	



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Route 66 at Airline Avenue
Portland, Connecticut

File Name : 17239
Site Code : 17239
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	275	2	0	277	3	8	0	11	0	81	0	81	369
07:15 AM	327	5	0	332	7	9	0	16	4	115	0	119	467
07:30 AM	308	8	0	316	4	10	0	14	0	139	0	139	469
07:45 AM	324	5	0	329	4	11	0	15	5	114	0	119	463
Total	1234	20	0	1254	18	38	0	56	9	449	0	458	1768
08:00 AM	278	6	0	284	4	11	0	15	5	119	0	124	423
08:15 AM	238	4	2	244	6	10	0	16	6	117	0	123	383
08:30 AM	265	1	0	266	1	6	0	7	3	110	0	113	386
08:45 AM	246	1	0	247	3	4	0	7	4	134	0	138	392
Total	1027	12	2	1041	14	31	0	45	18	480	0	498	1584
Grand Total	2261	32	2	2295	32	69	0	101	27	929	0	956	3352
Apprch %	98.5	1.4	0.1		31.7	68.3	0		2.8	97.2	0		
Total %	67.5	1	0.1	68.5	1	2.1	0	3	0.8	27.7	0	28.5	
Lights	2205	29	0	2234	30	65	0	95	25	840	0	865	3194
% Lights	97.5	90.6	0	97.3	93.8	94.2	0	94.1	92.6	90.4	0	90.5	95.3
Buses	14	2	0	16	1	3	0	4	1	7	0	8	28
% Buses	0.6	6.2	0	0.7	3.1	4.3	0	4	3.7	0.8	0	0.8	0.8
Trucks	42	1	0	43	1	1	0	2	1	82	0	83	128
% Trucks	1.9	3.1	0	1.9	3.1	1.4	0	2	3.7	8.8	0	8.7	3.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	2	2	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	100	0.1	0	0	0	0	0	0	0	0	0.1

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File Name : 17239
Site Code : 17239
Start Date : 4/26/2018
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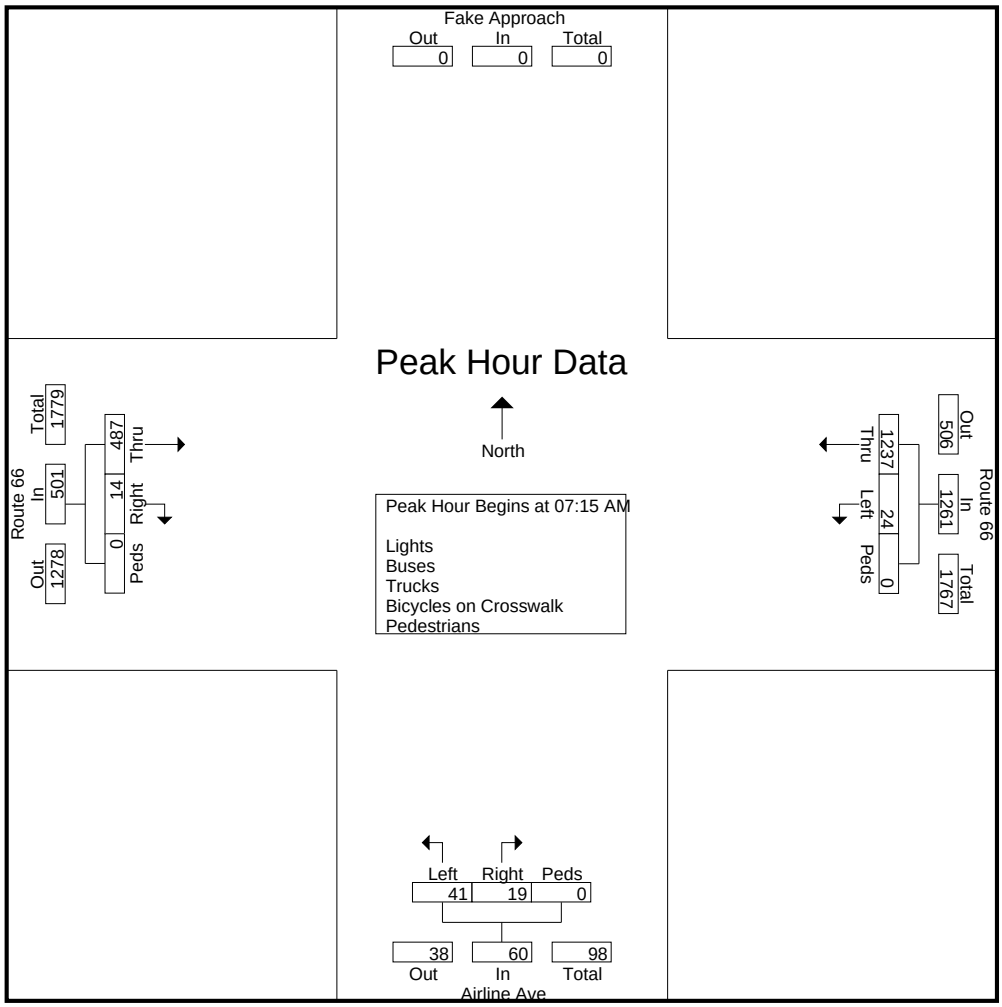
	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**327**	5	0	**332**	**7**	9	0	**16**	4	115	0	119	467
07:30 AM	308	**8**	0	316	4	10	0	14	0	**139**	0	**139**	**469**
07:45 AM	324	5	0	329	4	**11**	0	15	**5**	114	0	119	463
08:00 AM	278	6	0	284	4	11	0	15	5	119	0	124	423
Total Volume	1237	24	0	1261	19	41	0	60	14	487	0	501	1822
% App. Total	98.1	1.9	0		31.7	68.3	0		2.8	97.2	0		
PHF	.946	.750	.000	.950	.679	.932	.000	.938	.700	.876	.000	.901	.971



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File Name : 17239
Site Code : 17239
Start Date : 4/26/2018
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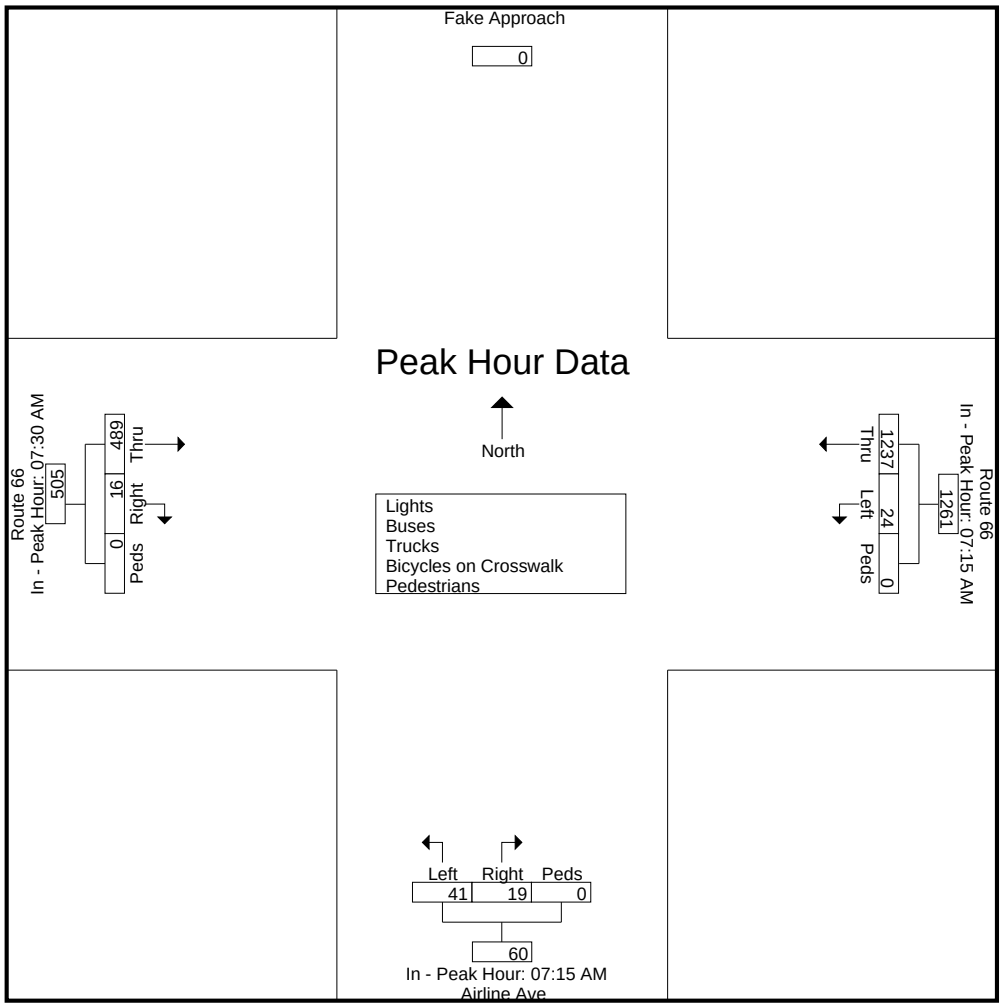
	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:15 AM				07:30 AM				
+0 mins.	**327**	5	0	**332**	**7**	9	0	**16**	0	**139**	0	**139**	
+15 mins.	308	**8**	0	316	4	10	0	14	5	114	0	119	
+30 mins.	324	5	0	329	4	**11**	0	15	5	119	0	124	
+45 mins.	278	6	0	284	4	11	0	15	**6**	117	0	123	
Total Volume	1237	24	0	1261	19	41	0	60	16	489	0	505	
% App. Total	98.1	1.9	0		31.7	68.3	0		3.2	96.8	0		
PHF	.946	.750	.000	.950	.679	.932	.000	.938	.667	.879	.000	.908	



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Route 66 at Airline Avenue
Portland, Connecticut

File Name : 17240
Site Code : 17240
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	191	2	0	193	7	12	0	19	11	328	0	339	551
04:15 PM	180	6	0	186	3	5	0	8	11	328	0	339	533
04:30 PM	193	5	0	198	10	17	0	27	2	323	0	325	550
04:45 PM	192	8	0	200	8	13	0	21	11	341	0	352	573
Total	756	21	0	777	28	47	0	75	35	1320	0	1355	2207
05:00 PM	200	5	0	205	10	10	0	20	5	330	0	335	560
05:15 PM	190	3	0	193	11	10	0	21	10	309	0	319	533
05:30 PM	153	5	0	158	9	7	0	16	5	273	0	278	452
05:45 PM	206	5	0	211	10	7	0	17	6	298	0	304	532
Total	749	18	0	767	40	34	0	74	26	1210	0	1236	2077
Grand Total	1505	39	0	1544	68	81	0	149	61	2530	0	2591	4284
Apprch %	97.5	2.5	0		45.6	54.4	0		2.4	97.6	0		
Total %	35.1	0.9	0	36	1.6	1.9	0	3.5	1.4	59.1	0	60.5	
Lights	1454	37	0	1491	67	78	0	145	61	2483	0	2544	4180
% Lights	96.6	94.9	0	96.6	98.5	96.3	0	97.3	100	98.1	0	98.2	97.6
Buses	8	0	0	8	0	0	0	0	0	5	0	5	13
% Buses	0.5	0	0	0.5	0	0	0	0	0	0.2	0	0.2	0.3
Trucks	43	2	0	45	1	3	0	4	0	42	0	42	91
% Trucks	2.9	5.1	0	2.9	1.5	3.7	0	2.7	0	1.7	0	1.6	2.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
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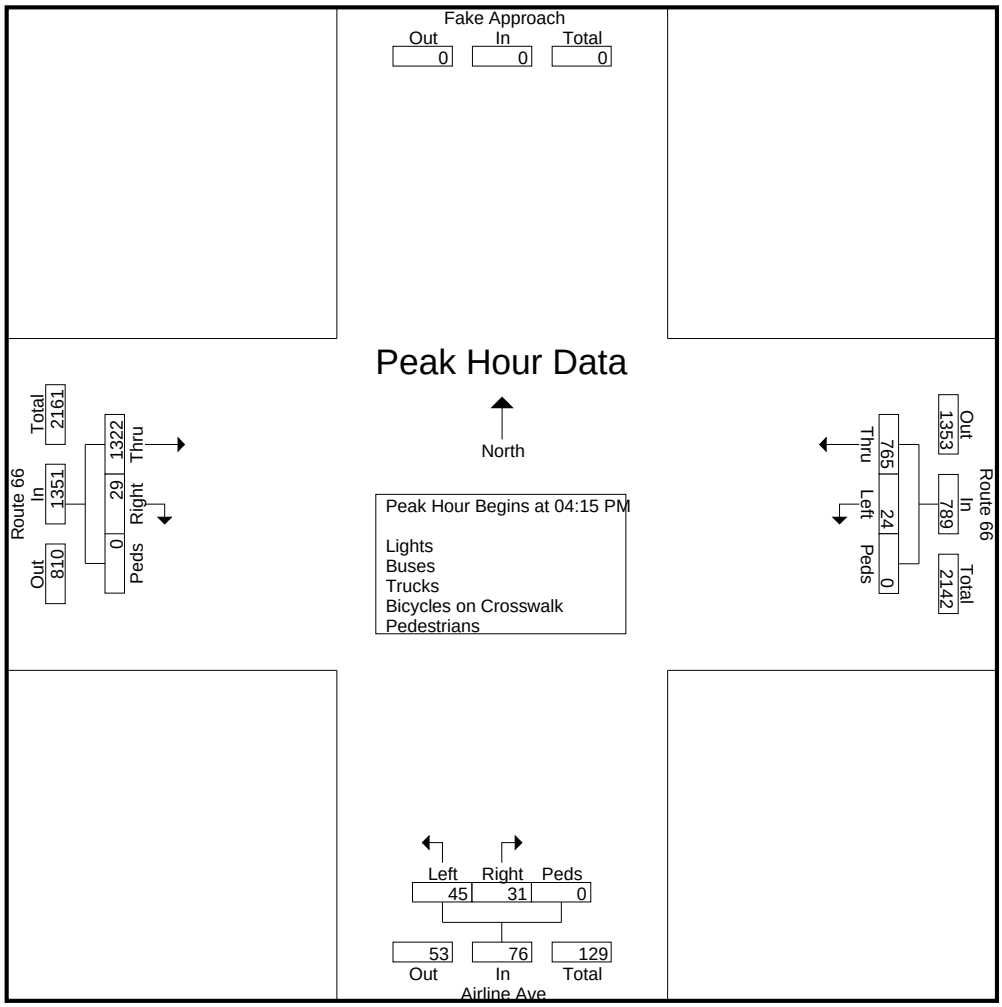
File Name : 17240
Site Code : 17240
Start Date : 4/26/2018
Page No : 2

	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	180	6	0	186	3	5	0	8	**11**	328	0	339	533
04:30 PM	193	5	0	198	**10**	**17**	0	**27**	2	323	0	325	550
04:45 PM	192	**8**	0	200	8	13	0	21	11	**341**	0	**352**	**573**
05:00 PM	**200**	5	0	**205**	10	10	0	20	5	330	0	335	560
Total Volume	765	24	0	789	31	45	0	76	29	1322	0	1351	2216
% App. Total	97	3	0		40.8	59.2	0		2.1	97.9	0		
PHF	.956	.750	.000	.962	.775	.662	.000	.704	.659	.969	.000	.960	.967



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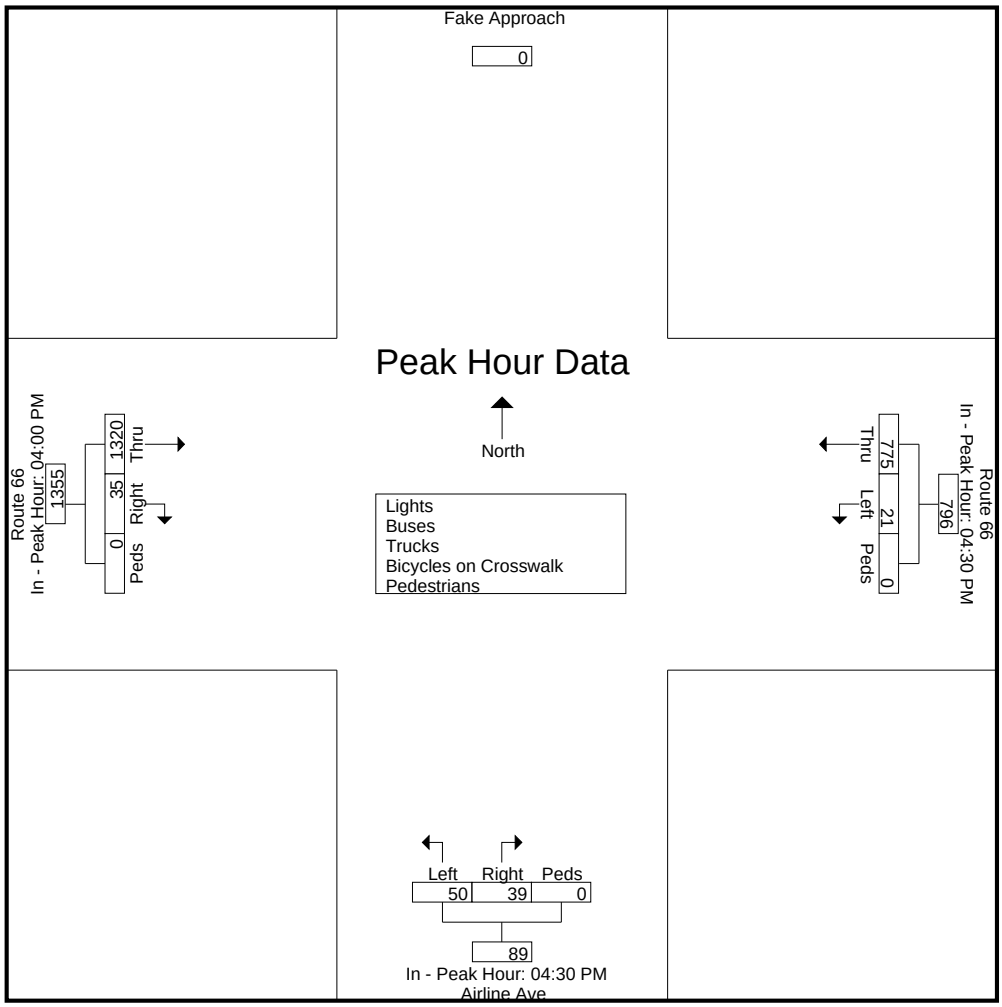
File Name : 17240
Site Code : 17240
Start Date : 4/26/2018
Page No : 3

	Route 66 From East				Airline Ave From South				Route 66 From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:30 PM				04:00 PM				
+0 mins.	193	5	0	198	10	**17**	0	**27**	**11**	328	0	339	
+15 mins.	192	**8**	0	200	8	13	0	21	11	328	0	339	
+30 mins.	**200**	5	0	**205**	10	10	0	20	2	323	0	325	
+45 mins.	190	3	0	193	**11**	10	0	21	11	**341**	0	**352**	
Total Volume	775	21	0	796	39	50	0	89	35	1320	0	1355	
% App. Total	97.4	2.6	0		43.8	56.2	0		2.6	97.4	0		
PHF	.969	.656	.000	.971	.886	.735	.000	.824	.795	.968	.000	.962	



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Route 66 at Portland Shopping Ctr Dr
Portland, Connecticut

File Name : 17241
Site Code : 17241
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	1	0	1	0	2	2	250	0	0	252	0	0	0	0	0	0	90	7	0	97	351
Total	1	0	1	0	2	2	250	0	0	252	0	0	0	0	0	0	90	7	0	97	351
07:00 AM	0	0	2	0	2	1	281	0	0	282	0	0	0	0	0	0	78	2	0	80	364
07:15 AM	1	0	1	0	2	5	322	0	0	327	0	0	0	0	0	0	115	3	0	118	447
07:30 AM	0	0	1	0	1	2	329	0	0	331	0	0	0	0	0	0	124	7	0	131	463
07:45 AM	0	0	1	0	1	7	319	0	0	326	1	0	0	0	1	0	120	11	0	131	459
Total	1	0	5	0	6	15	1251	0	0	1266	1	0	0	0	1	0	437	23	0	460	1733
08:00 AM	2	0	4	0	6	16	266	0	0	282	0	0	0	0	0	0	117	4	0	121	409
08:15 AM	1	0	6	0	7	4	234	0	0	238	0	0	0	0	0	0	118	10	0	128	373
08:30 AM	2	0	3	0	5	6	264	0	0	270	0	0	0	0	0	1	107	11	0	119	394
08:45 AM	4	0	0	0	4	7	239	0	0	246	0	0	0	0	0	0	117	11	0	128	378
Total	9	0	13	0	22	33	1003	0	0	1036	0	0	0	0	0	1	459	36	0	496	1554
09:00 AM	5	0	4	0	9	2	177	0	0	179	0	0	0	1	1	0	99	20	1	120	309
Grand Total	16	0	23	0	39	52	2681	0	0	2733	1	0	0	1	2	1	1085	86	1	1173	3947
Apprch %	41	0	59	0		1.9	98.1	0	0		50	0	0	50		0.1	92.5	7.3	0.1		
Total %	0.4	0	0.6	0	1	1.3	67.9	0	0	69.2	0	0	0	0	0.1	0	27.5	2.2	0	29.7	
Lights	13	0	21	0	34	47	2614														
% Lights	81.2	0	91.3	0	87.2	90.4	97.5	0	0	97.4	100	0	0	0	50	0	90.7	96.5	0	91	95.3
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	11	1	0	12	28
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	1	1.2	0	1	0.7
Trucks	3	0	2	0	5	5	51	0	0	56	0	0	0	0	0	1	90	2	0	93	154
% Trucks	18.8	0	8.7	0	12.8	9.6	1.9	0	0	2	0	0	0	0	0	100	8.3	2.3	0	7.9	3.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	50	0	0	0	100	0.1	0.1

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File Name : 17241
Site Code : 17241
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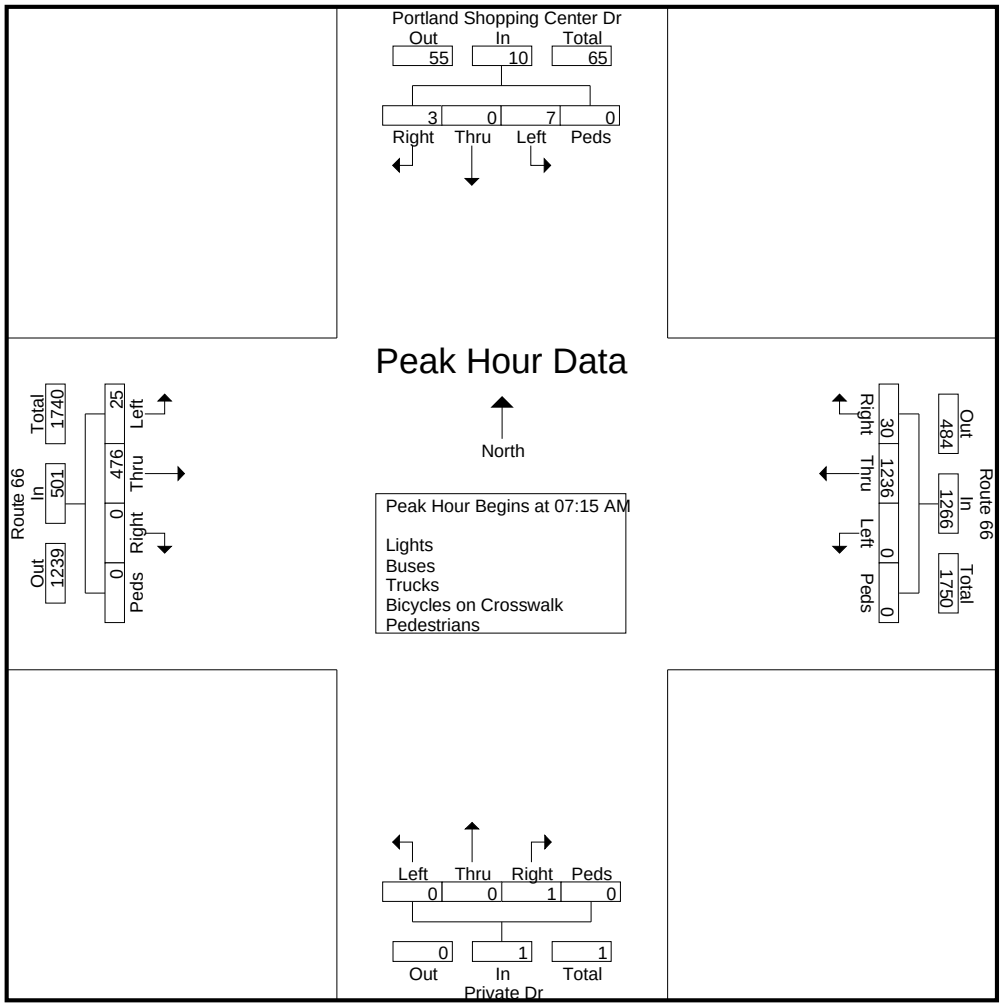
	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	1	0	2	5	322	0	0	327	0	0	0	0	0	0	115	3	0	118	447
07:30 AM	0	0	1	0	1	2	**329**	0	0	**331**	0	0	0	0	0	0	**124**	7	0	**131**	**463**
07:45 AM	0	0	1	0	1	7	319	0	0	326	**1**	0	0	0	**1**	0	120	**11**	0	131	459
08:00 AM	**2**	0	**4**	0	**6**	**16**	266	0	0	282	0	0	0	0	0	0	117	4	0	121	409
Total Volume	3	0	7	0	10	30	1236	0	0	1266	1	0	0	0	1	0	476	25	0	501	1778
% App. Total	30	0	70	0		2.4	97.6	0	0		100	0	0	0		0	95	5	0		
PHF	.375	.000	.438	.000	.417	.469	.939	.000	.000	.956	.250	.000	.000	.000	.250	.000	.960	.568	.000	.956	.960



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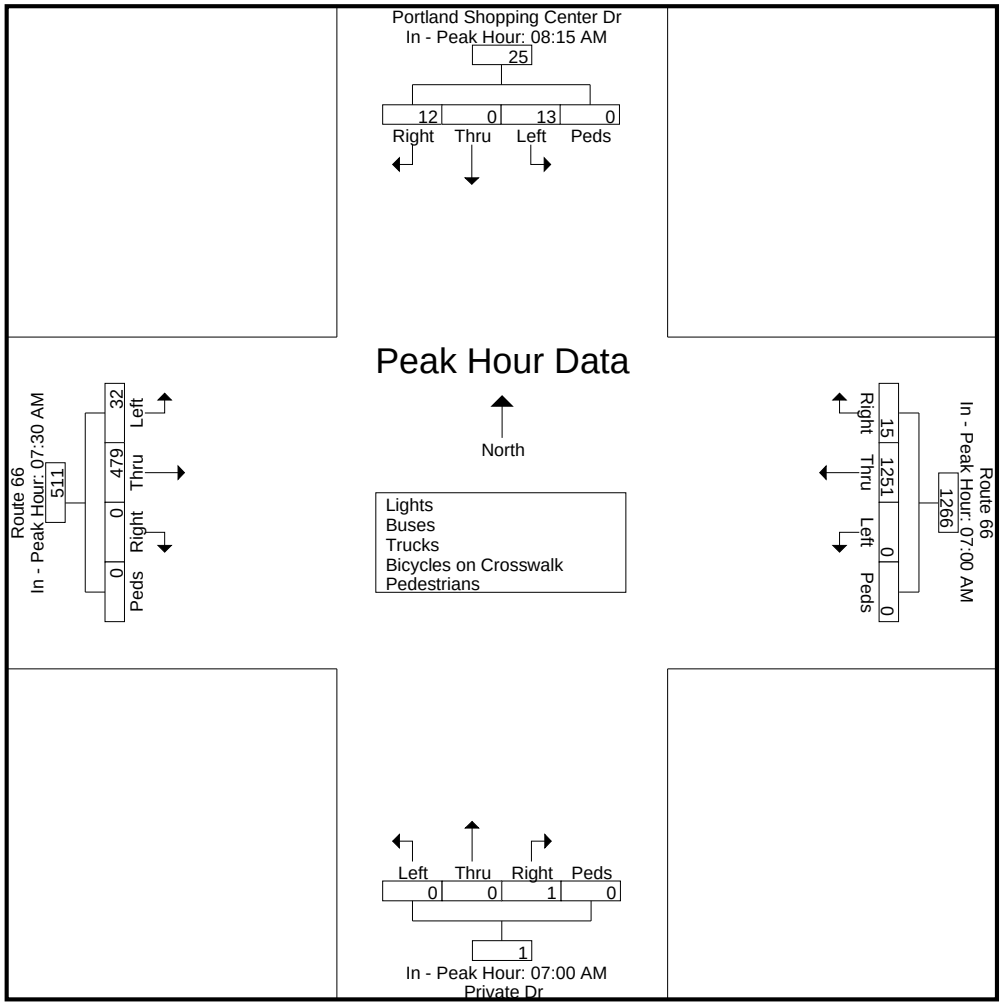
File Name : 17241
Site Code : 17241
Start Date : 4/26/2018
Page No : 3

	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:15 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	1	0	**6**	0	7	1	281	0	0	282	0	0	0	0	0	0	**124**	7	0	**131**	
+15 mins.	2	0	3	0	5	5	322	0	0	327	0	0	0	0	0	0	120	**11**	0	131	
+30 mins.	4	0	0	0	4	2	**329**	0	0	**331**	0	0	0	0	0	0	117	4	0	121	
+45 mins.	**5**	0	4	0	**9**	**7**	319	0	0	326	**1**	0	0	0	**1**	0	118	10	0	128	
Total Volume	12	0	13	0	25	15	1251	0	0	1266	1	0	0	0	1	0	479	32	0	511	
% App. Total	48	0	52	0		1.2	98.8	0	0		100	0	0	0		0	93.7	6.3	0		
PHF	.600	.000	.542	.000	.694	.536	.951	.000	.000	.956	.250	.000	.000	.000	.250	.000	.966	.727	.000	.975	



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Route 66 at Portland Shopping Ctr Dr
Portland, Connecticut

File Name : 17242
Site Code : 17242
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	0	24	0	35	14	154	0	0	168	0	0	1	0	1	0	271	43	0	314	518
04:15 PM	10	0	19	0	29	23	168	0	0	191	0	0	0	0	0	0	292	44	0	336	556
04:30 PM	12	0	28	0	40	21	163	0	0	184	0	0	0	0	0	0	282	40	0	322	546
04:45 PM	16	0	31	0	47	19	165	0	0	184	0	0	0	0	0	0	307	38	1	346	577
Total	49	0	102	0	151	77	650	0	0	727	0	0	1	0	1	0	1152	165	1	1318	2197
05:00 PM	10	0	28	0	38	18	173	0	0	191	0	0	0	2	2	0	317	32	0	349	580
05:15 PM	6	0	24	0	30	12	175	0	0	187	0	0	0	1	1	0	312	36	1	349	567
05:30 PM	10	0	27	0	37	22	139	0	0	161	0	0	0	0	0	0	262	31	0	293	491
05:45 PM	10	0	18	0	28	21	172	0	0	193	0	0	0	0	0	0	264	39	0	303	524
Total	36	0	97	0	133	73	659	0	0	732	0	0	0	3	3	0	1155	138	1	1294	2162
Grand Total	85	0	199	0	284	150	1309	0	0	1459	0	0	1	3	4	0	2307	303	2	2612	4359
Apprch %	29.9	0	70.1	0		10.3	89.7	0	0		0	0	25	75		0	88.3	11.6	0.1		
Total %	1.9	0	4.6	0	6.5	3.4	30	0	0	33.5	0	0	0	0.1	0.1	0	52.9	7	0	59.9	
Lights	81	0	199	0	280	147	1260	0	0	1407	0	0	1	0	1	0	2260	299	0	2559	4247
% Lights	95.3	0	100	0	98.6	98	96.3	0	0	96.4	0	0	100	0	25	0	98	98.7	0	98	97.4
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.2	0.3
Trucks	4	0	0	0	4	3	43	0	0	46	0	0	0	0	0	0	41	4	0	45	95
% Trucks	4.7	0	0	0	1.4	2	3.3	0	0	3.2	0	0	0	0	0	0	1.8	1.3	0	1.7	2.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	25	0	0	0	50	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	50	0	0	0	50	0	0.1

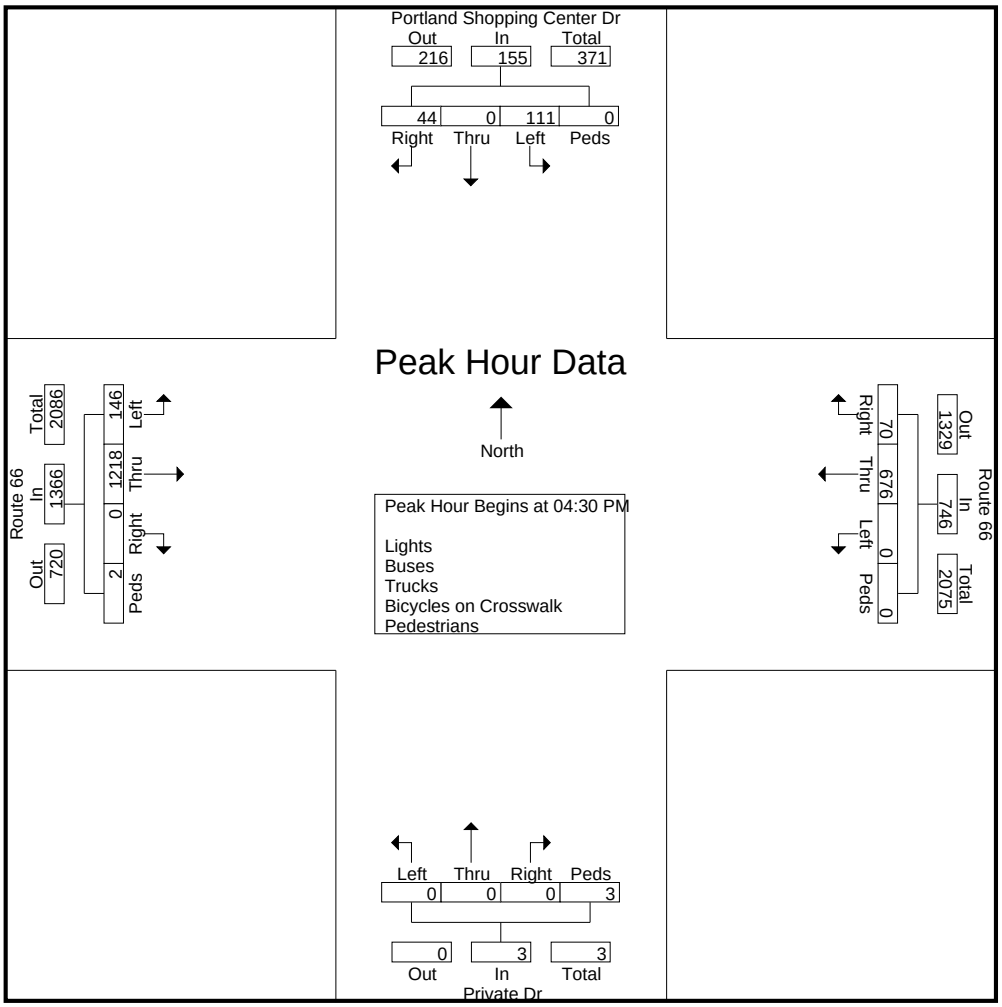
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 17242
Site Code : 17242
Start Date : 4/26/2018
Page No : 2

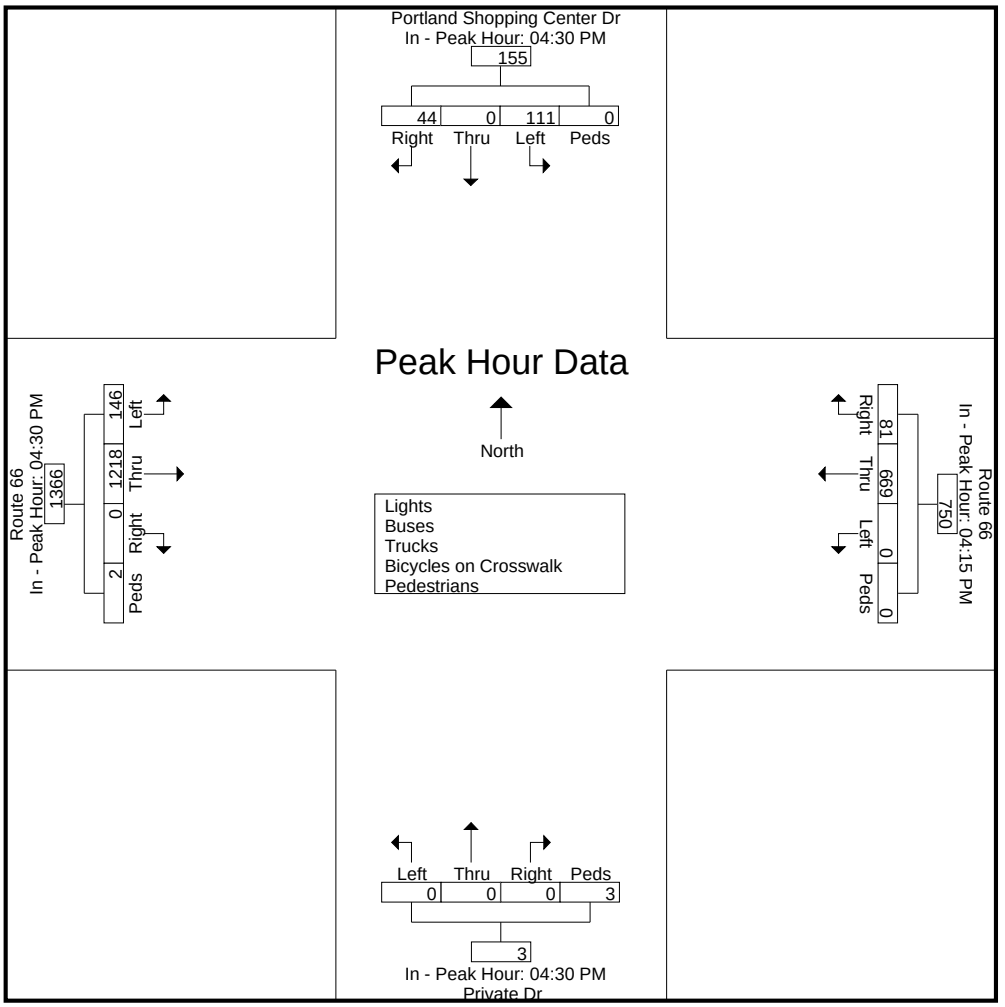
	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	12	0	28	0	40	**21**	163	0	0	184	0	0	0	0	0	0	282	**40**	0	322	546
04:45 PM	**16**	0	**31**	0	**47**	19	165	0	0	184	0	0	0	0	0	0	307	38	**1**	346	577
05:00 PM	10	0	28	0	38	18	173	0	0	**191**	0	0	0	**2**	**2**	0	**317**	32	0	**349**	**580**
05:15 PM	6	0	24	0	30	12	**175**	0	0	187	0	0	0	1	1	0	312	36	1	349	567
Total Volume	44	0	111	0	155	70	676	0	0	746	0	0	0	3	3	0	1218	146	2	1366	2270
% App. Total	28.4	0	71.6	0		9.4	90.6	0	0		0	0	0	100		0	89.2	10.7	0.1		
PHF	.688	.000	.895	.000	.824	.833	.966	.000	.000	.976	.000	.000	.000	.375	.375	.000	.961	.913	.500	.979	.978



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17242
Site Code : 17242
Start Date : 4/26/2018
Page No : 3

	Portland Shopping Center Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:15 PM					04:30 PM					04:30 PM					
+0 mins.	12	0	28	0	40	**23**	168	0	0	**191**	0	0	0	0	0	0	282	**40**	0	322	
+15 mins.	**16**	0	**31**	0	**47**	21	163	0	0	184	0	0	0	0	0	0	307	38	**1**	346	
+30 mins.	10	0	28	0	38	19	165	0	0	184	0	0	0	**2**	**2**	0	**317**	32	0	**349**	
+45 mins.	6	0	24	0	30	18	**173**	0	0	191	0	0	0	1	1	0	312	36	1	349	
Total Volume	44	0	111	0	155	81	669	0	0	750	0	0	0	3	3	0	1218	146	2	1366	
% App. Total	28.4	0	71.6	0		10.8	89.2	0	0		0	0	0	100		0	89.2	10.7	0.1		
PHF	.688	.000	.895	.000	.824	.880	.967	.000	.000	.982	.000	.000	.000	.375	.375	.000	.961	.913	.500	.979	



Connecticut Counts LLC
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Route 66 at Grove St/Johnson Farm Rd
Portland, Connecticut

File Name : 17243
Site Code : 17243
Start Date : 4/26/2018
Page No : 1

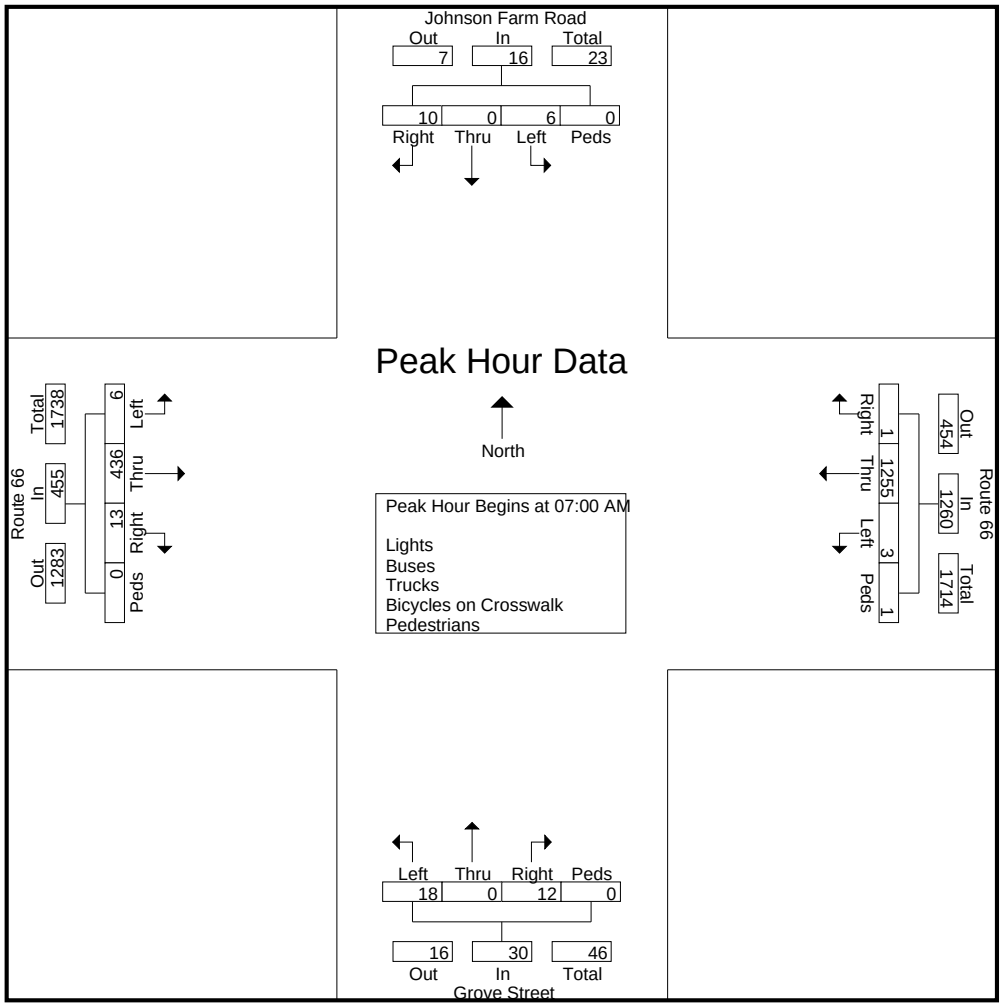
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	1	298	1	0	300	4	0	3	0	7	2	84	3	0	89	397
07:15 AM	0	0	0	0	0	0	314	0	0	314	3	0	6	0	9	2	116	1	0	119	442
07:30 AM	3	0	3	0	6	0	328	2	1	331	1	0	5	0	6	2	134	1	0	137	480
07:45 AM	6	0	3	0	9	0	315	0	0	315	4	0	4	0	8	7	102	1	0	110	442
Total	10	0	6	0	16	1	1255	3	1	1260	12	0	18	0	30	13	436	6	0	455	1761
08:00 AM	2	0	0	0	2	1	261	1	0	263	1	0	4	0	5	0	115	2	0	117	387
08:15 AM	1	0	2	0	3	1	228	0	0	229	1	0	6	0	7	4	122	2	0	128	367
08:30 AM	1	0	2	0	3	1	276	1	0	278	6	1	3	0	10	3	109	2	0	114	405
08:45 AM	2	0	2	0	4	2	216	0	0	218	1	0	1	0	2	2	103	0	0	105	329
Total	6	0	6	0	12	5	981	2	0	988	9	1	14	0	24	9	449	6	0	464	1488
Grand Total	16	0	12	0	28	6	2236	5	1	2248	21	1	32	0	54	22	885	12	0	919	3249
Apprch %	57.1	0	42.9	0		0.3	99.5	0.2	0		38.9	1.9	59.3	0		2.4	96.3	1.3	0		
Total %	0.5	0	0.4	0	0.9	0.2	68.8	0.2	0	69.2	0.6	0	1	0	1.7	0.7	27.2	0.4	0	28.3	
Lights	15	0	11	0	26	5	2180														
% Lights	93.8	0	91.7	0	92.9	83.3	97.5	100	0	97.4	81	0	96.9	0	88.9	90.9	90.8	83.3	0	90.8	95.4
Buses	1	0	0	0	1	0	12	0	0	12	1	0	1	0	2	0	8	1	0	9	24
% Buses	6.2	0	0	0	3.6	0	0.5	0	0	0.5	4.8	0	3.1	0	3.7	0	0.9	8.3	0	1	0.7
Trucks	0	0	1	0	1	1	44	0	0	45	3	1	0	0	4	2	73	1	0	76	126
% Trucks	0	0	8.3	0	3.6	16.7	2	0	0	2	14.3	100	0	0	7.4	9.1	8.2	8.3	0	8.3	3.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17243
Site Code : 17243
Start Date : 4/26/2018
Page No : 2

	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	0	0	1	**1**	298	1	0	300	**4**	0	3	0	7	2	84	**3**	0	89	397
07:15 AM	0	0	0	0	0	0	314	0	0	314	3	0	**6**	0	**9**	2	116	1	0	119	442
07:30 AM	3	0	**3**	0	6	0	**328**	**2**	**1**	**331**	1	0	5	0	6	2	**134**	1	0	**137**	**480**
07:45 AM	**6**	0	3	0	**9**	0	315	0	0	315	4	0	4	0	8	**7**	102	1	0	110	442
Total Volume	10	0	6	0	16	1	1255	3	1	1260	12	0	18	0	30	13	436	6	0	455	1761
% App. Total	62.5	0	37.5	0		0.1	99.6	0.2	0.1		40	0	60	0		2.9	95.8	1.3	0		
PHF	.417	.000	.500	.000	.444	.250	.957	.375	.250	.952	.750	.000	.750	.000	.833	.464	.813	.500	.000	.830	.917



Connecticut Counts LLC
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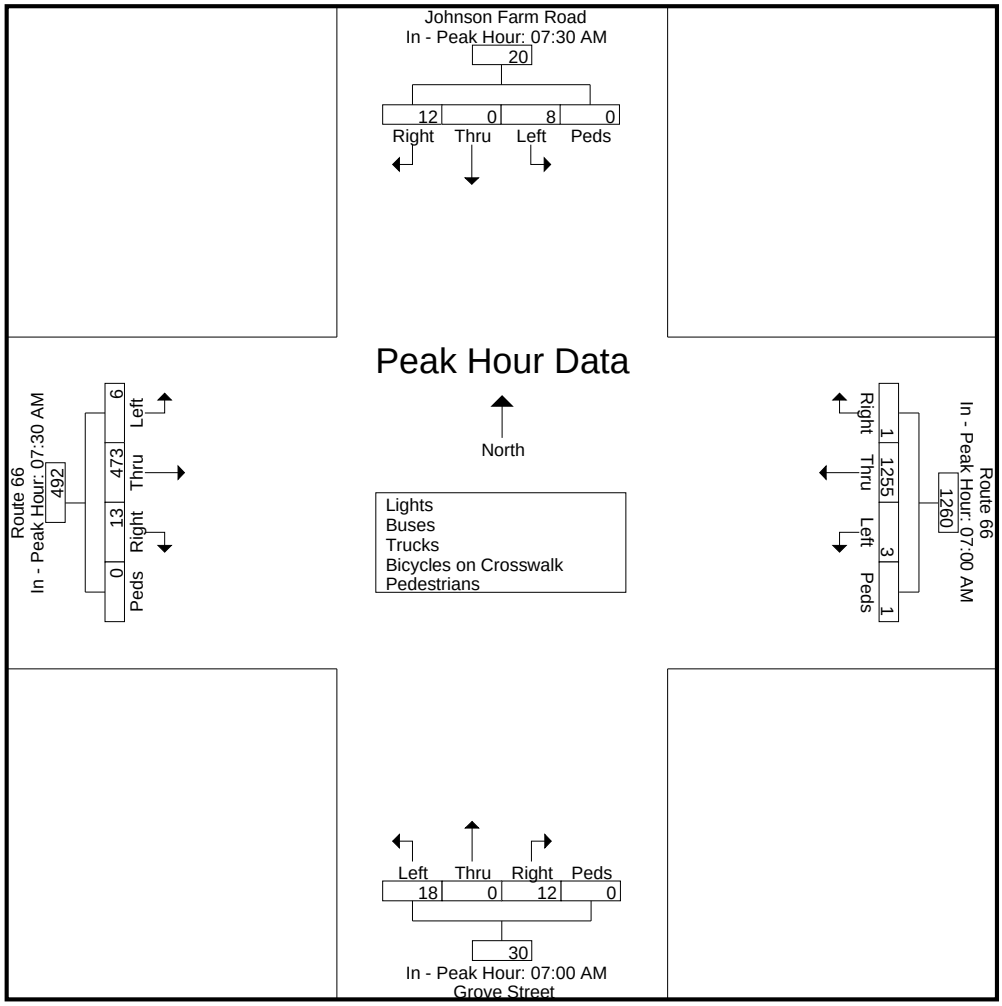
File Name : 17243
Site Code : 17243
Start Date : 4/26/2018
Page No : 3

	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	3	0	**3**	0	6	**1**	298	1	0	300	**4**	0	3	0	7	2	**134**	1	0	**137**	
+15 mins.	**6**	0	3	0	**9**	0	314	0	0	314	3	0	**6**	0	**9**	**7**	102	1	0	110	
+30 mins.	2	0	0	0	2	0	**328**	**2**	**1**	**331**	1	0	5	0	6	0	115	**2**	0	117	
+45 mins.	1	0	2	0	3	0	315	0	0	315	4	0	4	0	8	4	122	2	0	128	
Total Volume	12	0	8	0	20	1	1255	3	1	1260	12	0	18	0	30	13	473	6	0	492	
% App. Total	60	0	40	0		0.1	99.6	0.2	0.1		40	0	60	0		2.6	96.1	1.2	0		
PHF	.500	.000	.667	.000	.556	.250	.957	.375	.250	.952	.750	.000	.750	.000	.833	.464	.882	.750	.000	.898	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Grove St/Johnson Farm Rd
Portland, Connecticut

File Name : 17244
Site Code : 17244
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	0	0	0	4	1	153	3	0	157	3	0	0	0	3	9	305	7	0	321	485
04:15 PM	3	0	0	0	3	2	188	4	0	194	5	0	2	0	7	6	293	4	0	303	507
04:30 PM	10	0	1	0	11	1	181	2	0	184	3	0	3	0	6	7	322	3	0	332	533
04:45 PM	3	0	1	1	5	2	166	3	0	171	6	0	3	0	9	8	322	3	0	333	518
Total	20	0	2	1	23	6	688	12	0	706	17	0	8	0	25	30	1242	17	0	1289	2043
05:00 PM	3	1	0	0	4	0	184	3	0	187	5	0	4	0	9	8	336	4	0	348	548
05:15 PM	6	0	0	0	6	0	158	2	0	160	1	0	7	0	8	9	288	9	0	306	480
05:30 PM	2	0	1	0	3	0	161	6	0	167	4	1	2	0	7	7	274	4	0	285	462
05:45 PM	4	0	1	0	5	0	174	3	0	177	3	1	9	0	13	10	277	4	0	291	486
Total	15	1	2	0	18	0	677	14	0	691	13	2	22	0	37	34	1175	21	0	1230	1976
Grand Total	35	1	4	1	41	6	1365	26	0	1397	30	2	30	0	62	64	2417	38	0	2519	4019
Apprch %	85.4	2.4	9.8	2.4		0.4	97.7	1.9	0		48.4	3.2	48.4	0		2.5	96	1.5	0		
Total %	0.9	0	0.1	0	1	0.1	34	0.6	0	34.8	0.7	0	0.7	0	1.5	1.6	60.1	0.9	0	62.7	
Lights	34	0	4	0	38	6	1319										2370				
% Lights	97.1	0	100	0	92.7	100	96.6	96.2	0	96.6	100	100	90	0	95.2	93.8	98.1	100	0	98	97.4
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3
Trucks	1	1	0	0	2	0	40	1	0	41	0	0	3	0	3	4	41	0	0	45	91
% Trucks	2.9	100	0	0	4.9	0	2.9	3.8	0	2.9	0	0	10	0	4.8	6.2	1.7	0	0	1.8	2.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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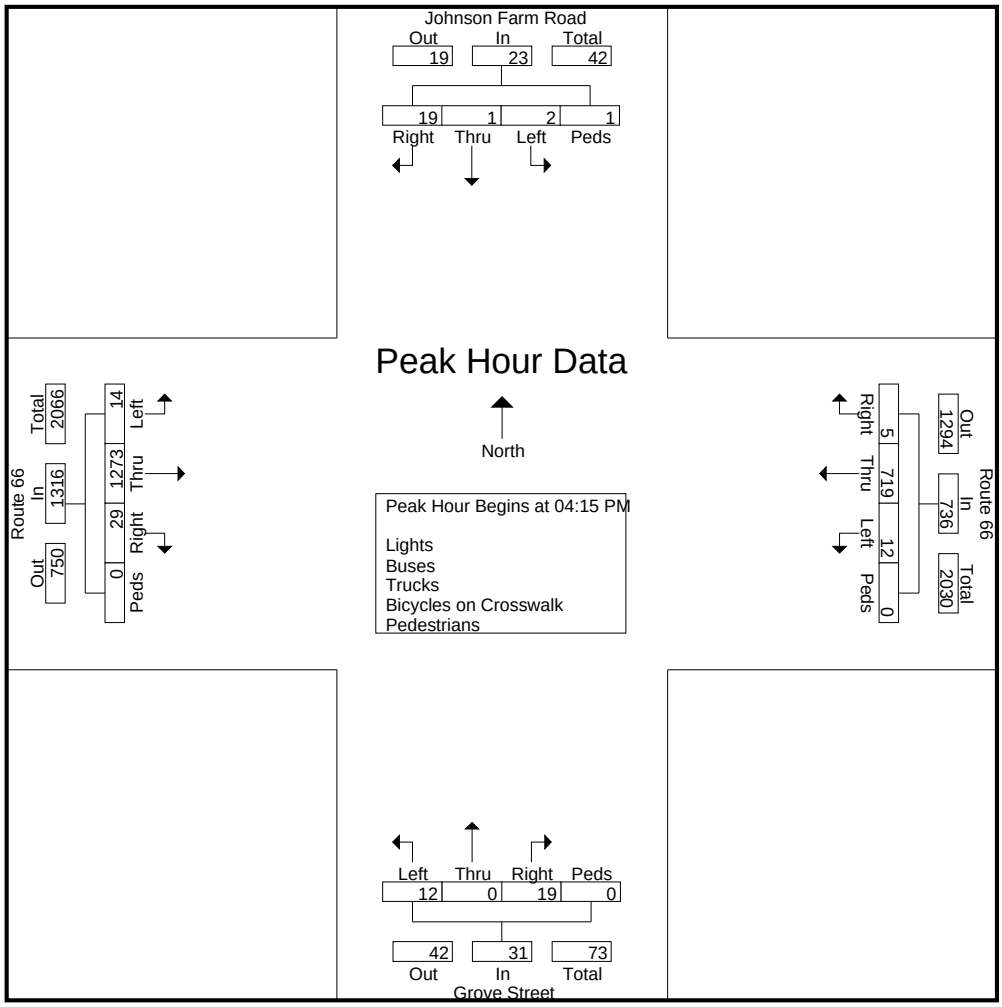
File Name : 17244
Site Code : 17244
Start Date : 4/26/2018
Page No : 2

	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	3	0	0	0	3	**2**	**188**	**4**	0	**194**	5	0	2	0	7	6	293	**4**	0	303	507
04:30 PM	**10**	0	**1**	0	**11**	1	181	2	0	184	3	0	3	0	6	7	322	3	0	332	533
04:45 PM	3	0	1	**1**	5	2	166	3	0	171	**6**	0	3	0	**9**	**8**	322	3	0	333	518
05:00 PM	3	**1**	0	0	4	0	184	3	0	187	5	0	**4**	0	9	8	**336**	4	0	**348**	**548**
Total Volume	19	1	2	1	23	5	719	12	0	736	19	0	12	0	31	29	1273	14	0	1316	2106
% App. Total	82.6	4.3	8.7	4.3		0.7	97.7	1.6	0		61.3	0	38.7	0		2.2	96.7	1.1	0		
PHF	.475	.250	.500	.250	.523	.625	.956	.750	.000	.948	.792	.000	.750	.000	.861	.906	.947	.875	.000	.945	.961



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File Name : 17244
Site Code : 17244
Start Date : 4/26/2018
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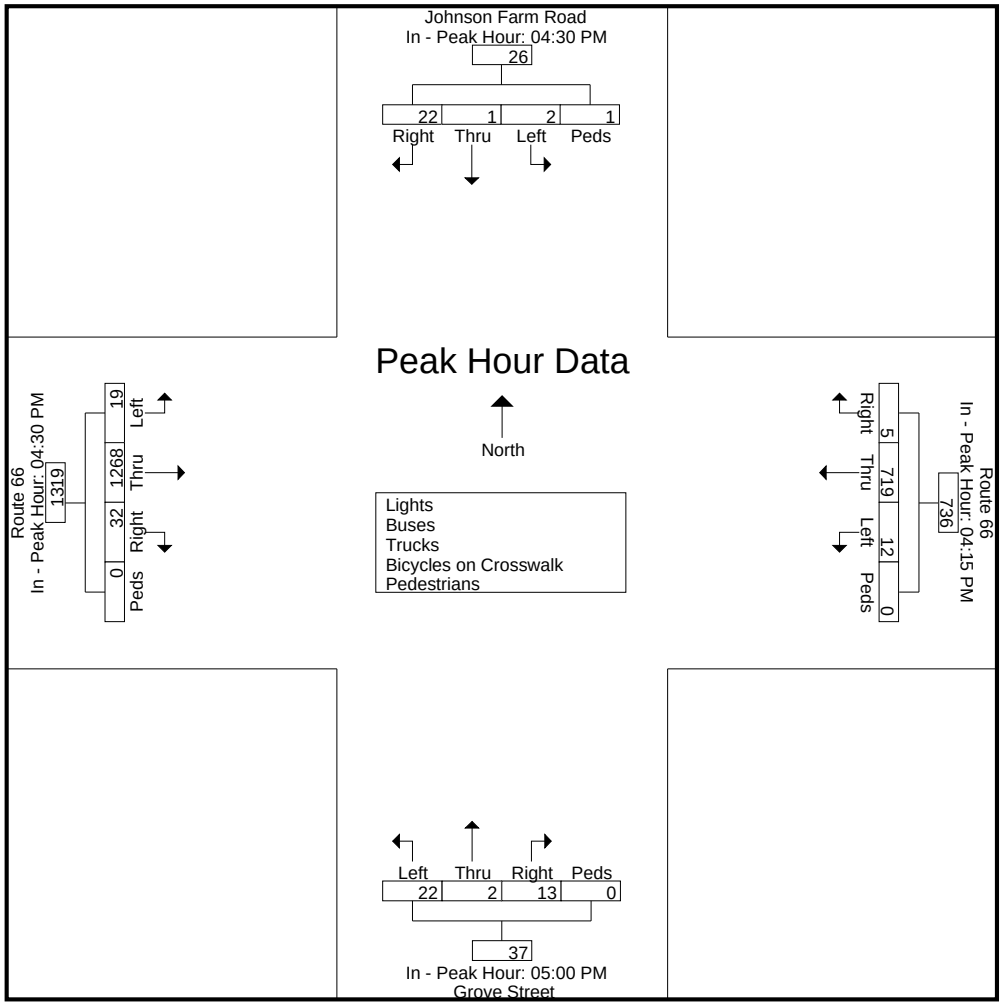
	Johnson Farm Road From North					Route 66 From East					Grove Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:15 PM					05:00 PM					04:30 PM					
+0 mins.	**10**	0	**1**	0	**11**	**2**	**188**	**4**	0	**194**	**5**	0	4	0	9	7	322	3	0	332	
+15 mins.	3	0	1	**1**	5	1	181	2	0	184	1	0	7	0	8	8	322	3	0	333	
+30 mins.	3	**1**	0	0	4	2	166	3	0	171	4	**1**	2	0	7	8	**336**	4	0	**348**	
+45 mins.	6	0	0	0	6	0	184	3	0	187	3	1	**9**	0	**13**	**9**	288	**9**	0	306	
Total Volume	22	1	2	1	26	5	719	12	0	736	13	2	22	0	37	32	1268	19	0	1319	
% App. Total	84.6	3.8	7.7	3.8		0.7	97.7	1.6	0		35.1	5.4	59.5	0		2.4	96.1	1.4	0		
PHF	.550	.250	.500	.250	.591	.625	.956	.750	.000	.948	.650	.500	.611	.000	.712	.889	.943	.528	.000	.948	



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Route 66 at Gospel Lane
Portland, Connecticut

File Name : 17245
Site Code : 17245
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	22	16	0	38	49	231	0	280	57	16	0	73	391
07:15 AM	32	27	0	59	61	257	0	318	91	20	0	111	488
07:30 AM	30	19	0	49	44	294	0	338	95	21	0	116	503
07:45 AM	20	19	0	39	62	210	0	272	97	15	0	112	423
Total	104	81	0	185	216	992	0	1208	340	72	0	412	1805
08:00 AM	28	18	0	46	29	202	0	231	97	19	0	116	393
08:15 AM	19	23	0	42	37	203	0	240	99	16	0	115	397
08:30 AM	21	25	0	46	31	231	0	262	93	14	0	107	415
08:45 AM	13	12	0	25	41	186	0	227	104	17	0	121	373
Total	81	78	0	159	138	822	0	960	393	66	0	459	1578
Grand Total	185	159	0	344	354	1814	0	2168	733	138	0	871	3383
Apprch %	53.8	46.2	0		16.3	83.7	0		84.2	15.8	0		
Total %	5.5	4.7	0	10.2	10.5	53.6	0	64.1	21.7	4.1	0	25.7	
Lights	180	140	0	320	326	1767	0	2093	654	128	0	782	3195
% Lights	97.3	88.1	0	93	92.1	97.4	0	96.5	89.2	92.8	0	89.8	94.4
Buses	0	9	0	9	9	9	0	18	7	0	0	7	34
% Buses	0	5.7	0	2.6	2.5	0.5	0	0.8	1	0	0	0.8	1
Trucks	5	10	0	15	19	38	0	57	72	10	0	82	154
% Trucks	2.7	6.3	0	4.4	5.4	2.1	0	2.6	9.8	7.2	0	9.4	4.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 17245
Site Code : 17245
Start Date : 4/26/2018
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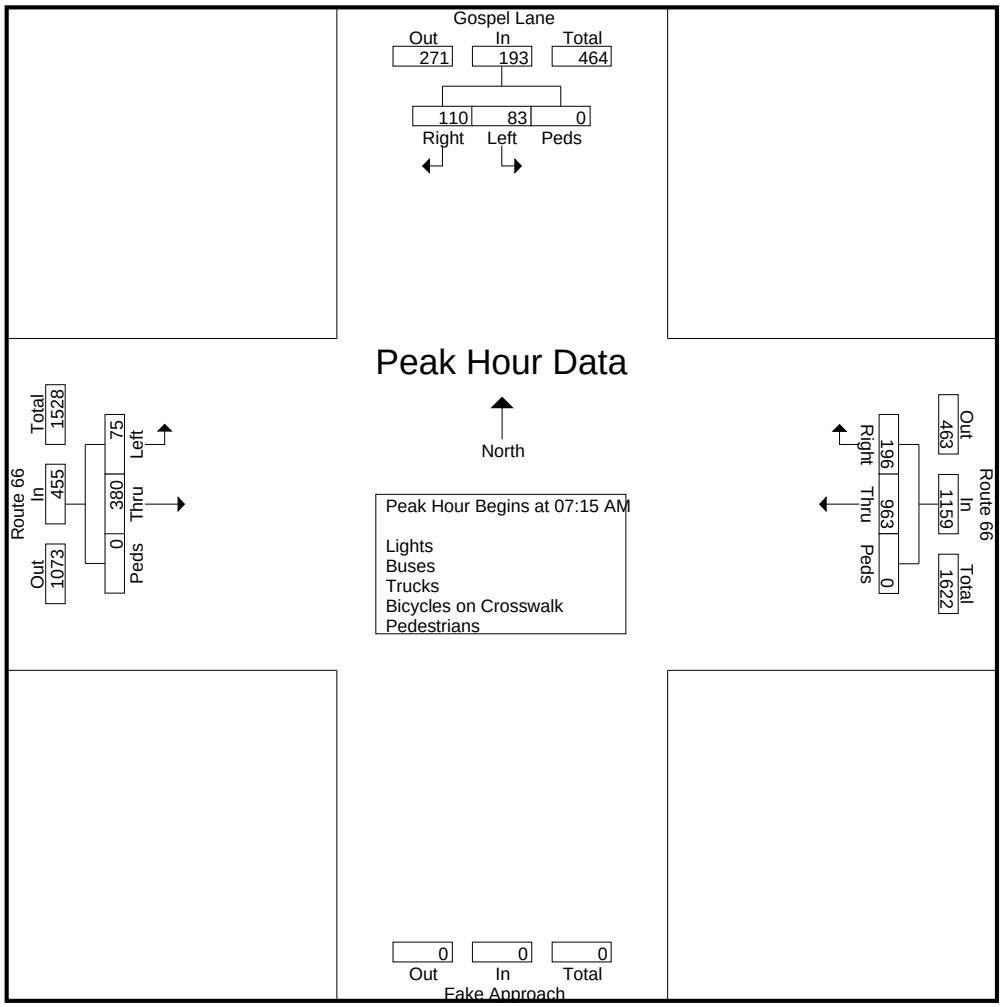
	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**32**	**27**	0	**59**	61	257	0	318	91	20	0	111	488
07:30 AM	30	19	0	49	44	**294**	0	**338**	95	**21**	0	**116**	**503**
07:45 AM	20	19	0	39	**62**	210	0	272	**97**	15	0	112	423
08:00 AM	28	18	0	46	29	202	0	231	97	19	0	116	393
Total Volume	110	83	0	193	196	963	0	1159	380	75	0	455	1807
% App. Total	57	43	0		16.9	83.1	0		83.5	16.5	0		
PHF	.859	.769	.000	.818	.790	.819	.000	.857	.979	.893	.000	.981	.898



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File Name : 17245
Site Code : 17245
Start Date : 4/26/2018
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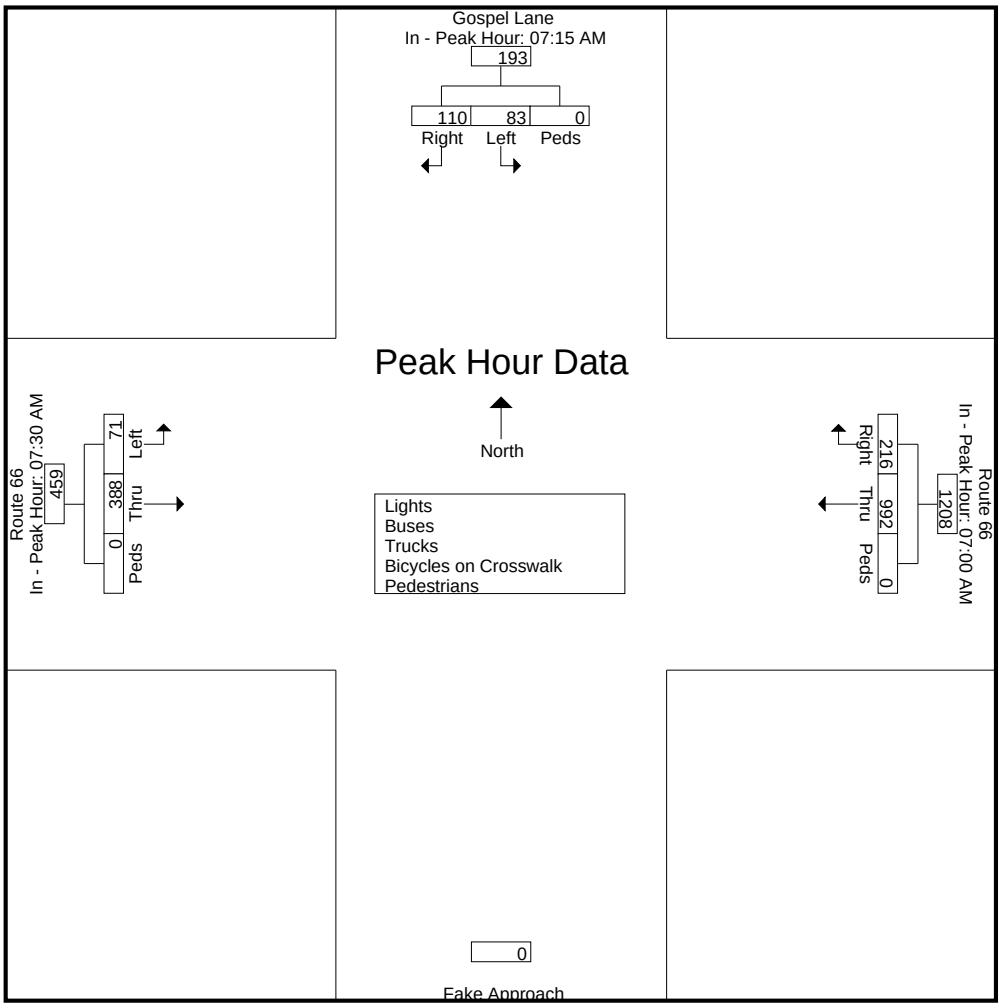
	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:00 AM				07:30 AM				
+0 mins.	**32**	**27**	0	**59**	49	231	0	280	95	**21**	0	**116**	
+15 mins.	30	19	0	49	61	257	0	318	97	15	0	112	
+30 mins.	20	19	0	39	44	**294**	0	**338**	97	19	0	116	
+45 mins.	28	18	0	46	**62**	210	0	272	**99**	16	0	115	
Total Volume	110	83	0	193	216	992	0	1208	388	71	0	459	
% App. Total	57	43	0		17.9	82.1	0		84.5	15.5	0		
PHF	.859	.769	.000	.818	.871	.844	.000	.893	.980	.845	.000	.989	



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Route 66 at Gospel Lane
Portland, Connecticut

File Name : 17246
Site Code : 17246
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	27	0	47	25	140	0	165	238	33	0	271	483
04:15 PM	24	33	0	57	37	136	0	173	265	35	0	300	530
04:30 PM	21	32	0	53	35	149	0	184	244	45	0	289	526
04:45 PM	16	36	0	52	30	152	0	182	302	36	0	338	572
Total	81	128	0	209	127	577	0	704	1049	149	0	1198	2111
05:00 PM	24	36	0	60	27	144	0	171	295	40	0	335	566
05:15 PM	27	35	0	62	26	128	0	154	290	25	0	315	531
05:30 PM	29	28	0	57	28	123	0	151	246	25	0	271	479
05:45 PM	28	43	0	71	23	141	0	164	225	40	0	265	500
Total	108	142	0	250	104	536	0	640	1056	130	0	1186	2076
Grand Total	189	270	0	459	231	1113	0	1344	2105	279	0	2384	4187
Apprch %	41.2	58.8	0		17.2	82.8	0		88.3	11.7	0		
Total %	4.5	6.4	0	11	5.5	26.6	0	32.1	50.3	6.7	0	56.9	
Lights	185	263	0	448	224	1072	0	1296	2070	278	0	2348	4092
% Lights	97.9	97.4	0	97.6	97	96.3	0	96.4	98.3	99.6	0	98.5	97.7
Buses	1	1	0	2	0	6	0	6	6	1	0	7	15
% Buses	0.5	0.4	0	0.4	0	0.5	0	0.4	0.3	0.4	0	0.3	0.4
Trucks	3	6	0	9	7	35	0	42	29	0	0	29	80
% Trucks	1.6	2.2	0	2	3	3.1	0	3.1	1.4	0	0	1.2	1.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 17246
Site Code : 17246
Start Date : 4/26/2018
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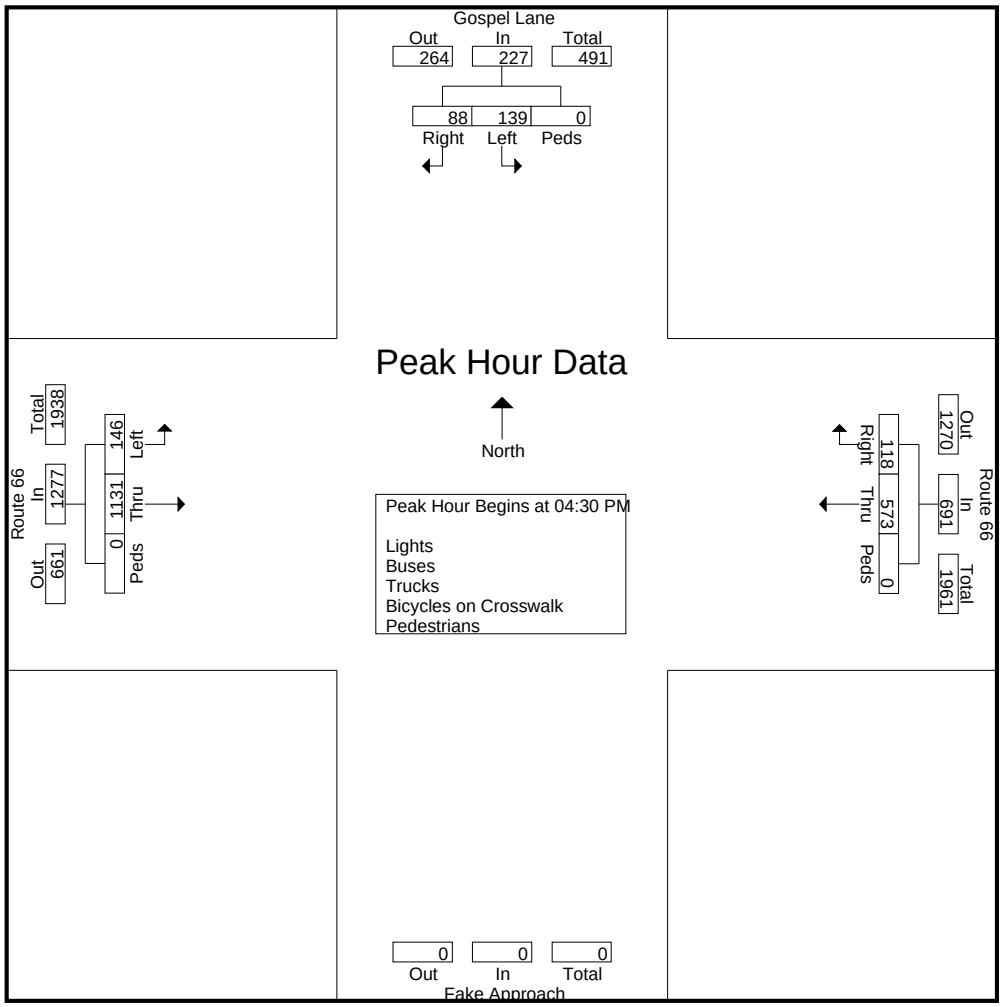
	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	21	32	0	53	**35**	149	0	**184**	244	**45**	0	289	526
04:45 PM	16	**36**	0	52	30	**152**	0	182	**302**	36	0	**338**	**572**
05:00 PM	24	36	0	60	27	144	0	171	295	40	0	335	566
05:15 PM	**27**	35	0	**62**	26	128	0	154	290	25	0	315	531
Total Volume	88	139	0	227	118	573	0	691	1131	146	0	1277	2195
% App. Total	38.8	61.2	0		17.1	82.9	0		88.6	11.4	0		
PHF	.815	.965	.000	.915	.843	.942	.000	.939	.936	.811	.000	.945	.959



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File Name : 17246
Site Code : 17246
Start Date : 4/26/2018
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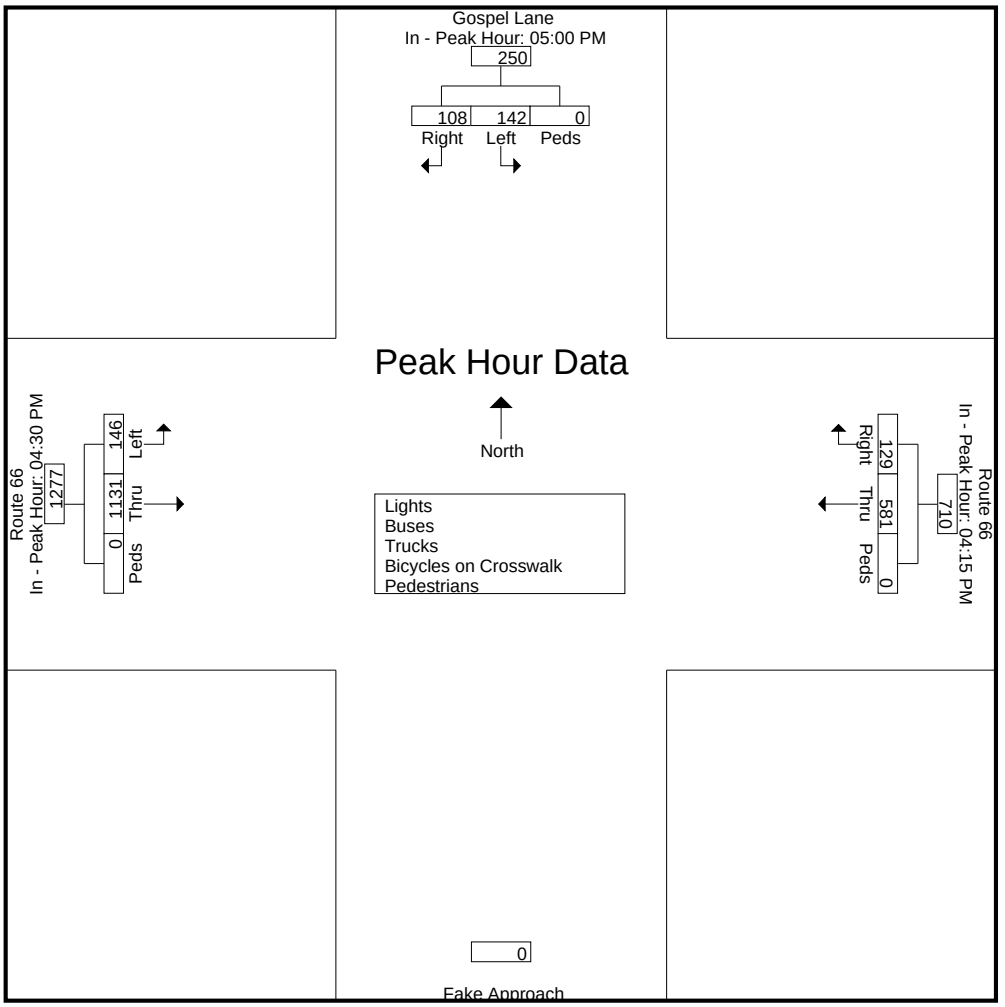
	Gospel Lane From North				Route 66 From East				Route 66 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:15 PM				04:30 PM				
+0 mins.	24	36	0	60	**37**	136	0	173	244	**45**	0	289	
+15 mins.	27	35	0	62	35	149	0	**184**	**302**	36	0	**338**	
+30 mins.	**29**	28	0	57	30	**152**	0	182	295	40	0	335	
+45 mins.	28	**43**	0	**71**	27	144	0	171	290	25	0	315	
Total Volume	108	142	0	250	129	581	0	710	1131	146	0	1277	
% App. Total	43.2	56.8	0		18.2	81.8	0		88.6	11.4	0		
PHF	.931	.826	.000	.880	.872	.956	.000	.965	.936	.811	.000	.945	



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Route 66 at Middle Haddam Rd/Payne Blvd
Portland, Connecticut

File Name : 17247
Site Code : 17247
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	23	0	2	0	25	0	259	0	0	259	2	0	7	0	9	0	66	2	0	68	361
07:15 AM	26	0	0	0	26	0	275	0	0	275	2	0	7	0	9	1	99	7	0	107	417
07:30 AM	23	0	0	0	23	0	294	0	0	294	1	0	10	0	11	1	101	8	0	110	438
07:45 AM	28	0	3	0	31	0	277	2	0	279	2	0	4	0	6	0	121	1	0	122	438
Total	100	0	5	0	105	0	1105	2	0	1107	7	0	28	0	35	2	387	18	0	407	1654
08:00 AM	25	0	0	0	25	0	212	0	0	212	0	0	1	0	1	0	102	2	0	104	342
08:15 AM	17	0	0	0	17	1	208	0	0	209	0	0	5	0	5	0	113	6	0	119	350
08:30 AM	21	0	0	0	21	0	238	1	0	239	0	0	5	0	5	1	98	4	0	103	368
08:45 AM	18	0	1	0	19	0	195	0	0	195	0	0	2	0	2	0	107	8	0	115	331
Total	81	0	1	0	82	1	853	1	0	855	0	0	13	0	13	1	420	20	0	441	1391
Grand Total	181	0	6	0	187	1	1958	3	0	1962	7	0	41	0	48	3	807	38	0	848	3045
Apprch %	96.8	0	3.2	0		0.1	99.8	0.2	0		14.6	0	85.4	0		0.4	95.2	4.5	0		
Total %	5.9	0	0.2	0	6.1	0	64.3	0.1	0	64.4	0.2	0	1.3	0	1.6	0.1	26.5	1.2	0	27.8	
Lights	178	0	4	0	182	1	1906														
% Lights	98.3	0	66.7	0	97.3	100	97.3	100	0	97.3	100	0	97.6	0	97.9	66.7	91.7	97.4	0	91.9	95.8
Buses	2	0	2	0	4	0	11	0	0	11	0	0	0	0	0	1	4	1	0	6	21
% Buses	1.1	0	33.3	0	2.1	0	0.6	0	0	0.6	0	0	0	0	0	33.3	0.5	2.6	0	0.7	0.7
Trucks	1	0	0	0	1	0	41	0	0	41	0	0	1	0	1	0	63	0	0	63	106
% Trucks	0.6	0	0	0	0.5	0	2.1	0	0	2.1	0	0	2.4	0	2.1	0	7.8	0	0	7.4	3.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 17247
Site Code : 17247
Start Date : 4/26/2018
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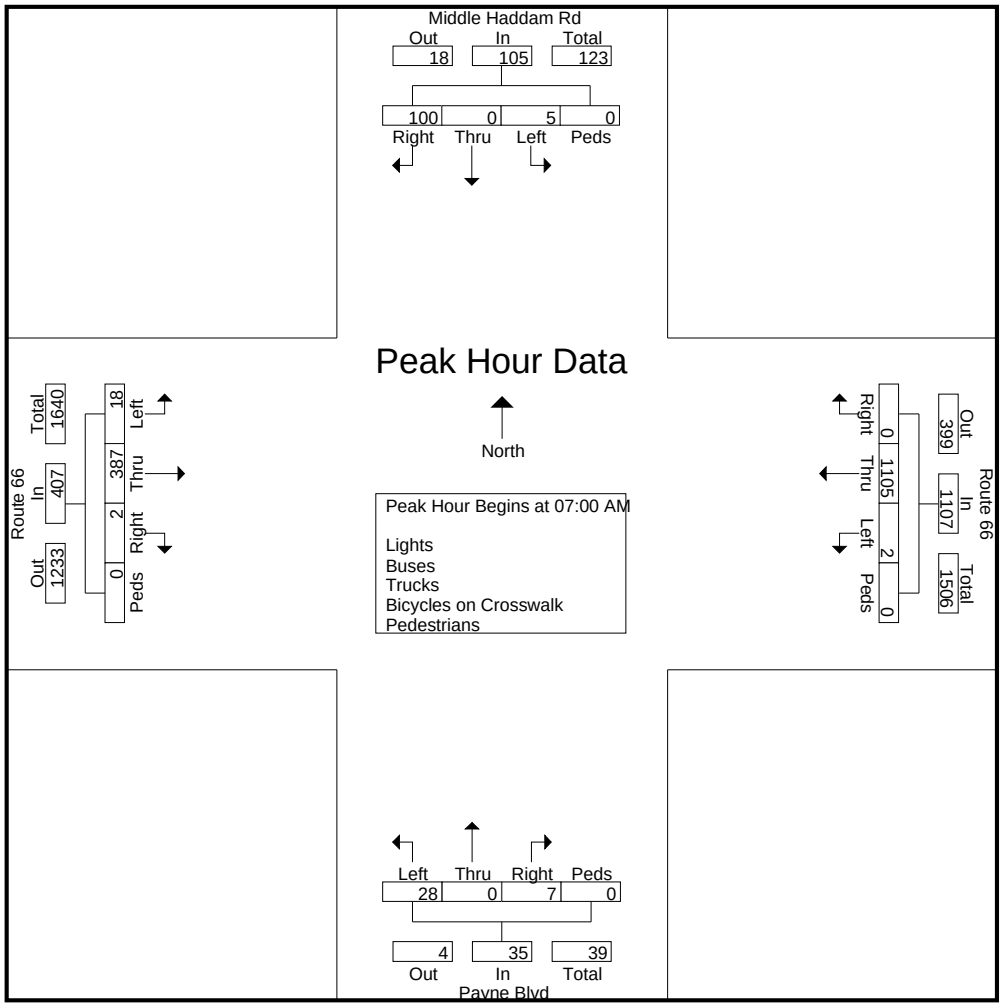
	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	23	0	2	0	25	0	259	0	0	259	**2**	0	7	0	9	0	66	2	0	68	361
07:15 AM	26	0	0	0	26	0	275	0	0	275	2	0	7	0	9	**1**	99	7	0	107	417
07:30 AM	23	0	0	0	23	0	**294**	0	0	**294**	1	0	**10**	0	**11**	1	101	**8**	0	110	**438**
07:45 AM	**28**	0	**3**	0	**31**	0	277	**2**	0	279	2	0	4	0	6	0	**121**	1	0	**122**	438
Total Volume	100	0	5	0	105	0	1105	2	0	1107	7	0	28	0	35	2	387	18	0	407	1654
% App. Total	95.2	0	4.8	0		0	99.8	0.2	0		20	0	80	0		0.5	95.1	4.4	0		
PHF	.893	.000	.417	.000	.847	.000	.940	.250	.000	.941	.875	.000	.700	.000	.795	.500	.800	.563	.000	.834	.944



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File Name : 17247
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Start Date : 4/26/2018
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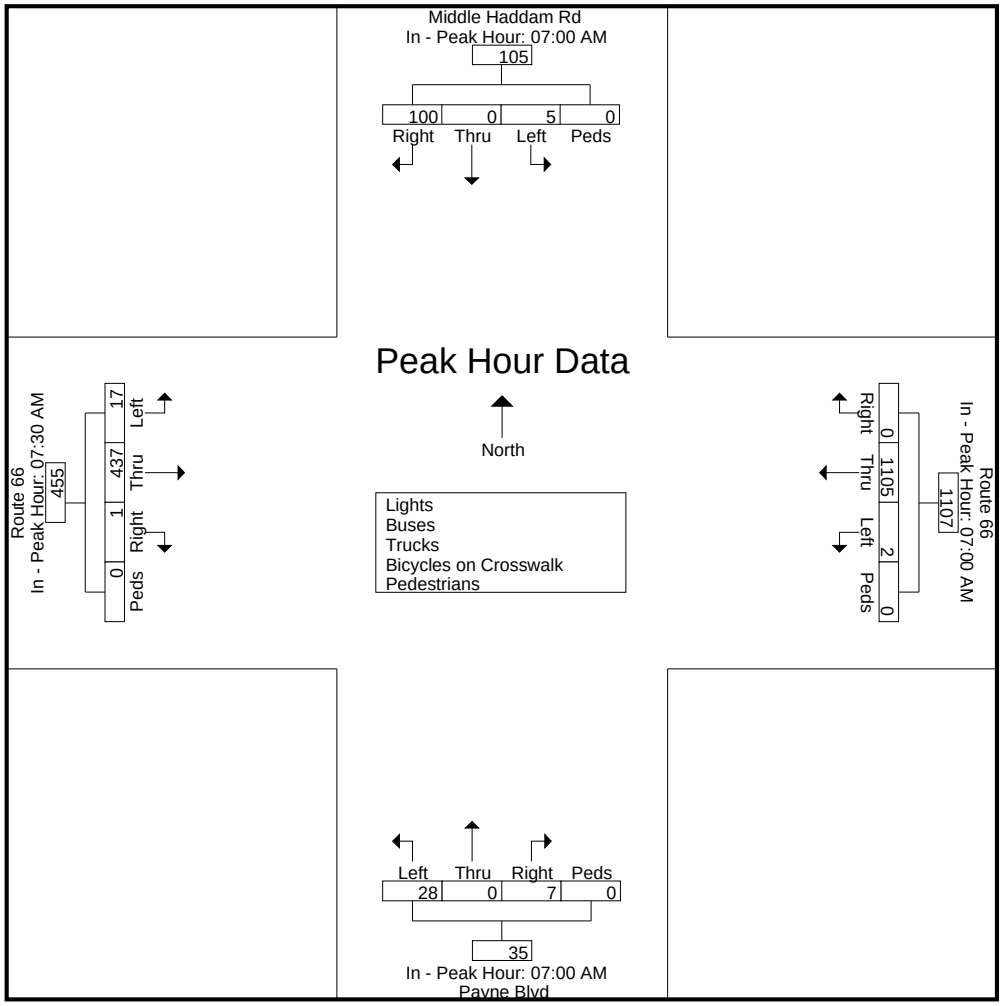
	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	23	0	2	0	25	0	259	0	0	259	**2**	0	7	0	9	**1**	101	**8**	0	110	
+15 mins.	26	0	0	0	26	0	275	0	0	275	2	0	7	0	9	0	**121**	1	0	**122**	
+30 mins.	23	0	0	0	23	0	**294**	0	0	**294**	1	0	**10**	0	**11**	0	102	2	0	104	
+45 mins.	**28**	0	**3**	0	**31**	0	277	**2**	0	279	2	0	4	0	6	0	113	6	0	119	
Total Volume	100	0	5	0	105	0	1105	2	0	1107	7	0	28	0	35	1	437	17	0	455	
% App. Total	95.2	0	4.8	0		0	99.8	0.2	0		20	0	80	0		0.2	96	3.7	0		
PHF	.893	.000	.417	.000	.847	.000	.940	.250	.000	.941	.875	.000	.700	.000	.795	.250	.903	.531	.000	.932	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Middle Haddam Rd/Payne Blvd
Portland, Connecticut

File Name : 17248
Site Code : 17248
Start Date : 4/26/2018
Page No : 1

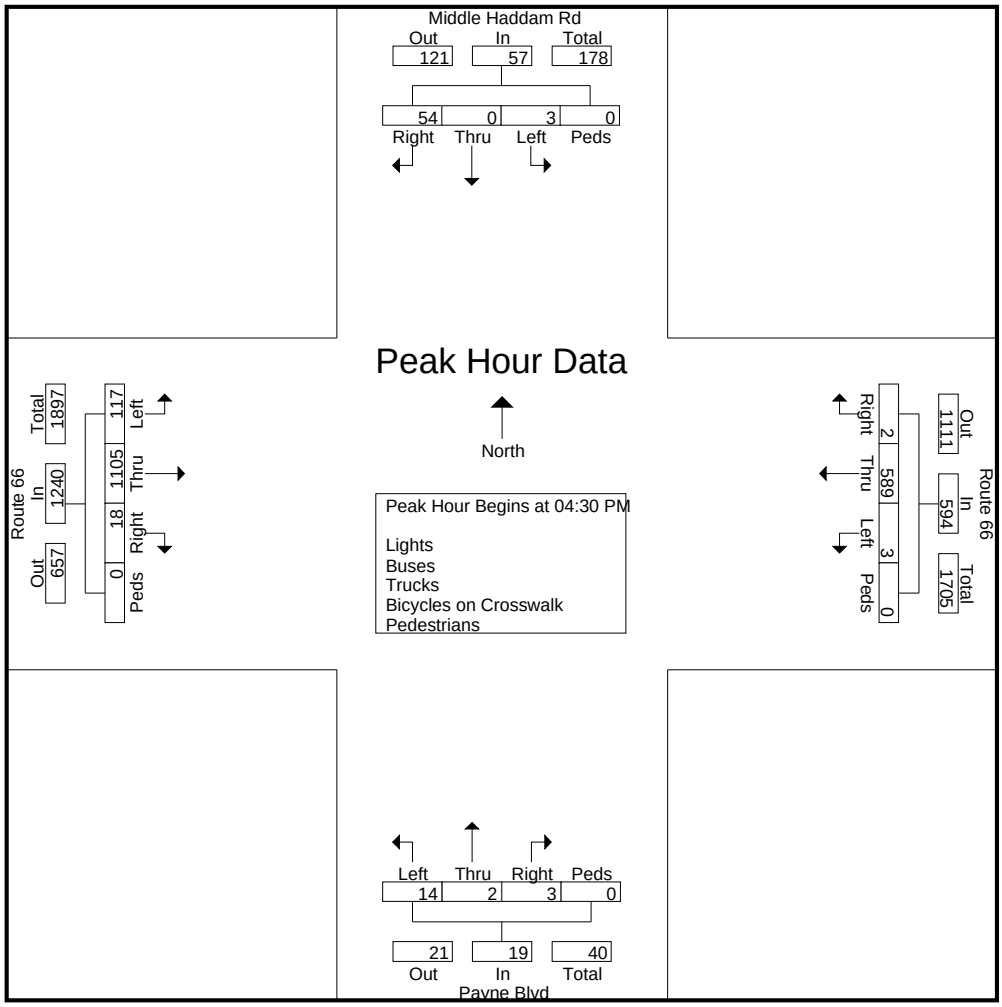
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	2	0	8	0	140	1	0	141	0	0	2	0	2	3	240	29	0	272	423
04:15 PM	10	0	0	0	10	0	147	4	0	151	1	0	5	0	6	7	267	11	0	285	452
04:30 PM	6	0	1	0	7	0	160	1	0	161	1	0	4	0	5	1	239	24	0	264	437
04:45 PM	18	0	1	0	19	2	145	2	0	149	1	0	4	0	5	2	289	31	0	322	495
Total	40	0	4	0	44	2	592	8	0	602	3	0	15	0	18	13	1035	95	0	1143	1807
05:00 PM	17	0	0	0	17	0	149	0	0	149	1	0	3	0	4	6	299	28	0	333	503
05:15 PM	13	0	1	0	14	0	135	0	0	135	0	2	3	0	5	9	278	34	0	321	475
05:30 PM	12	1	0	0	13	2	126	1	0	129	1	1	1	0	3	10	235	16	0	261	406
05:45 PM	10	0	0	0	10	1	142	1	0	144	1	0	5	0	6	2	234	31	0	267	427
Total	52	1	1	0	54	3	552	2	0	557	3	3	12	0	18	27	1046	109	0	1182	1811
Grand Total	92	1	5	0	98	5	1144	10	0	1159	6	3	27	0	36	40	2081	204	0	2325	3618
Apprch %	93.9	1	5.1	0		0.4	98.7	0.9	0		16.7	8.3	75	0		1.7	89.5	8.8	0		
Total %	2.5	0	0.1	0	2.7	0.1	31.6	0.3	0	32	0.2	0.1	0.7	0	1	1.1	57.5	5.6	0	64.3	
Lights	90	1	5	0	96	5	1101										2048				
% Lights	97.8	100	100	0	98	100	96.2	100	0	96.3	100	100	96.3	0	97.2	95	98.4	100	0	98.5	97.8
Buses	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	12
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	3.7	0	2.8	0	0.2	0	0	0.2	0.3
Trucks	2	0	0	0	2	0	37	0	0	37	0	0	0	0	0	2	28	0	0	30	69
% Trucks	2.2	0	0	0	2	0	3.2	0	0	3.2	0	0	0	0	0	5	1.3	0	0	1.3	1.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17248
Site Code : 17248
Start Date : 4/26/2018
Page No : 2

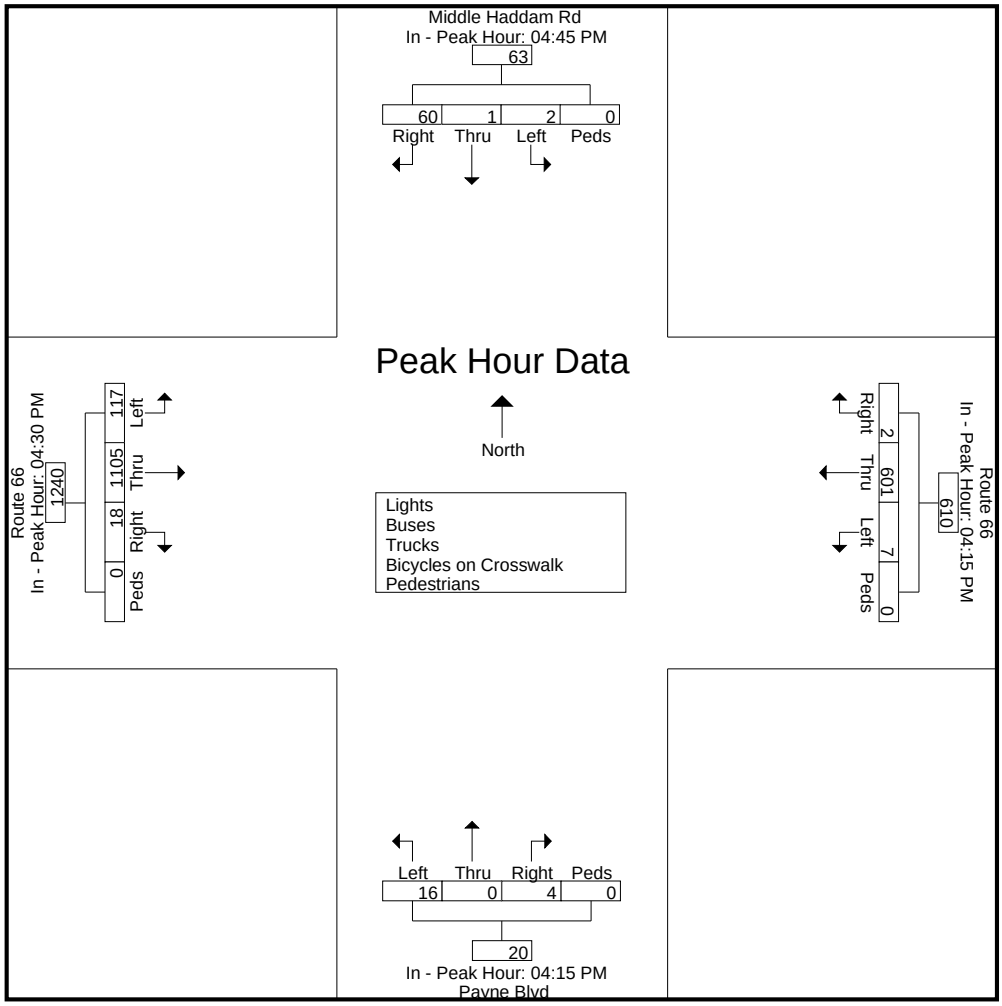
	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	0	**1**	0	7	0	**160**	1	0	**161**	**1**	0	**4**	0	**5**	1	239	24	0	264	437
04:45 PM	**18**	0	1	0	**19**	**2**	145	**2**	0	149	1	0	4	0	5	2	289	31	0	322	495
05:00 PM	17	0	0	0	17	0	149	0	0	149	1	0	3	0	4	6	**299**	28	0	**333**	**503**
05:15 PM	13	0	1	0	14	0	135	0	0	135	0	**2**	3	0	5	**9**	278	**34**	0	321	475
Total Volume	54	0	3	0	57	2	589	3	0	594	3	2	14	0	19	18	1105	117	0	1240	1910
% App. Total	94.7	0	5.3	0		0.3	99.2	0.5	0		15.8	10.5	73.7	0		1.5	89.1	9.4	0		
PHF	.750	.000	.750	.000	.750	.250	.920	.375	.000	.922	.750	.250	.875	.000	.950	.500	.924	.860	.000	.931	.949



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17248
Site Code : 17248
Start Date : 4/26/2018
Page No : 3

	Middle Haddam Rd From North					Route 66 From East					Payne Blvd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:15 PM					04:15 PM					04:30 PM					
+0 mins.	**18**	0	**1**	0	**19**	0	147	**4**	0	151	**1**	0	**5**	0	**6**	1	239	24	0	264	
+15 mins.	17	0	0	0	17	0	**160**	1	0	**161**	1	0	4	0	5	2	289	31	0	322	
+30 mins.	13	0	1	0	14	**2**	145	2	0	149	1	0	4	0	5	6	**299**	28	0	**333**	
+45 mins.	12	**1**	0	0	13	0	149	0	0	149	1	0	3	0	4	**9**	278	**34**	0	321	
Total Volume	60	1	2	0	63	2	601	7	0	610	4	0	16	0	20	18	1105	117	0	1240	
% App. Total	95.2	1.6	3.2	0		0.3	98.5	1.1	0		20	0	80	0		1.5	89.1	9.4	0		
PHF	.833	.250	.500	.000	.829	.250	.939	.438	.000	.947	1.000	.000	.800	.000	.833	.500	.924	.860	.000	.931	



Connecticut Counts LLC
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(860) 828-1693

Route 66 at Depot Hill Rd/Rte 151
East Hampton, Connecticut

File Name : 17249
Site Code : 17249
Start Date : 4/26/2018
Page No : 1

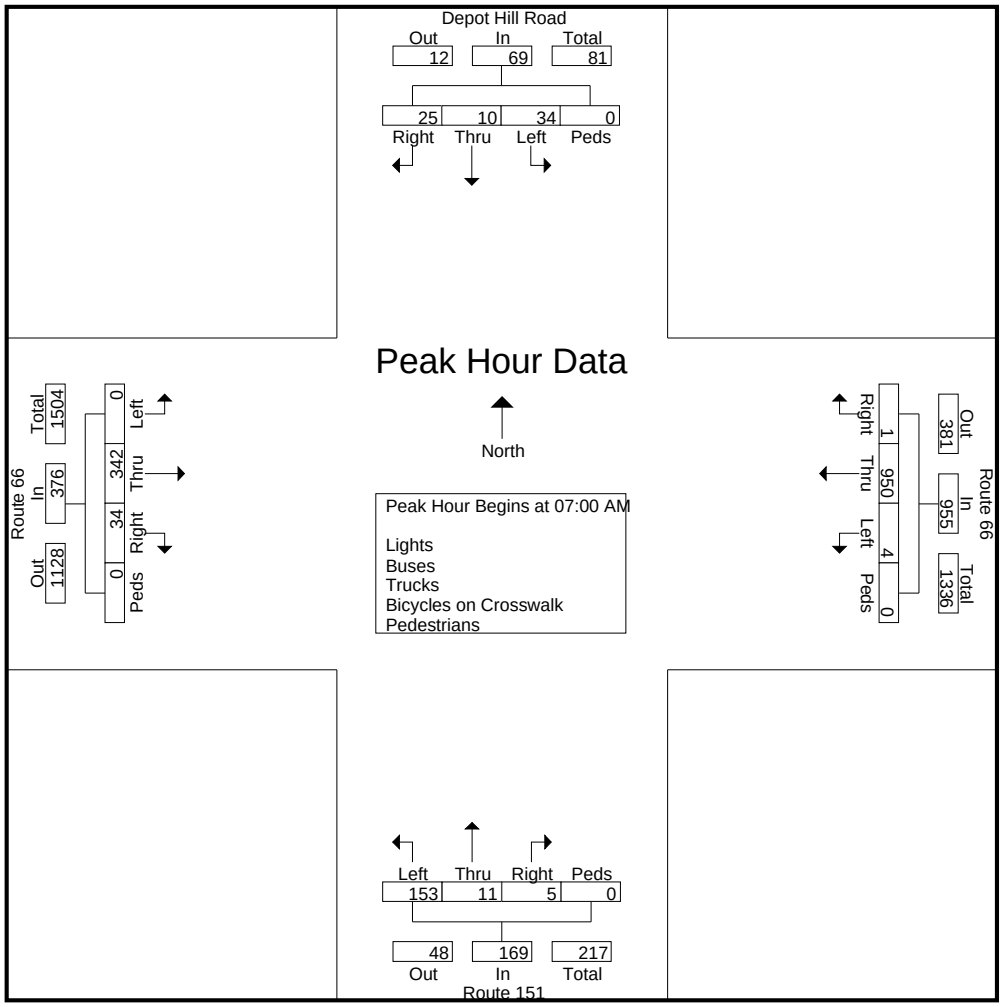
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Depot Hill Road From North					Route 66 From East					Route 151 From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	4	6	0	16	0	236	2	0	238	2	2	33	0	37	8	53	0	0	61	352
07:15 AM	8	1	10	0	19	0	237	0	0	237	2	2	48	0	52	10	77	0	0	87	395
07:30 AM	4	2	12	0	18	1	269	0	0	270	1	3	44	0	48	11	101	0	0	112	448
07:45 AM	7	3	6	0	16	0	208	2	0	210	0	4	28	0	32	5	111	0	0	116	374
Total	25	10	34	0	69	1	950	4	0	955	5	11	153	0	169	34	342	0	0	376	1569
08:00 AM	5	5	10	0	20	1	186	1	0	188	0	3	32	0	35	7	84	1	0	92	335
08:15 AM	1	1	4	0	6	0	186	6	0	192	5	1	24	0	30	18	90	1	0	109	337
08:30 AM	6	1	5	0	12	0	179	1	0	180	2	1	38	0	41	10	81	4	0	95	328
08:45 AM	2	1	6	0	9	1	154	1	0	156	1	4	36	0	41	20	84	3	0	107	313
Total	14	8	25	0	47	2	705	9	0	716	8	9	130	0	147	55	339	9	0	403	1313
Grand Total	39	18	59	0	116	3	1655	13	0	1671	13	20	283	0	316	89	681	9	0	779	2882
Apprch %	33.6	15.5	50.9	0		0.2	99	0.8	0		4.1	6.3	89.6	0		11.4	87.4	1.2	0		
Total %	1.4	0.6	2	0	4	0.1	57.4	0.5	0	58	0.5	0.7	9.8	0	11	3.1	23.6	0.3	0	27	
Lights	36	17	57	0	110	3	1612														
% Lights	92.3	94.4	96.6	0	94.8	100	97.4	100	0	97.4	100	90	99.3	0	98.7	86.5	92.2	100	0	91.7	95.9
Buses	2	1	0	0	3	0	8	0	0	8	0	1	0	0	1	1	3	0	0	4	16
% Buses	5.1	5.6	0	0	2.6	0	0.5	0	0	0.5	0	5	0	0	0.3	1.1	0.4	0	0	0.5	0.6
Trucks	1	0	2	0	3	0	35	0	0	35	0	1	2	0	3	11	50	0	0	61	102
% Trucks	2.6	0	3.4	0	2.6	0	2.1	0	0	2.1	0	5	0.7	0	0.9	12.4	7.3	0	0	7.8	3.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17249
Site Code : 17249
Start Date : 4/26/2018
Page No : 2

	Depot Hill Road From North					Route 66 From East					Route 151 From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	6	**4**	6	0	16	0	236	**2**	0	238	**2**	2	33	0	37	8	53	0	0	61	352
07:15 AM	**8**	1	10	0	**19**	0	237	0	0	237	2	2	**48**	0	**52**	10	77	0	0	87	395
07:30 AM	4	2	**12**	0	18	**1**	**269**	0	0	**270**	1	3	44	0	48	**11**	101	0	0	112	**448**
07:45 AM	7	3	6	0	16	0	208	2	0	210	0	**4**	28	0	32	5	**111**	0	0	**116**	374
Total Volume	25	10	34	0	69	1	950	4	0	955	5	11	153	0	169	34	342	0	0	376	1569
% App. Total	36.2	14.5	49.3	0		0.1	99.5	0.4	0		3	6.5	90.5	0		9	91	0	0		
PHF	.781	.625	.708	.000	.908	.250	.883	.500	.000	.884	.625	.688	.797	.000	.813	.773	.770	.000	.000	.810	.876



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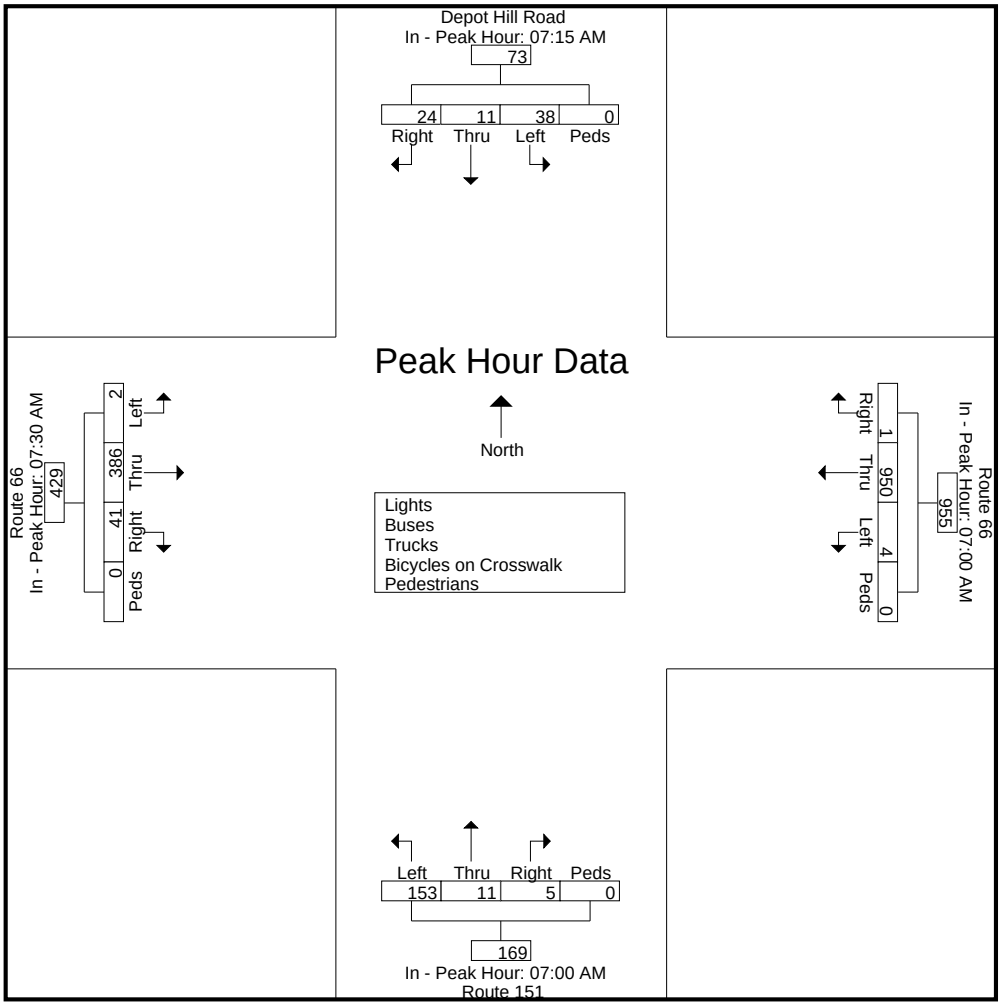
File Name : 17249
Site Code : 17249
Start Date : 4/26/2018
Page No : 3

	Depot Hill Road From North					Route 66 From East					Route 151 From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	**8**	1	10	0	19	0	236	**2**	0	238	**2**	2	33	0	37	11	101	0	0	112	
+15 mins.	4	2	**12**	0	18	0	237	0	0	237	2	2	**48**	0	**52**	5	**111**	0	0	**116**	
+30 mins.	7	3	6	0	16	**1**	**269**	0	0	**270**	1	3	44	0	48	7	84	**1**	0	92	
+45 mins.	5	**5**	10	0	**20**	0	208	2	0	210	0	**4**	28	0	32	**18**	90	1	0	109	
Total Volume	24	11	38	0	73	1	950	4	0	955	5	11	153	0	169	41	386	2	0	429	
% App. Total	32.9	15.1	52.1	0		0.1	99.5	0.4	0		3	6.5	90.5	0		9.6	90	0.5	0		
PHF	.750	.550	.792	.000	.913	.250	.883	.500	.000	.884	.625	.688	.797	.000	.813	.569	.869	.500	.000	.925	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 66 at Depot Hill Rd/Middle Haddam
Portland, Connecticut

File Name : 17250
Site Code : 17250
Start Date : 4/26/2018
Page No : 1

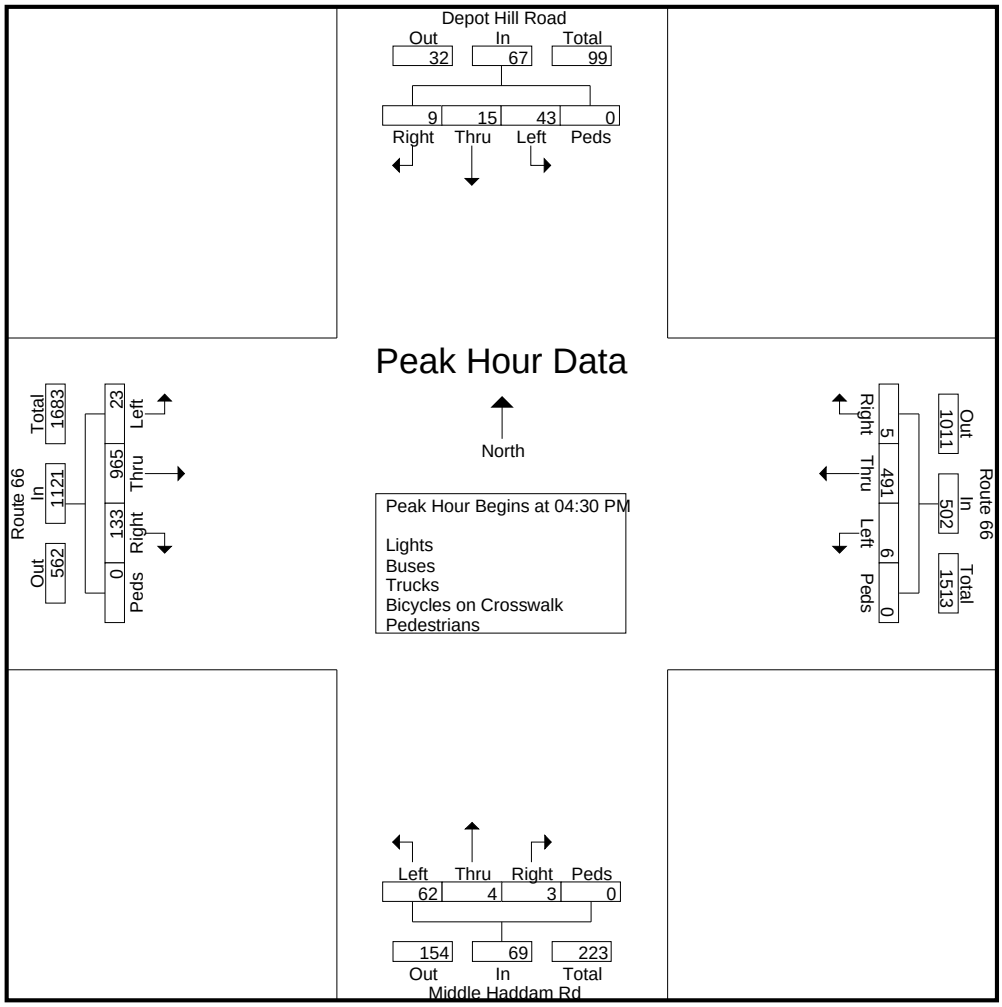
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Depot Hill Road From North					Route 66 From East					Middle Haddam Rd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	1	12	0	15	2	120	0	0	122	3	0	22	0	25	24	204	5	0	233	395
04:15 PM	3	1	10	0	14	1	121	2	0	124	0	1	26	0	27	33	219	1	0	253	418
04:30 PM	6	7	8	0	21	2	131	1	0	134	0	0	17	0	17	29	217	6	0	252	424
04:45 PM	1	2	14	0	17	1	118	3	0	122	0	2	15	0	17	28	245	4	0	277	433
Total	12	11	44	0	67	6	490	6	0	502	3	3	80	0	86	114	885	16	0	1015	1670
05:00 PM	1	2	13	0	16	2	135	0	0	137	0	1	20	0	21	40	258	6	0	304	478
05:15 PM	1	4	8	0	13	0	107	2	0	109	3	1	10	0	14	36	245	7	0	288	424
05:30 PM	1	6	14	0	21	1	124	0	0	125	2	2	16	0	20	20	225	6	0	251	417
05:45 PM	0	3	7	0	10	6	120	1	0	127	2	3	18	0	23	32	203	7	0	242	402
Total	3	15	42	0	60	9	486	3	0	498	7	7	64	0	78	128	931	26	0	1085	1721
Grand Total	15	26	86	0	127	15	976	9	0	1000	10	10	144	0	164	242	1816	42	0	2100	3391
Apprch %	11.8	20.5	67.7	0		1.5	97.6	0.9	0		6.1	6.1	87.8	0		11.5	86.5	2	0		
Total %	0.4	0.8	2.5	0	3.7	0.4	28.8	0.3	0	29.5	0.3	0.3	4.2	0	4.8	7.1	53.6	1.2	0	61.9	
Lights	14	26	85	0	125	15	940	9	0	964	10	10	139	0	159	237	1786				
% Lights	93.3	100	98.8	0	98.4	100	96.3	100	0	96.4	100	100	96.5	0	97	97.9	98.3	97.6	0	98.3	97.7
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	5	0	0	6	12
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.4	0.3	0	0	0.3	0.4
Trucks	1	0	1	0	2	0	30	0	0	30	0	0	5	0	5	4	25	1	0	30	67
% Trucks	6.7	0	1.2	0	1.6	0	3.1	0	0	3	0	0	3.5	0	3	1.7	1.4	2.4	0	1.4	2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17250
Site Code : 17250
Start Date : 4/26/2018
Page No : 2

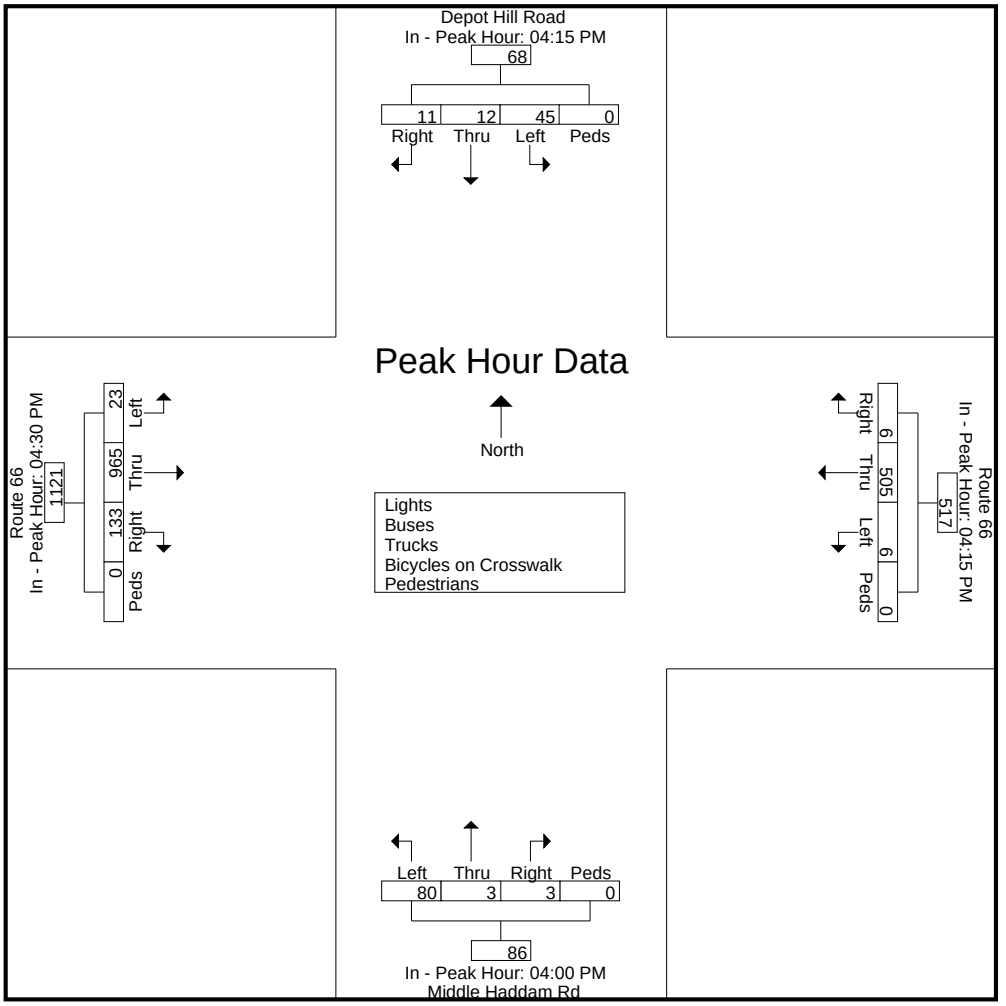
	Depot Hill Road From North					Route 66 From East					Middle Haddam Rd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**6**	**7**	8	0	**21**	**2**	131	1	0	134	0	0	17	0	17	29	217	6	0	252	424
04:45 PM	1	2	**14**	0	17	1	118	**3**	0	122	0	**2**	15	0	17	28	245	4	0	277	433
05:00 PM	1	2	13	0	16	2	**135**	0	0	**137**	0	1	**20**	0	**21**	**40**	**258**	6	0	**304**	**478**
05:15 PM	1	4	8	0	13	0	107	2	0	109	**3**	1	10	0	14	36	245	**7**	0	288	424
Total Volume	9	15	43	0	67	5	491	6	0	502	3	4	62	0	69	133	965	23	0	1121	1759
% App. Total	13.4	22.4	64.2	0		1	97.8	1.2	0		4.3	5.8	89.9	0		11.9	86.1	2.1	0		
PHF	.375	.536	.768	.000	.798	.625	.909	.500	.000	.916	.250	.500	.775	.000	.821	.831	.935	.821	.000	.922	.920



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17250
Site Code : 17250
Start Date : 4/26/2018
Page No : 3

	Depot Hill Road From North					Route 66 From East					Middle Haddam Rd From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:15 PM					04:00 PM					04:30 PM					
+0 mins.	3	1	10	0	14	1	121	2	0	124	**3**	0	22	0	25	29	217	6	0	252	
+15 mins.	**6**	**7**	8	0	**21**	**2**	131	1	0	134	0	1	**26**	0	**27**	28	245	4	0	277	
+30 mins.	1	2	**14**	0	17	1	118	**3**	0	122	0	0	17	0	17	**40**	**258**	6	0	**304**	
+45 mins.	1	2	13	0	16	2	**135**	0	0	**137**	0	**2**	15	0	17	36	245	**7**	0	288	
Total Volume	11	12	45	0	68	6	505	6	0	517	3	3	80	0	86	133	965	23	0	1121	
% App. Total	16.2	17.6	66.2	0		1.2	97.7	1.2	0		3.5	3.5	93	0		11.9	86.1	2.1	0		
PHF	.458	.429	.804	.000	.810	.750	.935	.500	.000	.943	.250	.375	.769	.000	.796	.831	.935	.821	.000	.922	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Middletown Ave/Park & Ride
East Hampton, Connecticut

File Name : 17251
Site Code : 17251
Start Date : 4/26/2018
Page No : 1

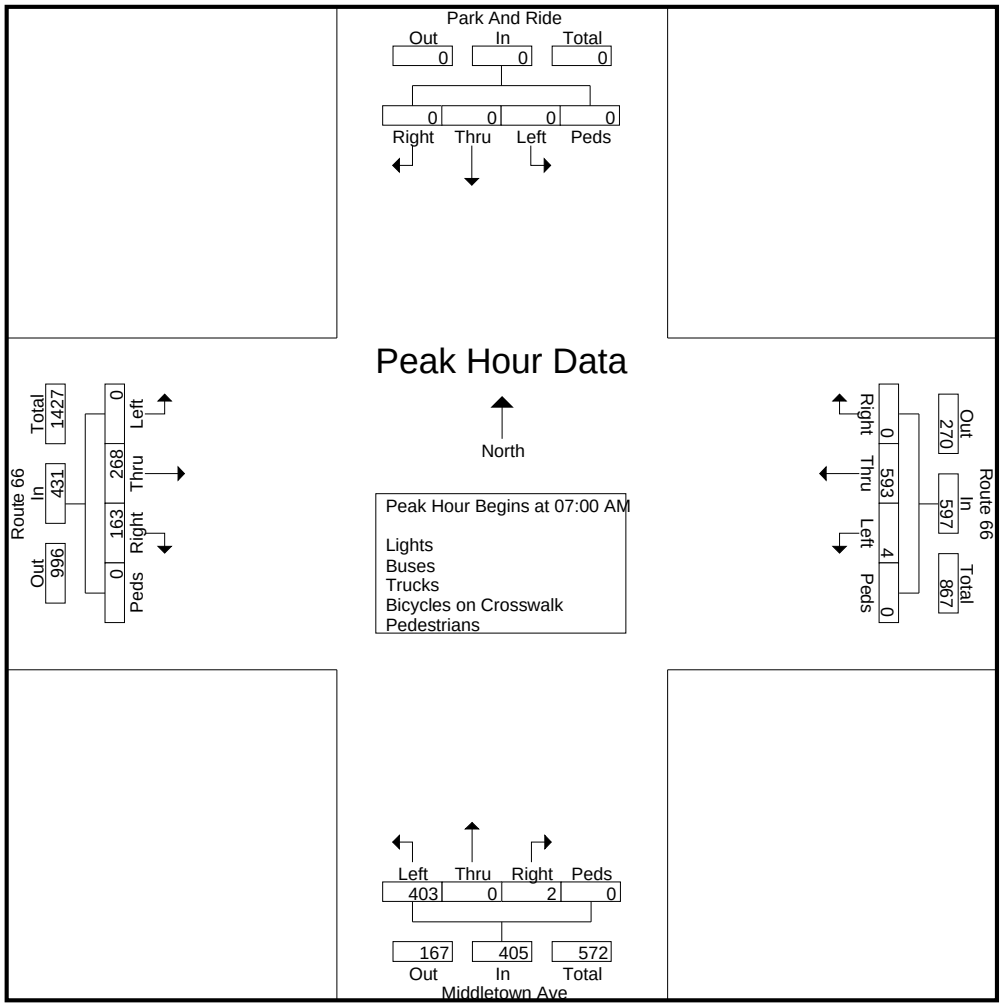
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	157	0	0	157	0	0	98	0	98	19	50	0	0	69	324
07:15 AM	0	0	0	0	0	0	130	0	0	130	1	0	111	0	112	32	70	0	0	102	344
07:30 AM	0	0	0	0	0	0	178	1	0	179	1	0	98	0	99	59	71	0	0	130	408
07:45 AM	0	0	0	0	0	0	128	3	0	131	0	0	96	0	96	53	77	0	0	130	357
Total	0	0	0	0	0	0	593	4	0	597	2	0	403	0	405	163	268	0	0	431	1433
08:00 AM	1	0	0	0	1	1	108	0	0	109	0	0	87	0	87	44	59	0	0	103	300
08:15 AM	0	0	0	0	0	0	119	3	0	122	2	0	74	0	76	49	64	0	0	113	311
08:30 AM	0	0	0	0	0	0	114	0	0	114	1	0	93	0	94	39	51	0	0	90	298
08:45 AM	0	0	0	0	0	0	102	2	0	104	0	0	64	0	64	43	52	1	0	96	264
Total	1	0	0	0	1	1	443	5	0	449	3	0	318	0	321	175	226	1	0	402	1173
Grand Total	1	0	0	0	1	1	1036	9	0	1046	5	0	721	0	726	338	494	1	0	833	2606
Apprch %	100	0	0	0		0.1	99	0.9	0		0.7	0	99.3	0		40.6	59.3	0.1	0		
Total %	0	0	0	0	0	0	39.8	0.3	0	40.1	0.2	0	27.7	0	27.9	13	19	0	0	32	
Lights	1	0	0	0	1	1	1004														
% Lights	100	0	0	0	100	100	96.9	100	0	96.9	100	0	97.6	0	97.7	93.2	91.7	100	0	92.3	95.7
Buses	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	4	5	0	0	9	19
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.6	0	0.6	1.2	1	0	0	1.1	0.7
Trucks	0	0	0	0	0	0	26	0	0	26	0	0	13	0	13	19	36	0	0	55	94
% Trucks	0	0	0	0	0	0	2.5	0	0	2.5	0	0	1.8	0	1.8	5.6	7.3	0	0	6.6	3.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17251
Site Code : 17251
Start Date : 4/26/2018
Page No : 2

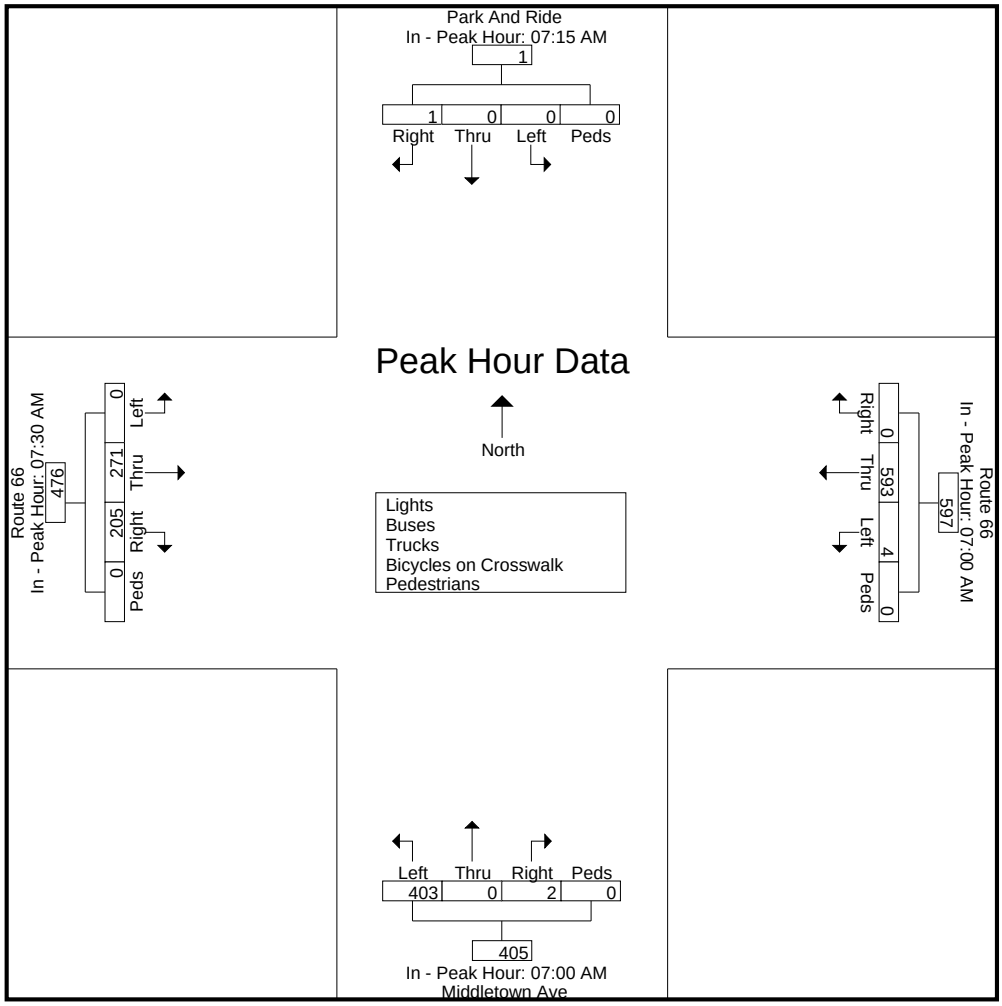
	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	157	0	0	157	0	0	98	0	98	19	50	0	0	69	324
07:15 AM	0	0	0	0	0	0	130	0	0	130	**1**	0	**111**	0	**112**	32	70	0	0	102	344
07:30 AM	0	0	0	0	0	0	**178**	1	0	**179**	1	0	98	0	99	**59**	71	0	0	**130**	**408**
07:45 AM	0	0	0	0	0	0	128	**3**	0	131	0	0	96	0	96	53	**77**	0	0	130	357
Total Volume	0	0	0	0	0	0	593	4	0	597	2	0	403	0	405	163	268	0	0	431	1433
% App. Total	0	0	0	0		0	99.3	0.7	0		0.5	0	99.5	0		37.8	62.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.833	.333	.000	.834	.500	.000	.908	.000	.904	.691	.870	.000	.000	.829	.878



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17251
Site Code : 17251
Start Date : 4/26/2018
Page No : 3

	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	0	0	0	0	0	0	157	0	0	157	0	0	98	0	98	**59**	71	0	0	**130**	
+15 mins.	0	0	0	0	0	0	130	0	0	130	**1**	0	**111**	0	**112**	53	**77**	0	0	130	
+30 mins.	0	0	0	0	0	0	**178**	1	0	**179**	1	0	98	0	99	44	59	0	0	103	
+45 mins.	**1**	0	0	0	**1**	0	128	**3**	0	131	0	0	96	0	96	49	64	0	0	113	
Total Volume	1	0	0	0	1	0	593	4	0	597	2	0	403	0	405	205	271	0	0	476	
% App. Total	100	0	0	0		0	99.3	0.7	0		0.5	0	99.5	0		43.1	56.9	0	0		
PHF	.250	.000	.000	.000	.250	.000	.833	.333	.000	.834	.500	.000	.908	.000	.904	.869	.880	.000	.000	.915	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Middletown Ave/Park & Ride
East Hampton, Connecticut

File Name : 17252
Site Code : 17252
Start Date : 4/26/2018
Page No : 1

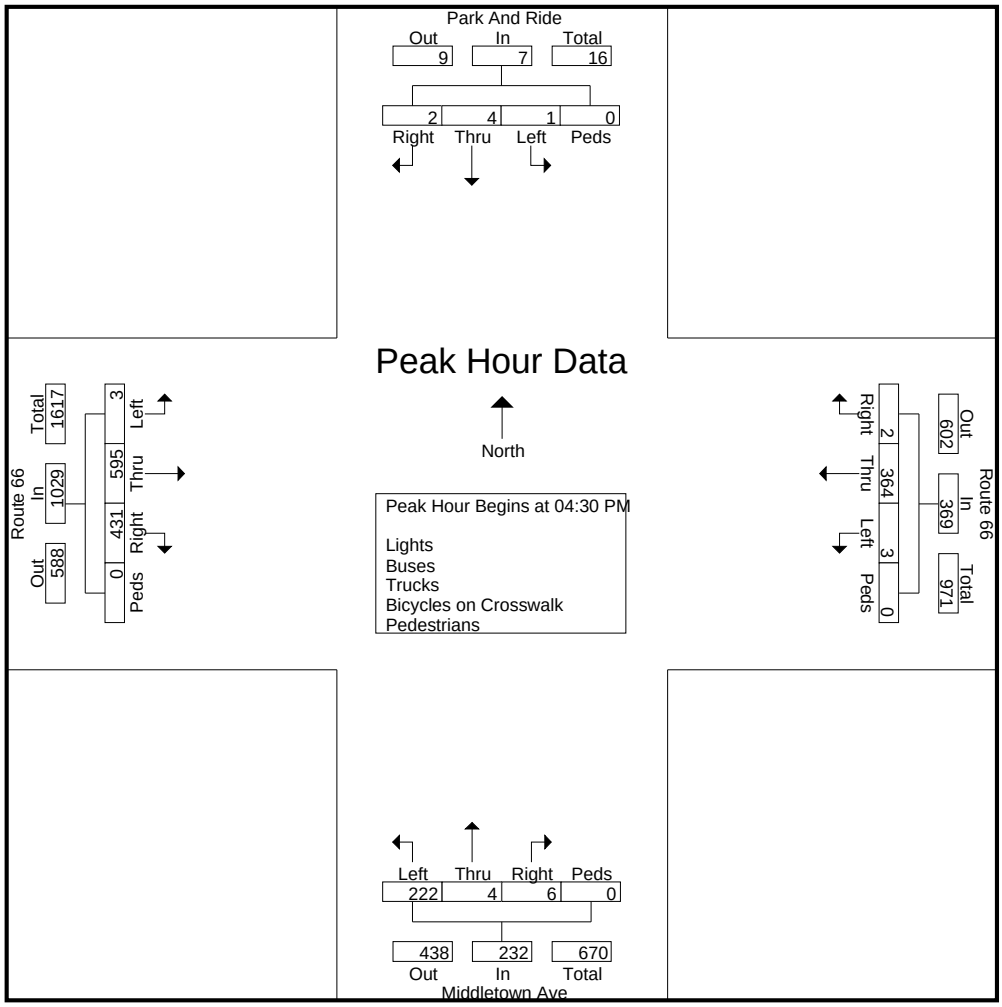
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	88	1	0	89	0	0	60	0	60	99	120	1	0	220	371
04:15 PM	0	0	0	0	0	0	77	0	0	77	4	0	58	0	62	107	118	0	0	225	364
04:30 PM	0	0	0	0	0	0	87	0	0	87	4	0	74	0	78	109	133	0	0	242	407
04:45 PM	0	2	0	0	2	1	81	1	0	83	0	0	62	0	62	100	156	2	0	258	405
Total	0	4	0	0	4	1	333	2	0	336	8	0	254	0	262	415	527	3	0	945	1547
05:00 PM	1	0	0	0	1	1	100	1	0	102	1	4	49	0	54	113	151	1	0	265	422
05:15 PM	1	2	1	0	4	0	96	1	0	97	1	0	37	0	38	109	155	0	0	264	403
05:30 PM	0	0	0	0	0	1	89	0	0	90	2	0	62	0	64	105	136	0	0	241	395
05:45 PM	2	0	0	0	2	0	78	1	0	79	1	0	55	0	56	89	106	2	0	197	334
Total	4	2	1	0	7	2	363	3	0	368	5	4	203	0	212	416	548	3	0	967	1554
Grand Total	4	6	1	0	11	3	696	5	0	704	13	4	457	0	474	831	1075	6	0	1912	3101
Apprch %	36.4	54.5	9.1	0		0.4	98.9	0.7	0		2.7	0.8	96.4	0		43.5	56.2	0.3	0		
Total %	0.1	0.2	0	0	0.4	0.1	22.4	0.2	0	22.7	0.4	0.1	14.7	0	15.3	26.8	34.7	0.2	0	61.7	
Lights	4	6	1	0	11	3	674	5	0	682	13	4	444	0	461	817	1057				
% Lights	100	100	100	0	100	100	96.8	100	0	96.9	100	100	97.2	0	97.3	98.3	98.3	100	0	98.3	97.8
Buses	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	2	5	0	0	7	12
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.2	0	0.2	0.2	0.5	0	0	0.4	0.4
Trucks	0	0	0	0	0	0	18	0	0	18	0	0	12	0	12	12	13	0	0	25	55
% Trucks	0	0	0	0	0	0	2.6	0	0	2.6	0	0	2.6	0	2.5	1.4	1.2	0	0	1.3	1.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17252
Site Code : 17252
Start Date : 4/26/2018
Page No : 2

	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	87	0	0	87	**4**	0	**74**	0	**78**	109	133	0	0	242	407
04:45 PM	0	**2**	0	0	2	**1**	81	**1**	0	83	0	0	62	0	62	100	**156**	**2**	0	258	405
05:00 PM	**1**	0	0	0	1	1	**100**	1	0	**102**	1	**4**	49	0	54	**113**	151	1	0	**265**	**422**
05:15 PM	1	2	**1**	0	**4**	0	96	1	0	97	1	0	37	0	38	109	155	0	0	264	403
Total Volume	2	4	1	0	7	2	364	3	0	369	6	4	222	0	232	431	595	3	0	1029	1637
% App. Total	28.6	57.1	14.3	0		0.5	98.6	0.8	0		2.6	1.7	95.7	0		41.9	57.8	0.3	0		
PHF	.500	.500	.250	.000	.438	.500	.910	.750	.000	.904	.375	.250	.750	.000	.744	.954	.954	.375	.000	.971	.970



Connecticut Counts LLC
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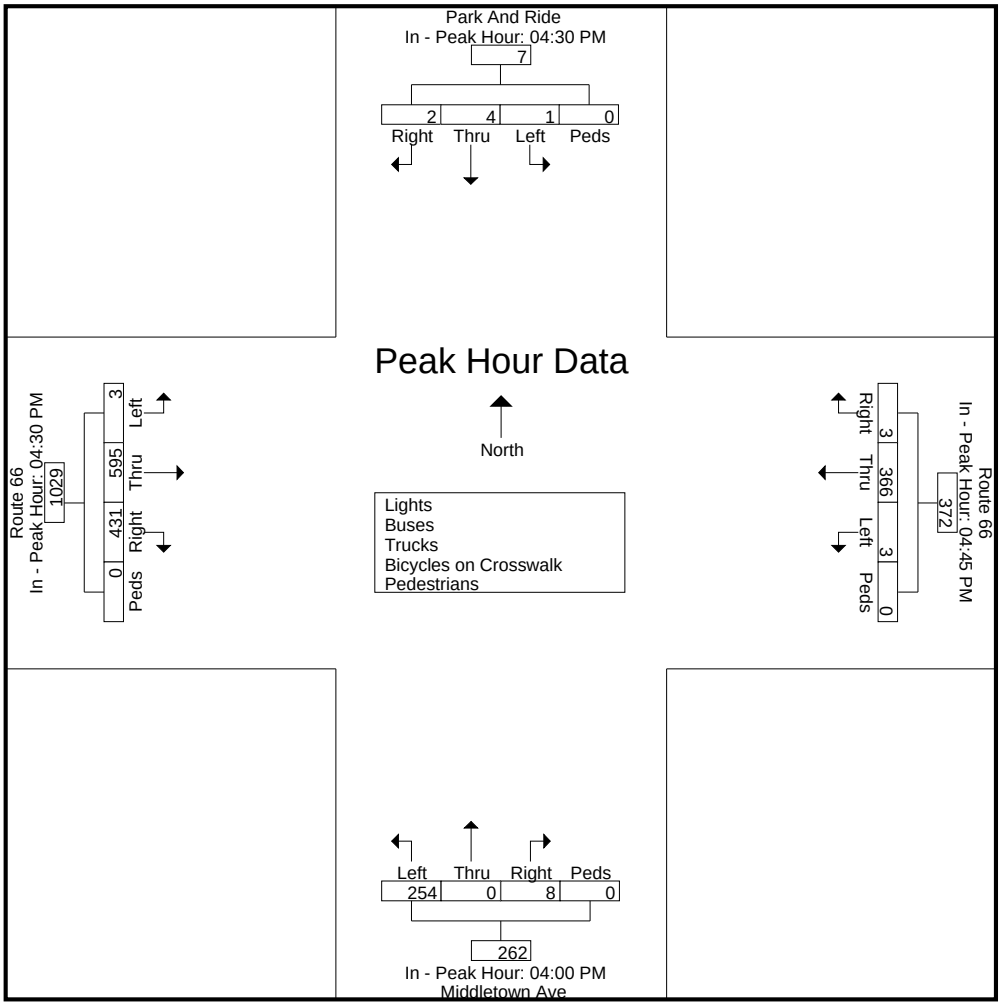
(860) 828-1693

File Name : 17252
Site Code : 17252
Start Date : 4/26/2018
Page No : 3

	Park And Ride From North					Route 66 From East					Middletown Ave From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:45 PM					04:00 PM					04:30 PM					
+0 mins.	0	0	0	0	0	**1**	81	**1**	0	83	0	0	60	0	60	109	133	0	0	242	
+15 mins.	0	**2**	0	0	2	1	**100**	1	0	**102**	**4**	0	58	0	62	100	**156**	**2**	0	258	
+30 mins.	**1**	0	0	0	1	0	96	1	0	97	4	0	**74**	0	**78**	**113**	151	1	0	**265**	
+45 mins.	1	2	**1**	0	**4**	1	89	0	0	90	0	0	62	0	62	109	155	0	0	264	
Total Volume	2	4	1	0	7	3	366	3	0	372	8	0	254	0	262	431	595	3	0	1029	
% App. Total	28.6	57.1	14.3	0		0.8	98.4	0.8	0		3.1	0	96.9	0		41.9	57.8	0.3	0		
PHF	.500	.500	.250	.000	.438	.750	.915	.750	.000	.912	.500	.000	.858	.000	.840	.954	.954	.375	.000	.971	



Connecticut Counts LLC
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Route 66 at N. Maple/Maple Street
East Hampton, Connecticut

File Name : 17253
Site Code : 17253
Start Date : 4/26/2018
Page No : 1

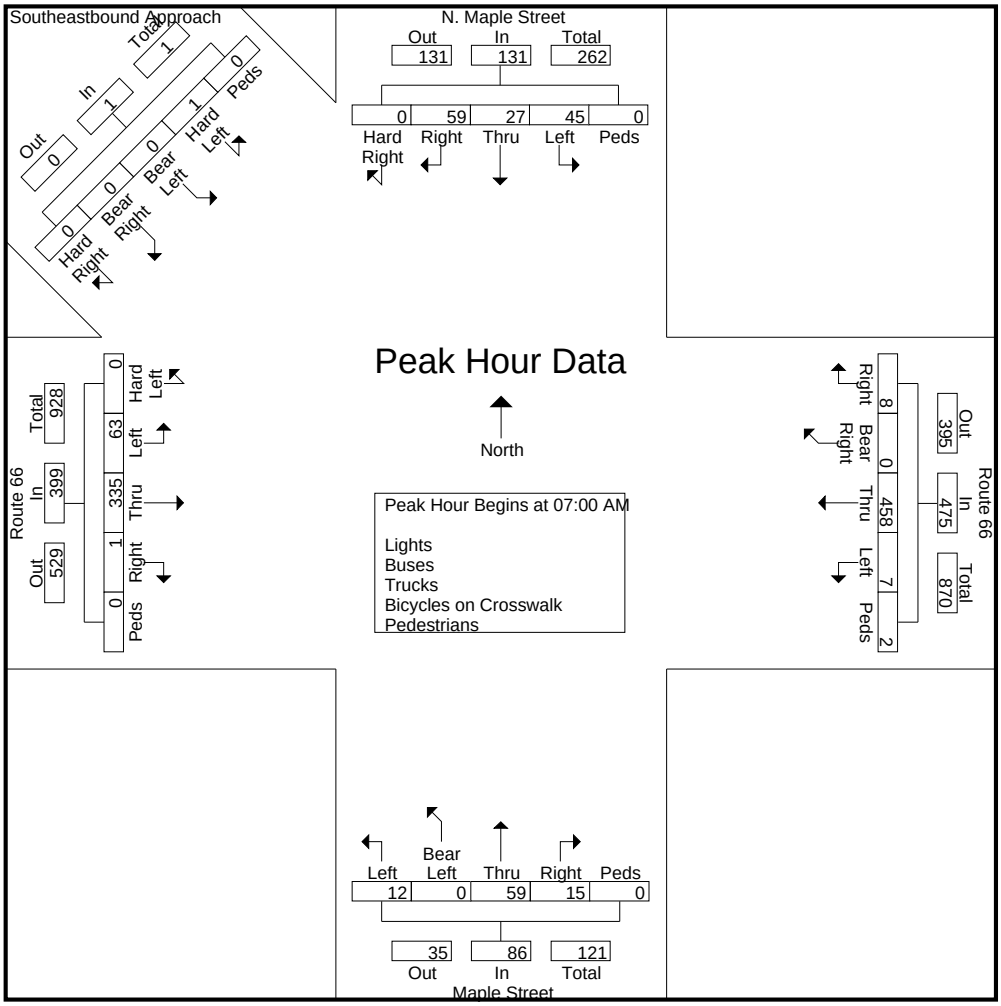
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	11	7	14	0	32	0	0	101	1	1	103	6	11	0	2	0	19	0	70	21	0	0	91	0	0	0	1	0	1	246
07:15 AM	0	23	11	22	0	56	4	0	111	1	1	117	2	39	0	2	0	43	0	72	32	0	0	104	0	0	0	0	0	0	320
07:30 AM	0	17	6	9	0	32	3	0	133	2	0	138	3	7	0	3	0	13	1	74	6	0	0	81	0	0	0	0	0	0	264
07:45 AM	0	8	3	0	0	11	1	0	113	3	0	117	4	2	0	5	0	11	0	119	4	0	0	123	0	0	0	0	0	0	262
Total	0	59	27	45	0	131	8	0	458	7	2	475	15	59	0	12	0	86	1	335	63	0	0	399	0	0	0	1	0	1	1092
08:00 AM	0	3	1	0	1	5	1	0	96	3	1	101	5	1	0	0	0	6	0	78	1	0	0	79	0	1	0	0	0	1	192
08:15 AM	0	3	3	2	0	8	0	0	90	1	0	91	4	2	0	1	0	7	1	86	2	0	0	89	0	0	0	0	0	0	195
08:30 AM	0	3	2	3	0	8	1	1	94	9	0	105	5	0	0	3	0	8	1	72	2	0	0	75	0	0	2	0	1	3	199
08:45 AM	0	7	2	1	0	10	2	1	78	7	1	89	1	1	0	1	0	3	0	64	3	0	0	67	0	0	1	0	0	1	170
Total	0	16	8	6	1	31	4	2	358	20	2	386	15	4	0	5	0	24	2	300	8	0	0	310	0	1	3	0	1	5	756
Grand Total	0	75	35	51	1	162	12	2	816	27	4	861	30	63	0	17	0	110	3	635	71	0	0	709	0	1	3	1	1	6	1848
Apprch %	0	46.3	21.6	31.5	0.6		1.4	0.2	94.8	3.1	0.5		27.3	57.3	0	15.5	0		0.4	89.6	10	0	0		0	16.7	50	16.7	16.7		
Total %	0	4.1	1.9	2.8	0.1	8.8	0.6	0.1	44.2	1.5	0.2	46.6	1.6	3.4	0	0.9	0	6	0.2	34.4	3.8	0	0	38.4	0	0.1	0.2	0.1	0.1	0.3	
Lights	0	70	30	49	0	149	11	2	780	26	0	819	27	60	0	17	0	104	3	591	67	0	0	661	0	0	3	1	0	4	1737
% Lights	0	93.3	85.7	96.1	0	92	91.7	100	95.6	96.3	0	95.1	90	95.2	0	100	0	94.5	100	93.1	94.4	0	0	93.2	0	0	100	100	0	66.7	94
Buses	0	5	4	2	0	11	0	0	8	0	0	8	2	2	0	0	0	4	0	9	4	0	0	13	0	1	0	0	0	1	37
% Buses	0	6.7	11.4	3.9	0	6.8	0	0	1	0	0	0.9	6.7	3.2	0	0	0	3.6	0	1.4	5.6	0	0	1.8	0	100	0	0	0	16.7	2
Trucks	0	0	1	0	0	1	1	0	28	1	0	30	1	1	0	0	0	2	0	35	0	0	0	35	0	0	0	0	0	0	68
% Trucks	0	0	2.9	0	0	0.6	8.3	0	3.4	3.7	0	3.5	3.3	1.6	0	0	0	1.8	0	5.5	0	0	0	4.9	0	0	0	0	0	0	3.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
% Pedestrians	0	0	0	0	100	0.6	0	0	0	0	100	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	16.7	0.3

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17253
Site Code : 17253
Start Date : 4/26/2018
Page No : 2

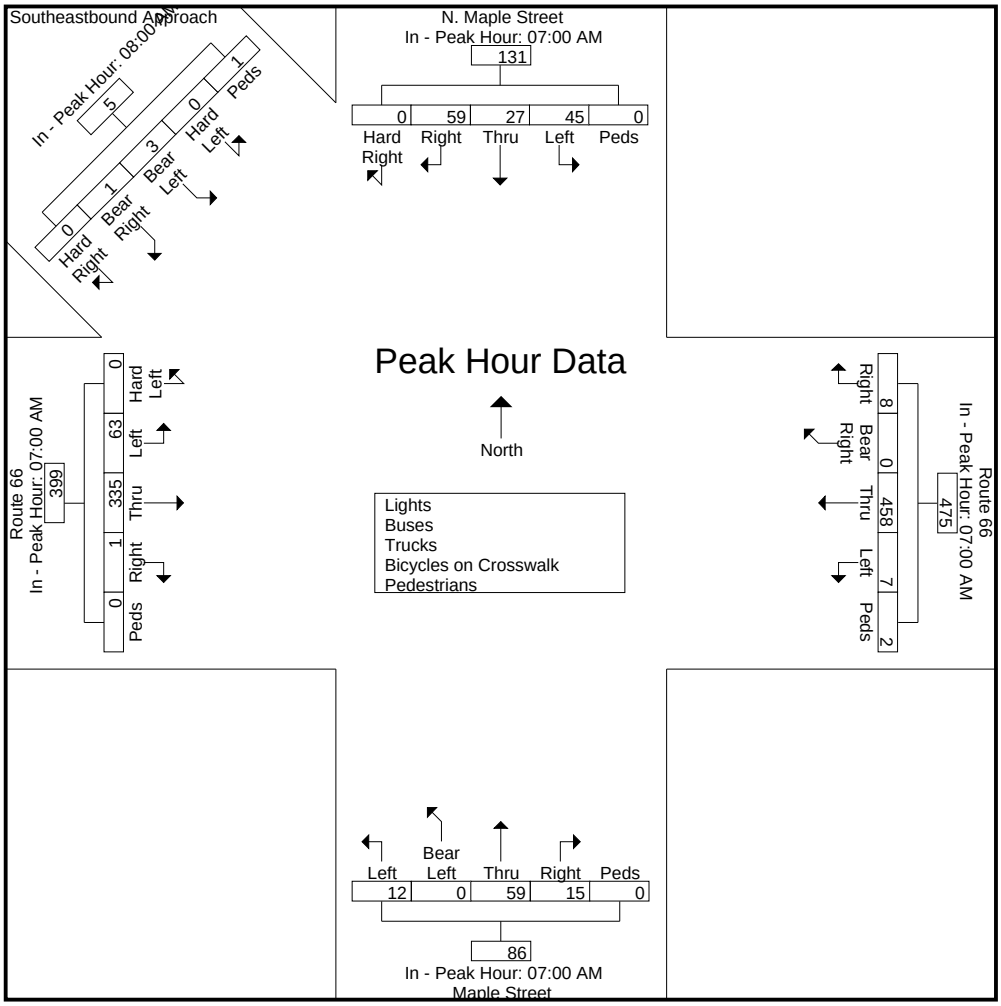
	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:00 AM																															
07:00 AM	0	11	7	14	0	32	0	0	101	1	**1**	103	**6**	11	0	2	0	19	0	70	21	0	0	91	0	0	0	**1**	0	**1**	246
07:15 AM	0	**23**	**11**	**22**	0	**56**	**4**	0	111	1	1	117	2	**39**	0	2	0	**43**	0	72	**32**	0	0	104	0	0	0	0	0	0	**320**
07:30 AM	0	17	6	9	0	32	3	0	**133**	2	0	**138**	3	7	0	3	0	13	**1**	74	6	0	0	81	0	0	0	0	0	0	264
07:45 AM	0	8	3	0	0	11	1	0	113	**3**	0	117	4	2	0	**5**	0	11	0	**119**	4	0	0	**123**	0	0	0	0	0	0	262
Total Volume	0	59	27	45	0	131	8	0	458	7	2	475	15	59	0	12	0	86	1	335	63	0	0	399	0	0	0	1	0	1	1092
% App. Total	0	45	20.6	34.4	0		1.7	0	96.4	1.5	0.4		17.4	68.6	0	14	0		0.3	84	15.8	0	0		0	0	0	100	0		
PHF	.000	.641	.614	.511	.000	.585	.500	.000	.861	.583	.500	.861	.625	.378	.000	.600	.000	.500	.250	.704	.492	.000	.000	.811	.000	.000	.000	.250	.000	.250	.853



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17253
Site Code : 17253
Start Date : 4/26/2018
Page No : 3

	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Each Approach Begins at:																															
	07:00 AM						07:00 AM						07:00 AM						07:00 AM						08:00 AM						
+0 mins.	0	11	7	14	0	32	0	0	101	1	**1**	103	**6**	11	0	2	0	19	0	70	21	0	0	91	0	**1**	0	0	0	1	
+15 mins.	0	**23**	**11**	**22**	0	**56**	**4**	0	111	1	1	117	2	**39**	0	2	0	**43**	0	72	**32**	0	0	104	0	0	0	0	0	0	
+30 mins.	0	17	6	9	0	32	3	0	**133**	2	0	**138**	3	7	0	3	0	13	**1**	74	6	0	0	81	0	0	**2**	0	**1**	**3**	
+45 mins.	0	8	3	0	0	11	1	0	113	**3**	0	117	4	2	0	**5**	0	11	0	**119**	4	0	0	**123**	0	0	1	0	0	1	
Total Volume	0	59	27	45	0	131	8	0	458	7	2	475	15	59	0	12	0	86	1	335	63	0	0	399	0	1	3	0	1	5	
% App. Total	0	45	20.6	34.4	0		1.7	0	96.4	1.5	0.4		17.4	68.6	0	14	0		0.3	84	15.8	0	0		0	20	60	0	20		
PHF	.000	.641	.614	.511	.000	.585	.500	.000	.861	.583	.500	.861	.625	.378	.000	.600	.000	.500	.250	.704	.492	.000	.000	.811	.000	.250	.375	.000	.250	.417	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at N. Maple/Maple Street
East Hampton, Connecticut

File Name : 17254
Site Code : 17254
Start Date : 4/26/2018
Page No : 1

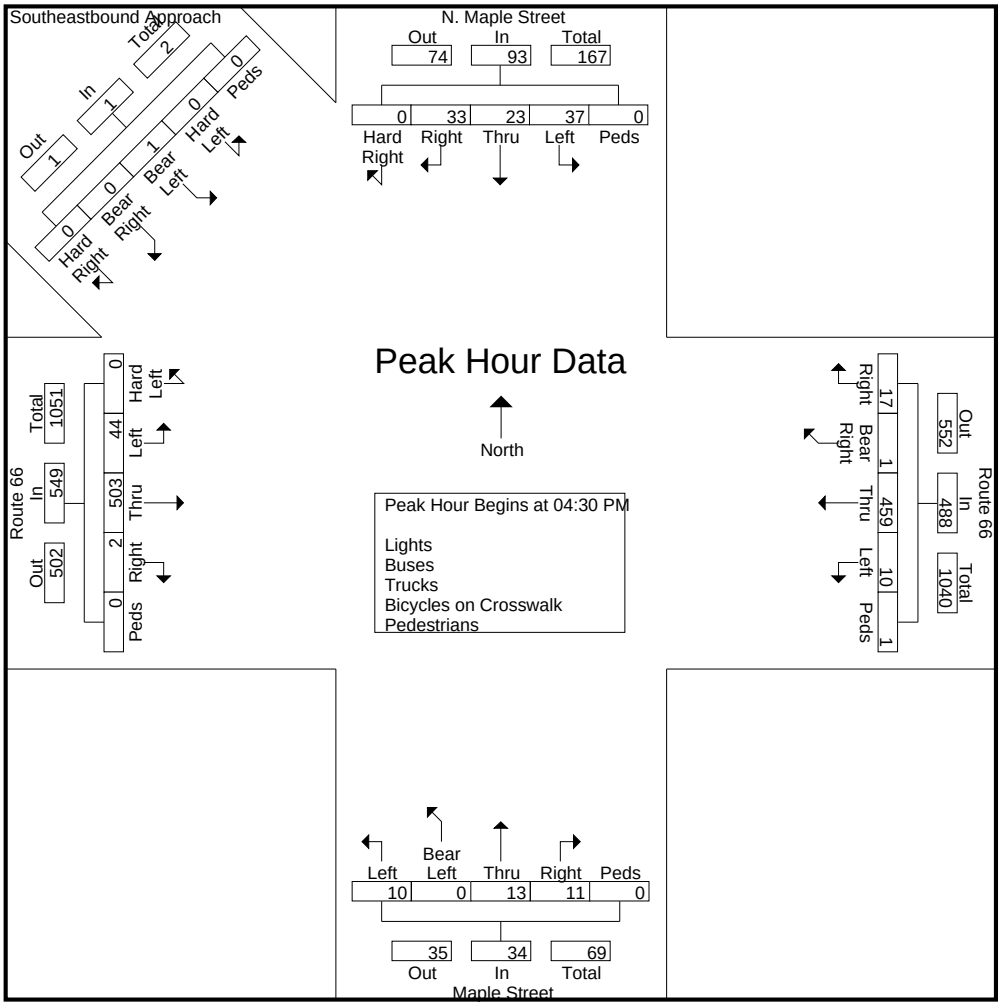
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	6	3	7	0	16	4	0	109	4	2	119	2	2	0	2	0	6	1	109	11	0	0	121	0	0	0	0	0	0	262
04:15 PM	0	11	4	9	0	24	3	2	91	9	0	105	0	1	0	2	0	3	0	112	10	0	0	122	0	0	2	0	0	2	256
04:30 PM	0	5	6	7	0	18	1	0	119	2	0	122	2	3	0	2	0	7	1	105	7	0	0	113	0	0	1	0	0	1	261
04:45 PM	0	8	10	11	0	29	6	1	106	1	1	115	2	6	0	2	0	10	1	140	11	0	0	152	0	0	0	0	0	0	306
Total	0	30	23	34	0	87	14	3	425	16	3	461	6	12	0	8	0	26	3	466	39	0	0	508	0	0	3	0	0	3	1085
05:00 PM	0	15	6	15	0	36	4	0	116	3	0	123	4	3	0	1	0	8	0	132	12	0	0	144	0	0	0	0	0	0	311
05:15 PM	0	5	1	4	0	10	6	0	118	4	0	128	3	1	0	5	0	9	0	126	14	0	0	140	0	0	0	0	0	0	287
05:30 PM	0	4	2	9	0	15	3	0	105	2	0	110	3	4	0	1	0	8	1	111	9	0	0	121	0	0	1	0	0	1	255
05:45 PM	0	4	8	6	0	18	3	1	102	4	0	110	6	2	1	2	0	11	0	97	2	0	0	99	0	0	0	0	0	0	238
Total	0	28	17	34	0	79	16	1	441	13	0	471	16	10	1	9	0	36	1	466	37	0	0	504	0	0	1	0	0	1	1091
Grand Total	0	58	40	68	0	166	30	4	866	29	3	932	22	22	1	17	0	62	4	932	76	0	0	1012	0	0	4	0	0	4	2176
Apprch %	0	34.9	24.1	41	0		3.2	0.4	92.9	3.1	0.3		35.5	35.5	1.6	27.4	0		0.4	92.1	7.5	0	0		0	0	100	0	0		
Total %	0	2.7	1.8	3.1	0	7.6	1.4	0.2	39.8	1.3	0.1	42.8	1	1	0	0.8	0	2.8	0.2	42.8	3.5	0	0	46.5	0	0	0.2	0	0	0.2	
Lights	0	54	40	67	0	161	29	4	847	29	0	909	22	21	1	17	0	61	4	912	74	0	0	990	0	0	4	0	0	4	2125
% Lights	0	93.1	100	98.5	0	97	96.7	100	97.8	100	0	97.5	100	95.5	100	100	0	98.4	100	97.9	97.4	0	0	97.8	0	0	100	0	0	100	97.7
Buses	0	2	0	1	0	3	1	0	4	0	0	5	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	15
% Buses	0	3.4	0	1.5	0	1.8	3.3	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0.6	1.3	0	0	0.7	0	0	0	0	0	0	0.7
Trucks	0	2	0	0	0	2	0	0	15	0	0	15	0	1	0	0	0	1	0	14	1	0	0	15	0	0	0	0	0	0	33
% Trucks	0	3.4	0	0	0	1.2	0	0	1.7	0	0	1.6	0	4.5	0	0	0	1.6	0	1.5	1.3	0	0	1.5	0	0	0	0	0	0	1.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17254
Site Code : 17254
Start Date : 4/26/2018
Page No : 2

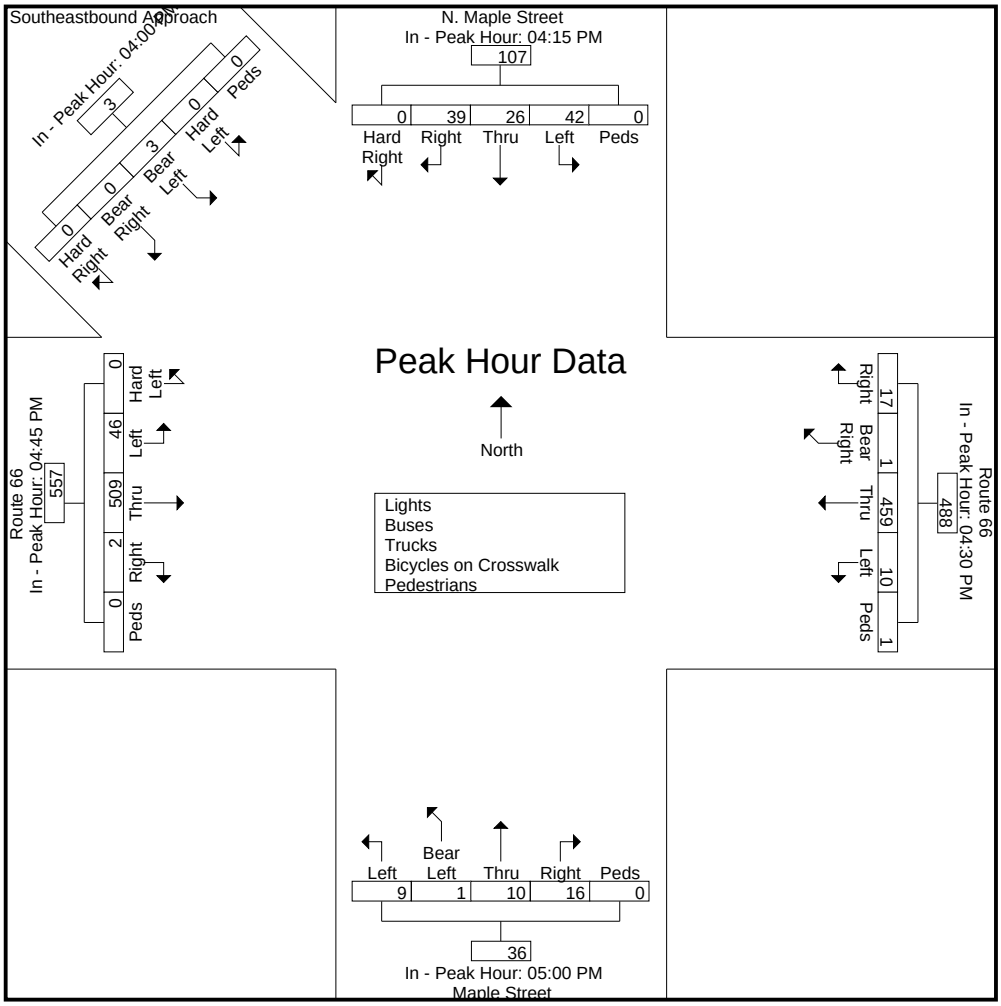
	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:30 PM																															
04:30 PM	0	5	6	7	0	18	1	0	**119**	2	0	122	2	3	0	2	0	7	**1**	105	7	0	0	113	0	0	**1**	0	0	**1**	261
04:45 PM	0	8	**10**	11	0	29	**6**	**1**	106	1	**1**	115	2	**6**	0	2	0	**10**	1	**140**	11	0	0	**152**	0	0	0	0	0	0	306
05:00 PM	0	**15**	6	**15**	0	**36**	4	0	116	3	0	123	**4**	3	0	1	0	8	0	132	12	0	0	144	0	0	0	0	0	0	**311**
05:15 PM	0	5	1	4	0	10	6	0	118	**4**	0	**128**	3	1	0	**5**	0	9	0	126	**14**	0	0	140	0	0	0	0	0	0	287
Total Volume	0	33	23	37	0	93	17	1	459	10	1	488	11	13	0	10	0	34	2	503	44	0	0	549	0	0	1	0	0	1	1165
% App. Total	0	35.5	24.7	39.8	0		3.5	0.2	94.1	2	0.2		32.4	38.2	0	29.4	0		0.4	91.6	8	0	0		0	0	100	0	0		
PHF	.000	.550	.575	.617	.000	.646	.708	.250	.964	.625	.250	.953	.688	.542	.000	.500	.000	.850	.500	.898	.786	.000	.000	.903	.000	.000	.250	.000	.000	.250	.936



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17254
Site Code : 17254
Start Date : 4/26/2018
Page No : 3

	N. Maple Street From North						Route 66 From East						Maple Street From South						Route 66 From West						Southeastbound Approach From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Each Approach Begins at:																															
	04:15 PM						04:30 PM						05:00 PM						04:45 PM						04:00 PM						
+0 mins.	0	11	4	9	0	24	1	0	**119**	2	0	122	4	3	0	1	0	8	**1**	**140**	11	0	0	**152**	0	0	0	0	0	0	
+15 mins.	0	5	6	7	0	18	**6**	**1**	106	1	**1**	115	3	1	0	**5**	0	9	0	132	12	0	0	144	0	0	**2**	0	0	**2**	
+30 mins.	0	8	**10**	11	0	29	4	0	116	3	0	123	3	**4**	0	1	0	8	0	126	**14**	0	0	140	0	0	1	0	0	1	
+45 mins.	0	**15**	6	**15**	0	**36**	6	0	118	**4**	0	**128**	**6**	2	**1**	2	0	**11**	1	111	9	0	0	121	0	0	0	0	0	0	
Total Volume	0	39	26	42	0	107	17	1	459	10	1	488	16	10	1	9	0	36	2	509	46	0	0	557	0	0	3	0	0	3	
% App. Total	0	36.4	24.3	39.3	0		3.5	0.2	94.1	2	0.2		44.4	27.8	2.8	25	0		0.4	91.4	8.3	0	0		0	0	100	0	0		
PHF	.000	.650	.650	.700	.000	.743	.708	.250	.964	.625	.250	.953	.667	.625	.250	.450	.000	.818	.500	.909	.821	.000	.000	.916	.000	.000	.375	.000	.000	.375	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at N. Main Street
East Hampton, Connecticut

File Name : 17255
Site Code : 17255
Start Date : 4/26/2018
Page No : 1

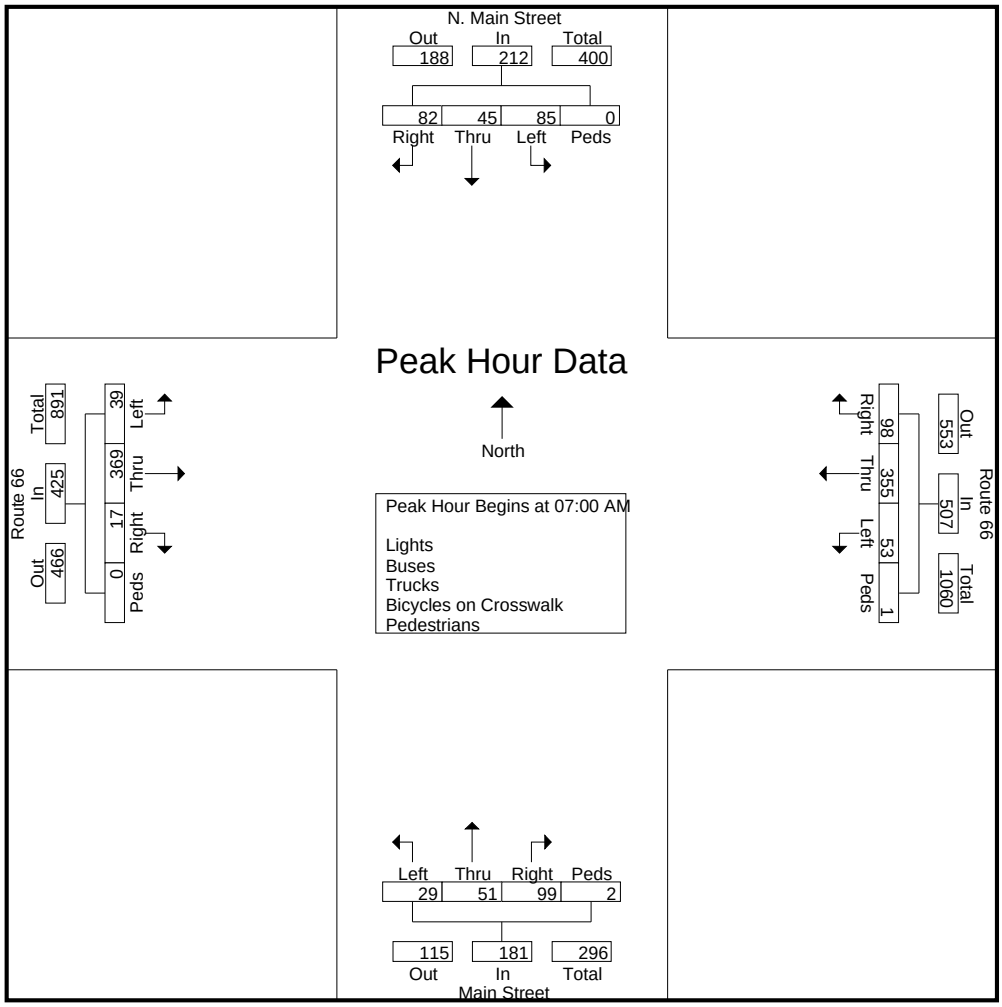
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	13	17	0	50	37	69	11	0	117	28	14	2	0	44	3	87	7	0	97	308
07:15 AM	18	11	24	0	53	36	103	9	1	149	18	23	8	2	51	7	90	12	0	109	362
07:30 AM	22	10	25	0	57	13	92	11	0	116	26	7	13	0	46	5	78	5	0	88	307
07:45 AM	22	11	19	0	52	12	91	22	0	125	27	7	6	0	40	2	114	15	0	131	348
Total	82	45	85	0	212	98	355	53	1	507	99	51	29	2	181	17	369	39	0	425	1325
08:00 AM	23	16	24	0	63	13	73	12	0	98	22	7	7	0	36	5	76	5	0	86	283
08:15 AM	21	17	20	0	58	9	74	22	0	105	25	13	3	1	42	9	75	16	1	101	306
08:30 AM	20	16	16	0	52	28	78	15	0	121	19	36	7	0	62	4	70	13	0	87	322
08:45 AM	18	21	22	0	61	16	65	14	2	97	12	20	6	1	39	3	63	10	0	76	273
Total	82	70	82	0	234	66	290	63	2	421	78	76	23	2	179	21	284	44	1	350	1184
Grand Total	164	115	167	0	446	164	645	116	3	928	177	127	52	4	360	38	653	83	1	775	2509
Apprch %	36.8	25.8	37.4	0		17.7	69.5	12.5	0.3		49.2	35.3	14.4	1.1		4.9	84.3	10.7	0.1		
Total %	6.5	4.6	6.7	0	17.8	6.5	25.7	4.6	0.1	37	7.1	5.1	2.1	0.2	14.3	1.5	26	3.3	0	30.9	
Lights	154	109	163	0	426	149	626	109	0	884	171	110	46	0	327	31	622	76	0	729	2366
% Lights	93.9	94.8	97.6	0	95.5	90.9	97.1	94	0	95.3	96.6	86.6	88.5	0	90.8	81.6	95.3	91.6	0	94.1	94.3
Buses	6	4	1	0	11	12	2	2	0	16	1	15	1	0	17	5	3	5	0	13	57
% Buses	3.7	3.5	0.6	0	2.5	7.3	0.3	1.7	0	1.7	0.6	11.8	1.9	0	4.7	13.2	0.5	6	0	1.7	2.3
Trucks	4	2	3	0	9	3	17	5	0	25	5	2	5	0	12	2	28	2	0	32	78
% Trucks	2.4	1.7	1.8	0	2	1.8	2.6	4.3	0	2.7	2.8	1.6	9.6	0	3.3	5.3	4.3	2.4	0	4.1	3.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	4	4	0	0	0	1	1	8
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	100	1.1	0	0	0	100	0.1	0.3

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17255
Site Code : 17255
Start Date : 4/26/2018
Page No : 2

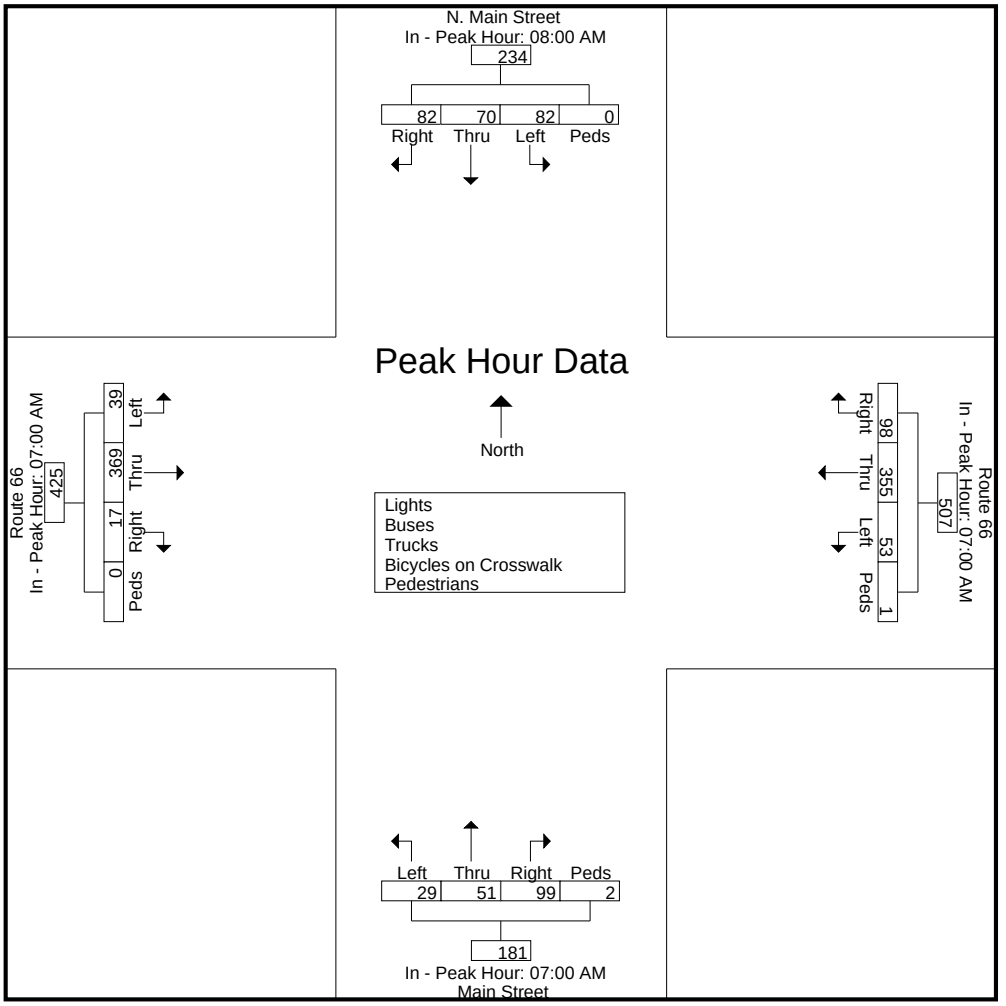
	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	20	**13**	17	0	50	**37**	69	11	0	117	**28**	14	2	0	44	3	87	7	0	97	308
07:15 AM	18	11	24	0	53	36	**103**	9	**1**	**149**	18	**23**	8	**2**	**51**	**7**	90	12	0	109	**362**
07:30 AM	**22**	10	**25**	0	**57**	13	92	11	0	116	26	7	**13**	0	46	5	78	5	0	88	307
07:45 AM	22	11	19	0	52	12	91	**22**	0	125	27	7	6	0	40	2	**114**	**15**	0	**131**	348
Total Volume	82	45	85	0	212	98	355	53	1	507	99	51	29	2	181	17	369	39	0	425	1325
% App. Total	38.7	21.2	40.1	0		19.3	70	10.5	0.2		54.7	28.2	16	1.1		4	86.8	9.2	0		
PHF	.932	.865	.850	.000	.930	.662	.862	.602	.250	.851	.884	.554	.558	.250	.887	.607	.809	.650	.000	.811	.915



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17255
Site Code : 17255
Start Date : 4/26/2018
Page No : 3

	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	**23**	16	**24**	0	**63**	**37**	69	11	0	117	**28**	14	2	0	44	3	87	7	0	97	
+15 mins.	21	17	20	0	58	36	**103**	9	**1**	**149**	18	**23**	8	**2**	**51**	**7**	90	12	0	109	
+30 mins.	20	16	16	0	52	13	92	11	0	116	26	7	**13**	0	46	5	78	5	0	88	
+45 mins.	18	**21**	22	0	61	12	91	**22**	0	125	27	7	6	0	40	2	**114**	**15**	0	**131**	
Total Volume	82	70	82	0	234	98	355	53	1	507	99	51	29	2	181	17	369	39	0	425	
% App. Total	35	29.9	35	0		19.3	70	10.5	0.2		54.7	28.2	16	1.1		4	86.8	9.2	0		
PHF	.891	.833	.854	.000	.929	.662	.862	.602	.250	.851	.884	.554	.558	.250	.887	.607	.809	.650	.000	.811	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at N. Main Street
East Hampton, Connecticut

File Name : 17256
Site Code : 17256
Start Date : 4/26/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	18	18	0	52	24	96	25	3	148	22	22	11	0	55	6	89	31	0	126	381
04:15 PM	20	17	13	0	50	25	92	24	1	142	17	24	5	0	46	11	96	30	0	137	375
04:30 PM	13	19	20	0	52	34	97	30	6	167	27	27	6	1	61	13	78	27	0	118	398
04:45 PM	20	20	21	0	61	31	103	37	2	173	20	29	8	0	57	13	115	38	0	166	457
Total	69	74	72	0	215	114	388	116	12	630	86	102	30	1	219	43	378	126	0	547	1611
05:00 PM	23	22	26	0	71	33	84	26	1	144	19	29	6	1	55	14	104	32	0	150	420
05:15 PM	20	24	23	0	67	33	102	43	0	178	13	22	10	0	45	7	104	35	0	146	436
05:30 PM	30	30	32	0	92	20	82	34	2	138	19	28	6	0	53	8	88	31	0	127	410
05:45 PM	15	26	17	0	58	22	78	36	2	138	12	19	10	2	43	12	72	30	0	114	353
Total	88	102	98	0	288	108	346	139	5	598	63	98	32	3	196	41	368	128	0	537	1619
Grand Total	157	176	170	0	503	222	734	255	17	1228	149	200	62	4	415	84	746	254	0	1084	3230
Apprch %	31.2	35	33.8	0		18.1	59.8	20.8	1.4		35.9	48.2	14.9	1		7.7	68.8	23.4	0		
Total %	4.9	5.4	5.3	0	15.6	6.9	22.7	7.9	0.5	38	4.6	6.2	1.9	0.1	12.8	2.6	23.1	7.9	0	33.6	
Lights	155	175	164	0	494	219	718	252	0	1189	148	194	58	0	400	82	733	248	0	1063	3146
% Lights	98.7	99.4	96.5	0	98.2	98.6	97.8	98.8	0	96.8	99.3	97	93.5	0	96.4	97.6	98.3	97.6	0	98.1	97.4
Buses	0	0	2	0	2	2	3	1	0	6	0	5	2	0	7	1	3	3	0	7	22
% Buses	0	0	1.2	0	0.4	0.9	0.4	0.4	0	0.5	0	2.5	3.2	0	1.7	1.2	0.4	1.2	0	0.6	0.7
Trucks	2	1	4	0	7	1	13	2	0	16	1	1	2	0	4	1	10	3	0	14	41
% Trucks	1.3	0.6	2.4	0	1.4	0.5	1.8	0.8	0	1.3	0.7	0.5	3.2	0	1	1.2	1.3	1.2	0	1.3	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	70.6	1	0	0	0	0	0	0	0	0	0	0	0.4
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	29.4	0.4	0	0	0	100	1	0	0	0	0	0	0.3

Connecticut Counts LLC
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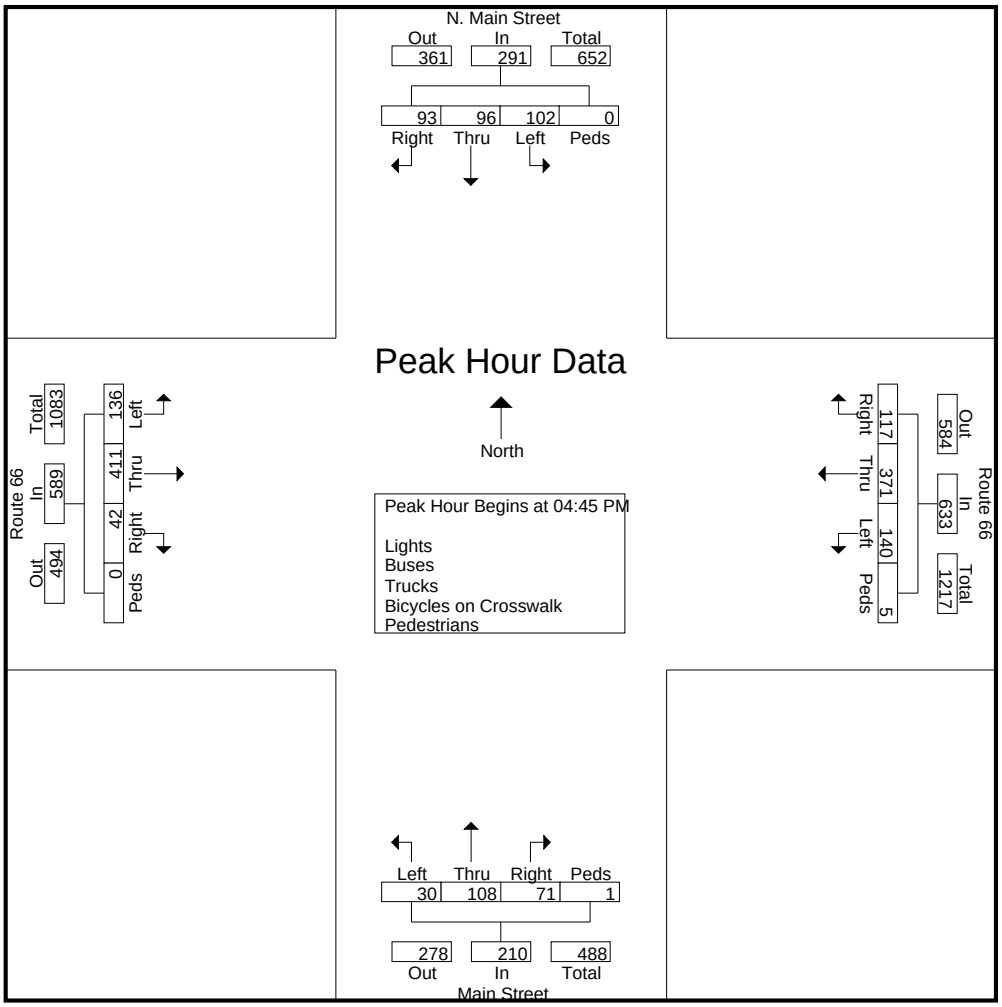
File Name : 17256
Site Code : 17256
Start Date : 4/26/2018
Page No : 2

	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	20	20	21	0	61	31	**103**	37	**2**	173	**20**	**29**	8	0	**57**	13	**115**	**38**	0	**166**	**457**
05:00 PM	23	22	26	0	71	**33**	84	26	1	144	19	29	6	**1**	55	**14**	104	32	0	150	420
05:15 PM	20	24	23	0	67	33	102	**43**	0	**178**	13	22	**10**	0	45	7	104	35	0	146	436
05:30 PM	**30**	**30**	**32**	0	**92**	20	82	34	2	138	19	28	6	0	53	8	88	31	0	127	410
Total Volume	93	96	102	0	291	117	371	140	5	633	71	108	30	1	210	42	411	136	0	589	1723
% App. Total	32	33	35.1	0		18.5	58.6	22.1	0.8		33.8	51.4	14.3	0.5		7.1	69.8	23.1	0		
PHF	.775	.800	.797	.000	.791	.886	.900	.814	.625	.889	.888	.931	.750	.250	.921	.750	.893	.895	.000	.887	.943



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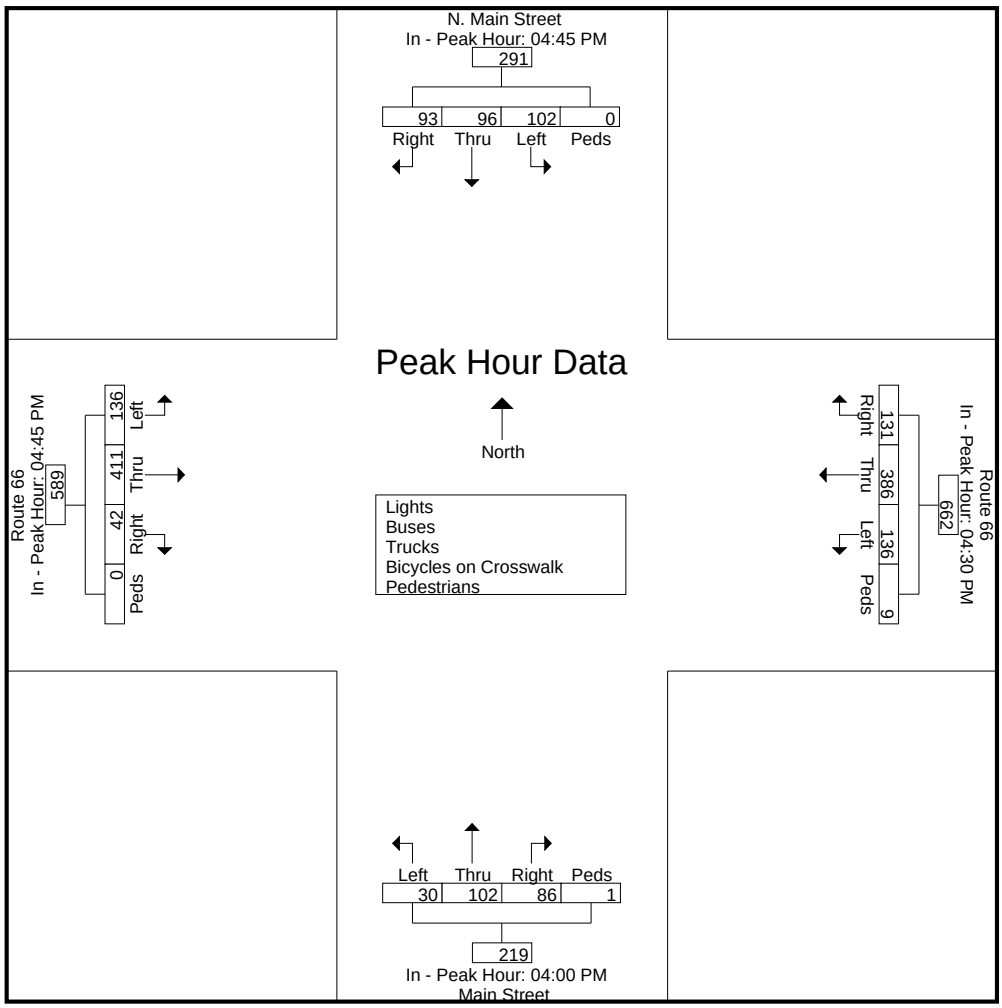
(860) 828-1693

File Name : 17256
Site Code : 17256
Start Date : 4/26/2018
Page No : 3

	N. Main Street From North					Route 66 From East					Main Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:30 PM					04:00 PM					04:45 PM					
+0 mins.	20	20	21	0	61	**34**	97	30	**6**	167	22	22	**11**	0	55	13	**115**	**38**	0	**166**
+15 mins.	23	22	26	0	71	31	**103**	37	2	173	17	24	5	0	46	**14**	104	32	0	150
+30 mins.	20	24	23	0	67	33	84	26	1	144	**27**	27	6	**1**	**61**	7	104	35	0	146
+45 mins.	**30**	**30**	**32**	0	**92**	33	102	**43**	0	**178**	20	**29**	8	0	57	8	88	31	0	127
Total Volume	93	96	102	0	291	131	386	136	9	662	86	102	30	1	219	42	411	136	0	589
% App. Total	32	33	35.1	0		19.8	58.3	20.5	1.4		39.3	46.6	13.7	0.5		7.1	69.8	23.1	0	
PHF	.775	.800	.797	.000	.791	.963	.937	.791	.375	.930	.796	.879	.682	.250	.898	.750	.893	.895	.000	.887



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 66 at East Hampton Mall Ctr Dr
East Hampton, Connecticut

File Name : 17257
Site Code : 17257
Start Date : 4/26/2018
Page No : 1

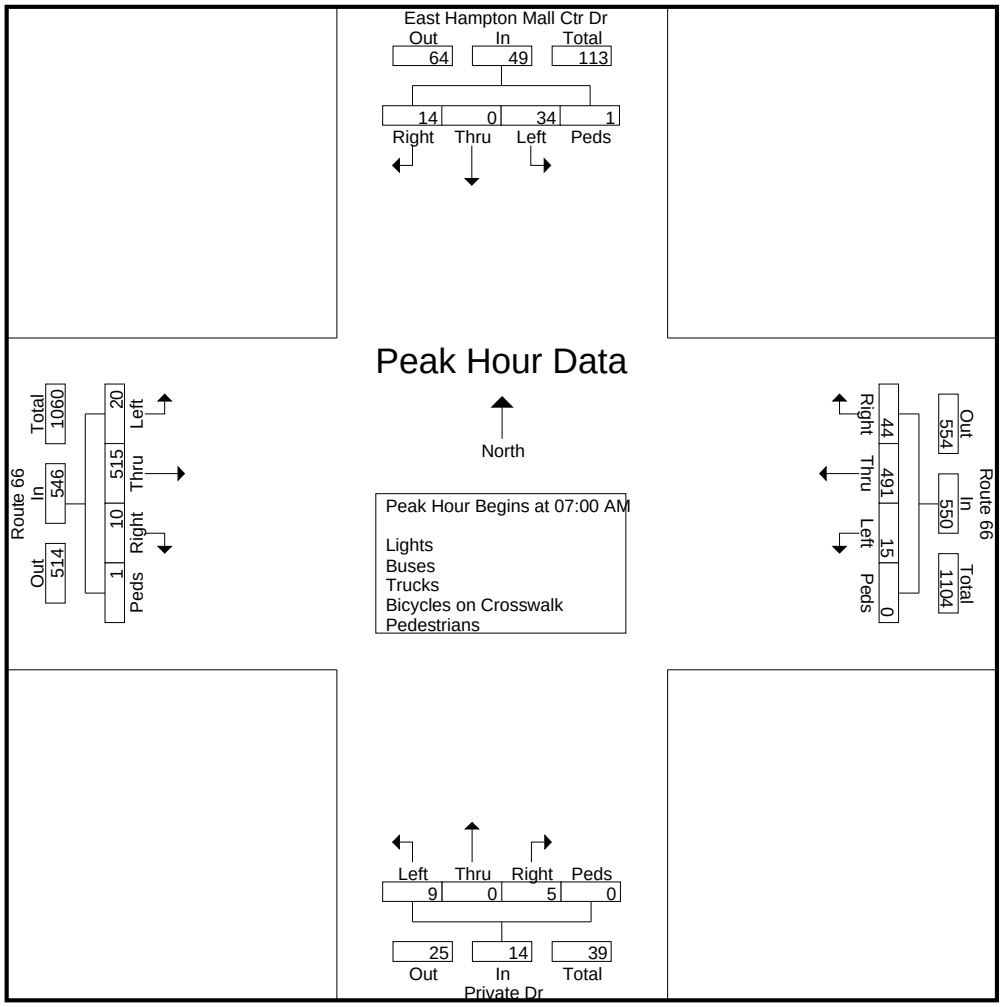
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	0	7	0	10	11	107	4	0	122	1	0	1	0	2	5	121	2	0	128	262
07:15 AM	1	0	8	1	10	17	140	10	0	167	2	0	2	0	4	3	123	7	1	134	315
07:30 AM	7	0	10	0	17	5	120	0	0	125	1	0	5	0	6	2	131	2	0	135	283
07:45 AM	3	0	9	0	12	11	124	1	0	136	1	0	1	0	2	0	140	9	0	149	299
Total	14	0	34	1	49	44	491	15	0	550	5	0	9	0	14	10	515	20	1	546	1159
08:00 AM	7	0	11	0	18	10	87	0	0	97	3	0	2	0	5	1	131	1	0	133	253
08:15 AM	4	0	6	0	10	11	96	0	0	107	8	1	1	1	11	1	112	6	0	119	247
08:30 AM	6	0	8	0	14	16	111	0	0	127	3	1	3	1	8	0	110	6	0	116	265
08:45 AM	10	0	4	0	14	12	82	5	0	99	0	0	2	0	2	0	99	6	0	105	220
Total	27	0	29	0	56	49	376	5	0	430	14	2	8	2	26	2	452	19	0	473	985
Grand Total	41	0	63	1	105	93	867	20	0	980	19	2	17	2	40	12	967	39	1	1019	2144
Apprch %	39	0	60	1		9.5	88.5	2	0		47.5	5	42.5	5		1.2	94.9	3.8	0.1		
Total %	1.9	0	2.9	0	4.9	4.3	40.4	0.9	0	45.7	0.9	0.1	0.8	0.1	1.9	0.6	45.1	1.8	0	47.5	
Lights	41	0	61	0	102	88	830	19	0	937	10	2	12	0	24	11	931	39	0	981	2044
% Lights	100	0	96.8	0	97.1	94.6	95.7	95	0	95.6	52.6	100	70.6	0	60	91.7	96.3	100	0	96.3	95.3
Buses	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	0	4	0	0	4	22
% Buses	0	0	1.6	0	1	1.1	1.8	0	0	1.7	0	0	0	0	0	0	0.4	0	0	0.4	1
Trucks	0	0	1	0	1	4	21	1	0	26	9	0	5	0	14	1	32	0	0	33	74
% Trucks	0	0	1.6	0	1	4.3	2.4	5	0	2.7	47.4	0	29.4	0	35	8.3	3.3	0	0	3.2	3.5
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
% Pedestrians	0	0	0	100	1	0	0	0	0	0	0	0	0	100	5	0	0	0	100	0.1	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17257
Site Code : 17257
Start Date : 4/26/2018
Page No : 2

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	0	7	0	10	11	107	4	0	122	1	0	1	0	2	**5**	121	2	0	128	262
07:15 AM	1	0	8	**1**	10	**17**	**140**	**10**	0	**167**	**2**	0	2	0	4	3	123	7	**1**	134	**315**
07:30 AM	**7**	0	**10**	0	**17**	5	120	0	0	125	1	0	**5**	0	**6**	2	131	2	0	135	283
07:45 AM	3	0	9	0	12	11	124	1	0	136	1	0	1	0	2	0	**140**	**9**	0	**149**	299
Total Volume	14	0	34	1	49	44	491	15	0	550	5	0	9	0	14	10	515	20	1	546	1159
% App. Total	28.6	0	69.4	2		8	89.3	2.7	0		35.7	0	64.3	0		1.8	94.3	3.7	0.2		
PHF	.500	.000	.850	.250	.721	.647	.877	.375	.000	.823	.625	.000	.450	.000	.583	.500	.920	.556	.250	.916	.920



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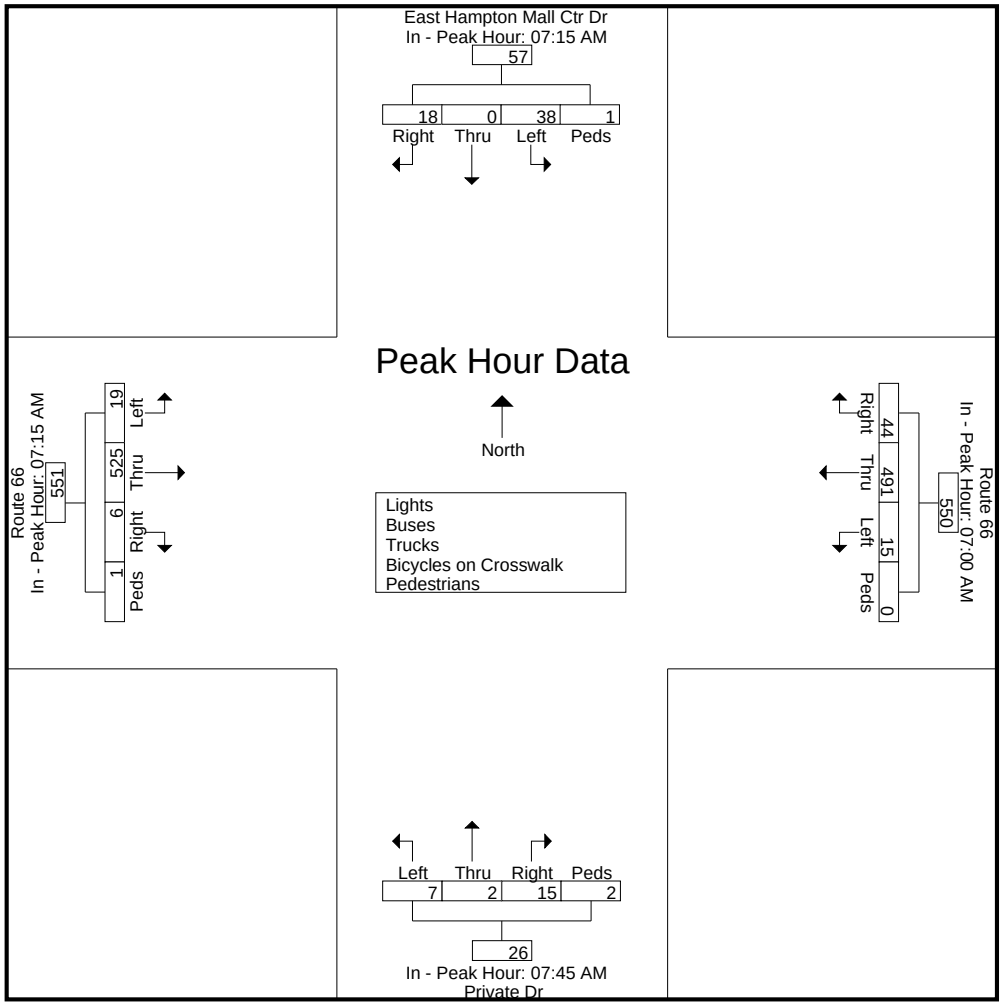
File Name : 17257
Site Code : 17257
Start Date : 4/26/2018
Page No : 3

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:45 AM					07:15 AM					
+0 mins.	1	0	8	**1**	10	11	107	4	0	122	1	0	1	0	2	**3**	123	7	**1**	134	
+15 mins.	**7**	0	10	0	17	**17**	**140**	**10**	0	**167**	3	0	2	0	5	2	131	2	0	135	
+30 mins.	3	0	9	0	12	5	120	0	0	125	**8**	**1**	1	**1**	**11**	0	**140**	**9**	0	**149**	
+45 mins.	7	0	**11**	0	**18**	11	124	1	0	136	3	1	**3**	1	8	1	131	1	0	133	
Total Volume	18	0	38	1	57	44	491	15	0	550	15	2	7	2	26	6	525	19	1	551	
% App. Total	31.6	0	66.7	1.8		8	89.3	2.7	0		57.7	7.7	26.9	7.7		1.1	95.3	3.4	0.2		
PHF	.643	.000	.864	.250	.792	.647	.877	.375	.000	.823	.469	.500	.583	.500	.591	.500	.938	.528	.250	.924	



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Route 66 at East Hampton Mall Ctr Dr
East Hampton, Connecticut

File Name : 17258
Site Code : 17258
Start Date : 4/26/2018
Page No : 1

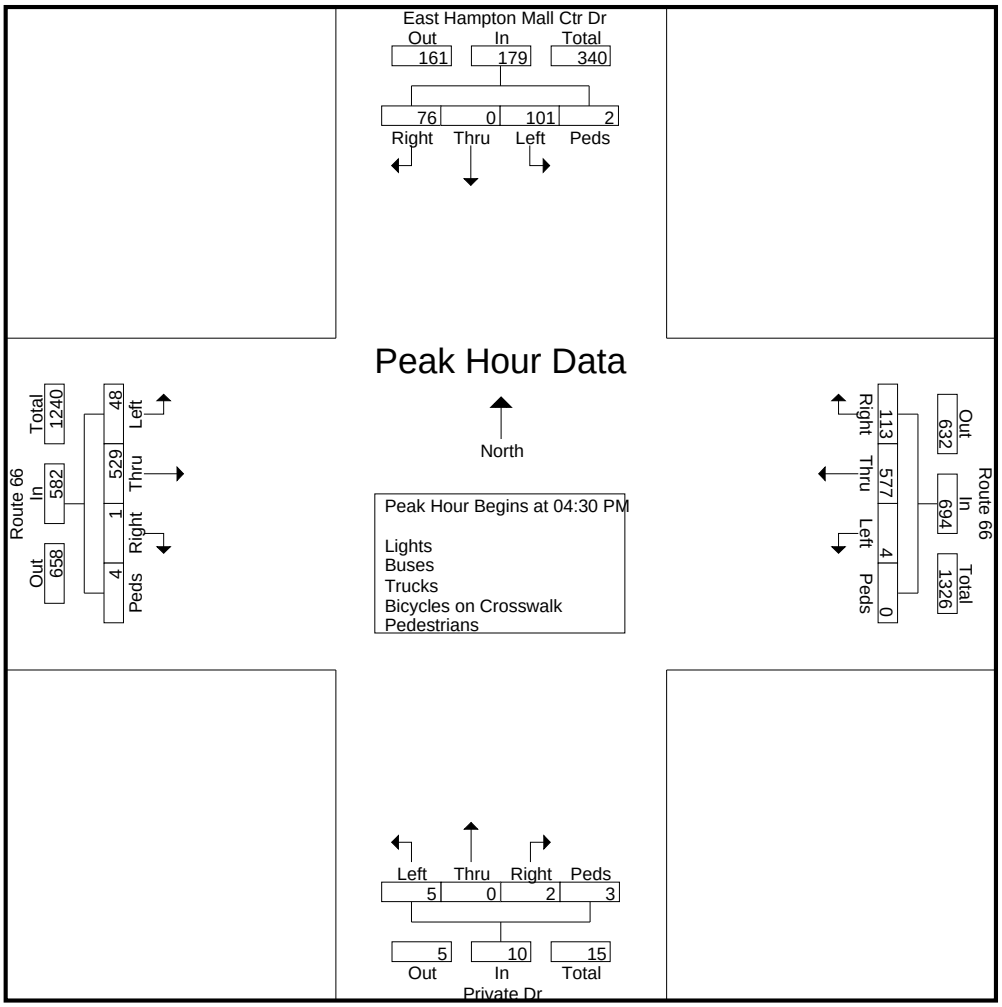
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	0	21	0	38	28	123	0	0	151	2	2	4	0	8	0	125	7	1	133	330
04:15 PM	15	0	23	2	40	32	116	1	1	150	2	0	1	0	3	0	125	7	0	132	325
04:30 PM	18	0	32	1	51	25	143	0	0	168	2	0	3	1	6	0	113	14	1	128	353
04:45 PM	18	0	28	1	47	31	152	1	0	184	0	0	1	0	1	0	142	9	1	152	384
Total	68	0	104	4	176	116	534	2	1	653	6	2	9	1	18	0	505	37	3	545	1392
05:00 PM	17	0	21	0	38	27	140	0	0	167	0	0	0	0	0	0	142	13	1	156	361
05:15 PM	23	0	20	0	43	30	142	3	0	175	0	0	1	2	3	1	132	12	1	146	367
05:30 PM	18	0	25	0	43	26	112	1	1	140	1	0	2	1	4	0	121	12	0	133	320
05:45 PM	9	0	17	0	26	24	133	1	0	158	1	0	0	3	4	0	103	11	1	115	303
Total	67	0	83	0	150	107	527	5	1	640	2	0	3	6	11	1	498	48	3	550	1351
Grand Total	135	0	187	4	326	223	1061	7	2	1293	8	2	12	7	29	1	1003	85	6	1095	2743
Apprch %	41.4	0	57.4	1.2		17.2	82.1	0.5	0.2		27.6	6.9	41.4	24.1		0.1	91.6	7.8	0.5		
Total %	4.9	0	6.8	0.1	11.9	8.1	38.7	0.3	0.1	47.1	0.3	0.1	0.4	0.3	1.1	0	36.6	3.1	0.2	39.9	
Lights	135	0	187	0	322	223	1044														
% Lights	100	0	100	0	98.8	100	98.4	71.4	0	98.4	100	100	83.3	0	69	100	98.3	100	0	97.9	97.9
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% Buses	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0.4
Trucks	0	0	0	0	0	0	11	2	0	13	0	0	2	0	2	0	13	0	0	13	28
% Trucks	0	0	0	0	0	0	1	28.6	0	1	0	0	16.7	0	6.9	0	1.3	0	0	1.2	1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	50	0.1	0	0	0	14.3	3.4	0	0	0	0	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	100	1.2	0	0	0	50	0.1	0	0	0	85.7	20.7	0	0	0	100	0.5	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17258
Site Code : 17258
Start Date : 4/26/2018
Page No : 2

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	18	0	**32**	**1**	**51**	25	143	0	0	168	**2**	0	**3**	1	**6**	0	113	**14**	**1**	128	353
04:45 PM	18	0	28	1	47	**31**	**152**	1	0	**184**	0	0	1	0	1	0	**142**	9	1	152	**384**
05:00 PM	17	0	21	0	38	27	140	0	0	167	0	0	0	0	0	0	142	13	1	**156**	361
05:15 PM	**23**	0	20	0	43	30	142	**3**	0	175	0	0	1	**2**	3	**1**	132	12	1	146	367
Total Volume	76	0	101	2	179	113	577	4	0	694	2	0	5	3	10	1	529	48	4	582	1465
% App. Total	42.5	0	56.4	1.1		16.3	83.1	0.6	0		20	0	50	30		0.2	90.9	8.2	0.7		
PHF	.826	.000	.789	.500	.877	.911	.949	.333	.000	.943	.250	.000	.417	.375	.417	.250	.931	.857	1.00	.933	.954



Connecticut Counts LLC
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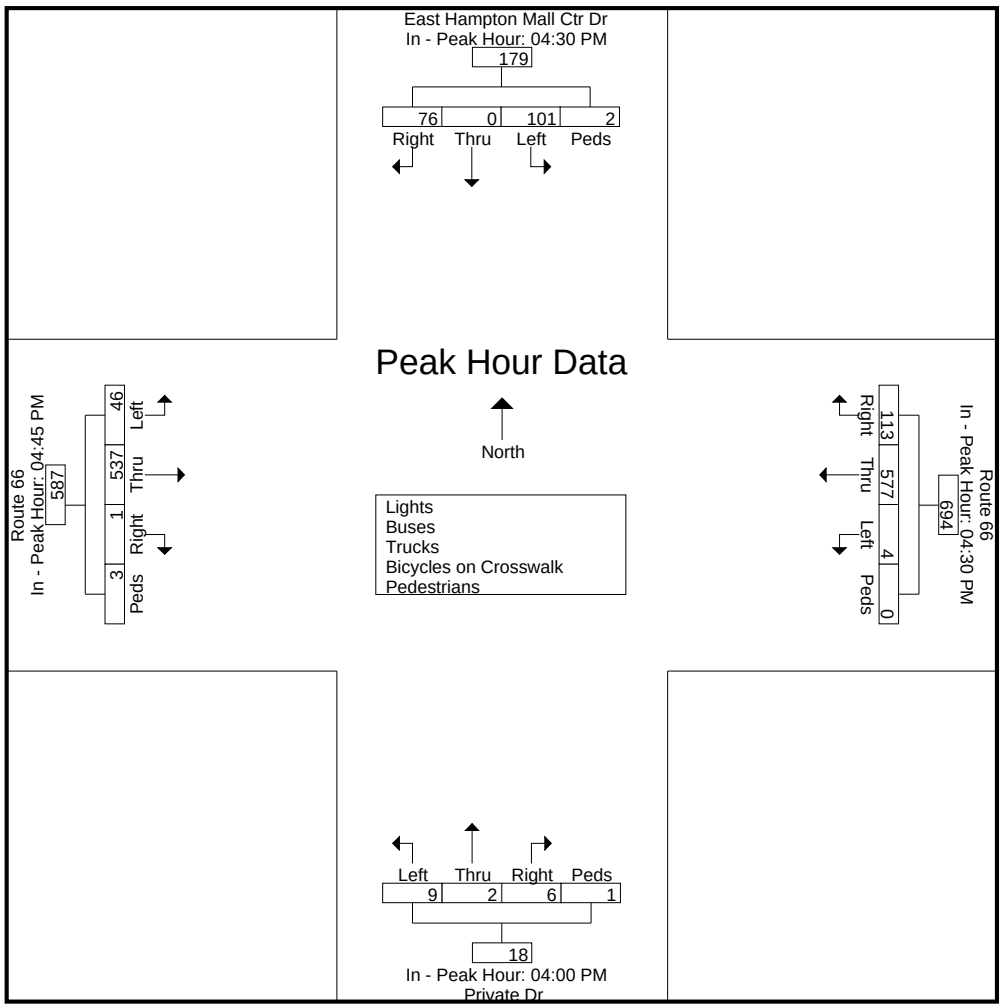
File Name : 17258
Site Code : 17258
Start Date : 4/26/2018
Page No : 3

	East Hampton Mall Ctr Dr From North					Route 66 From East					Private Dr From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:00 PM					04:45 PM				
+0 mins.	18	0	**32**	**1**	**51**	25	143	0	0	168	**2**	**2**	**4**	0	**8**	0	**142**	9	**1**	152
+15 mins.	18	0	28	1	47	**31**	**152**	1	0	**184**	2	0	1	0	3	0	142	**13**	1	**156**
+30 mins.	17	0	21	0	38	27	140	0	0	167	2	0	3	**1**	6	**1**	132	12	1	146
+45 mins.	**23**	0	20	0	43	30	142	**3**	0	175	0	0	1	0	1	0	121	12	0	133
Total Volume	76	0	101	2	179	113	577	4	0	694	6	2	9	1	18	1	537	46	3	587
% App. Total	42.5	0	56.4	1.1		16.3	83.1	0.6	0		33.3	11.1	50	5.6		0.2	91.5	7.8	0.5	
PHF	.826	.000	.789	.500	.877	.911	.949	.333	.000	.943	.750	.250	.563	.250	.563	.250	.945	.885	.750	.941



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 66 at Lakeview Street
East Hampton, Connecticut

File Name : 17259
Site Code : 17259
Start Date : 4/26/2018
Page No : 1

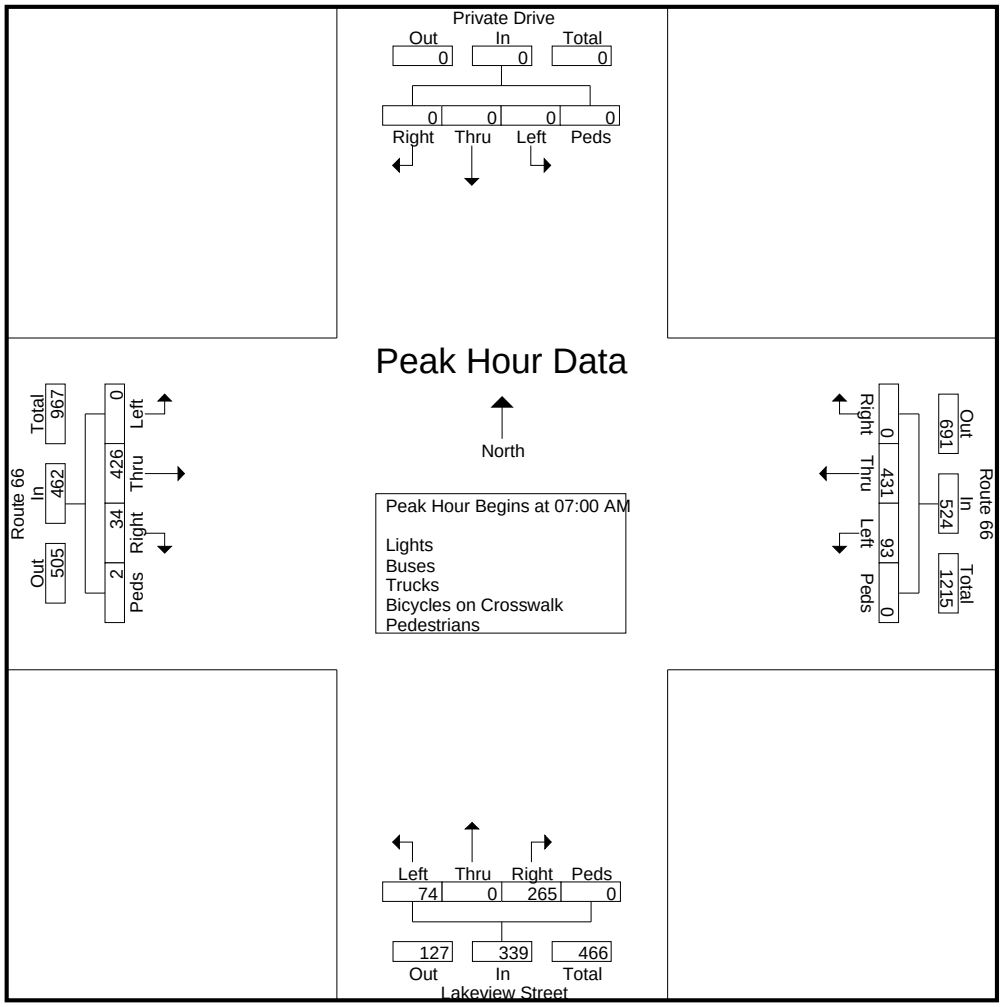
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	103	16	0	119	72	0	13	0	85	6	90	0	0	96	300
07:15 AM	0	0	0	0	0	0	116	18	0	134	70	0	21	0	91	9	108	0	2	119	344
07:30 AM	0	0	0	0	0	0	101	25	0	126	73	0	23	0	96	10	111	0	0	121	343
07:45 AM	0	0	0	0	0	0	111	34	0	145	50	0	17	0	67	9	117	0	0	126	338
Total	0	0	0	0	0	0	431	93	0	524	265	0	74	0	339	34	426	0	2	462	1325
08:00 AM	0	0	2	0	2	1	85	28	0	114	45	0	12	0	57	7	116	0	0	123	296
08:15 AM	0	0	0	1	1	0	95	30	0	125	42	0	13	0	55	18	95	0	1	114	295
08:30 AM	0	0	0	2	2	0	96	19	0	115	59	0	38	0	97	18	96	0	0	114	328
08:45 AM	0	0	0	0	0	0	82	18	0	100	27	0	14	0	41	10	74	0	0	84	225
Total	0	0	2	3	5	1	358	95	0	454	173	0	77	0	250	53	381	0	1	435	1144
Grand Total	0	0	2	3	5	1	789	188	0	978	438	0	151	0	589	87	807	0	3	897	2469
Apprch %	0	0	40	60		0.1	80.7	19.2	0		74.4	0	25.6	0		9.7	90	0	0.3		
Total %	0	0	0.1	0.1	0.2	0	32	7.6	0	39.6	17.7	0	6.1	0	23.9	3.5	32.7	0	0.1	36.3	
Lights	0	0	2	0	2	1	763	172	0	936	416	0	140	0	556	80	778	0	0	858	2352
% Lights	0	0	100	0	40	100	96.7	91.5	0	95.7	95	0	92.7	0	94.4	92	96.4	0	0	95.7	95.3
Buses	0	0	0	0	0	0	7	3	0	10	2	0	10	0	12	0	6	0	0	6	28
% Buses	0	0	0	0	0	0	0.9	1.6	0	1	0.5	0	6.6	0	2	0	0.7	0	0	0.7	1.1
Trucks	0	0	0	0	0	0	19	13	0	32	20	0	1	0	21	7	23	0	0	30	83
% Trucks	0	0	0	0	0	0	2.4	6.9	0	3.3	4.6	0	0.7	0	3.6	8	2.9	0	0	3.3	3.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
% Pedestrians	0	0	0	100	60	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17259
Site Code : 17259
Start Date : 4/26/2018
Page No : 2

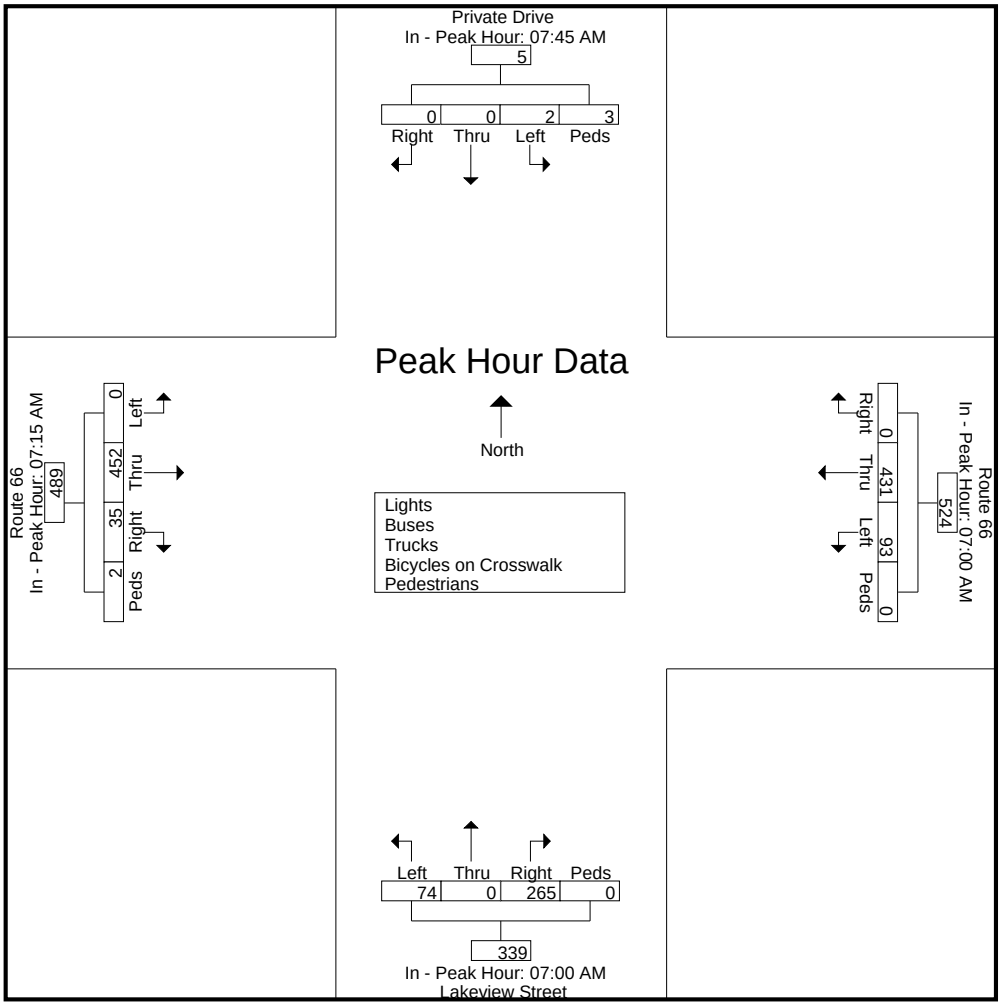
	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	103	16	0	119	72	0	13	0	85	6	90	0	0	96	300
07:15 AM	0	0	0	0	0	0	**116**	18	0	134	70	0	21	0	91	9	108	0	**2**	119	**344**
07:30 AM	0	0	0	0	0	0	101	25	0	126	**73**	0	**23**	0	**96**	**10**	111	0	0	121	343
07:45 AM	0	0	0	0	0	0	111	**34**	0	**145**	50	0	17	0	67	9	**117**	0	0	**126**	338
Total Volume	0	0	0	0	0	0	431	93	0	524	265	0	74	0	339	34	426	0	2	462	1325
% App. Total	0	0	0	0		0	82.3	17.7	0		78.2	0	21.8	0		7.4	92.2	0	0.4		
PHF	.000	.000	.000	.000	.000	.000	.929	.684	.000	.903	.908	.000	.804	.000	.883	.850	.910	.000	.250	.917	.963



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17259
Site Code : 17259
Start Date : 4/26/2018
Page No : 3

	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:00 AM					07:00 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	103	16	0	119	72	0	13	0	85	9	108	0	**2**	119	
+15 mins.	0	0	**2**	0	**2**	0	**116**	18	0	134	70	0	21	0	91	**10**	111	0	0	121	
+30 mins.	0	0	0	1	1	0	101	25	0	126	**73**	0	**23**	0	**96**	9	**117**	0	0	**126**	
+45 mins.	0	0	0	**2**	2	0	111	**34**	0	**145**	50	0	17	0	67	7	116	0	0	123	
Total Volume	0	0	2	3	5	0	431	93	0	524	265	0	74	0	339	35	452	0	2	489	
% App. Total	0	0	40	60		0	82.3	17.7	0		78.2	0	21.8	0		7.2	92.4	0	0.4		
PHF	.000	.000	.250	.375	.625	.000	.929	.684	.000	.903	.908	.000	.804	.000	.883	.875	.966	.000	.250	.970	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 66 at Lakeview Street
East Hampton, Connecticut

File Name : 17260
Site Code : 17260
Start Date : 4/26/2018
Page No : 1

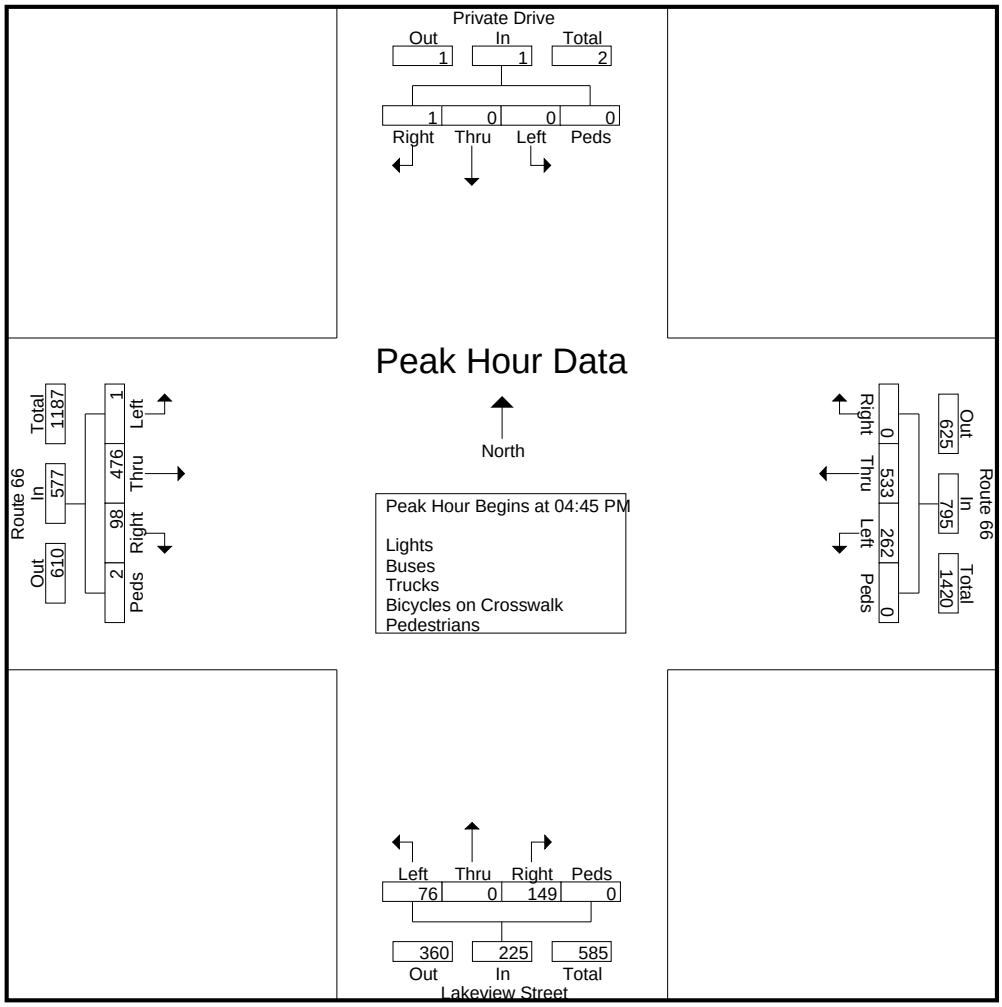
Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	132	38	0	170	29	0	22	0	51	37	119	0	0	156	377
04:15 PM	0	0	0	3	3	0	124	47	0	171	37	0	12	0	49	29	120	0	0	149	372
04:30 PM	0	0	0	0	0	0	134	49	0	183	32	0	27	0	59	21	107	0	0	128	370
04:45 PM	0	0	0	0	0	0	140	68	0	208	31	0	18	0	49	23	133	0	0	156	413
Total	0	0	0	3	3	0	530	202	0	732	129	0	79	0	208	110	479	0	0	589	1532
05:00 PM	1	0	0	0	1	0	133	62	0	195	35	0	13	0	48	22	121	0	0	143	387
05:15 PM	0	0	0	0	0	0	141	72	0	213	34	0	27	0	61	25	123	0	0	148	422
05:30 PM	0	0	0	0	0	0	119	60	0	179	49	0	18	0	67	28	99	1	2	130	376
05:45 PM	0	0	0	0	0	0	114	77	0	191	37	0	25	0	62	28	87	0	0	115	368
Total	1	0	0	0	1	0	507	271	0	778	155	0	83	0	238	103	430	1	2	536	1553
Grand Total	1	0	0	3	4	0	1037	473	0	1510	284	0	162	0	446	213	909	1	2	1125	3085
Apprch %	25	0	0	75		0	68.7	31.3	0		63.7	0	36.3	0		18.9	80.8	0.1	0.2		
Total %	0	0	0	0.1	0.1	0	33.6	15.3	0	48.9	9.2	0	5.3	0	14.5	6.9	29.5	0	0.1	36.5	
Lights	1	0	0	0	1	0	1016														
% Lights	100	0	0	0	25	0	98	98.1	0	98	98.6	0	100	0	99.1	99.1	97.6	100	0	97.7	98
Buses	0	0	0	0	0	0	8	1	0	9	4	0	0	0	4	1	7	0	0	8	21
% Buses	0	0	0	0	0	0	0.8	0.2	0	0.6	1.4	0	0	0	0.9	0.5	0.8	0	0	0.7	0.7
Trucks	0	0	0	0	0	0	13	8	0	21	0	0	0	0	0	1	15	0	0	16	37
% Trucks	0	0	0	0	0	0	1.3	1.7	0	1.4	0	0	0	0	0	0.5	1.7	0	0	1.4	1.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
% Pedestrians	0	0	0	100	75	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17260
Site Code : 17260
Start Date : 4/26/2018
Page No : 2

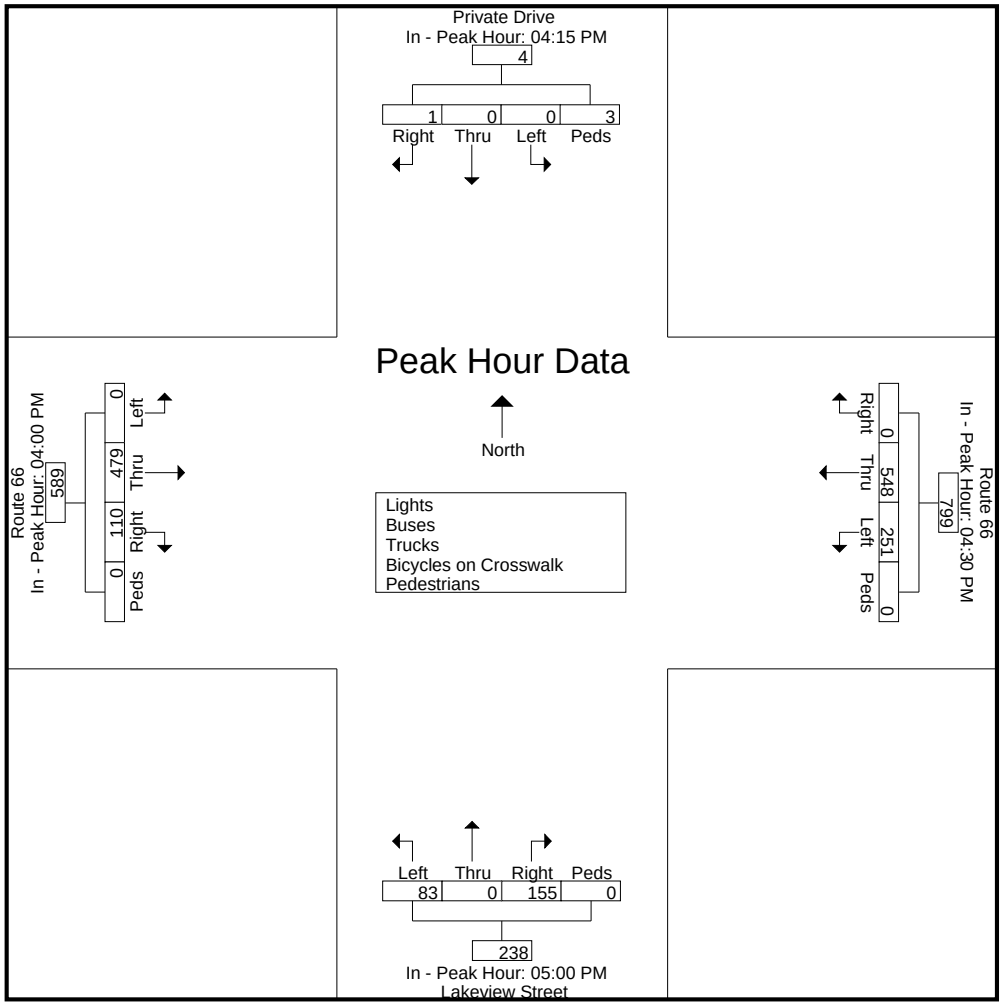
	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	140	68	0	208	31	0	18	0	49	23	**133**	0	0	**156**	413
05:00 PM	**1**	0	0	0	**1**	0	133	62	0	195	35	0	13	0	48	22	121	0	0	143	387
05:15 PM	0	0	0	0	0	0	**141**	**72**	0	**213**	34	0	**27**	0	61	25	123	0	0	148	**422**
05:30 PM	0	0	0	0	0	0	119	60	0	179	**49**	0	18	0	**67**	**28**	99	**1**	**2**	130	376
Total Volume	1	0	0	0	1	0	533	262	0	795	149	0	76	0	225	98	476	1	2	577	1598
% App. Total	100	0	0	0		0	67	33	0		66.2	0	33.8	0		17	82.5	0.2	0.3		
PHF	.250	.000	.000	.000	.250	.000	.945	.910	.000	.933	.760	.000	.704	.000	.840	.875	.895	.250	.250	.925	.947



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 17260
Site Code : 17260
Start Date : 4/26/2018
Page No : 3

	Private Drive From North					Route 66 From East					Lakeview Street From South					Route 66 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:30 PM					05:00 PM					04:00 PM					
+0 mins.	0	0	0	**3**	**3**	0	134	49	0	183	35	0	13	0	48	**37**	119	0	0	**156**	
+15 mins.	0	0	0	0	0	0	140	68	0	208	34	0	**27**	0	61	29	120	0	0	149	
+30 mins.	0	0	0	0	0	0	133	62	0	195	**49**	0	18	0	**67**	21	107	0	0	128	
+45 mins.	**1**	0	0	0	1	0	**141**	**72**	0	**213**	37	0	25	0	62	23	**133**	0	0	156	
Total Volume	1	0	0	3	4	0	548	251	0	799	155	0	83	0	238	110	479	0	0	589	
% App. Total	25	0	0	75		0	68.6	31.4	0		65.1	0	34.9	0		18.7	81.3	0	0		
PHF	.250	.000	.000	.250	.333	.000	.972	.872	.000	.938	.791	.000	.769	.000	.888	.743	.900	.000	.000	.944	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/11/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	8	22	56	115	222	316	233	96	19	6	0	0	0	0	1093	36-45	549
16:00	**12**	**41**	96	174	365	509	295	95	13	2	0	0	0	0	1602	31-40	874
17:00	5	39	**136**	**207**	369	504	284	92	16	5	0	0	0	0	1657	31-40	873
18:00	2	25	99	151	**391**	**555**	**327**	96	22	0	0	0	0	0	**1668**	31-40	946
19:00	5	15	62	109	122	337	305	107	**39**	3	0	0	0	0	1104	36-45	642
20:00	1	7	29	39	83	288	267	**110**	25	**11**	**2**	0	0	0	862	36-45	555
21:00	2	10	22	42	131	261	205	75	13	3	0	0	0	0	764	36-45	466
22:00	0	1	18	14	44	188	172	55	12	2	0	**2**	0	0	508	36-45	360
23:00	1	2	14	13	23	97	81	37	12	2	0	1	**1**	0	284	36-45	178
Total	36	162	532	864	1750	3055	2169	763	171	34	2	3	1	0	9542		
Percent	0.4%	1.7%	5.6%	9.1%	18.3%	32.0%	22.7%	8.0%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 12	16:00 41	17:00 136	17:00 207	18:00 391	18:00 555	18:00 327	20:00 110	19:00 39	20:00 11	20:00 2	22:00 2	23:00 1		18:00 1668		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/18	0	0	2	1	13	77	98	36	4	1	0	0	0	0	232	36-45	175
01:00	0	1	1	1	7	34	45	13	8	0	0	0	0	0	110	36-45	79
02:00	0	0	1	1	3	9	23	11	2	0	0	0	0	0	50	40-49	34
03:00	0	2	2	3	5	9	11	4	1	0	0	**1**	0	0	38	36-45	20
04:00	0	1	3	1	6	9	7	5	1	0	1	0	0	0	34	34-43	16
05:00	1	5	3	3	4	12	15	7	2	2	1	1	0	0	56	36-45	27
06:00	1	4	8	7	5	33	50	47	11	1	0	0	0	0	167	41-50	97
07:00	3	11	30	19	21	107	151	71	**27**	5	0	1	0	0	446	36-45	258
08:00	**8**	12	40	41	66	226	**242**	**90**	25	**7**	0	0	0	0	757	36-45	468
09:00	4	13	39	49	141	**288**	210	84	22	3	0	0	0	0	853	36-45	498
10:00	5	**29**	**56**	**83**	152	220	164	70	9	2	**2**	0	0	0	792	36-45	384
11:00	6	13	53	72	**177**	266	186	89	13	1	1	0	0	0	**877**	36-45	452
12 PM	5	16	54	87	204	321	198	76	10	2	0	0	0	0	973	31-40	525
13:00	**9**	20	58	99	203	332	218	84	9	4	0	0	0	0	1036	36-45	550
14:00	7	18	56	71	133	363	286	87	16	4	**1**	**1**	0	0	1043	36-45	649
15:00	4	17	82	127	270	377	249	102	31	5	0	0	0	0	1264	31-40	647
16:00	3	22	66	158	366	**532**	289	100	23	2	1	0	0	0	1562	31-40	898
17:00	8	**42**	110	**261**	**484**	413	278	86	14	2	0	0	0	0	**1698**	31-40	897
18:00	5	33	**120**	190	307	446	**420**	110	28	**6**	0	0	0	0	1665	36-45	866
19:00	2	13	25	48	147	384	379	**124**	**49**	6	1	0	0	0	1178	36-45	763
20:00	2	19	26	38	92	280	270	108	24	3	0	1	0	0	863	36-45	550
21:00	2	5	42	36	142	254	219	75	29	3	1	0	0	0	808	36-45	473
22:00	3	7	20	26	92	223	157	44	9	1	0	0	0	0	582	36-45	380
23:00	0	5	10	13	41	110	126	39	13	2	0	0	0	0	359	36-45	236
Total	78	308	907	1435	3081	5325	4291	1562	380	62	9	5	0	0	17443		
Percent	0.4%	1.8%	5.2%	8.2%	17.7%	30.5%	24.6%	9.0%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	10:00	11:00	09:00	08:00	08:00	07:00	08:00	10:00	03:00			11:00		
Vol.	8	29	56	83	177	288	242	90	27	7	2	1			877		
PM Peak	13:00	17:00	18:00	17:00	17:00	16:00	18:00	19:00	19:00	18:00	14:00	14:00			17:00		
Vol.	9	42	120	261	484	532	420	124	49	6	1	1			1698		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/18	1	0	3	7	12	87	83	37	11	2	0	0	0	0	243	36-45	170
01:00	0	2	4	3	15	29	37	29	5	1	0	0	0	0	125	38-47	66
02:00	0	0	0	0	3	19	14	6	4	0	0	0	0	0	46	36-45	33
03:00	0	1	0	0	3	4	9	8	2	0	0	0	0	0	27	41-50	17
04:00	0	1	0	1	2	11	6	2	2	1	1	0	0	0	27	36-45	17
05:00	1	2	5	0	3	14	14	4	5	1	0	0	0	0	49	36-45	28
06:00	3	8	10	6	9	25	48	41	12	2	1	0	0	0	165	41-50	89
07:00	1	8	21	23	39	75	141	91	29	5	**3**	**1**	0	0	437	41-50	232
08:00	**8**	12	42	48	75	202	204	**106**	**30**	**9**	0	0	0	0	736	36-45	406
09:00	7	11	**50**	48	109	263	**252**	96	26	2	0	0	0	0	864	36-45	515
10:00	6	**24**	42	48	135	262	196	88	13	3	0	0	0	0	817	36-45	458
11:00	6	17	50	**91**	**209**	**348**	166	72	12	0	0	0	0	0	**971**	31-40	557
12 PM	7	31	67	118	273	397	176	57	7	0	0	0	0	0	1133	31-40	670
13:00	9	16	95	133	305	413	203	55	8	**5**	0	0	0	0	1242	31-40	718
14:00	5	19	72	88	247	376	263	73	16	2	0	0	0	0	1161	36-45	639
15:00	4	23	74	135	311	428	237	63	9	2	**2**	0	0	0	1288	31-40	739
16:00	7	46	147	320	397	444	237	82	7	2	0	0	0	0	1689	31-40	841
17:00	1	**66**	**228**	**342**	**486**	437	206	58	15	1	1	0	0	0	**1841**	31-40	923
18:00	**15**	46	130	234	391	**476**	299	81	23	3	1	0	0	0	1699	31-40	867
19:00	5	9	53	63	134	397	**334**	**123**	32	5	1	**1**	0	0	1157	36-45	731
20:00	3	10	45	30	105	254	239	111	**37**	4	1	0	0	0	839	36-45	493
21:00	3	8	30	29	95	252	180	56	13	3	2	0	0	0	671	36-45	432
22:00	2	9	28	47	91	212	140	43	15	0	2	0	0	0	589	36-45	352
23:00	1	1	20	19	56	145	115	50	8	4	1	0	0	0	420	36-45	260
Total	95	370	1216	1833	3505	5570	3799	1432	341	57	16	2	0	0	18236		
Percent	0.5%	2.0%	6.7%	10.1%	19.2%	30.5%	20.8%	7.9%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	09:00	11:00	11:00	11:00	09:00	08:00	08:00	08:00	07:00	07:00			11:00		
Vol.	8	24	50	91	209	348	252	106	30	9	3	1			971		
PM Peak	18:00	17:00	17:00	17:00	17:00	18:00	19:00	19:00	20:00	13:00	15:00	19:00			17:00		
Vol.	15	66	228	342	486	476	334	123	37	5	2	1			1841		

Connecticut Counts LLC

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/14/18	2	2	7	3	29	94	101	39	8	3	0	0	0	0	288	36-45	195
01:00	0	4	1	2	17	36	53	30	11	1	**1**	0	0	0	156	36-45	89
02:00	0	0	1	0	12	22	34	17	9	3	0	0	0	0	98	36-45	56
03:00	0	0	0	0	8	16	29	8	4	2	0	0	0	0	67	36-45	45
04:00	0	0	1	0	3	11	15	5	0	0	0	0	0	0	35	36-45	26
05:00	1	4	1	2	1	15	18	15	3	0	0	0	0	0	60	41-50	33
06:00	0	4	4	3	6	25	29	40	8	2	0	0	0	0	121	41-50	69
07:00	1	6	11	11	13	54	81	52	24	**8**	0	**1**	0	0	262	36-45	135
08:00	5	11	19	25	36	122	150	67	**27**	4	0	0	0	0	466	36-45	272
09:00	**13**	8	37	39	46	177	210	**94**	25	6	0	0	0	0	655	36-45	387
10:00	4	**30**	**64**	**79**	158	319	232	84	19	5	0	0	0	0	994	36-45	551
11:00	3	14	63	54	**159**	**367**	**309**	66	19	2	0	0	0	0	**1056**	36-45	676
12 PM	8	23	**92**	**123**	217	414	236	64	13	1	0	0	0	0	1191	36-45	650
13:00	**13**	**24**	66	104	225	405	279	87	10	4	0	0	0	0	1217	36-45	684
14:00	0	14	55	101	**286**	429	286	94	20	3	0	0	0	0	**1288**	36-45	715
15:00	3	20	59	108	222	**435**	247	88	23	5	1	0	0	0	1211	36-45	682
16:00	2	14	44	64	180	393	297	**118**	**37**	4	**2**	0	**1**	0	1156	36-45	690
17:00	4	11	44	71	142	346	**313**	95	29	3	0	0	0	0	1058	36-45	659
18:00	1	10	56	53	156	312	268	91	19	3	0	0	0	0	969	36-45	580
19:00	0	13	37	55	95	294	240	82	34	1	1	0	0	0	852	36-45	534
20:00	2	8	31	38	83	193	235	96	18	**6**	2	0	0	0	712	36-45	428
21:00	1	6	19	28	136	243	133	45	11	4	0	0	0	0	626	31-40	379
22:00	0	6	23	18	100	186	115	36	6	1	0	0	0	0	491	36-45	301
23:00	0	3	12	21	55	129	116	47	7	4	0	0	0	0	394	36-45	245
Total	63	235	747	1002	2385	5037	4026	1460	384	75	7	1	1	0	15423		
Percent	0.4%	1.5%	4.8%	6.5%	15.5%	32.7%	26.1%	9.5%	2.5%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	10:00	11:00	11:00	11:00	09:00	08:00	07:00	01:00	07:00			11:00		
Vol.	13	30	64	79	159	367	309	94	27	8	1	1			1056		
PM Peak	13:00	13:00	12:00	12:00	14:00	15:00	17:00	16:00	16:00	20:00	16:00		16:00		14:00		
Vol.	13	24	92	123	286	435	313	118	37	6	2		1		1288		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/15/18	3	2	5	4	48	103	96	34	7	0	0	0	0	0	302	36-45	199
01:00	0	0	2	1	18	49	54	30	2	0	0	0	0	0	156	36-45	103
02:00	0	2	0	2	9	25	31	18	6	2	0	0	0	0	95	36-45	56
03:00	1	0	1	1	6	17	12	3	3	0	0	0	0	0	44	36-45	29
04:00	1	1	1	3	3	7	8	3	1	1	0	0	0	0	29	36-45	15
05:00	0	2	0	1	3	10	9	6	2	1	0	0	0	0	34	36-45	19
06:00	0	2	1	1	3	12	24	19	4	2	0	0	0	0	68	41-50	43
07:00	0	7	9	2	5	45	69	45	16	3	0	0	0	0	201	36-45	114
08:00	0	6	5	2	25	59	100	49	23	4	**1**	0	0	0	274	36-45	159
09:00	5	14	18	13	26	95	159	**87**	**24**	3	1	0	0	0	445	36-45	254
10:00	2	16	22	21	74	178	**205**	75	19	3	0	0	0	0	615	36-45	383
11:00	**7**	**19**	**43**	**36**	**110**	**261**	203	84	14	**5**	0	0	0	0	**782**	36-45	464
12 PM	7	15	**54**	72	163	344	246	83	14	4	0	0	0	0	1002	36-45	590
13:00	4	**22**	49	56	125	292	270	104	27	4	**3**	**1**	0	0	957	36-45	562
14:00	5	17	51	56	128	276	**302**	88	23	3	0	0	0	0	949	36-45	578
15:00	**8**	17	42	76	187	294	207	58	10	1	1	0	0	0	901	36-45	501
16:00	0	16	41	**85**	**215**	**375**	218	66	11	0	1	0	0	0	**1028**	36-45	593
17:00	2	4	50	47	108	251	258	99	38	7	0	0	0	0	864	36-45	509
18:00	0	13	29	36	50	216	290	**122**	30	6	1	0	0	0	793	36-45	506
19:00	1	7	28	39	65	167	242	119	**42**	**8**	0	0	0	0	718	36-45	409
20:00	1	4	28	14	40	191	199	77	17	3	1	1	0	0	576	36-45	390
21:00	0	3	24	22	66	173	144	63	15	1	0	0	0	0	511	36-45	317
22:00	2	3	14	11	43	130	112	45	9	2	1	0	0	0	372	36-45	242
23:00	0	1	8	3	23	68	83	31	9	1	0	0	0	0	227	36-45	151
Total	49	193	525	604	1543	3638	3541	1408	366	64	10	2	0	0	11943		
Percent	0.4%	1.6%	4.4%	5.1%	12.9%	30.5%	29.6%	11.8%	3.1%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	11:00	08:00				11:00		
Vol.	7	19	43	36	110	261	205	87	24	5	1				782		
PM Peak	15:00	13:00	12:00	16:00	16:00	16:00	14:00	18:00	19:00	19:00	13:00	13:00			16:00		
Vol.	8	22	54	85	215	375	302	122	42	8	3	1			1028		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/16/18	0	0	1	2	12	40	75	21	10	2	1	0	0	0	164	36-45	115
01:00	0	0	0	2	9	22	21	8	0	1	1	0	0	0	64	36-45	43
02:00	0	1	0	0	2	7	14	7	1	0	0	0	0	0	32	36-45	21
03:00	0	0	0	2	3	6	5	6	1	1	0	0	0	0	24	35-44	11
04:00	0	2	1	0	3	14	7	7	2	2	0	0	0	0	38	36-45	21
05:00	0	3	0	1	1	12	16	8	1	1	0	0	0	0	43	36-45	28
06:00	3	5	5	2	10	33	41	38	14	2	2	0	0	0	155	41-50	79
07:00	5	7	25	21	41	84	117	70	**38**	**7**	**3**	0	0	0	418	36-45	201
08:00	**7**	13	35	45	97	202	199	107	31	7	1	**1**	0	0	745	36-45	401
09:00	7	16	45	59	123	229	**213**	**114**	28	7	0	0	0	0	**841**	36-45	442
10:00	2	**25**	**49**	**65**	**136**	**279**	182	75	15	5	1	0	0	0	834	36-45	461
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	24	72	161	199	437	928	890	461	141	35	9	1	0	0	3358		
Percent	0.7%	2.1%	4.8%	5.9%	13.0%	27.6%	26.5%	13.7%	4.2%	1.0%	0.3%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	10:00	10:00	10:00	09:00	09:00	07:00	07:00	07:00	08:00			09:00		
Vol.	7	25	49	65	136	279	213	114	38	7	3	1			841		
PM Peak Vol.																	
Total	345	1340	4088	5937	12701	23553	18716	7086	1783	327	53	14	2	0	75945		
Percent	0.5%	1.8%	5.4%	7.8%	16.7%	31.0%	24.6%	9.3%	2.3%	0.4%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	29 MPH
50th Percentile :	37 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	42269
Percent in Pace :	55.7%
Number of Vehicles > 40 MPH :	27981
Percent of Vehicles > 40 MPH :	36.8%
Mean Speed(Average) :	38 MPH

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/11/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	**24**	7	18	43	111	324	260	81	10	**8**	1	0	0	0	887	36-45	584
16:00	18	**10**	**19**	**51**	**147**	327	263	63	15	5	0	0	0	0	918	36-45	590
17:00	19	2	14	30	117	**333**	**295**	**115**	18	7	0	**1**	0	0	**951**	36-45	628
18:00	16	8	19	29	65	220	254	94	**26**	4	0	0	0	0	735	36-45	474
19:00	6	6	16	25	54	186	214	82	17	3	1	0	0	**1**	611	36-45	400
20:00	2	2	8	10	60	155	188	68	6	1	**2**	0	0	0	502	36-45	343
21:00	2	0	5	12	48	109	113	25	3	3	0	0	0	0	320	36-45	222
22:00	1	5	5	8	25	64	81	24	9	1	0	0	0	0	223	36-45	145
23:00	0	0	2	2	14	45	41	23	3	1	0	0	0	0	131	36-45	86
Total	88	40	106	210	641	1763	1709	575	107	33	4	1	0	1	5278		
Percent	1.7%	0.8%	2.0%	4.0%	12.1%	33.4%	32.4%	10.9%	2.0%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 24	16:00 10	16:00 19	16:00 51	16:00 147	17:00 333	17:00 295	17:00 115	18:00 26	15:00 8	20:00 2	17:00 1		19:00 1	17:00 951		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/18	0	0	1	0	7	20	28	4	1	0	0	0	0	0	61	36-45	48
01:00	0	0	2	0	3	18	14	5	1	0	0	0	0	0	43	36-45	32
02:00	0	0	1	2	0	3	10	4	0	1	0	0	0	0	21	41-50	14
03:00	2	0	1	0	7	14	15	6	2	2	0	0	0	0	49	36-45	29
04:00	11	2	1	0	8	33	52	28	10	4	1	0	0	0	150	36-45	85
05:00	30	2	5	8	33	81	162	100	**28**	4	**2**	**1**	0	0	456	41-50	262
06:00	**62**	10	17	22	97	227	319	**181**	28	**6**	0	1	0	0	970	36-45	546
07:00	53	10	**28**	**58**	**192**	**364**	**387**	150	10	4	1	0	0	0	**1257**	36-45	751
08:00	60	12	27	53	146	332	334	128	10	1	0	0	0	0	1103	36-45	666
09:00	59	**14**	21	46	141	308	262	76	14	2	0	1	0	0	944	36-45	570
10:00	33	10	20	35	111	295	220	71	12	1	1	0	0	0	809	36-45	515
11:00	29	13	24	53	132	248	253	63	14	1	0	0	0	0	830	36-45	501
12 PM	**34**	**15**	**35**	47	146	264	225	81	8	4	1	0	0	0	860	36-45	489
13:00	30	14	30	**54**	139	285	227	66	8	0	1	0	0	0	854	36-45	512
14:00	30	7	14	29	100	258	301	106	19	1	0	0	0	0	865	36-45	559
15:00	19	12	12	33	107	259	281	103	**24**	4	0	0	**1**	0	855	36-45	540
16:00	16	10	21	25	**149**	**294**	**320**	97	18	4	0	0	1	0	**955**	36-45	614
17:00	20	6	35	23	99	279	294	**109**	24	3	0	0	0	0	892	36-45	573
18:00	14	2	19	29	76	202	271	96	15	**5**	**3**	0	0	0	732	36-45	473
19:00	5	6	12	31	63	196	216	87	16	5	1	0	0	0	638	36-45	412
20:00	12	6	17	23	75	218	218	37	11	1	0	0	0	0	618	36-45	436
21:00	4	1	7	13	56	122	123	29	4	3	0	0	0	0	362	36-45	245
22:00	0	7	6	13	51	97	95	32	6	0	0	0	0	0	307	36-45	192
23:00	0	3	1	7	24	57	40	9	6	2	0	0	0	0	149	36-45	97
Total	523	162	357	604	1962	4474	4667	1668	289	58	11	3	2	0	14780		
Percent	3.5%	1.1%	2.4%	4.1%	13.3%	30.3%	31.6%	11.3%	2.0%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	06:00	09:00	07:00	07:00	07:00	07:00	07:00	06:00	05:00	06:00	05:00	05:00			07:00		
Vol.	62	14	28	58	192	364	387	181	28	6	2	1			1257		
PM Peak	12:00	12:00	12:00	13:00	16:00	16:00	16:00	17:00	15:00	18:00	18:00		15:00		16:00		
Vol.	34	15	35	54	149	294	320	109	24	5	3		1		955		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Silver Street
Portland, Connecticut

Site Code:
Station ID: 4717

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/18	1	3	3	3	9	27	11	4	1	0	0	0	0	0	62	35-44	38
01:00	1	0	1	0	5	15	8	4	0	0	0	**1**	0	0	35	36-45	23
02:00	1	0	0	1	4	9	10	2	2	0	0	0	0	0	29	36-45	19
03:00	0	0	1	1	3	12	13	7	2	3	1	0	0	0	43	36-45	25
04:00	12	1	1	2	9	25	46	20	5	3	2	0	0	0	126	36-45	71
05:00	25	3	5	6	33	82	148	104	**30**	**11**	1	0	0	0	448	41-50	252
06:00	49	9	17	37	79	227	273	**174**	24	4	**3**	0	0	0	896	36-45	500
07:00	**84**	12	19	47	**162**	305	**363**	129	12	2	0	0	0	0	1135	36-45	668
08:00	84	**14**	23	37	159	**346**	349	118	14	0	0	0	0	0	**1144**	36-45	695
09:00	61	14	23	47	162	316	258	72	15	0	0	0	0	0	968	36-45	574
10:00	41	10	29	**56**	140	295	253	55	10	1	0	0	0	0	890	36-45	548
11:00	35	12	**30**	51	151	286	234	58	3	1	0	0	0	0	861	36-45	520
12 PM	23	13	27	**63**	150	298	227	74	8	5	0	0	0	0	888	36-45	525
13:00	**28**	**15**	**41**	54	150	279	220	78	9	1	0	0	0	0	875	36-45	499
14:00	26	8	24	46	170	349	216	76	14	2	0	**1**	0	0	932	36-45	565
15:00	18	6	24	46	171	327	279	78	7	3	1	0	0	0	960	36-45	606
16:00	25	8	32	51	**172**	**358**	274	79	12	2	1	0	0	0	**1014**	36-45	632
17:00	20	13	25	52	150	250	**284**	107	17	2	0	0	0	0	920	36-45	534
18:00	8	11	18	21	78	226	271	**110**	**19**	5	**2**	1	0	0	770	36-45	497
19:00	6	5	18	21	76	209	210	71	12	**6**	1	0	0	0	635	36-45	419
20:00	6	1	19	27	67	205	170	64	11	5	0	0	0	0	575	36-45	375
21:00	1	3	12	16	68	180	109	31	0	3	1	1	0	**1**	426	36-45	289
22:00	1	4	10	9	32	157	114	22	2	0	0	0	0	0	351	36-45	271
23:00	0	2	2	8	27	87	87	21	6	0	1	0	0	0	241	36-45	174
Total	556	167	404	702	2227	4870	4427	1558	235	59	14	4	0	1	15224		
Percent	3.7%	1.1%	2.7%	4.6%	14.6%	32.0%	29.1%	10.2%	1.5%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00	10:00	07:00	08:00	07:00	06:00	05:00	05:00	06:00	01:00			08:00		
Vol.	84	14	30	56	162	346	363	174	30	11	3	1			1144		
PM Peak	13:00	13:00	13:00	12:00	16:00	16:00	17:00	18:00	18:00	19:00	18:00	14:00		21:00	16:00		
Vol.	28	15	41	63	172	358	284	110	19	6	2	1		1	1014		

Connecticut Counts LLC

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Route 66 West of Silver Street
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/14/18	0	3	1	6	22	57	31	11	3	2	0	0	0	0	136	36-45	88
01:00	0	1	4	1	11	23	16	2	4	1	0	0	0	0	63	36-45	39
02:00	1	0	0	1	0	18	18	8	2	0	0	0	0	0	48	36-45	36
03:00	0	0	0	0	3	12	15	10	1	1	0	0	0	0	42	36-45	27
04:00	7	0	2	2	5	20	26	7	2	1	0	0	0	0	72	36-45	46
05:00	8	1	1	6	9	42	53	36	15	3	**1**	0	**1**	0	176	36-45	95
06:00	36	10	8	9	33	69	99	70	16	6	1	0	0	0	357	39-48	169
07:00	42	8	6	12	52	107	131	80	**23**	5	0	0	0	0	466	36-45	238
08:00	47	11	15	34	62	165	208	76	7	**7**	1	0	0	0	633	36-45	373
09:00	50	24	**43**	**37**	95	240	232	86	8	2	1	0	0	0	818	36-45	472
10:00	**51**	**25**	39	33	**119**	247	257	72	13	0	0	0	0	0	856	36-45	504
11:00	46	22	40	37	105	**266**	**292**	**92**	19	3	1	0	0	0	**923**	36-45	558
12 PM	**34**	**20**	24	50	**175**	305	237	66	8	0	1	0	**1**	0	921	36-45	542
13:00	23	11	**25**	**52**	149	**308**	260	75	21	3	2	0	1	0	**930**	36-45	568
14:00	29	6	25	21	104	283	**318**	**102**	9	5	0	0	0	0	902	36-45	601
15:00	25	7	24	33	103	268	298	99	12	2	1	0	0	0	872	36-45	566
16:00	18	6	21	29	100	249	315	79	13	7	0	1	0	0	838	36-45	564
17:00	19	5	17	35	120	276	297	102	13	7	1	0	0	0	892	36-45	573
18:00	13	10	12	31	99	278	232	65	17	3	2	0	0	0	762	36-45	510
19:00	9	10	13	13	90	228	198	71	9	0	2	0	0	0	643	36-45	426
20:00	10	3	16	24	71	181	160	45	8	1	0	0	0	0	519	36-45	341
21:00	4	2	17	20	76	206	173	43	6	3	1	0	0	0	551	36-45	379
22:00	3	3	5	12	71	188	133	41	12	**8**	**4**	0	1	**10**	491	36-45	321
23:00	1	1	3	5	9	56	102	73	**25**	7	4	**3**	1	0	290	41-50	175
Total	476	189	361	503	1683	4092	4101	1411	266	77	23	4	5	10	13201		
Percent	3.6%	1.4%	2.7%	3.8%	12.7%	31.0%	31.1%	10.7%	2.0%	0.6%	0.2%	0.0%	0.0%	0.1%			
AM Peak	10:00	10:00	09:00	09:00	10:00	11:00	11:00	11:00	07:00	08:00	05:00		05:00		11:00		
Vol.	51	25	43	37	119	266	292	92	23	7	1		1		923		
PM Peak	12:00	12:00	13:00	13:00	12:00	13:00	14:00	14:00	23:00	22:00	22:00	23:00	12:00	22:00	13:00		
Vol.	34	20	25	52	175	308	318	102	25	8	4	3	1	10	930		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/15/18	0	2	0	1	6	31	99	49	12	3	**3**	0	0	0	206	41-50	148
01:00	0	2	0	2	2	26	35	35	5	1	1	0	0	0	109	41-50	70
02:00	1	0	0	1	1	11	26	14	1	1	0	0	0	0	56	41-50	40
03:00	0	0	2	1	2	10	10	6	1	0	1	0	0	0	33	36-45	20
04:00	2	0	1	0	4	2	11	9	3	2	0	0	0	0	34	41-50	20
05:00	5	1	2	1	3	7	36	30	11	5	3	0	0	0	104	41-50	66
06:00	17	2	2	3	0	16	64	71	20	**10**	3	0	0	0	208	41-50	135
07:00	21	2	8	5	5	31	114	76	**36**	9	3	0	0	0	310	41-50	190
08:00	42	4	9	5	19	94	156	112	20	4	1	0	0	0	466	41-50	268
09:00	46	5	14	18	31	152	233	**142**	34	4	1	0	0	0	680	36-45	385
10:00	**60**	**17**	**20**	**29**	76	227	251	124	20	2	2	0	0	0	828	36-45	478
11:00	42	9	17	26	**78**	**231**	**323**	131	23	4	2	0	0	0	**886**	36-45	554
12 PM	**35**	7	17	20	85	249	294	120	22	6	0	0	0	0	855	36-45	543
13:00	21	**10**	15	24	69	259	**308**	124	**27**	6	**4**	0	0	0	867	36-45	567
14:00	26	5	**24**	26	**107**	284	305	84	21	4	0	0	0	0	**886**	36-45	589
15:00	19	8	10	**31**	107	**308**	286	58	5	2	1	0	0	0	835	36-45	594
16:00	12	6	18	26	58	214	306	116	16	**8**	1	0	0	0	781	36-45	520
17:00	15	4	12	16	68	189	277	**125**	21	4	4	0	0	**1**	736	36-45	466
18:00	8	5	16	22	68	208	242	85	25	7	2	0	0	0	688	36-45	450
19:00	6	6	9	14	78	169	218	76	7	2	2	0	0	0	587	36-45	387
20:00	7	3	8	12	34	141	163	72	10	5	2	0	0	0	457	36-45	304
21:00	5	3	8	10	29	97	92	34	4	1	0	0	0	0	283	36-45	189
22:00	0	1	2	5	23	65	77	23	9	2	1	0	0	0	208	36-45	142
23:00	2	0	0	2	8	23	43	19	3	3	1	0	0	0	104	36-45	66
Total	392	102	214	300	961	3044	3969	1735	356	95	38	0	0	1	11207		
Percent	3.5%	0.9%	1.9%	2.7%	8.6%	27.2%	35.4%	15.5%	3.2%	0.8%	0.3%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	11:00	11:00	11:00	09:00	07:00	06:00	00:00				11:00		
Vol.	60	17	20	29	78	231	323	142	36	10	3				886		
PM Peak	12:00	13:00	14:00	15:00	14:00	15:00	13:00	17:00	13:00	16:00	13:00			17:00	14:00		
Vol.	35	10	24	31	107	308	308	125	27	8	4			1	886		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/16/18	0	0	1	2	6	16	15	11	1	0	0	**1**	0	0	53	36-45	31
01:00	0	0	0	2	5	10	13	4	1	0	0	0	0	0	35	36-45	23
02:00	0	0	0	0	5	4	9	4	2	1	0	0	0	0	25	41-50	13
03:00	2	0	0	1	6	8	13	9	1	1	0	0	0	0	41	39-48	22
04:00	9	2	0	2	8	31	43	43	13	3	2	0	0	0	156	41-50	86
05:00	31	2	7	4	35	71	152	119	32	**7**	**4**	0	0	0	464	41-50	271
06:00	76	12	18	36	78	208	303	**181**	**34**	6	1	0	**2**	0	955	36-45	511
07:00	**100**	**17**	**23**	**59**	**162**	295	338	161	22	5	0	0	0	0	1182	36-45	633
08:00	62	6	13	33	128	**351**	**402**	170	34	3	0	0	0	0	**1202**	36-45	753
09:00	67	10	18	33	140	264	253	105	16	4	0	0	0	0	910	36-45	517
10:00	5	2	7	3	39	59	61	30	7	2	1	0	0	0	216	36-45	120
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	352	51	87	175	612	1317	1602	837	163	32	8	1	2	0	5239		
Percent	6.7%	1.0%	1.7%	3.3%	11.7%	25.1%	30.6%	16.0%	3.1%	0.6%	0.2%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	08:00	06:00	06:00	05:00	05:00	00:00	06:00		08:00		
Vol.	100	17	23	59	162	351	402	181	34	7	4	1	2		1202		
PM Peak Vol.																	
Total	2387	711	1529	2494	8086	19560	20475	7784	1416	354	98	13	9	13	64929		
Percent	3.7%	1.1%	2.4%	3.8%	12.5%	30.1%	31.5%	12.0%	2.2%	0.5%	0.2%	0.0%	0.0%	0.0%			

15th Percentile :	31 MPH
50th Percentile :	39 MPH
85th Percentile :	44 MPH
95th Percentile :	49 MPH

Stats		
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	40035
	Percent in Pace :	61.7%
	Number of Vehicles > 40 MPH :	30162
	Percent of Vehicles > 40 MPH :	46.5%
	Mean Speed(Average) :	39 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	1	0	3	16	89	185	226	84	28	3	1	0	0	636	41-50	411
13:00	1	1	0	5	15	**109**	193	195	103	48	7	1	0	0	678	41-50	388
14:00	0	2	2	3	**19**	85	197	238	166	51	13	0	0	0	776	41-50	435
15:00	2	2	3	**6**	16	81	**248**	363	243	87	5	1	1	0	1058	41-50	611
16:00	1	1	1	0	6	63	239	**447**	294	112	4	0	1	0	**1169**	46-55	741
17:00	0	0	1	0	3	57	217	422	**308**	**127**	**22**	**2**	0	0	1159	46-55	730
18:00	0	1	2	0	6	57	184	309	218	83	17	2	**2**	0	881	46-55	527
19:00	**5**	**6**	**6**	5	8	45	158	300	182	24	8	0	1	0	748	46-55	482
20:00	0	1	1	4	9	55	139	233	133	23	8	1	0	0	607	41-50	372
21:00	0	1	1	3	15	57	111	164	32	10	10	1	0	0	405	41-50	275
22:00	0	0	0	3	2	30	51	89	32	7	4	0	0	0	218	41-50	140
23:00	0	0	0	1	2	10	39	65	37	8	8	1	0	0	171	41-50	104
Total	9	16	17	33	117	738	1961	3051	1832	608	109	10	5	0	8506		
Percent	0.1%	0.2%	0.2%	0.4%	1.4%	8.7%	23.1%	35.9%	21.5%	7.1%	1.3%	0.1%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 5	19:00 6	19:00 6	15:00 6	14:00 19	13:00 109	15:00 248	16:00 447	17:00 308	17:00 127	17:00 22	17:00 2	18:00 2		16:00 1169		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	0	1	14	34	41	3	5	**5**	2	0	0	105	41-50	75
01:00	0	0	0	1	1	14	11	20	4	4	1	2	0	0	58	41-50	31
02:00	0	0	0	0	0	9	14	13	5	3	1	0	0	0	45	41-50	27
03:00	0	0	0	0	1	8	8	6	4	2	3	**3**	0	0	35	36-45	16
04:00	0	0	0	0	1	3	12	6	15	1	3	1	0	0	42	46-55	21
05:00	0	0	0	1	1	8	23	25	16	10	1	1	0	0	86	41-50	48
06:00	0	0	0	1	1	6	32	81	58	19	4	1	0	0	203	46-55	139
07:00	**1**	0	0	**8**	11	34	86	208	**165**	**37**	5	2	0	0	557	46-55	373
08:00	0	0	0	7	9	52	119	**227**	115	37	1	1	0	0	568	41-50	346
09:00	1	**3**	**3**	5	21	59	149	218	101	21	3	3	0	0	587	41-50	367
10:00	0	2	2	7	17	77	177	183	111	17	5	0	0	0	598	41-50	360
11:00	1	3	3	7	**25**	**117**	**224**	200	74	15	1	0	0	0	**670**	41-50	424
12 PM	2	4	4	3	18	**107**	236	238	73	23	3	1	0	0	712	41-50	474
13:00	0	2	2	**14**	15	91	230	246	97	26	3	**4**	0	0	730	41-50	476
14:00	0	3	3	6	27	87	227	269	136	40	**6**	0	0	0	804	41-50	496
15:00	0	**5**	**5**	14	23	107	303	411	185	**51**	5	1	0	0	1110	41-50	714
16:00	1	3	3	9	**28**	100	335	**517**	**271**	28	2	1	0	0	**1298**	41-50	852
17:00	2	1	1	3	22	98	**339**	502	237	24	3	3	0	0	1235	41-50	841
18:00	**4**	3	3	9	14	81	237	353	172	23	1	1	0	0	901	41-50	590
19:00	2	4	4	3	8	54	168	270	105	24	2	0	0	0	644	41-50	438
20:00	2	3	3	2	12	97	162	230	73	20	1	1	0	0	606	41-50	392
21:00	0	1	1	3	9	72	130	174	71	19	1	0	0	0	481	41-50	304
22:00	0	0	0	1	5	26	75	102	45	19	1	0	0	0	274	41-50	177
23:00	0	0	0	0	7	15	60	80	18	21	5	3	0	0	209	41-50	140
Total	16	37	37	104	277	1336	3391	4620	2154	489	66	31	0	0	12558		
Percent	0.1%	0.3%	0.3%	0.8%	2.2%	10.6%	27.0%	36.8%	17.2%	3.9%	0.5%	0.2%	0.0%	0.0%			
AM Peak	07:00	09:00	09:00	07:00	11:00	11:00	11:00	08:00	07:00	07:00	00:00	03:00			11:00		
Vol.	1	3	3	8	25	117	224	227	165	37	5	3			670		
PM Peak	18:00	15:00	15:00	13:00	16:00	12:00	17:00	16:00	16:00	15:00	14:00	13:00			16:00		
Vol.	4	5	5	14	28	107	339	517	271	51	6	4			1298		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	1	0	16	30	32	6	8	2	1	0	0	96	41-50	62
01:00	0	0	0	0	0	13	24	16	2	6	**6**	0	0	0	67	41-50	40
02:00	0	0	0	0	1	8	8	14	3	3	3	2	0	0	42	41-50	22
03:00	0	0	0	0	2	6	14	12	6	2	1	0	0	0	43	41-50	26
04:00	0	0	0	1	0	10	19	5	10	0	5	**4**	0	0	54	36-45	29
05:00	0	0	0	1	2	11	42	21	26	5	2	2	**1**	0	113	41-50	63
06:00	0	0	0	1	6	20	91	102	75	10	5	1	0	0	311	41-50	193
07:00	0	0	0	7	10	43	130	225	**120**	**26**	4	2	0	0	567	41-50	355
08:00	0	0	0	2	15	42	118	**227**	105	22	0	3	0	0	534	41-50	345
09:00	0	2	2	6	14	31	122	217	74	18	2	1	0	0	489	41-50	339
10:00	0	0	0	8	17	74	141	217	71	22	2	2	0	0	554	41-50	358
11:00	**2**	**5**	**5**	**11**	**42**	**127**	**209**	159	57	9	6	1	0	0	**633**	41-50	368
12 PM	**1**	3	3	**11**	16	104	249	213	75	9	**13**	2	0	0	699	41-50	462
13:00	0	2	2	6	14	99	222	270	102	27	4	0	0	0	748	41-50	492
14:00	0	3	3	8	21	85	292	316	136	22	3	**3**	0	0	892	41-50	608
15:00	0	2	2	5	**23**	114	313	434	192	25	5	3	0	0	1118	41-50	747
16:00	1	2	2	6	20	101	291	**569**	**243**	26	8	1	0	0	1270	41-50	860
17:00	0	2	2	4	15	**141**	**409**	521	216	27	8	2	0	0	**1347**	41-50	930
18:00	0	4	4	3	12	48	294	407	180	28	6	1	0	0	987	41-50	701
19:00	0	**5**	**5**	1	13	37	172	236	131	**50**	3	1	**1**	0	655	41-50	408
20:00	0	4	4	2	2	64	204	213	120	33	3	2	0	0	651	41-50	417
21:00	0	1	1	2	11	64	191	124	41	17	5	0	0	0	457	41-50	315
22:00	1	2	2	7	4	53	143	97	52	26	1	3	0	0	391	41-50	240
23:00	0	3	3	3	7	34	77	83	28	20	2	0	0	0	260	41-50	160
Total	5	40	40	96	267	1345	3805	4730	2071	441	99	37	2	0	12978		
Percent	0.0%	0.3%	0.3%	0.7%	2.1%	10.4%	29.3%	36.4%	16.0%	3.4%	0.8%	0.3%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	07:00	07:00	01:00	04:00	05:00		11:00		
Vol.	2	5	5	11	42	127	209	227	120	26	6	4	1		633		
PM Peak	12:00	19:00	19:00	12:00	15:00	17:00	17:00	16:00	16:00	19:00	12:00	14:00	19:00		17:00		
Vol.	1	5	5	11	23	141	409	569	243	50	13	3	1		1347		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	1	1	2	4	17	71	78	27	8	3	1	0	0	213	41-50	149
01:00	0	0	0	2	3	20	28	27	15	5	**8**	1	0	0	109	41-50	55
02:00	0	0	0	0	2	8	18	19	11	0	0	1	**1**	0	60	41-50	37
03:00	0	0	0	0	2	6	18	13	14	4	3	0	1	0	61	41-50	31
04:00	0	0	0	0	0	6	20	10	16	1	3	1	0	0	57	41-50	30
05:00	0	0	0	0	3	9	24	11	15	7	5	**3**	0	0	77	41-50	35
06:00	0	1	1	0	3	11	25	30	36	7	5	2	0	0	121	46-55	66
07:00	0	0	0	0	3	4	87	104	68	11	5	3	0	0	285	41-50	191
08:00	**1**	2	2	2	8	14	134	198	89	30	3	3	0	0	486	41-50	332
09:00	0	2	2	8	7	28	199	229	95	29	3	0	0	0	602	41-50	428
10:00	0	**3**	**3**	8	12	43	209	271	122	**38**	4	0	1	0	714	41-50	480
11:00	0	0	0	**14**	**17**	**68**	**253**	**308**	**139**	34	0	1	0	0	**834**	41-50	561
12 PM	0	2	2	6	18	**97**	**268**	306	**187**	27	**10**	2	0	0	**925**	41-50	574
13:00	1	1	1	**13**	15	92	268	291	165	33	5	0	0	0	885	41-50	559
14:00	0	2	2	8	13	56	259	308	126	28	5	1	0	0	808	41-50	567
15:00	1	1	1	5	**22**	55	246	299	145	36	0	0	0	0	811	41-50	545
16:00	0	0	0	6	8	29	233	**323**	171	**50**	4	**3**	0	0	827	41-50	556
17:00	**2**	**6**	**6**	6	9	41	207	271	140	40	0	1	**1**	0	730	41-50	478
18:00	2	4	4	5	13	49	177	269	135	23	1	0	0	0	682	41-50	446
19:00	2	1	1	3	6	22	153	210	108	29	0	1	1	0	537	41-50	363
20:00	1	1	1	6	9	41	216	177	49	30	2	1	0	0	534	41-50	393
21:00	0	1	1	5	9	58	161	148	43	23	1	0	0	0	450	41-50	309
22:00	0	0	0	1	6	32	121	101	56	21	0	2	0	0	340	41-50	222
23:00	0	0	0	2	2	38	110	89	34	5	5	1	0	0	286	41-50	199
Total	10	28	28	102	194	844	3505	4090	2006	519	75	28	5	0	11434		
Percent	0.1%	0.2%	0.2%	0.9%	1.7%	7.4%	30.7%	35.8%	17.5%	4.5%	0.7%	0.2%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	01:00	05:00	02:00		11:00		
Vol.	1	3	3	14	17	68	253	308	139	38	8	3	1		834		
PM Peak	17:00	17:00	17:00	13:00	15:00	12:00	12:00	16:00	12:00	16:00	12:00	16:00	17:00		12:00		
Vol.	2	6	6	13	22	97	268	323	187	50	10	3	1		925		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	1	16	**54**	**65**	12	**13**	**3**	**1**	0	0	**165**	41-50	119
01:00	0	0	0	**3**	**2**	**18**	25	37	**16**	4	3	0	0	0	108	41-50	62
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	3	3	34	79	102	28	17	6	1	0	0	273		
Percent	0.0%	0.0%	0.0%	1.1%	1.1%	12.5%	28.9%	37.4%	10.3%	6.2%	2.2%	0.4%	0.0%	0.0%			
AM Peak				01:00	01:00	01:00	00:00	00:00	01:00	00:00	00:00	00:00			00:00		
Vol.				3	2	18	54	65	16	13	3	1			165		
PM Peak Vol.																	
Total	40	121	122	338	858	4297	12741	16593	8091	2074	355	107	12	0	45749		
Percent	0.1%	0.3%	0.3%	0.7%	1.9%	9.4%	27.8%	36.3%	17.7%	4.5%	0.8%	0.2%	0.0%	0.0%			

15th Percentile :	40 MPH
50th Percentile :	46 MPH
85th Percentile :	52 MPH
95th Percentile :	55 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	29334
Percent in Pace :	64.1%
Number of Vehicles > 40 MPH :	39973
Percent of Vehicles > 40 MPH :	87.4%
Mean Speed(Average) :	47 MPH

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	1	0	**22**	94	226	199	63	19	3	0	0	0	0	627	36-45	425
13:00	**1**	2	1	8	109	**230**	191	78	7	4	0	0	0	0	631	36-45	421
14:00	1	2	1	16	96	208	**235**	75	22	4	0	0	0	0	660	36-45	443
15:00	1	2	1	19	**113**	216	185	80	16	4	**2**	0	0	0	639	36-45	401
16:00	0	2	1	13	111	205	206	**106**	21	**6**	1	**1**	0	0	673	36-45	411
17:00	0	0	0	18	107	229	203	91	19	6	1	0	0	0	**674**	36-45	432
18:00	1	1	2	10	69	190	176	102	**24**	1	1	0	0	0	577	36-45	366
19:00	0	2	**4**	11	57	153	170	49	11	4	0	0	0	0	461	36-45	323
20:00	0	**3**	2	17	59	134	102	35	9	3	0	1	**1**	0	366	36-45	236
21:00	1	1	2	6	41	108	46	19	8	2	0	0	0	0	234	36-45	154
22:00	1	0	1	3	20	62	63	22	9	3	0	0	0	0	184	36-45	125
23:00	1	0	0	1	12	38	25	15	5	0	0	1	0	0	98	36-45	63
Total	7	16	15	144	888	1999	1801	735	170	40	5	3	1	0	5824		
Percent	0.1%	0.3%	0.3%	2.5%	15.2%	34.3%	30.9%	12.6%	2.9%	0.7%	0.1%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 1	20:00 3	19:00 4	12:00 22	15:00 113	13:00 230	14:00 235	16:00 106	18:00 24	16:00 6	15:00 2	16:00 1	20:00 1		17:00 674		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	2	4	7	13	8	2	1	0	0	0	0	37	39-48	21
01:00	0	0	0	0	3	11	7	3	2	0	0	0	0	0	26	36-45	18
02:00	0	0	0	1	2	9	6	4	3	0	1	0	0	0	26	36-45	15
03:00	0	0	0	1	6	10	2	3	2	1	0	0	0	0	25	31-40	16
04:00	0	0	0	1	10	25	31	13	12	1	1	**1**	0	0	95	36-45	56
05:00	0	0	0	1	18	60	114	91	36	**10**	1	0	0	0	331	41-50	205
06:00	1	2	8	10	45	199	294	**178**	**50**	6	**2**	0	0	0	795	36-45	493
07:00	6	14	23	**86**	**234**	**409**	**302**	96	14	1	0	0	0	0	**1185**	36-45	711
08:00	**10**	**16**	**40**	78	182	336	267	83	17	3	1	0	0	0	1033	36-45	603
09:00	0	0	1	19	120	283	230	87	15	2	0	0	**1**	0	758	36-45	513
10:00	1	1	4	17	95	242	189	61	13	3	0	0	0	0	626	36-45	431
11:00	1	2	1	17	111	236	174	45	16	0	0	0	0	0	603	36-45	410
12 PM	2	1	3	34	127	213	177	59	8	0	0	0	0	0	624	36-45	390
13:00	0	0	1	18	116	192	196	60	19	3	1	0	0	0	606	36-45	388
14:00	**3**	1	7	38	145	230	206	69	12	1	1	0	0	0	713	36-45	436
15:00	0	2	3	**49**	**163**	**249**	189	64	16	3	1	0	0	0	739	36-45	438
16:00	2	4	6	30	152	249	**225**	**75**	9	1	0	1	0	0	**754**	36-45	474
17:00	1	**5**	**11**	42	155	242	173	61	14	**5**	1	0	0	0	710	36-45	415
18:00	2	1	4	13	121	193	202	57	13	1	0	**2**	0	0	609	36-45	395
19:00	0	1	2	17	63	148	158	67	**24**	2	0	0	0	0	482	36-45	306
20:00	1	1	0	15	58	124	92	35	6	1	0	0	0	0	333	36-45	216
21:00	0	4	0	10	32	116	60	28	12	0	0	0	0	0	262	36-45	176
22:00	0	0	0	2	15	79	51	17	4	0	**2**	0	0	0	170	36-45	130
23:00	1	0	3	6	19	33	25	14	7	1	0	0	0	0	109	36-45	58
Total	31	55	117	507	1996	3895	3383	1278	326	46	12	4	1	0	11651		
Percent	0.3%	0.5%	1.0%	4.4%	17.1%	33.4%	29.0%	11.0%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	07:00	07:00	06:00	06:00	05:00	06:00	04:00	09:00		07:00		
Vol.	10	16	40	86	234	409	302	178	50	10	2	1	1		1185		
PM Peak	14:00	17:00	17:00	15:00	15:00	15:00	16:00	16:00	19:00	17:00	22:00	18:00			16:00		
Vol.	3	5	11	49	163	249	225	75	24	5	2	2			754		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	1	8	21	9	10	4	0	0	0	0	0	53	34-43	30
01:00	0	0	0	1	4	13	7	3	1	0	0	0	0	0	29	36-45	20
02:00	0	0	0	1	0	5	6	7	2	1	0	0	0	0	22	40-49	13
03:00	0	0	0	2	5	6	4	6	3	0	1	0	0	0	27	31-40	11
04:00	0	0	0	2	8	15	28	22	12	**5**	0	0	0	0	92	41-50	50
05:00	0	1	0	1	25	79	121	83	27	5	**3**	0	0	0	345	41-50	204
06:00	0	7	19	36	84	210	276	**125**	**37**	5	2	0	0	0	801	36-45	486
07:00	**9**	**25**	**44**	**101**	**224**	**379**	**286**	87	20	0	1	0	0	0	**1176**	36-45	665
08:00	2	1	9	49	190	342	272	85	19	3	1	0	0	0	973	36-45	614
09:00	2	0	1	17	144	254	258	79	16	3	0	0	0	0	774	36-45	512
10:00	2	2	4	36	162	239	153	52	7	2	0	0	0	0	659	31-40	401
11:00	1	2	10	37	183	235	94	30	5	0	0	0	0	0	597	31-40	418
12 PM	0	5	4	20	118	250	182	71	17	1	0	**1**	0	0	669	36-45	432
13:00	**2**	1	7	27	135	249	205	53	8	2	0	0	0	0	689	36-45	454
14:00	1	0	2	34	127	258	**206**	57	8	2	0	0	0	0	695	36-45	464
15:00	2	**7**	**10**	**52**	**154**	**278**	193	55	15	2	**1**	0	0	0	**769**	36-45	471
16:00	0	2	2	13	149	265	173	**72**	13	1	1	0	0	0	691	36-45	438
17:00	0	3	2	25	108	271	205	68	11	**8**	0	0	0	0	701	36-45	476
18:00	0	2	1	15	82	233	190	65	**21**	4	0	1	0	0	614	36-45	423
19:00	0	1	1	19	76	217	154	44	14	2	0	0	0	0	528	36-45	371
20:00	1	0	0	8	80	174	120	35	11	2	1	0	0	0	432	36-45	294
21:00	0	1	1	11	84	165	81	31	4	3	0	0	0	0	381	31-40	249
22:00	0	1	1	4	48	83	76	23	7	2	1	0	0	0	246	36-45	159
23:00	0	0	1	9	27	78	66	27	13	2	0	1	0	0	224	36-45	144
Total	22	61	119	521	2225	4319	3365	1190	295	55	12	3	0	0	12187		
Percent	0.2%	0.5%	1.0%	4.3%	18.3%	35.4%	27.6%	9.8%	2.4%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	06:00	04:00	05:00				07:00		
Vol.	9	25	44	101	224	379	286	125	37	5	3				1176		
PM Peak	13:00	15:00	15:00	15:00	15:00	15:00	14:00	16:00	18:00	17:00	15:00	12:00			15:00		
Vol.	2	7	10	52	154	278	206	72	21	8	1	1			769		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
Station ID: 4683

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	1	19	52	26	14	6	2	0	0	0	0	120	36-45	78
01:00	0	1	0	2	14	25	28	5	3	2	0	0	0	0	80	36-45	53
02:00	0	0	0	0	4	14	20	6	2	1	0	0	0	0	47	36-45	34
03:00	0	0	1	0	2	11	7	6	1	0	0	0	0	0	28	36-45	18
04:00	0	0	0	1	5	8	16	13	3	0	0	0	0	0	46	41-50	29
05:00	0	0	0	1	8	27	55	38	14	4	**3**	0	0	0	150	41-50	93
06:00	1	1	0	2	16	60	91	60	36	4	0	0	0	0	271	41-50	151
07:00	0	0	1	2	22	101	169	**95**	**41**	3	0	0	0	0	434	36-45	270
08:00	0	3	0	8	45	152	212	92	24	**5**	0	0	0	0	541	36-45	364
09:00	0	3	0	14	89	233	**268**	86	28	4	0	0	0	0	725	36-45	501
10:00	1	1	**10**	24	138	272	261	82	15	5	0	0	0	0	809	36-45	533
11:00	**2**	**4**	10	**34**	**151**	**308**	214	75	21	2	0	0	0	0	**821**	36-45	522
12 PM	0	2	2	17	105	289	236	**85**	15	**8**	**1**	0	0	0	760	36-45	525
13:00	0	0	0	**19**	116	**306**	230	65	10	2	0	0	0	0	748	36-45	536
14:00	**2**	1	**5**	13	92	287	239	69	**23**	2	1	0	0	0	734	36-45	526
15:00	2	**6**	0	18	113	294	**253**	64	19	0	1	0	0	0	**770**	36-45	547
16:00	0	2	4	17	**131**	269	199	76	8	2	0	0	0	0	708	36-45	468
17:00	0	3	0	8	80	277	233	62	15	4	0	0	0	0	682	36-45	510
18:00	0	1	1	14	98	204	188	50	12	3	0	0	0	0	571	36-45	392
19:00	0	1	4	8	68	155	133	52	16	4	1	0	0	0	442	36-45	288
20:00	2	2	1	17	67	142	106	41	8	1	0	0	0	0	387	36-45	248
21:00	0	2	0	7	65	122	78	20	3	2	0	0	0	0	299	36-45	200
22:00	0	0	0	13	73	137	94	21	8	0	0	0	0	0	346	36-45	231
23:00	0	0	0	6	27	83	54	16	6	1	1	0	0	0	194	36-45	137
Total	10	33	39	246	1548	3828	3410	1193	337	61	8	0	0	0	10713		
Percent	0.1%	0.3%	0.4%	2.3%	14.4%	35.7%	31.8%	11.1%	3.1%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	09:00	07:00	07:00	08:00	05:00				11:00		
Vol.	2	4	10	34	151	308	268	95	41	5	3				821		
PM Peak	14:00	15:00	14:00	13:00	16:00	13:00	15:00	12:00	14:00	12:00	12:00				15:00		
Vol.	2	6	5	19	131	306	253	85	23	8	1				770		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	**8**	**27**	**46**	**36**	**13**	**2**	**1**	0	0	0	0	**133**	36-45	82
01:00	0	0	**2**	4	15	19	21	3	0	0	0	0	0	0	64	36-45	40
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	2	12	42	65	57	16	2	1	0	0	0	0	197		
Percent	0.0%	0.0%	1.0%	6.1%	21.3%	33.0%	28.9%	8.1%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak			01:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00					00:00		
Vol.			2	8	27	46	36	13	2	1					133		
PM Peak Vol.																	
Total	70	165	292	1430	6699	14106	12016	4412	1130	203	37	10	2	0	40572		
Percent	0.2%	0.4%	0.7%	3.5%	16.5%	34.8%	29.6%	10.9%	2.8%	0.5%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	33 MPH
50th Percentile :	39 MPH
85th Percentile :	44 MPH
95th Percentile :	49 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	26122
Percent in Pace :	64.4%
Number of Vehicles > 40 MPH :	17810
Percent of Vehicles > 40 MPH :	43.9%
Mean Speed(Average) :	40 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	2	6	12	97	209	227	89	20	2	0	0	0	0	664	36-45	436
13:00	0	3	4	23	87	206	172	112	28	5	0	0	0	0	640	36-45	378
14:00	0	3	8	28	76	203	213	141	36	8	3	0	0	0	719	36-45	416
15:00	1	1	4	29	99	296	392	208	67	5	2	**1**	0	0	1105	36-45	688
16:00	1	0	**10**	**35**	**118**	**315**	473	231	57	**9**	2	1	0	0	**1252**	36-45	788
17:00	1	0	7	17	94	295	**488**	**246**	**70**	7	1	0	0	0	1226	36-45	783
18:00	1	3	3	7	41	246	364	201	62	5	**4**	0	0	0	937	36-45	610
19:00	**5**	**6**	5	8	42	164	245	155	41	4	0	1	0	0	676	36-45	409
20:00	0	1	4	9	49	165	188	101	26	1	0	0	0	0	544	36-45	353
21:00	0	1	3	15	55	135	127	40	11	4	0	0	0	0	391	36-45	262
22:00	0	0	3	2	30	69	76	36	5	5	1	0	0	0	227	36-45	145
23:00	0	0	1	2	7	61	65	37	6	2	1	0	**1**	0	183	36-45	126
Total	9	20	58	187	795	2364	3030	1597	429	57	14	3	1	0	8564		
Percent	0.1%	0.2%	0.7%	2.2%	9.3%	27.6%	35.4%	18.6%	5.0%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 5	19:00 6	16:00 10	16:00 35	16:00 118	16:00 315	17:00 488	17:00 246	17:00 70	16:00 9	18:00 4	15:00 1	23:00 1		16:00 1252		

Connecticut Counts LLC

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Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	1	9	39	31	11	3	0	0	0	0	0	94	36-45	70
01:00	0	0	1	1	7	18	17	7	3	1	0	0	0	0	55	36-45	35
02:00	0	0	0	0	4	11	1	1	0	0	1	0	**1**	0	19	31-40	15
03:00	0	0	0	1	4	6	7	6	0	0	0	0	0	0	24	36-45	13
04:00	0	0	0	1	4	10	12	4	0	0	0	0	0	0	31	36-45	22
05:00	0	0	1	1	5	18	28	14	9	3	0	0	0	0	79	36-45	46
06:00	0	0	1	1	10	42	100	70	28	**6**	1	0	1	0	260	41-50	170
07:00	**1**	0	**8**	11	52	112	**176**	**140**	**48**	6	**4**	0	0	0	558	41-50	316
08:00	0	0	7	9	42	137	173	83	23	6	0	0	0	0	480	36-45	310
09:00	1	**3**	5	21	54	161	166	90	22	3	0	0	0	0	526	36-45	327
10:00	0	2	7	17	65	191	140	89	14	1	0	0	0	**1**	527	36-45	331
11:00	1	3	7	**25**	**115**	**237**	176	56	15	1	0	0	1	0	**637**	36-45	413
12 PM	2	4	3	18	**107**	258	207	65	16	0	0	0	0	0	680	36-45	465
13:00	0	2	**14**	15	86	227	209	77	19	4	**2**	0	0	0	655	36-45	436
14:00	0	3	6	27	78	244	247	116	36	4	0	0	0	0	761	36-45	491
15:00	0	**5**	14	23	92	315	372	160	**55**	6	1	0	0	0	1043	36-45	687
16:00	1	3	9	**28**	91	355	464	224	41	**7**	0	0	0	0	1223	36-45	819
17:00	2	1	3	22	92	**388**	**469**	**225**	32	4	0	0	0	0	**1238**	36-45	857
18:00	**4**	3	9	14	77	259	329	155	32	5	1	0	0	0	888	36-45	588
19:00	2	4	3	8	54	196	241	104	31	5	1	0	0	0	649	36-45	437
20:00	2	3	2	12	78	172	190	76	19	2	0	0	0	0	556	36-45	362
21:00	0	1	3	9	42	147	137	47	15	2	1	0	0	**1**	405	36-45	284
22:00	0	0	1	5	31	79	80	36	14	3	0	0	0	0	249	36-45	159
23:00	0	0	0	7	17	60	73	22	7	1	0	0	0	0	187	36-45	133
Total	16	37	104	277	1216	3682	4045	1878	482	70	12	0	3	2	11824		
Percent	0.1%	0.3%	0.9%	2.3%	10.3%	31.1%	34.2%	15.9%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	11:00	11:00	11:00	07:00	07:00	07:00	06:00	07:00		02:00	10:00	11:00		
Vol.	1	3	8	25	115	237	176	140	48	6	4		1	1	637		
PM Peak	18:00	15:00	13:00	16:00	12:00	17:00	17:00	17:00	15:00	16:00	13:00			21:00	17:00		
Vol.	4	5	14	28	107	388	469	225	55	7	2			1	1238		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	1	0	13	45	32	15	4	2	1	0	0	0	113	36-45	77
01:00	0	0	0	0	7	24	12	7	1	**4**	0	0	0	0	55	36-45	36
02:00	0	0	0	1	0	9	7	3	1	0	0	0	0	0	21	36-45	16
03:00	0	0	0	2	2	6	4	2	0	1	0	0	0	0	17	35-44	10
04:00	0	0	1	0	2	13	12	4	2	0	0	0	0	0	34	36-45	25
05:00	0	0	1	2	6	25	26	16	13	1	0	**1**	0	0	91	36-45	51
06:00	0	0	1	6	21	71	83	63	20	3	2	0	0	0	270	36-45	154
07:00	0	0	7	10	44	134	**200**	**102**	**34**	3	**3**	0	0	0	537	36-45	334
08:00	0	0	2	15	40	119	197	90	19	3	2	0	0	0	487	36-45	316
09:00	0	2	6	14	38	134	190	81	21	2	2	0	0	0	490	36-45	324
10:00	0	0	8	17	85	170	183	63	13	2	0	0	**1**	0	542	36-45	353
11:00	**2**	**5**	**11**	**42**	**117**	**238**	154	40	12	1	0	0	0	0	**622**	36-45	392
12 PM	**1**	3	**11**	16	93	226	206	74	18	0	0	0	0	0	648	36-45	432
13:00	0	2	6	14	81	232	265	103	19	1	0	0	0	0	723	36-45	497
14:00	0	3	8	21	88	287	289	115	25	6	1	0	0	0	843	36-45	576
15:00	0	2	5	**23**	112	333	412	174	41	3	0	0	0	0	1105	36-45	745
16:00	1	2	6	20	91	315	**527**	**225**	**58**	7	**3**	0	0	0	1255	36-45	842
17:00	0	2	4	15	**142**	**419**	486	187	40	2	1	0	0	0	**1298**	36-45	905
18:00	0	4	3	12	44	299	386	192	50	7	1	0	0	0	998	36-45	685
19:00	0	**5**	1	13	40	161	216	124	45	**9**	1	**1**	0	0	616	36-45	377
20:00	0	4	2	2	52	173	189	106	14	5	2	0	0	0	549	36-45	362
21:00	0	1	2	11	70	164	141	47	6	0	0	0	0	0	442	36-45	305
22:00	1	2	7	4	45	120	105	24	12	1	0	0	0	0	321	36-45	225
23:00	0	3	3	7	37	64	83	33	9	1	1	0	0	0	241	36-45	147
Total	5	40	96	267	1270	3781	4405	1890	477	64	20	2	1	0	12318		
Percent	0.0%	0.3%	0.8%	2.2%	10.3%	30.7%	35.8%	15.3%	3.9%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	01:00	07:00	05:00	10:00		11:00		
Vol.	2	5	11	42	117	238	200	102	34	4	3	1	1		622		
PM Peak	12:00	19:00	12:00	15:00	17:00	17:00	16:00	16:00	16:00	19:00	16:00	19:00			17:00		
Vol.	1	5	11	23	142	419	527	225	58	9	3	1			1298		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	1	2	4	22	59	56	23	6	1	0	0	0	0	174	36-45	115
01:00	0	0	2	3	8	26	29	15	3	2	0	0	0	0	88	36-45	55
02:00	0	0	0	2	7	12	20	5	4	3	**3**	**1**	0	0	57	36-45	32
03:00	0	0	0	2	3	10	8	5	3	1	0	1	0	**1**	34	36-45	18
04:00	0	0	0	0	7	8	8	3	1	0	0	0	0	0	27	34-43	16
05:00	0	0	0	3	4	11	26	8	4	1	0	0	0	0	57	36-45	37
06:00	0	1	0	3	7	22	39	30	12	3	1	0	0	0	118	41-50	69
07:00	0	0	0	3	11	71	111	64	23	**7**	3	0	0	0	293	36-45	182
08:00	**1**	2	2	8	22	107	172	76	19	6	0	0	0	0	415	36-45	279
09:00	0	2	8	7	35	162	199	114	**35**	4	2	0	0	0	568	36-45	361
10:00	0	**3**	8	12	55	187	247	126	35	6	1	1	0	0	681	36-45	434
11:00	0	0	**14**	**17**	**65**	**240**	**288**	**128**	31	4	1	0	0	0	**788**	36-45	528
12 PM	0	2	6	18	95	253	292	**163**	46	5	0	0	**1**	0	**881**	36-45	545
13:00	1	1	**13**	15	**107**	**259**	**309**	135	32	5	0	0	0	0	877	36-45	568
14:00	0	2	8	13	82	257	269	129	37	6	**2**	0	0	0	805	36-45	526
15:00	1	1	5	**22**	51	230	273	158	41	4	1	0	0	0	787	36-45	503
16:00	0	0	6	8	42	204	304	147	**49**	7	1	0	0	0	768	36-45	508
17:00	**2**	**6**	6	9	46	195	238	131	32	5	2	**1**	0	0	673	36-45	433
18:00	2	4	5	13	42	164	242	114	28	**9**	1	0	0	0	624	36-45	406
19:00	2	1	3	6	39	160	168	92	19	4	0	1	0	0	495	36-45	328
20:00	1	1	6	9	54	169	141	53	23	2	0	0	0	0	459	36-45	310
21:00	0	1	5	9	62	145	128	43	8	3	0	0	0	0	404	36-45	273
22:00	0	0	1	6	47	110	104	26	12	0	0	0	0	0	306	36-45	214
23:00	0	0	2	2	29	100	90	32	7	1	1	0	0	0	264	36-45	190
Total	10	28	102	194	942	3161	3761	1820	510	89	19	5	1	1	10643		
Percent	0.1%	0.3%	1.0%	1.8%	8.9%	29.7%	35.3%	17.1%	4.8%	0.8%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	07:00	02:00	02:00		03:00	11:00		
Vol.	1	3	14	17	65	240	288	128	35	7	3	1		1	788		
PM Peak	17:00	17:00	13:00	15:00	13:00	13:00	13:00	12:00	16:00	18:00	14:00	17:00	12:00		12:00		
Vol.	2	6	13	22	107	259	309	163	49	9	2	1	1		881		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	1	13	48	43	15	5	4	**1**	0	0	0	130	36-45	91
01:00	0	0	3	2	5	27	29	9	0	2	0	0	0	0	77	36-45	56
02:00	0	0	0	1	8	19	18	6	1	3	0	0	0	0	56	36-45	37
03:00	0	0	0	0	2	11	8	2	2	0	1	0	0	0	26	36-45	19
04:00	0	0	0	3	2	4	9	4	0	1	0	0	0	0	23	41-50	13
05:00	0	0	1	1	1	7	15	14	5	2	0	0	**1**	0	47	41-50	29
06:00	0	0	0	2	1	25	36	35	11	0	0	0	0	0	110	41-50	71
07:00	**1**	0	0	3	15	56	70	36	16	**5**	0	**1**	0	0	203	36-45	126
08:00	1	0	2	2	26	76	105	57	15	3	0	0	0	0	287	36-45	181
09:00	0	**4**	**5**	9	45	134	154	64	15	4	0	0	0	0	434	36-45	288
10:00	1	1	3	7	67	142	206	94	22	3	1	0	0	0	547	36-45	348
11:00	1	1	1	**21**	**81**	**253**	**248**	**105**	**23**	4	0	0	0	0	**738**	36-45	501
12 PM	0	1	5	10	58	257	**279**	127	27	7	1	0	0	0	772	36-45	536
13:00	2	3	5	**21**	**90**	**276**	269	126	20	4	1	0	0	0	**817**	36-45	545
14:00	0	**4**	2	14	83	232	252	131	38	9	0	0	0	0	765	36-45	484
15:00	0	0	4	13	55	197	261	**170**	46	8	0	0	**1**	0	755	36-45	458
16:00	2	1	3	4	42	173	257	149	41	**10**	0	**2**	0	0	684	36-45	430
17:00	2	0	4	10	32	147	216	146	**48**	7	2	0	0	0	614	36-45	363
18:00	1	1	3	7	27	150	234	140	40	7	2	0	0	0	612	36-45	384
19:00	**3**	3	**7**	6	30	97	162	93	25	4	1	2	0	0	433	36-45	259
20:00	0	0	0	7	32	109	131	59	19	4	0	0	0	0	361	36-45	240
21:00	2	1	1	4	30	97	80	37	9	4	0	0	0	0	265	36-45	177
22:00	0	1	1	3	19	48	61	25	8	3	**3**	0	0	0	172	36-45	109
23:00	0	0	0	3	15	41	54	9	11	2	0	0	0	0	135	36-45	95
Total	16	21	50	154	779	2626	3197	1653	447	100	13	5	2	0	9063		
Percent	0.2%	0.2%	0.6%	1.7%	8.6%	29.0%	35.3%	18.2%	4.9%	1.1%	0.1%	0.1%	0.0%	0.0%			
AM Peak	07:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	00:00	07:00	05:00		11:00		
Vol.	1	4	5	21	81	253	248	105	23	5	1	1	1		738		
PM Peak	19:00	14:00	19:00	13:00	13:00	13:00	12:00	15:00	17:00	16:00	22:00	16:00	15:00		13:00		
Vol.	3	4	7	21	90	276	279	170	48	10	3	2	1		817		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	1	8	23	28	5	3	2	1	0	0	0	71	36-45	51
01:00	0	0	0	1	3	13	7	3	1	0	0	0	0	0	28	36-45	20
02:00	0	0	0	1	1	7	6	6	1	0	0	0	0	0	22	36-45	13
03:00	0	0	2	2	5	9	3	1	0	0	0	0	0	0	22	31-40	14
04:00	0	1	2	3	2	2	7	4	0	0	0	0	0	0	21	41-50	11
05:00	0	0	1	1	5	10	26	12	8	2	1	0	0	0	66	41-50	38
06:00	0	0	0	1	11	47	72	42	**23**	1	1	**1**	0	0	199	36-45	119
07:00	0	1	**4**	**18**	**51**	**148**	**161**	65	22	5	**3**	0	0	0	**478**	36-45	309
08:00	0	1	4	16	44	139	141	44	22	2	2	0	0	0	415	36-45	280
09:00	0	**3**	2	6	47	120	157	**77**	23	**6**	1	1	0	0	443	36-45	277
10:00	0	1	3	6	30	67	60	24	4	0	0	0	0	0	195	36-45	127
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	7	18	56	207	585	668	283	107	18	9	2	0	0	1960		
Percent	0.0%	0.4%	0.9%	2.9%	10.6%	29.8%	34.1%	14.4%	5.5%	0.9%	0.5%	0.1%	0.0%	0.0%			
AM Peak		09:00	07:00	07:00	07:00	07:00	07:00	09:00	06:00	09:00	07:00	06:00			07:00		
Vol.		3	4	18	51	148	161	77	23	6	3	1			478		
PM Peak Vol.																	
Total	56	153	428	1135	5209	16199	19106	9121	2452	398	87	17	8	3	54372		
Percent	0.1%	0.3%	0.8%	2.1%	9.6%	29.8%	35.1%	16.8%	4.5%	0.7%	0.2%	0.0%	0.0%	0.0%			

15th Percentile :	35 MPH
50th Percentile :	41 MPH
85th Percentile :	47 MPH
95th Percentile :	50 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	35305
Percent in Pace :	64.9%
Number of Vehicles > 40 MPH :	31192
Percent of Vehicles > 40 MPH :	57.4%
Mean Speed(Average) :	41 MPH

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	0	10	14	45	127	183	133	80	37	3	3	0	1	636	41-50	316
13:00	0	1	9	9	47	116	194	136	90	33	6	1	0	0	642	41-50	330
14:00	0	0	**14**	16	34	110	170	165	93	**45**	7	**8**	1	0	663	41-50	335
15:00	0	**2**	4	**25**	**52**	**145**	177	152	88	28	7	1	1	1	683	41-50	329
16:00	0	1	10	10	40	121	205	161	59	25	5	4	1	**3**	645	41-50	366
17:00	0	0	3	11	42	94	**210**	**181**	**109**	40	**14**	2	1	1	**708**	41-50	391
18:00	0	0	1	11	17	77	181	154	88	42	14	3	0	0	588	41-50	335
19:00	0	1	3	4	21	83	135	118	68	35	7	3	1	0	479	41-50	253
20:00	0	0	5	8	25	72	94	85	42	14	7	1	1	0	354	41-50	179
21:00	0	1	4	9	13	42	67	50	30	10	3	2	0	0	231	41-50	117
22:00	0	0	4	1	4	33	51	42	32	4	5	3	**2**	0	181	41-50	93
23:00	0	0	0	0	8	13	38	23	11	8	4	0	0	1	106	41-50	61
Total	0	6	67	118	348	1033	1705	1400	790	321	82	31	8	7	5916		
Percent	0.0%	0.1%	1.1%	2.0%	5.9%	17.5%	28.8%	23.7%	13.4%	5.4%	1.4%	0.5%	0.1%	0.1%			
AM Peak Vol.																	
PM Peak Vol.		15:00 2	14:00 14	15:00 25	15:00 52	15:00 145	17:00 210	17:00 181	17:00 109	14:00 45	17:00 14	14:00 8	22:00 2	16:00 3	17:00 708		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	1	0	5	6	9	6	6	4	0	0	0	0	37	37-46	15
01:00	0	0	0	1	6	5	5	7	3	2	0	0	0	0	29	40-49	12
02:00	0	0	0	0	2	4	7	3	4	3	1	1	0	0	25	36-45	11
03:00	0	0	1	0	5	7	8	1	2	2	3	0	0	0	29	36-45	15
04:00	0	0	0	1	6	10	17	22	17	7	2	4	0	**2**	88	41-50	39
05:00	0	0	1	2	9	18	70	58	83	50	22	8	0	0	321	46-55	141
06:00	0	0	3	6	22	62	153	214	201	**85**	**36**	**13**	**4**	0	799	46-55	415
07:00	0	1	4	13	50	**178**	**366**	**331**	**208**	83	17	2	1	0	**1254**	41-50	697
08:00	0	0	1	10	56	160	296	318	162	51	15	3	1	0	1073	41-50	614
09:00	0	0	**9**	**19**	**77**	140	205	182	99	48	7	3	0	0	789	41-50	387
10:00	0	1	3	13	35	111	200	153	74	35	15	4	0	0	644	41-50	353
11:00	0	**3**	6	11	43	98	185	152	79	19	6	0	0	1	603	41-50	337
12 PM	0	0	**12**	**22**	53	119	171	160	62	32	6	1	0	0	638	41-50	331
13:00	0	0	4	20	40	122	168	141	81	32	7	1	0	**1**	617	41-50	309
14:00	0	**2**	6	7	50	133	236	168	85	28	3	1	0	1	720	41-50	404
15:00	**1**	0	11	18	**56**	**153**	185	162	**101**	23	4	**3**	**1**	0	718	41-50	347
16:00	0	1	9	14	46	128	**237**	**181**	86	26	4	1	0	0	**733**	41-50	418
17:00	0	0	5	10	41	143	222	141	87	28	7	2	0	0	686	36-45	365
18:00	0	0	10	9	49	119	187	153	73	20	7	2	0	1	630	41-50	340
19:00	0	1	2	13	29	64	102	138	73	**40**	**15**	3	0	0	480	41-50	240
20:00	0	0	3	5	18	65	104	57	49	18	2	1	0	1	323	36-45	169
21:00	0	0	4	5	16	46	83	47	37	9	6	1	0	1	255	41-50	130
22:00	1	0	3	3	11	25	56	38	20	12	4	0	1	1	175	41-50	94
23:00	0	0	1	3	4	22	29	17	20	4	7	0	0	0	107	36-45	51
Total	2	9	99	205	729	1938	3301	2850	1712	661	196	54	8	9	11773		
Percent	0.0%	0.1%	0.8%	1.7%	6.2%	16.5%	28.0%	24.2%	14.5%	5.6%	1.7%	0.5%	0.1%	0.1%			
AM Peak		11:00	09:00	09:00	09:00	07:00	07:00	07:00	07:00	06:00	06:00	06:00	06:00	04:00	07:00		
Vol.		3	9	19	77	178	366	331	208	85	36	13	4	2	1254		
PM Peak	15:00	14:00	12:00	12:00	15:00	15:00	16:00	16:00	15:00	19:00	19:00	15:00	15:00	13:00	16:00		
Vol.	1	2	12	22	56	153	237	181	101	40	15	3	1	1	733		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
Station ID: 4682

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	1	7	14	10	4	8	6	2	0	0	0	52	36-45	24
01:00	0	0	0	3	4	9	4	8	3	1	1	0	0	0	33	31-40	13
02:00	0	0	0	0	3	3	2	7	5	1	1	0	0	1	23	46-55	12
03:00	0	0	0	4	2	1	4	6	3	3	3	0	1	0	27	41-50	10
04:00	0	0	0	1	7	9	17	16	15	12	7	2	**2**	0	88	41-50	33
05:00	**1**	0	0	1	11	34	56	57	76	59	27	**9**	0	1	332	51-60	135
06:00	1	0	2	9	19	75	181	223	167	**86**	**32**	8	2	**2**	807	41-50	404
07:00	0	3	**7**	9	59	**185**	**343**	**311**	**169**	69	15	5	0	0	**1175**	41-50	654
08:00	1	0	6	7	59	162	263	246	146	75	13	5	1	0	984	41-50	509
09:00	0	1	5	**17**	47	124	200	199	114	45	9	5	0	0	766	41-50	399
10:00	0	2	5	13	55	154	199	141	63	25	4	1	0	1	663	36-45	353
11:00	1	**5**	6	13	**88**	172	181	89	29	7	7	1	0	0	599	36-45	353
12 PM	**1**	**2**	9	22	**58**	145	177	139	58	29	8	1	1	1	651	36-45	322
13:00	0	2	6	**26**	51	141	209	143	67	20	3	0	0	0	668	41-50	352
14:00	0	1	8	19	56	120	196	151	90	30	4	0	0	0	675	41-50	347
15:00	0	0	**11**	12	42	**165**	**236**	162	**95**	24	6	0	1	**2**	**756**	36-45	401
16:00	0	0	8	8	55	117	221	164	72	20	5	2	1	0	673	41-50	385
17:00	0	1	4	12	31	106	199	**181**	87	32	7	2	0	0	662	41-50	380
18:00	1	1	4	7	20	85	197	151	80	**36**	**10**	2	0	0	594	41-50	348
19:00	0	1	5	1	27	84	154	132	66	27	9	2	0	1	509	41-50	286
20:00	0	0	1	7	21	92	123	106	58	18	5	**4**	0	0	435	41-50	229
21:00	0	1	4	8	24	94	109	87	36	10	2	0	**2**	0	377	36-45	203
22:00	0	2	4	6	15	44	58	55	31	10	5	0	0	1	231	41-50	113
23:00	0	1	2	5	16	37	55	62	34	11	2	3	0	1	229	41-50	117
Total	6	23	97	211	777	2172	3394	2840	1572	656	187	52	11	11	12009		
Percent	0.0%	0.2%	0.8%	1.8%	6.5%	18.1%	28.3%	23.6%	13.1%	5.5%	1.6%	0.4%	0.1%	0.1%			
AM Peak	05:00	11:00	07:00	09:00	11:00	07:00	07:00	07:00	07:00	06:00	06:00	05:00	04:00	06:00	07:00		
Vol.	1	5	7	17	88	185	343	311	169	86	32	9	2	2	1175		
PM Peak	12:00	12:00	15:00	13:00	12:00	15:00	15:00	17:00	15:00	18:00	18:00	20:00	21:00	15:00	15:00		
Vol.	1	2	11	26	58	165	236	181	95	36	10	4	2	2	756		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	1	2	11	18	46	16	20	8	1	0	**3**	0	126	36-45	64
01:00	0	0	1	1	7	15	25	22	8	1	2	0	0	0	82	41-50	47
02:00	0	0	0	1	3	7	7	16	6	4	1	1	0	0	46	41-50	23
03:00	0	0	1	0	2	3	6	9	4	2	1	0	0	0	28	41-50	15
04:00	0	0	0	2	4	4	10	10	10	6	1	0	0	0	47	41-50	20
05:00	0	0	0	2	4	13	16	36	37	21	7	5	0	**2**	143	46-55	73
06:00	0	**1**	2	0	3	26	45	60	54	46	17	**7**	0	0	261	46-55	114
07:00	0	1	1	1	14	34	87	107	84	**72**	**30**	4	1	0	436	41-50	194
08:00	0	0	4	3	14	58	129	115	112	60	21	4	1	0	521	41-50	244
09:00	0	0	5	11	17	123	180	177	129	46	12	2	0	1	703	41-50	357
10:00	0	0	3	16	**36**	108	**221**	**216**	**133**	42	10	4	0	0	789	41-50	437
11:00	0	1	**11**	**21**	36	**143**	212	196	129	44	11	0	0	0	**804**	41-50	408
12 PM	0	1	**8**	**17**	40	106	193	**213**	116	37	10	**6**	0	0	**747**	41-50	406
13:00	0	**2**	8	11	**49**	**137**	213	179	100	27	3	1	0	**1**	731	41-50	392
14:00	0	2	4	13	32	75	215	200	111	**46**	11	3	1	0	713	41-50	415
15:00	0	0	8	12	28	97	**235**	198	**119**	32	**16**	0	1	0	746	41-50	433
16:00	0	2	7	6	30	106	196	188	111	34	10	3	0	0	693	41-50	384
17:00	0	1	6	12	37	94	213	170	98	30	12	2	0	1	676	41-50	383
18:00	0	1	1	11	21	76	169	134	106	30	10	0	0	0	559	41-50	303
19:00	0	1	4	7	15	50	106	100	84	31	14	6	1	1	420	41-50	206
20:00	**1**	1	4	4	22	50	103	94	64	19	5	3	0	0	370	41-50	197
21:00	0	1	4	2	27	55	104	66	30	5	3	0	1	0	298	41-50	170
22:00	0	1	4	8	19	86	109	67	41	9	3	1	**2**	0	350	36-45	195
23:00	0	0	1	4	14	49	64	38	26	12	1	1	0	0	210	36-45	113
Total	1	16	88	167	485	1533	2904	2627	1732	664	212	53	11	6	10499		
Percent	0.0%	0.2%	0.8%	1.6%	4.6%	14.6%	27.7%	25.0%	16.5%	6.3%	2.0%	0.5%	0.1%	0.1%			
AM Peak		06:00	11:00	11:00	10:00	11:00	10:00	10:00	10:00	07:00	07:00	06:00	00:00	05:00	11:00		
Vol.		1	11	21	36	143	221	216	133	72	30	7	3	2	804		
PM Peak	20:00	13:00	12:00	12:00	13:00	13:00	15:00	12:00	15:00	14:00	15:00	12:00	22:00	13:00	12:00		
Vol.	1	2	8	17	49	137	235	213	119	46	16	6	2	1	747		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Pickering Street
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Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	1	6	20	28	31	27	11	5	3	1	0	0	133	36-45	59
01:00	0	0	2	2	7	6	17	16	10	1	0	0	0	0	61	41-50	33
02:00	0	0	0	0	8	7	7	11	5	3	3	2	0	**1**	47	41-50	18
03:00	0	**1**	0	0	3	2	11	7	6	5	1	0	0	0	36	41-50	18
04:00	0	0	0	0	5	6	10	9	9	0	3	1	0	1	44	41-50	19
05:00	0	1	0	1	4	5	15	13	14	12	4	0	**2**	0	71	41-50	28
06:00	0	0	4	1	8	13	27	38	39	22	9	5	2	1	169	46-55	77
07:00	0	0	3	2	4	16	60	61	49	32	**23**	**6**	2	0	258	41-50	121
08:00	0	1	2	8	15	36	96	98	72	**51**	12	3	0	1	395	41-50	194
09:00	0	0	8	13	23	65	149	154	114	48	13	4	1	0	592	41-50	303
10:00	0	1	5	4	24	82	156	**167**	102	51	15	3	0	1	611	41-50	323
11:00	0	1	**13**	**20**	**39**	**109**	**187**	167	**118**	37	8	1	2	0	**702**	41-50	354
12 PM	0	0	4	11	28	116	215	**213**	114	42	8	1	0	1	753	41-50	428
13:00	**1**	**2**	2	**19**	**35**	**122**	192	198	88	34	15	0	0	**2**	710	41-50	390
14:00	0	0	3	11	27	110	212	213	106	35	10	**4**	1	0	732	41-50	425
15:00	0	1	5	6	21	121	**228**	211	**118**	41	12	1	0	0	**765**	41-50	439
16:00	0	1	4	16	20	85	189	161	115	48	10	4	1	0	654	41-50	350
17:00	0	0	6	13	16	86	168	188	104	**56**	15	4	**3**	1	660	41-50	356
18:00	0	0	4	9	21	67	165	156	104	51	**17**	4	2	2	602	41-50	321
19:00	0	0	**7**	10	18	54	115	111	89	35	16	0	1	0	456	41-50	226
20:00	0	1	3	7	11	38	90	92	65	23	8	1	2	2	343	41-50	182
21:00	0	0	3	4	18	42	74	59	33	16	5	0	0	0	254	41-50	133
22:00	0	0	2	4	2	25	38	39	28	12	3	2	0	0	155	41-50	77
23:00	0	0	2	1	5	21	18	27	16	9	4	1	0	1	105	41-50	45
Total	1	10	83	168	382	1262	2470	2436	1529	669	217	48	19	14	9308		
Percent	0.0%	0.1%	0.9%	1.8%	4.1%	13.6%	26.5%	26.2%	16.4%	7.2%	2.3%	0.5%	0.2%	0.2%			
AM Peak		03:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	08:00	07:00	07:00	05:00	02:00	11:00		
Vol.		1	13	20	39	109	187	167	118	51	23	6	2	1	702		
PM Peak	13:00	13:00	19:00	13:00	13:00	13:00	15:00	12:00	15:00	17:00	18:00	14:00	17:00	13:00	15:00		
Vol.	1	2	7	19	35	122	228	213	118	56	17	4	3	2	765		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	1	0	5	5	11	6	10	3	1	1	1	0	44	39-48	17
01:00	0	0	0	1	3	5	12	8	2	0	2	0	0	0	33	41-50	20
02:00	0	0	0	0	5	2	5	9	3	1	1	0	0	0	26	41-50	14
03:00	0	0	0	3	3	8	4	3	5	0	0	2	0	0	28	36-45	12
04:00	0	0	1	3	10	9	17	19	12	9	5	1	0	0	86	41-50	36
05:00	0	0	1	7	19	42	48	68	**79**	**32**	**20**	**6**	1	0	323	46-55	147
06:00	0	0	4	18	63	141	223	162	74	28	13	3	0	0	729	41-50	385
07:00	**2**	2	10	44	**143**	**324**	**308**	**169**	45	15	0	0	0	1	**1063**	36-45	632
08:00	0	**8**	**26**	**70**	140	258	235	92	37	13	4	1	**2**	**4**	890	36-45	493
09:00	0	1	8	19	63	147	183	146	72	20	5	0	2	1	667	36-45	330
10:00	0	1	2	9	27	70	60	52	26	7	0	1	0	0	255	36-45	130
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	12	53	174	481	1011	1106	734	365	128	51	15	6	6	4144		
Percent	0.0%	0.3%	1.3%	4.2%	11.6%	24.4%	26.7%	17.7%	8.8%	3.1%	1.2%	0.4%	0.1%	0.1%			
AM Peak	07:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00	05:00	05:00	05:00	05:00	08:00	08:00	07:00		
Vol.	2	8	26	70	143	324	308	169	79	32	20	6	2	4	1063		
PM Peak Vol.																	
Total	12	76	487	1043	3202	8949	14880	12887	7700	3099	945	253	63	53	53649		
Percent	0.0%	0.1%	0.9%	1.9%	6.0%	16.7%	27.7%	24.0%	14.4%	5.8%	1.8%	0.5%	0.1%	0.1%			

15th Percentile :	36 MPH
50th Percentile :	44 MPH
85th Percentile :	52 MPH
95th Percentile :	57 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	27767
Percent in Pace :	51.8%
Number of Vehicles > 40 MPH :	39880
Percent of Vehicles > 40 MPH :	74.3%
Mean Speed(Average) :	45 MPH

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Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	0	**1**	0	1	4	12	77	194	177	84	23	5	1	579	51-60	371
13:00	0	0	1	**1**	**5**	3	13	63	156	186	99	37	7	1	572	51-60	342
14:00	0	0	0	0	1	8	**19**	69	179	203	131	37	4	5	656	51-60	382
15:00	0	0	0	0	4	8	13	**90**	281	317	186	59	14	4	976	51-60	598
16:00	0	0	0	1	1	**14**	16	90	**302**	416	**254**	67	6	**9**	**1176**	51-60	718
17:00	0	0	0	0	5	5	13	64	287	**438**	244	**88**	20	2	1166	51-60	725
18:00	0	0	0	0	1	1	5	42	185	288	229	87	**21**	2	861	56-65	517
19:00	0	0	0	0	0	1	5	30	157	223	145	61	15	6	643	51-60	380
20:00	0	0	0	1	1	0	3	20	116	194	139	47	12	2	535	56-65	333
21:00	0	0	0	0	0	3	1	32	90	129	103	21	8	5	392	56-65	232
22:00	0	0	0	0	0	0	4	22	58	70	50	12	2	5	223	51-60	128
23:00	0	0	0	0	0	0	1	10	34	61	27	15	3	5	156	51-60	95
Total	0	0	2	3	19	47	105	609	2039	2702	1691	554	117	47	7935		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	0.6%	1.3%	7.7%	25.7%	34.1%	21.3%	7.0%	1.5%	0.6%			
AM Peak Vol.																	
PM Peak Vol.			12:00 1	13:00 1	13:00 5	16:00 14	14:00 19	15:00 90	16:00 302	17:00 438	16:00 254	17:00 88	18:00 21	16:00 9	16:00 1176		

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Kensington, Connecticut 06037

(860) 828-1693

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Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	0	0	0	2	10	28	27	18	9	1	1	96	51-60	55
01:00	0	0	0	0	0	1	0	6	11	12	9	6	1	1	47	51-60	23
02:00	0	0	0	0	0	2	0	2	8	5	4	2	0	0	23	51-60	13
03:00	0	0	0	0	0	0	1	2	9	0	4	1	0	0	17	46-55	11
04:00	0	0	0	0	0	0	1	2	8	7	4	3	0	0	25	51-60	15
05:00	0	0	0	0	0	0	4	4	26	30	11	3	6	2	86	51-60	56
06:00	0	0	0	0	0	3	4	11	39	70	58	18	10	**5**	218	56-65	128
07:00	0	0	0	0	1	1	12	36	83	130	**118**	**49**	**11**	4	445	56-65	248
08:00	0	0	0	0	0	4	**18**	56	139	146	75	27	7	3	475	51-60	285
09:00	0	0	0	1	1	2	15	59	161	150	63	20	4	0	476	51-60	311
10:00	0	0	0	**2**	**3**	**9**	15	75	171	119	59	9	2	0	464	51-60	290
11:00	0	0	0	2	1	6	13	**90**	**191**	**158**	66	20	4	1	**552**	51-60	349
12 PM	0	0	0	2	2	**6**	15	77	215	169	86	14	7	1	594	51-60	384
13:00	0	0	0	1	0	3	14	67	210	201	98	27	6	2	629	51-60	411
14:00	0	0	0	1	0	2	**19**	61	190	205	127	44	8	1	658	51-60	395
15:00	0	0	0	**3**	**4**	6	8	68	255	356	209	53	**19**	1	982	51-60	611
16:00	0	0	0	0	1	2	15	**107**	**286**	385	244	71	10	4	1125	51-60	671
17:00	0	0	0	0	1	4	5	68	283	**464**	**270**	**86**	17	4	**1202**	51-60	747
18:00	0	0	0	0	1	3	7	61	238	282	184	56	13	3	848	51-60	520
19:00	0	0	0	0	0	0	4	36	144	212	150	56	9	**8**	619	56-65	362
20:00	0	0	0	0	0	2	9	37	142	197	105	36	12	2	542	51-60	339
21:00	0	0	0	0	0	0	3	33	105	115	85	37	4	2	384	51-60	220
22:00	0	0	0	0	0	0	1	6	50	81	56	18	1	4	217	56-65	137
23:00	0	0	0	0	0	0	2	11	47	52	30	12	5	2	161	51-60	99
Total	0	0	0	12	15	56	187	985	3039	3573	2133	677	157	51	10885		
Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.5%	1.7%	9.0%	27.9%	32.8%	19.6%	6.2%	1.4%	0.5%			
AM Peak				10:00	10:00	10:00	08:00	11:00	11:00	11:00	07:00	07:00	07:00	06:00	11:00		
Vol.				2	3	9	18	90	191	158	118	49	11	5	552		
PM Peak				15:00	15:00	12:00	14:00	16:00	16:00	17:00	17:00	17:00	15:00	19:00	17:00		
Vol.				3	4	6	19	107	286	464	270	86	19	8	1202		

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Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	0	1	1	7	28	36	16	7	0	3	99	51-60	64
01:00	0	0	0	0	0	0	2	5	16	10	9	3	0	1	46	51-60	26
02:00	0	0	0	0	1	0	0	1	7	8	6	2	0	0	25	51-60	15
03:00	0	0	0	0	0	0	1	3	6	2	1	0	0	2	15	46-55	9
04:00	0	0	0	0	0	0	2	1	10	6	4	2	1	2	28	51-60	16
05:00	0	0	0	0	0	0	3	5	22	29	16	5	1	2	83	51-60	51
06:00	0	0	0	0	0	0	1	15	52	76	63	18	7	3	235	56-65	139
07:00	0	0	0	0	0	3	3	36	98	143	97	**36**	**12**	4	432	51-60	241
08:00	0	0	0	0	2	3	7	27	126	149	**102**	26	9	**5**	456	51-60	275
09:00	0	0	0	0	2	1	9	36	103	140	88	32	7	1	419	51-60	243
10:00	0	0	0	0	**3**	2	**17**	65	153	138	95	28	3	2	506	51-60	291
11:00	0	0	**1**	**2**	1	**5**	16	**72**	**175**	**172**	80	20	3	2	**549**	51-60	347
12 PM	0	0	0	0	**4**	2	17	67	198	177	95	34	5	2	601	51-60	375
13:00	0	0	0	0	3	**7**	12	52	188	189	140	47	9	4	651	51-60	377
14:00	0	0	0	0	1	3	10	44	213	275	148	51	12	3	760	51-60	488
15:00	0	0	0	0	1	3	11	59	287	346	185	66	13	6	977	51-60	633
16:00	0	0	0	0	1	6	**25**	94	297	420	**253**	**79**	**20**	**7**	1202	51-60	717
17:00	0	0	0	0	0	3	13	**105**	**372**	**440**	201	70	9	6	**1219**	51-60	812
18:00	0	0	0	0	0	1	11	83	307	356	197	50	6	6	1017	51-60	663
19:00	0	0	0	0	1	1	6	29	170	190	131	46	17	7	598	51-60	360
20:00	0	0	0	0	1	1	11	45	158	172	113	30	6	5	542	51-60	330
21:00	0	0	0	0	0	0	9	31	106	136	85	14	5	2	388	51-60	242
22:00	0	0	0	0	0	0	0	19	80	114	61	16	7	1	298	51-60	194
23:00	0	0	0	0	0	1	5	9	62	67	40	11	6	0	201	51-60	129
Total	0	0	1	2	21	43	192	910	3234	3791	2226	693	158	76	11347		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	1.7%	8.0%	28.5%	33.4%	19.6%	6.1%	1.4%	0.7%			
AM Peak			11:00	11:00	10:00	11:00	10:00	11:00	11:00	11:00	08:00	07:00	07:00	08:00	11:00		
Vol.			1	2	3	5	17	72	175	172	102	36	12	5	549		
PM Peak					12:00	13:00	16:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	17:00		
Vol.					4	7	25	105	372	440	253	79	20	7	1219		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	0	0	1	5	18	27	52	32	15	2	2	154	56-65	84
01:00	0	0	0	0	0	0	1	11	20	22	12	6	0	3	75	51-60	42
02:00	0	0	0	0	0	0	1	1	13	13	8	7	1	3	47	51-60	26
03:00	0	0	0	0	0	0	0	9	5	6	6	1	1	3	31	46-55	14
04:00	0	0	0	0	0	0	0	4	7	8	2	2	0	0	23	51-60	15
05:00	0	0	0	0	0	0	0	4	15	15	9	6	1	1	51	51-60	30
06:00	0	0	0	0	0	1	0	10	20	26	26	20	2	0	105	56-65	52
07:00	0	0	0	0	0	2	2	20	61	90	52	24	6	**5**	262	51-60	151
08:00	0	0	0	0	0	**4**	4	36	120	123	65	27	5	1	385	51-60	243
09:00	0	0	0	**1**	1	3	5	34	156	202	93	16	7	1	519	51-60	358
10:00	0	0	0	1	1	4	**10**	65	174	**226**	**118**	**50**	8	2	659	51-60	400
11:00	0	0	0	0	**2**	2	9	**70**	**219**	223	107	30	**10**	2	**674**	51-60	442
12 PM	0	0	0	0	0	1	11	70	**249**	**325**	149	38	10	3	**856**	51-60	574
13:00	0	0	0	1	**4**	4	11	66	239	291	123	45	11	1	796	51-60	530
14:00	0	0	0	0	2	0	18	**74**	246	285	134	33	10	3	805	51-60	531
15:00	0	0	0	0	0	4	0	54	207	303	126	49	7	4	754	51-60	510
16:00	0	0	0	0	0	0	7	50	189	280	**160**	**58**	9	4	757	51-60	469
17:00	0	0	0	**2**	0	2	5	50	192	193	153	45	12	2	656	51-60	385
18:00	0	0	0	0	0	1	6	35	143	204	137	42	**24**	5	597	51-60	347
19:00	0	0	0	0	0	0	4	33	122	173	109	32	9	3	485	51-60	295
20:00	0	0	0	0	0	0	4	47	137	148	75	32	7	**6**	456	51-60	285
21:00	0	0	0	0	1	**11**	**30**	55	126	105	46	8	3	1	386	51-60	231
22:00	0	0	0	0	0	0	3	29	84	83	56	16	2	1	274	51-60	167
23:00	0	0	0	0	0	0	3	24	79	80	44	13	3	0	246	51-60	159
Total	0	0	0	5	11	40	139	869	2850	3476	1842	615	150	56	10053		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	1.4%	8.6%	28.3%	34.6%	18.3%	6.1%	1.5%	0.6%			
AM Peak				09:00	11:00	08:00	10:00	11:00	11:00	10:00	10:00	10:00	11:00	07:00	11:00		
Vol.				1	2	4	10	70	219	226	118	50	10	5	674		
PM Peak				17:00	13:00	21:00	21:00	14:00	12:00	12:00	16:00	16:00	18:00	20:00	12:00		
Vol.				2	4	11	30	74	249	325	160	58	24	6	856		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	0	0	2	8	36	32	17	6	**6**	2	109	51-60	68
01:00	0	0	0	0	0	0	1	6	24	14	7	1	3	1	57	51-60	38
02:00	0	0	0	**1**	0	0	2	9	20	7	8	6	1	0	54	46-55	29
03:00	0	0	0	0	0	0	1	3	6	8	4	1	1	0	24	51-60	14
04:00	0	0	0	0	0	0	1	5	5	1	0	2	2	1	17	46-55	10
05:00	0	0	0	0	**1**	**1**	1	2	10	17	7	1	1	2	43	51-60	27
06:00	0	0	0	0	0	0	0	7	23	34	21	10	1	2	98	51-60	57
07:00	0	0	0	0	1	1	3	16	35	52	38	22	5	3	176	56-65	90
08:00	0	0	0	0	0	0	2	16	64	74	66	13	3	1	239	55-64	140
09:00	0	0	0	0	0	0	4	28	110	145	60	23	6	1	377	51-60	255
10:00	0	0	**2**	0	0	1	10	54	152	177	61	26	4	**4**	491	51-60	329
11:00	0	0	0	0	0	0	**12**	**67**	**218**	**220**	**109**	**29**	6	0	**661**	51-60	438
12 PM	0	0	0	0	0	0	**17**	81	238	233	113	33	5	6	726	51-60	471
13:00	0	0	0	0	0	2	11	**93**	**268**	244	90	28	4	5	**745**	51-60	512
14:00	0	0	0	**1**	**1**	2	8	63	235	**252**	120	34	6	5	727	51-60	487
15:00	0	0	0	0	0	**3**	10	56	227	217	142	39	4	3	701	51-60	444
16:00	0	0	0	0	1	2	4	38	166	215	145	**52**	10	**9**	642	51-60	381
17:00	0	0	0	0	1	1	3	19	133	198	**155**	51	9	9	579	56-65	353
18:00	0	0	0	0	0	1	7	33	141	198	141	52	11	6	590	51-60	339
19:00	0	0	0	0	0	2	7	18	94	157	97	36	**14**	2	427	56-65	254
20:00	0	0	0	1	0	2	3	25	85	122	73	24	5	3	343	51-60	207
21:00	0	0	0	0	0	2	3	18	61	76	52	17	6	2	237	51-60	137
22:00	0	0	0	0	0	1	0	11	40	46	23	12	5	3	141	51-60	86
23:00	0	0	0	0	0	0	1	12	21	33	30	13	1	1	112	56-65	63
Total	0	0	2	3	5	21	113	688	2412	2772	1579	531	119	71	8316		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	1.4%	8.3%	29.0%	33.3%	19.0%	6.4%	1.4%	0.9%			
AM Peak			10:00	02:00	05:00	05:00	11:00	11:00	11:00	11:00	11:00	11:00	00:00	10:00	11:00		
Vol.			2	1	1	1	12	67	218	220	109	29	6	4	661		
PM Peak				14:00	14:00	15:00	12:00	13:00	13:00	14:00	17:00	16:00	19:00	16:00	13:00		
Vol.				1	1	3	17	93	268	252	155	52	14	9	745		

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Eastbound

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06/04/18	0	0	0	0	0	0	1	7	16	15	5	5	1	3	53	51-60	31
01:00	0	0	0	0	0	0	1	3	10	4	5	3	0	0	26	51-60	14
02:00	0	0	0	0	0	0	0	1	4	9	0	2	2	0	18	51-60	13
03:00	0	0	0	0	0	0	1	4	5	4	3	1	0	0	18	46-55	9
04:00	0	0	0	0	0	1	1	2	3	2	6	1	0	0	16	56-65	8
05:00	0	0	0	0	0	0	2	7	22	19	12	3	0	1	66	51-60	41
06:00	0	0	0	0	0	2	3	33	70	49	35	10	0	1	203	51-60	119
07:00	0	0	**1**	0	0	1	**19**	**63**	163	124	58	14	2	2	447	51-60	287
08:00	0	0	0	**1**	0	**4**	14	60	**179**	**161**	64	11	**5**	1	**500**	51-60	340
09:00	0	0	0	0	**1**	4	16	39	142	160	**66**	**24**	4	2	458	51-60	302
10:00	0	0	0	0	0	0	4	37	60	111	55	14	4	**4**	289	51-60	171
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	1	1	1	12	62	256	674	658	309	88	18	14	2094		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	3.0%	12.2%	32.2%	31.4%	14.8%	4.2%	0.9%	0.7%			
AM Peak			07:00	08:00	09:00	08:00	07:00	07:00	08:00	08:00	09:00	09:00	08:00	10:00	08:00		
Vol.			1	1	1	4	19	63	179	161	66	24	5	4	500		
PM Peak Vol.																	
Total	0	0	6	26	72	219	798	4317	14248	16972	9780	3158	719	315	50630		
Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.4%	1.6%	8.5%	28.1%	33.5%	19.3%	6.2%	1.4%	0.6%			

15th Percentile :	50 MPH
50th Percentile :	56 MPH
85th Percentile :	63 MPH
95th Percentile :	67 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	31220
Percent in Pace :	61.7%
Number of Vehicles > 40 MPH :	50307
Percent of Vehicles > 40 MPH :	99.4%
Mean Speed(Average) :	57 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	0	0	**1**	**1**	**11**	31	123	205	112	43	9	0	1	537	46-55	328
13:00	0	0	0	1	1	11	**48**	125	202	140	62	13	2	**2**	607	51-60	342
14:00	0	0	0	1	1	6	40	126	190	137	62	12	**4**	2	581	51-60	327
15:00	**1**	0	0	0	0	10	37	106	197	160	73	12	3	1	600	51-60	357
16:00	0	0	0	1	0	3	26	**133**	214	179	54	10	4	0	624	51-60	393
17:00	0	0	0	0	0	11	33	97	**240**	**228**	**74**	16	1	2	**702**	51-60	468
18:00	0	0	0	0	0	0	19	101	183	175	63	**17**	4	2	564	51-60	358
19:00	0	0	0	0	1	1	20	93	150	102	40	17	1	1	426	51-60	252
20:00	0	0	0	0	0	2	24	66	105	91	15	6	1	1	311	51-60	196
21:00	0	0	0	0	0	6	16	37	81	36	16	2	0	0	194	46-55	118
22:00	0	0	0	0	1	1	15	46	46	29	20	6	1	0	165	46-55	92
23:00	0	0	0	0	0	1	10	21	36	11	6	0	1	1	87	46-55	57
Total	1	0	0	4	5	63	319	1074	1849	1400	528	120	22	13	5398		
Percent	0.0%	0.0%	0.0%	0.1%	0.1%	1.2%	5.9%	19.9%	34.3%	25.9%	9.8%	2.2%	0.4%	0.2%			
AM Peak Vol.																	
PM Peak Vol.	15:00 1			12:00 1	12:00 1	12:00 11	13:00 48	16:00 133	17:00 240	17:00 228	17:00 74	18:00 17	14:00 4	13:00 2	17:00 702		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	0	1	1	4	10	5	8	0	0	0	0	29	44-53	15
01:00	0	0	0	0	0	0	3	4	12	4	2	0	0	0	25	51-60	16
02:00	0	0	0	0	0	0	0	6	9	6	1	0	0	0	22	46-55	15
03:00	0	0	0	0	0	1	0	4	6	2	2	0	0	0	15	46-55	10
04:00	0	0	0	0	0	0	6	19	26	15	6	4	2	**2**	80	46-55	45
05:00	0	0	0	0	0	1	8	34	63	106	47	16	3	2	280	51-60	169
06:00	0	0	0	0	0	1	11	80	191	243	129	**37**	**9**	0	701	51-60	434
07:00	0	0	0	0	5	14	69	186	**314**	**382**	**182**	35	4	1	**1192**	51-60	696
08:00	0	0	**1**	0	5	19	50	**224**	302	319	109	17	9	0	1055	51-60	621
09:00	0	0	0	0	3	12	58	171	247	198	60	15	2	1	767	51-60	445
10:00	0	0	0	**1**	**9**	**27**	91	172	191	97	31	10	0	0	629	46-55	363
11:00	0	0	0	0	2	20	**101**	155	165	97	26	3	1	0	570	46-55	320
12 PM	0	0	0	0	**6**	**16**	**71**	**184**	152	96	29	5	1	0	560	46-55	336
13:00	0	**1**	0	0	1	5	45	133	162	120	43	13	**3**	0	526	46-55	295
14:00	0	0	0	0	0	0	40	165	201	150	62	10	2	0	630	46-55	366
15:00	0	0	**1**	0	1	7	45	149	**224**	167	**72**	13	1	1	**681**	51-60	391
16:00	0	0	0	**2**	1	9	41	133	208	**182**	71	16	2	**3**	668	51-60	390
17:00	0	0	0	0	0	6	44	168	202	167	62	**19**	2	0	670	46-55	370
18:00	0	0	0	0	1	4	19	120	181	172	51	10	1	1	560	51-60	353
19:00	0	0	0	0	2	1	23	70	143	126	37	12	1	1	416	51-60	269
20:00	0	0	0	0	2	5	31	81	110	69	19	5	0	1	323	46-55	191
21:00	0	0	0	0	0	1	22	57	74	34	15	2	0	0	205	46-55	131
22:00	0	0	0	0	0	2	17	50	44	27	8	3	0	0	151	46-55	94
23:00	0	0	0	0	0	7	10	30	22	18	7	2	1	0	97	46-55	52
Total	0	1	2	3	39	159	809	2405	3254	2805	1071	247	44	13	10852		
Percent	0.0%	0.0%	0.0%	0.0%	0.4%	1.5%	7.5%	22.2%	30.0%	25.8%	9.9%	2.3%	0.4%	0.1%			
AM Peak			08:00	10:00	10:00	10:00	11:00	08:00	07:00	07:00	07:00	06:00	06:00	04:00	07:00		
Vol.			1	1	9	27	101	224	314	382	182	37	9	2	1192		
PM Peak		13:00	15:00	16:00	12:00	12:00	12:00	12:00	15:00	16:00	15:00	17:00	13:00	16:00	15:00		
Vol.		1	1	2	6	16	71	184	224	182	72	19	3	3	681		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	1	0	10	9	13	6	2	2	0	0	43	46-55	22
01:00	0	0	0	0	0	2	6	13	5	1	1	0	0	0	28	41-50	19
02:00	0	0	0	**1**	0	0	2	5	9	3	1	0	0	0	21	46-55	14
03:00	0	0	0	0	0	1	1	2	13	3	0	1	1	0	22	49-58	16
04:00	0	0	0	0	0	0	7	18	17	21	8	4	0	0	75	51-60	38
05:00	0	0	0	0	0	1	8	33	74	97	52	17	2	**1**	285	51-60	171
06:00	0	0	0	0	0	0	21	90	204	237	119	**32**	2	1	706	51-60	441
07:00	0	0	0	0	0	4	49	**202**	**367**	**347**	**133**	13	5	0	**1120**	51-60	714
08:00	0	0	0	0	2	16	53	176	321	263	108	21	**6**	1	967	51-60	584
09:00	0	0	0	1	0	12	55	147	255	192	69	13	2	0	746	51-60	447
10:00	0	0	0	0	2	19	62	144	191	140	33	3	2	1	597	46-55	335
11:00	0	0	0	0	**5**	**22**	**75**	151	192	97	23	4	1	0	570	46-55	343
12 PM	0	0	0	0	1	5	44	127	200	121	52	9	2	0	561	46-55	327
13:00	0	0	0	0	1	8	**54**	**137**	231	126	50	7	0	0	614	46-55	368
14:00	0	0	0	0	0	5	45	121	194	139	46	15	2	1	568	51-60	333
15:00	0	**1**	0	0	0	7	36	125	**234**	180	64	8	1	0	**656**	51-60	414
16:00	0	0	0	0	**4**	**12**	48	110	196	**186**	77	9	5	1	648	51-60	382
17:00	0	0	0	0	0	4	31	97	214	174	**87**	**18**	1	**2**	628	51-60	388
18:00	0	0	0	0	1	5	25	114	192	180	65	15	**6**	0	603	51-60	372
19:00	0	0	0	0	1	4	42	100	162	125	29	4	3	0	470	51-60	287
20:00	0	0	0	0	1	3	24	93	122	95	22	3	1	1	365	50-59	217
21:00	0	0	0	0	1	7	44	116	105	42	15	3	0	1	334	46-55	221
22:00	0	0	0	0	1	5	25	68	63	32	10	3	2	0	209	46-55	131
23:00	0	0	0	**1**	1	4	20	57	59	33	11	4	0	1	191	46-55	116
Total	0	1	0	3	22	146	787	2255	3633	2840	1077	208	44	11	11027		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	1.3%	7.1%	20.4%	32.9%	25.8%	9.8%	1.9%	0.4%	0.1%			
AM Peak				02:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	06:00	08:00	05:00	07:00		
Vol.				1	5	22	75	202	367	347	133	32	6	1	1120		
PM Peak		15:00		23:00	16:00	16:00	13:00	13:00	15:00	16:00	17:00	17:00	18:00	17:00	15:00		
Vol.		1		1	4	12	54	137	234	186	87	18	6	2	656		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Grandview Terrace
Portland, Connecticut

Site Code:
Station ID: 4679

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	0	0	4	21	32	35	17	4	0	0	**3**	116	46-55	67
01:00	0	0	0	0	0	3	11	25	17	5	5	1	0	0	67	46-55	42
02:00	0	0	0	0	**1**	2	4	12	12	2	7	0	1	0	41	46-55	24
03:00	0	0	0	0	0	1	2	5	10	3	1	1	0	0	23	46-55	15
04:00	0	0	0	0	0	0	5	6	12	14	3	0	0	0	40	51-60	26
05:00	0	0	0	0	0	1	1	15	45	35	22	6	3	1	129	51-60	80
06:00	0	0	0	0	0	0	6	28	69	71	39	16	1	0	230	51-60	140
07:00	0	0	0	0	0	1	14	61	94	137	64	**31**	2	2	406	51-60	231
08:00	0	0	0	0	1	2	17	83	162	148	64	8	3	0	488	51-60	310
09:00	0	0	0	0	1	4	49	154	237	183	55	8	1	0	692	51-60	420
10:00	0	0	0	**1**	1	10	51	167	**252**	195	66	12	**5**	0	760	51-60	447
11:00	0	0	0	0	1	**12**	**54**	**184**	236	**216**	**68**	12	1	0	**784**	51-60	452
12 PM	0	0	0	0	**3**	**10**	24	152	**293**	**190**	65	15	3	0	**755**	51-60	483
13:00	0	0	0	0	1	4	29	**156**	243	172	45	14	3	1	668	51-60	415
14:00	0	0	0	0	1	3	35	129	239	179	**85**	**24**	2	1	698	51-60	418
15:00	0	0	0	0	2	5	32	152	262	165	63	8	3	**4**	696	51-60	427
16:00	0	0	0	0	1	10	23	133	253	173	46	14	**4**	2	659	51-60	426
17:00	0	0	0	**1**	3	4	41	139	241	156	50	9	4	3	651	51-60	397
18:00	0	0	0	0	1	3	19	108	202	142	41	6	3	0	525	51-60	344
19:00	0	0	0	0	1	3	18	86	134	106	46	14	2	0	410	51-60	240
20:00	0	0	0	0	0	3	35	76	113	91	29	3	1	0	351	51-60	204
21:00	0	0	0	0	2	8	43	94	75	30	3	1	0	0	256	46-55	169
22:00	0	0	0	0	1	10	**60**	74	116	54	9	1	0	0	325	46-55	190
23:00	0	0	0	0	1	7	36	60	51	21	7	1	0	0	184	46-55	111
Total	0	0	0	2	22	110	630	2131	3403	2505	887	205	42	17	9954		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	1.1%	6.3%	21.4%	34.2%	25.2%	8.9%	2.1%	0.4%	0.2%			
AM Peak				10:00	02:00	11:00	11:00	11:00	10:00	11:00	11:00	07:00	10:00	00:00	11:00		
Vol.				1	1	12	54	184	252	216	68	31	5	3	784		
PM Peak				17:00	12:00	12:00	22:00	13:00	12:00	12:00	14:00	14:00	16:00	15:00	12:00		
Vol.				1	3	10	60	156	293	190	85	24	4	4	755		

Connecticut Counts LLC

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Site Code:
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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	**1**	**10**	29	33	26	18	3	1	1	0	122	41-50	62
01:00	0	0	0	0	1	1	13	20	18	4	1	0	0	0	58	46-55	38
02:00	0	0	0	0	0	1	6	10	15	3	2	2	1	1	41	46-55	25
03:00	0	0	0	0	0	1	5	7	15	3	1	0	0	0	32	46-55	22
04:00	0	0	0	0	0	1	4	9	14	7	5	0	0	1	41	46-55	23
05:00	0	0	0	0	0	1	0	16	26	18	10	2	1	0	74	50-59	44
06:00	0	0	0	0	0	0	0	16	49	40	18	7	0	**2**	132	51-60	89
07:00	0	0	0	0	1	1	5	28	67	70	41	**17**	**6**	0	236	51-60	137
08:00	0	0	0	0	0	2	14	70	116	109	33	9	3	0	356	51-60	225
09:00	0	0	0	0	0	1	31	121	170	140	47	13	1	0	524	51-60	310
10:00	0	0	0	0	1	2	34	108	199	151	**53**	9	1	0	558	51-60	350
11:00	0	0	0	0	0	5	**47**	**151**	**233**	**156**	46	11	2	1	**652**	51-60	389
12 PM	0	0	0	0	1	8	**55**	178	240	177	47	9	3	1	**719**	46-55	418
13:00	0	0	0	0	0	8	54	**179**	**254**	150	49	12	4	1	711	46-55	433
14:00	0	0	0	0	0	**12**	55	141	232	178	59	8	2	0	687	51-60	410
15:00	0	0	0	0	1	6	50	140	242	186	55	9	2	0	691	51-60	428
16:00	0	0	0	0	0	2	20	122	230	161	66	13	0	0	614	51-60	391
17:00	0	0	0	0	1	0	26	127	217	**188**	**67**	10	**7**	0	643	51-60	405
18:00	0	0	0	0	1	3	22	134	193	142	59	13	1	**2**	570	51-60	335
19:00	0	0	0	0	0	3	22	88	145	114	39	**16**	1	1	429	51-60	259
20:00	0	0	0	0	**3**	3	14	62	112	79	27	6	2	1	309	51-60	191
21:00	0	0	0	0	0	3	17	71	69	43	7	8	0	0	218	46-55	140
22:00	0	0	0	0	0	4	8	36	58	26	7	2	1	0	142	46-55	94
23:00	0	0	0	0	0	1	7	29	23	18	7	1	0	0	86	46-55	52
Total	0	0	0	0	11	79	538	1896	2963	2181	749	178	39	11	8645		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.9%	6.2%	21.9%	34.3%	25.2%	8.7%	2.1%	0.5%	0.1%			
AM Peak					00:00	00:00	11:00	11:00	11:00	11:00	10:00	07:00	07:00	06:00	11:00		
Vol.					1	10	47	151	233	156	53	17	6	2	652		
PM Peak					20:00	14:00	12:00	13:00	13:00	17:00	17:00	19:00	17:00	18:00	12:00		
Vol.					3	12	55	179	254	188	67	16	7	2	719		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	0	0	1	3	7	15	3	1	2	1	1	34	46-55	22
01:00	0	0	0	0	1	1	5	9	8	3	1	0	0	0	28	46-55	17
02:00	0	0	0	0	0	0	1	6	7	2	0	0	0	0	16	46-55	13
03:00	0	0	0	0	0	1	2	4	9	4	0	1	0	0	21	46-55	13
04:00	0	0	0	0	0	1	7	18	18	12	8	3	0	0	67	46-55	36
05:00	0	0	0	0	0	1	9	35	96	78	44	15	1	0	279	51-60	174
06:00	0	0	0	0	0	1	28	117	246	229	78	19	2	**2**	722	51-60	475
07:00	0	0	0	**6**	1	**15**	**50**	**179**	**422**	278	72	14	2	1	**1040**	51-60	700
08:00	0	0	0	0	0	3	31	170	417	**296**	**83**	**20**	3	1	1024	51-60	713
09:00	0	0	0	0	**2**	5	12	91	252	230	77	17	**4**	1	691	51-60	482
10:00	0	0	0	0	0	2	16	73	149	103	35	7	1	1	387	51-60	252
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	6	4	31	164	709	1639	1238	399	98	14	7	4309		
Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.7%	3.8%	16.5%	38.0%	28.7%	9.3%	2.3%	0.3%	0.2%			
AM Peak				07:00	09:00	07:00	07:00	07:00	07:00	08:00	08:00	08:00	09:00	06:00	07:00		
Vol.				6	2	15	50	179	422	296	83	20	4	2	1040		
PM Peak Vol.																	
Total	1	2	2	18	103	588	3247	10470	16741	12969	4711	1056	205	72	50185		
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	1.2%	6.5%	20.9%	33.4%	25.8%	9.4%	2.1%	0.4%	0.1%			

15th Percentile :	46 MPH
50th Percentile :	53 MPH
85th Percentile :	59 MPH
95th Percentile :	63 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	29710
Percent in Pace :	59.2%
Number of Vehicles > 40 MPH :	49471
Percent of Vehicles > 40 MPH :	98.6%
Mean Speed(Average) :	54 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	2	**1**	**4**	5	16	48	32	21	10	1	**1**	0	141	46-55	80
11:00	0	0	**3**	0	0	**10**	**35**	**120**	**166**	**94**	**34**	**8**	1	0	**471**	46-55	286
12 PM	0	0	1	0	4	**10**	**54**	114	159	102	44	10	3	**2**	503	46-55	273
13:00	0	0	0	2	3	9	52	105	185	104	28	15	0	0	503	46-55	290
14:00	0	0	**3**	**5**	2	10	35	120	177	172	71	22	0	0	617	51-60	349
15:00	0	0	0	1	**5**	7	52	149	292	224	100	20	**8**	0	858	51-60	516
16:00	0	0	1	4	2	5	29	**159**	338	**326**	155	35	3	1	**1058**	51-60	664
17:00	0	0	0	1	3	1	26	144	**342**	309	**172**	**44**	5	2	1049	51-60	651
18:00	0	0	0	0	2	1	24	109	208	237	93	28	7	1	710	51-60	445
19:00	0	0	0	1	0	2	22	121	142	138	76	18	7	0	527	51-60	280
20:00	0	0	0	0	0	6	32	82	136	87	28	5	0	0	376	51-60	223
21:00	0	0	0	1	0	2	30	80	84	51	16	5	3	0	272	46-55	164
22:00	0	0	0	0	0	0	6	36	51	25	22	3	2	0	145	46-55	87
23:00	0	0	0	0	0	6	10	28	30	27	12	1	0	1	115	46-55	58
Total	0	0	10	16	25	74	423	1415	2342	1917	861	215	40	7	7345		
Percent	0.0%	0.0%	0.1%	0.2%	0.3%	1.0%	5.8%	19.3%	31.9%	26.1%	11.7%	2.9%	0.5%	0.1%			
AM Peak			11:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00		11:00		
Vol.			3	1	4	10	35	120	166	94	34	8	1		471		
PM Peak			14:00	14:00	15:00	12:00	12:00	16:00	17:00	16:00	17:00	17:00	15:00	12:00	16:00		
Vol.			3	5	5	10	54	159	342	326	172	44	8	2	1058		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	2	6	15	18	17	3	2	0	1	64	50-59	35
01:00	0	0	0	0	0	1	4	9	11	7	3	2	2	0	39	46-55	20
02:00	0	0	0	0	0	0	2	5	1	2	0	0	0	0	10	41-50	7
03:00	0	0	**1**	0	0	4	1	4	5	1	2	0	0	0	18	46-55	9
04:00	0	0	0	0	0	1	2	8	3	2	3	0	0	0	19	44-53	11
05:00	0	0	0	1	0	0	3	15	17	19	7	4	0	1	67	51-60	36
06:00	0	0	0	0	0	2	6	25	64	64	37	15	2	1	216	51-60	128
07:00	0	0	0	2	1	3	16	55	115	112	67	**24**	3	**5**	403	51-60	227
08:00	0	0	0	2	**3**	**7**	21	**74**	139	124	61	19	**5**	0	455	51-60	263
09:00	0	0	1	2	2	6	24	67	131	104	52	14	4	1	408	51-60	235
10:00	0	0	0	0	3	4	**34**	73	122	111	55	21	2	2	427	51-60	233
11:00	0	0	0	**3**	0	6	23	63	**142**	**140**	**77**	22	1	2	**479**	51-60	282
12 PM	0	0	1	**5**	1	7	24	78	157	132	91	28	4	1	529	51-60	289
13:00	0	0	0	1	**10**	**17**	32	94	174	167	78	26	7	3	609	51-60	341
14:00	0	0	0	2	2	7	28	85	218	185	92	34	12	2	667	51-60	403
15:00	0	0	**2**	5	6	6	**40**	119	226	296	192	56	12	5	965	51-60	522
16:00	0	0	0	0	3	16	15	**120**	329	336	**203**	**71**	**18**	**7**	1118	51-60	665
17:00	0	0	0	4	4	0	24	102	**353**	**393**	193	60	11	6	**1150**	51-60	746
18:00	0	0	2	0	3	6	20	90	296	283	143	43	11	2	899	51-60	579
19:00	0	0	0	0	0	4	13	74	148	203	118	18	6	7	591	51-60	351
20:00	0	0	2	1	2	4	28	79	176	123	50	12	3	1	481	51-60	299
21:00	0	0	0	0	0	2	17	59	103	95	43	12	4	0	335	51-60	198
22:00	0	0	0	1	0	2	14	34	62	58	27	8	2	1	209	51-60	120
23:00	0	0	0	0	0	4	3	18	45	46	19	5	0	1	141	51-60	91
Total	0	0	9	29	40	111	400	1365	3055	3020	1616	496	109	49	10299		
Percent	0.0%	0.0%	0.1%	0.3%	0.4%	1.1%	3.9%	13.3%	29.7%	29.3%	15.7%	4.8%	1.1%	0.5%			
AM Peak			03:00	11:00	08:00	08:00	10:00	08:00	11:00	11:00	11:00	07:00	08:00	07:00	11:00		
Vol.			1	3	3	7	34	74	142	140	77	24	5	5	479		
PM Peak			15:00	12:00	13:00	13:00	15:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	17:00		
Vol.			2	5	10	17	40	120	353	393	203	71	18	7	1150		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	0	9	16	25	23	9	3	0	0	85	51-60	48
01:00	0	0	1	2	0	0	4	7	10	8	7	1	0	1	41	49-58	18
02:00	0	0	0	0	0	2	2	1	7	7	4	1	1	0	25	51-60	14
03:00	0	0	0	0	0	3	4	2	5	3	2	1	0	0	20	49-58	8
04:00	0	0	0	1	2	0	4	8	10	6	0	1	0	0	32	46-55	18
05:00	0	0	1	1	0	1	3	12	26	12	10	1	3	1	71	51-60	38
06:00	0	0	0	1	2	2	9	29	57	73	38	14	5	4	234	51-60	130
07:00	0	0	0	1	0	1	19	51	116	117	**84**	**33**	**13**	**6**	441	51-60	233
08:00	0	**2**	0	2	2	1	16	65	110	131	56	26	3	1	415	51-60	241
09:00	0	0	**4**	1	2	7	25	71	140	97	67	16	2	1	433	51-60	237
10:00	0	0	1	**4**	**4**	4	24	89	140	100	57	17	2	0	442	51-60	240
11:00	0	0	0	2	2	**9**	**36**	**118**	**180**	**140**	47	14	1	0	**549**	51-60	320
12 PM	0	0	0	1	4	14	59	153	240	148	53	13	3	1	689	46-55	393
13:00	0	0	**1**	2	0	12	39	246	531	198	50	12	1	0	1092	46-55	777
14:00	0	0	0	3	**5**	**17**	**62**	246	532	234	64	11	5	1	1180	46-55	778
15:00	0	0	1	3	0	7	52	233	513	429	137	**34**	**8**	**4**	1421	51-60	942
16:00	0	0	0	**6**	1	4	42	**273**	550	531	**171**	31	5	0	1614	51-60	1081
17:00	0	0	0	1	3	5	42	175	**666**	**557**	154	30	2	0	**1635**	51-60	1223
18:00	0	0	0	2	2	6	40	231	551	330	114	31	6	4	1317	51-60	881
19:00	0	0	0	0	1	5	12	78	358	225	82	22	5	0	788	51-60	583
20:00	0	0	0	1	0	8	36	166	323	114	47	7	1	0	703	46-55	489
21:00	0	**1**	0	2	1	1	31	108	240	80	28	2	1	1	496	46-55	348
22:00	0	0	0	0	1	1	22	72	164	90	37	3	0	3	393	51-60	254
23:00	0	0	0	0	1	3	10	38	138	46	18	7	2	2	265	51-60	184
Total	0	3	9	36	33	113	602	2488	5632	3699	1336	331	69	30	14381		
Percent	0.0%	0.0%	0.1%	0.3%	0.2%	0.8%	4.2%	17.3%	39.2%	25.7%	9.3%	2.3%	0.5%	0.2%			
AM Peak		08:00	09:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	11:00		
Vol.		2	4	4	4	9	36	118	180	140	84	33	13	6	549		
PM Peak		21:00	13:00	16:00	14:00	14:00	14:00	16:00	17:00	17:00	16:00	15:00	15:00	15:00	17:00		
Vol.		1	1	6	5	17	62	273	666	557	171	34	8	4	1635		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	2	1	6	19	78	34	10	5	2	0	157	51-60	112
01:00	0	0	0	1	0	0	1	17	33	15	6	2	2	0	77	46-55	50
02:00	0	0	0	0	0	0	2	6	12	7	5	1	0	0	33	49-58	19
03:00	0	0	0	0	1	1	4	9	17	2	4	1	0	0	39	46-55	26
04:00	0	0	0	0	0	1	6	4	10	5	2	0	0	0	28	51-60	15
05:00	0	0	**3**	0	1	1	7	12	18	10	7	2	1	0	62	46-55	30
06:00	0	0	0	0	1	2	5	19	47	44	26	5	1	**3**	153	51-60	91
07:00	0	0	0	0	3	0	13	36	100	82	63	**22**	**9**	1	329	51-60	182
08:00	0	0	1	**3**	1	8	18	41	134	132	69	21	3	1	432	51-60	266
09:00	0	**1**	0	2	**4**	10	35	113	207	139	61	20	2	0	594	51-60	346
10:00	0	1	0	1	4	**11**	35	115	**236**	164	65	16	1	2	651	51-60	400
11:00	0	0	1	2	1	9	**50**	**140**	210	**169**	**70**	15	3	2	**672**	51-60	379
12 PM	0	0	1	4	5	15	54	161	254	211	**94**	16	1	**6**	822	51-60	465
13:00	0	0	1	4	3	20	77	145	229	**224**	71	17	6	5	802	51-60	453
14:00	0	0	2	3	9	20	74	185	**315**	213	60	17	6	3	**907**	51-60	528
15:00	0	0	1	5	13	25	64	**198**	284	162	72	18	3	0	845	46-55	482
16:00	0	0	2	2	14	28	90	150	236	142	88	20	**7**	1	780	46-55	386
17:00	0	0	3	8	15	39	85	164	232	165	62	**28**	7	2	810	49-58	397
18:00	0	0	**4**	7	15	42	97	147	152	75	48	14	7	4	612	46-55	299
19:00	0	**1**	2	**13**	**31**	**53**	**125**	128	92	44	28	7	6	5	535	41-50	253
20:00	0	0	1	5	2	12	50	79	145	90	33	8	5	3	433	51-60	235
21:00	0	0	0	2	4	10	30	90	135	86	28	8	0	0	393	46-55	225
22:00	0	1	1	2	0	7	27	68	89	49	22	7	2	0	275	46-55	157
23:00	0	0	0	0	0	0	12	38	72	47	18	10	2	3	202	51-60	119
Total	0	4	23	64	129	315	967	2084	3337	2311	1012	280	76	41	10643		
Percent	0.0%	0.0%	0.2%	0.6%	1.2%	3.0%	9.1%	19.6%	31.4%	21.7%	9.5%	2.6%	0.7%	0.4%			
AM Peak		09:00	05:00	08:00	09:00	10:00	11:00	11:00	10:00	11:00	11:00	07:00	07:00	06:00	11:00		
Vol.		1	3	3	4	11	50	140	236	169	70	22	9	3	672		
PM Peak		19:00	18:00	19:00	19:00	19:00	19:00	15:00	14:00	13:00	12:00	17:00	16:00	12:00	14:00		
Vol.		1	4	13	31	53	125	198	315	224	94	28	7	6	907		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	**1**	1	0	3	11	33	27	20	7	2	0	**1**	106	46-55	60
01:00	0	0	1	0	1	1	9	10	21	10	6	3	0	0	62	46-55	31
02:00	0	0	0	0	0	1	4	12	13	9	4	3	0	1	47	46-55	25
03:00	0	0	0	0	1	1	3	6	6	4	1	0	0	0	22	46-55	12
04:00	0	0	0	0	0	0	2	1	4	3	0	1	0	0	11	50-59	7
05:00	0	0	0	0	1	1	9	11	9	7	1	1	0	0	40	41-50	20
06:00	0	0	1	0	**2**	3	8	27	37	18	8	1	1	0	106	46-55	64
07:00	0	0	0	2	1	0	18	43	50	21	12	6	1	0	154	46-55	93
08:00	0	0	0	2	0	3	16	56	85	60	26	9	1	0	258	51-60	145
09:00	0	0	0	1	0	2	22	81	179	106	36	8	2	0	437	51-60	285
10:00	0	0	1	**3**	1	8	43	109	229	142	**54**	**12**	3	0	605	51-60	371
11:00	0	0	1	1	1	**10**	**51**	**179**	**284**	**152**	31	6	**4**	1	**721**	46-55	463
12 PM	0	0	**1**	1	**4**	5	**44**	117	**263**	162	69	18	2	3	**689**	51-60	425
13:00	0	0	1	2	2	4	30	108	241	**205**	69	21	1	1	685	51-60	446
14:00	0	0	0	1	2	**8**	40	**127**	214	159	98	22	3	0	674	51-60	373
15:00	0	0	0	0	2	6	26	124	188	156	73	19	4	2	600	51-60	344
16:00	0	0	0	**3**	2	3	10	83	184	163	94	**27**	4	**4**	577	51-60	347
17:00	0	0	0	0	1	2	13	72	137	136	**103**	20	**10**	3	497	51-60	273
18:00	0	0	0	3	1	2	14	58	139	143	79	24	6	3	472	51-60	282
19:00	0	0	0	0	0	0	15	59	106	103	66	14	3	0	366	51-60	209
20:00	0	0	0	0	0	2	26	56	83	76	36	7	2	0	288	51-60	159
21:00	0	0	0	1	1	4	14	42	52	36	19	5	2	2	178	46-55	94
22:00	0	0	0	0	0	0	4	27	49	31	12	2	2	0	127	51-60	80
23:00	0	0	0	0	0	2	6	18	27	16	13	6	1	2	91	46-55	45
Total	0	0	7	21	23	71	438	1459	2627	1938	917	237	52	23	7813		
Percent	0.0%	0.0%	0.1%	0.3%	0.3%	0.9%	5.6%	18.7%	33.6%	24.8%	11.7%	3.0%	0.7%	0.3%			
AM Peak			00:00	10:00	06:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	11:00	00:00	11:00		
Vol.			1	3	2	10	51	179	284	152	54	12	4	1	721		
PM Peak			12:00	16:00	12:00	14:00	12:00	14:00	12:00	13:00	17:00	16:00	17:00	16:00	12:00		
Vol.			1	3	4	8	44	127	263	205	103	27	10	4	689		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	2	0	0	4	11	11	16	6	3	0	0	53	51-60	27
01:00	0	0	0	0	0	0	2	5	6	4	3	1	0	0	21	46-55	11
02:00	0	0	0	0	0	0	0	3	3	1	3	0	1	0	11	46-55	6
03:00	0	0	0	0	0	2	2	2	3	5	0	0	0	0	14	51-60	8
04:00	0	0	0	0	**2**	1	2	9	4	5	2	0	0	0	25	46-55	13
05:00	0	0	1	0	0	**4**	2	11	32	15	12	2	2	0	81	51-60	47
06:00	0	0	1	0	0	2	4	25	55	64	43	19	3	2	218	51-60	119
07:00	0	0	1	0	0	2	10	41	84	**120**	**91**	**38**	**11**	**3**	401	56-65	211
08:00	0	0	1	2	0	1	18	59	99	116	79	29	9	2	415	51-60	215
09:00	0	0	**2**	1	0	4	10	50	117	102	70	18	4	2	380	51-60	219
10:00	0	**3**	2	0	2	2	**32**	64	127	96	46	7	2	0	383	51-60	223
11:00	0	0	1	**3**	0	3	25	**93**	**144**	111	57	14	4	1	**456**	51-60	255
12 PM	0	0	0	1	1	5	22	75	137	142	75	25	3	1	487	51-60	279
13:00	0	0	0	2	**3**	10	**51**	99	157	107	50	11	1	1	492	51-60	264
14:00	0	0	0	1	0	8	35	87	183	186	92	23	2	**5**	622	51-60	369
15:00	0	0	0	**4**	1	**11**	44	**118**	**250**	**290**	**155**	**41**	**12**	2	**928**	51-60	540
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	9	16	9	55	263	752	1412	1380	784	231	54	19	4987		
Percent	0.0%	0.1%	0.2%	0.3%	0.2%	1.1%	5.3%	15.1%	28.3%	27.7%	15.7%	4.6%	1.1%	0.4%			
AM Peak		10:00	09:00	11:00	04:00	05:00	10:00	11:00	11:00	07:00	07:00	07:00	07:00	07:00	11:00		
Vol.		3	2	3	2	4	32	93	144	120	91	38	11	3	456		
PM Peak				15:00	13:00	15:00	13:00	15:00	15:00	15:00	15:00	15:00	15:00	14:00	15:00		
Vol.				4	3	11	51	118	250	290	155	41	12	5	928		
Total	0	10	67	182	259	739	3093	9563	18405	14265	6526	1790	400	169	55468		
Percent	0.0%	0.0%	0.1%	0.3%	0.5%	1.3%	5.6%	17.2%	33.2%	25.7%	11.8%	3.2%	0.7%	0.3%			

15th Percentile :	47 MPH
50th Percentile :	53 MPH
85th Percentile :	60 MPH
95th Percentile :	64 MPH

Stats	
10 MPH Pace Speed :	51-60 MPH
Number in Pace :	32670
Percent in Pace :	58.9%
Number of Vehicles > 45 MPH :	51118
Percent of Vehicles > 45 MPH :	92.2%
Mean Speed(Average) :	54 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	**1**	0	0	4	18	47	56	42	6	2	**1**	0	177	46-55	103
11:00	**1**	0	0	0	**2**	**9**	**42**	**137**	**206**	**76**	**22**	**4**	0	0	**499**	46-55	343
12 PM	0	0	0	0	1	7	22	115	171	86	29	3	**1**	0	435	46-55	286
13:00	0	0	0	2	3	14	**42**	**145**	167	67	11	6	0	0	457	46-55	312
14:00	0	0	**4**	**4**	**6**	**16**	31	136	163	98	21	2	0	0	481	46-55	299
15:00	0	0	1	1	3	8	36	112	194	113	44	5	0	0	517	51-60	307
16:00	0	0	0	2	4	4	38	114	203	150	51	**12**	1	0	**579**	51-60	353
17:00	0	0	0	1	2	1	12	80	**217**	**169**	**53**	10	1	0	546	51-60	386
18:00	0	0	0	1	1	0	13	70	143	114	37	7	0	0	386	51-60	257
19:00	0	0	0	0	2	1	13	60	95	47	23	1	0	0	242	46-55	155
20:00	0	0	0	1	0	5	30	64	64	24	11	5	1	0	205	46-55	128
21:00	0	0	0	0	0	2	11	44	48	21	6	1	0	0	133	46-55	92
22:00	0	0	0	0	1	0	5	16	22	22	9	2	0	0	77	51-60	44
23:00	0	0	0	0	0	0	7	8	20	21	8	2	0	0	66	51-60	41
Total	1	0	6	12	25	71	320	1148	1769	1050	331	62	5	0	4800		
Percent	0.0%	0.0%	0.1%	0.3%	0.5%	1.5%	6.7%	23.9%	36.9%	21.9%	6.9%	1.3%	0.1%	0.0%			
AM Peak	11:00		10:00		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00		11:00		
Vol.	1		1		2	9	42	137	206	76	22	4	1		499		
PM Peak			14:00	14:00	14:00	14:00	13:00	13:00	17:00	17:00	17:00	16:00	12:00		16:00		
Vol.			4	4	6	16	42	145	217	169	53	12	1		579		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	1	1	0	3	9	9	2	0	0	0	25	51-60	18
01:00	0	0	0	0	0	1	0	3	3	4	1	1	0	0	13	51-60	7
02:00	0	0	0	0	0	0	2	2	6	3	2	1	0	0	16	51-60	9
03:00	0	0	0	0	0	0	1	1	5	5	3	2	1	0	18	51-60	10
04:00	0	0	0	0	0	0	3	5	29	27	13	10	2	**1**	90	51-60	56
05:00	0	0	0	0	0	0	7	24	89	73	52	23	3	1	272	51-60	162
06:00	0	0	0	0	0	0	12	67	230	304	**156**	**33**	2	1	805	51-60	534
07:00	0	0	0	2	1	2	18	**152**	**427**	**410**	136	18	2	0	**1168**	51-60	837
08:00	0	0	0	**3**	**6**	**9**	27	145	328	322	130	15	1	0	986	51-60	650
09:00	0	0	**1**	2	2	6	32	121	239	208	96	13	0	0	720	51-60	447
10:00	0	0	0	0	3	8	**34**	81	224	175	78	17	**5**	0	625	51-60	399
11:00	0	0	0	0	3	5	21	109	194	130	51	7	3	0	523	51-60	324
12 PM	0	**1**	**2**	0	2	**9**	32	117	184	130	44	9	1	0	531	51-60	314
13:00	0	0	0	1	2	6	27	118	197	122	41	9	2	1	526	51-60	319
14:00	0	0	0	**3**	**6**	9	**41**	109	211	128	55	11	1	1	575	51-60	339
15:00	0	0	2	2	2	7	29	111	223	129	58	**12**	1	0	576	51-60	352
16:00	0	0	1	0	1	7	22	**131**	235	**182**	53	9	4	0	645	51-60	417
17:00	0	0	2	3	6	1	24	115	**254**	166	63	6	**5**	1	**646**	51-60	420
18:00	0	0	0	1	3	2	16	92	196	175	**68**	12	4	1	570	51-60	371
19:00	0	0	0	0	0	1	14	47	155	125	48	5	2	**3**	400	51-60	280
20:00	0	0	0	1	1	4	10	64	109	99	23	4	1	0	316	51-60	208
21:00	0	0	0	0	0	0	11	35	74	49	10	4	3	0	186	51-60	123
22:00	0	0	0	0	0	0	5	25	46	32	20	5	1	0	134	51-60	78
23:00	0	0	0	0	1	0	5	15	22	18	12	2	0	0	75	51-60	40
Total	0	1	8	18	40	78	393	1692	3689	3025	1215	228	44	10	10441		
Percent	0.0%	0.0%	0.1%	0.2%	0.4%	0.7%	3.8%	16.2%	35.3%	29.0%	11.6%	2.2%	0.4%	0.1%			
AM Peak			09:00	08:00	08:00	08:00	10:00	07:00	07:00	07:00	06:00	06:00	10:00	04:00	07:00		
Vol.			1	3	6	9	34	152	427	410	156	33	5	1	1168		
PM Peak		12:00	12:00	14:00	14:00	12:00	14:00	16:00	17:00	16:00	18:00	15:00	17:00	19:00	17:00		
Vol.		1	2	3	6	9	41	131	254	182	68	12	5	3	646		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	0	2	5	11	7	3	1	0	0	29	50-59	18
01:00	0	0	0	0	0	0	6	9	9	2	2	0	1	0	29	46-55	18
02:00	0	0	0	0	0	0	2	4	6	4	2	0	0	0	18	51-60	10
03:00	0	0	0	0	0	0	2	7	7	5	6	2	0	0	29	46-55	14
04:00	0	0	0	0	0	0	2	9	26	26	17	6	1	0	87	51-60	52
05:00	0	0	0	0	0	0	3	14	82	101	64	23	**4**	**2**	293	51-60	183
06:00	0	0	**1**	2	3	3	17	54	210	307	**171**	**34**	3	1	806	51-60	517
07:00	0	0	1	0	0	6	36	92	**401**	**407**	167	14	0	2	**1126**	51-60	808
08:00	0	0	0	1	0	7	27	126	302	320	112	23	0	0	918	51-60	622
09:00	0	**1**	0	1	5	12	28	109	262	196	66	5	1	1	687	51-60	458
10:00	0	0	0	3	**7**	**21**	45	**149**	197	143	38	7	1	1	612	46-55	346
11:00	0	1	0	**4**	0	9	**57**	126	242	117	29	7	0	0	592	46-55	368
12 PM	0	0	0	**7**	1	**3**	**35**	**116**	**143**	**72**	**10**	**8**	**1**	**4**	**400**	46-55	259
13:00	0	0	0	0	0	1	0	0	9	3	0	1	0	0	14	51-60	12
14:00	0	0	0	0	0	0	2	3	8	0	0	0	0	0	13	46-55	11
15:00	0	0	0	0	1	0	0	3	14	12	5	0	0	2	37	51-60	26
16:00	0	0	0	1	0	0	0	8	15	13	0	0	0	1	38	51-60	28
17:00	0	0	0	0	1	0	0	1	25	13	0	0	0	3	43	51-60	38
18:00	0	0	0	1	**3**	0	0	15	21	16	0	2	1	3	62	49-58	37
19:00	0	0	0	1	1	0	0	0	23	12	1	0	0	3	41	51-60	35
20:00	0	0	0	2	0	0	0	4	19	2	0	0	0	0	27	46-55	23
21:00	0	0	0	2	0	0	0	5	4	1	0	0	0	0	12	46-55	9
22:00	0	0	0	2	0	0	0	1	11	4	0	0	1	1	20	51-60	15
23:00	0	0	0	0	0	0	0	1	18	2	1	0	0	2	24	49-58	20
Total	0	2	2	27	22	62	264	861	2065	1785	694	133	14	26	5957		
Percent	0.0%	0.0%	0.0%	0.5%	0.4%	1.0%	4.4%	14.5%	34.7%	30.0%	11.7%	2.2%	0.2%	0.4%			
AM Peak		09:00	06:00	11:00	10:00	10:00	11:00	10:00	07:00	07:00	06:00	06:00	05:00	05:00	07:00		
Vol.		1	1	4	7	21	57	149	401	407	171	34	4	2	1126		
PM Peak				12:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
Vol.				7	3	3	35	116	143	72	10	8	1	4	400		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	0	0	0	8	2	1	0	**2**	1	14	51-60	10
01:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	49-58	4
02:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	49-58	4
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
04:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	46-55	7
05:00	0	0	0	0	0	0	**1**	3	11	0	0	0	0	0	15	46-55	14
06:00	0	0	0	0	0	0	0	0	20	10	1	**2**	0	**2**	35	51-60	30
07:00	0	0	0	0	0	0	0	0	19	47	**7**	1	0	1	75	51-60	66
08:00	0	0	0	0	0	0	0	5	55	**66**	3	0	0	0	129	51-60	121
09:00	0	0	0	0	0	0	0	17	93	36	0	0	0	0	146	51-60	129
10:00	0	0	0	0	0	0	1	**25**	**104**	51	4	0	0	1	**186**	51-60	155
11:00	0	0	0	0	0	0	0	16	60	8	2	0	0	0	86	46-55	76
12 PM	0	0	0	0	0	0	4	21	**86**	20	1	0	0	0	**132**	46-55	107
13:00	0	0	0	0	0	0	3	**26**	72	22	**2**	0	0	0	125	46-55	98
14:00	0	0	0	0	0	**1**	1	19	48	12	0	0	0	**2**	83	46-55	67
15:00	0	0	0	0	0	0	**6**	24	57	**32**	0	**1**	0	2	122	51-60	89
16:00	0	0	0	0	0	0	5	24	39	16	0	0	0	0	84	46-55	63
17:00	0	0	0	0	**1**	0	4	16	26	13	0	0	0	1	61	46-55	42
18:00	0	0	0	0	0	1	4	9	16	6	0	0	0	0	36	46-55	25
19:00	0	0	0	0	0	1	1	4	1	1	0	0	0	0	8	44-53	5
20:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	44-53	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	1	4	30	210	731	346	21	4	2	10	1359		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	2.2%	15.5%	53.8%	25.5%	1.5%	0.3%	0.1%	0.7%			
AM Peak							05:00	10:00	10:00	08:00	07:00	06:00	00:00	06:00	10:00		
Vol.							1	25	104	66	7	2	2	2	186		
PM Peak					17:00	14:00	15:00	13:00	12:00	15:00	13:00	15:00		14:00	12:00		
Vol.					1	1	6	26	86	32	2	1		2	132		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
07:00	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**2**	44-53	2
08:00	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	2	45-54	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
12 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	49-58	3
13:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	12	51-60	12
14:00	0	0	0	**1**	0	0	0	**3**	**17**	9	**1**	0	0	0	**31**	51-60	26
15:00	0	0	0	1	**1**	**1**	0	1	11	**10**	0	0	0	0	25	51-60	21
16:00	0	0	0	0	0	0	0	0	2	3	0	0	0	0	5	51-60	5
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	49-58	2
18:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	5	51-60	4
19:00	0	0	0	0	0	0	0	0	2	6	0	0	0	0	8	51-60	8
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	2	1	1	0	6	54	33	2	0	0	0	99		
Percent	0.0%	0.0%	0.0%	2.0%	1.0%	1.0%	0.0%	6.1%	54.5%	33.3%	2.0%	0.0%	0.0%	0.0%			
AM Peak								07:00	08:00						07:00		
Vol.								1	2						2		
PM Peak				14:00	15:00	15:00		14:00	14:00	15:00	14:00				14:00		
Vol.				1	1	1		3	17	10	1				31		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4638

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
06:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	49-58	2
07:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	51-60	3
08:00	0	0	0	0	0	0	0	0	**2**	**5**	**1**	0	0	0	**8**	51-60	7
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
10:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	51-60	3
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
12 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	44-53	2
13:00	0	0	0	**1**	**3**	0	**2**	**6**	**6**	**3**	0	0	0	0	**21**	46-55	12
14:00	0	0	0	0	0	0	1	0	1	0	**1**	0	0	0	3	34-43	1
15:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	50-59	2
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	1	3	0	3	7	15	18	2	0	0	0	49		
Percent	0.0%	0.0%	0.0%	2.0%	6.1%	0.0%	6.1%	14.3%	30.6%	36.7%	4.1%	0.0%	0.0%	0.0%			
AM Peak Vol.									08:00 2	08:00 5	08:00 1				08:00 8		
PM Peak Vol.				13:00 1	13:00 3		13:00 2	13:00 6	13:00 6	13:00 3	14:00 1				13:00 21		
Total	1	3	16	60	92	216	1010	3924	8323	6257	2265	427	65	46	22705		
Percent	0.0%	0.0%	0.1%	0.3%	0.4%	1.0%	4.4%	17.3%	36.7%	27.6%	10.0%	1.9%	0.3%	0.2%			

15th Percentile :	47 MPH
50th Percentile :	53 MPH
85th Percentile :	59 MPH
95th Percentile :	63 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	14580
Percent in Pace :	64.2%
Number of Vehicles > 45 MPH :	21307
Percent of Vehicles > 45 MPH :	93.8%
Mean Speed(Average) :	54 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	1	9	35	116	153	133	90	35	9	4	585	51-60	286
14:00	0	0	**3**	1	1	7	36	74	172	183	102	50	13	4	646	51-60	355
15:00	0	**2**	2	1	0	**12**	**42**	132	288	258	173	67	**20**	2	999	51-60	546
16:00	0	0	3	**4**	**6**	6	41	**141**	**352**	303	206	86	17	**7**	**1172**	51-60	655
17:00	0	0	1	1	2	6	30	137	254	**305**	**272**	**88**	14	7	1117	56-65	577
18:00	0	0	1	1	0	3	29	85	201	232	191	71	12	4	830	51-60	433
19:00	0	0	1	0	1	1	18	66	137	183	146	62	9	4	628	56-65	329
20:00	0	0	0	0	2	1	8	62	136	152	107	38	10	4	520	51-60	288
21:00	0	0	0	1	3	3	14	67	105	105	55	13	4	3	373	51-60	210
22:00	0	0	0	0	1	2	22	36	56	52	29	8	3	1	210	51-60	108
23:00	0	0	0	0	0	1	8	27	50	41	17	7	4	4	159	51-60	91
Total	0	2	11	9	17	51	283	943	1904	1947	1388	525	115	44	7239		
Percent	0.0%	0.0%	0.2%	0.1%	0.2%	0.7%	3.9%	13.0%	26.3%	26.9%	19.2%	7.3%	1.6%	0.6%			
AM Peak Vol.																	
PM Peak Vol.		15:00 2	14:00 3	16:00 4	16:00 6	15:00 12	15:00 42	16:00 141	16:00 352	17:00 305	17:00 272	17:00 88	15:00 20	16:00 7	16:00 1172		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	0	0	1	4	16	23	21	11	6	0	1	83	51-60	44
01:00	0	0	0	0	0	0	4	7	17	10	7	5	1	0	51	51-60	27
02:00	0	0	0	0	0	0	3	3	4	2	3	2	0	0	17	46-55	7
03:00	0	0	0	0	0	1	3	1	6	4	4	0	0	0	19	51-60	10
04:00	0	0	0	0	0	1	3	5	7	2	7	1	0	0	26	46-55	12
05:00	0	0	0	0	0	3	5	14	20	17	14	6	2	4	85	51-60	37
06:00	0	0	1	1	0	0	8	22	51	56	49	27	12	**6**	233	51-60	107
07:00	0	**1**	0	**3**	0	4	20	38	75	121	**103**	**68**	**19**	6	458	56-65	224
08:00	0	1	**2**	1	1	11	22	84	117	102	82	22	7	2	454	51-60	219
09:00	0	1	1	0	**5**	8	**41**	**108**	124	109	58	23	2	1	481	51-60	233
10:00	0	0	1	0	1	9	33	97	141	90	42	14	5	0	433	46-55	238
11:00	0	1	2	1	1	**12**	33	103	**168**	**129**	79	28	3	2	**562**	51-60	297
12 PM	0	**1**	1	4	1	6	29	77	166	170	91	25	4	3	578	51-60	336
13:00	0	1	**4**	**5**	**3**	8	45	93	174	143	113	27	7	1	624	51-60	317
14:00	0	0	2	3	1	7	34	84	161	180	145	32	18	2	669	51-60	341
15:00	0	1	1	0	2	**10**	32	110	247	251	224	73	19	**8**	978	51-60	498
16:00	0	0	1	1	0	7	**58**	**169**	261	**336**	221	86	16	8	1164	51-60	597
17:00	0	0	2	3	1	6	37	165	**329**	298	**226**	**89**	17	4	**1177**	51-60	627
18:00	0	0	1	0	1	4	23	92	190	212	177	86	**22**	6	814	51-60	402
19:00	0	1	2	1	0	0	15	69	139	162	138	66	12	5	610	51-60	301
20:00	0	0	0	0	0	5	17	75	148	126	95	43	7	5	521	51-60	274
21:00	0	0	0	0	0	5	21	64	107	83	51	18	4	3	356	51-60	190
22:00	0	0	0	0	0	0	7	26	64	52	36	15	3	2	205	51-60	116
23:00	0	0	0	0	0	2	15	21	41	42	14	10	4	5	154	51-60	83
Total	0	8	21	23	17	110	512	1543	2780	2718	1990	772	184	74	10752		
Percent	0.0%	0.1%	0.2%	0.2%	0.2%	1.0%	4.8%	14.4%	25.9%	25.3%	18.5%	7.2%	1.7%	0.7%			
AM Peak		07:00	08:00	07:00	09:00	11:00	09:00	09:00	11:00	11:00	07:00	07:00	07:00	06:00	11:00		
Vol.		1	2	3	5	12	41	108	168	129	103	68	19	6	562		
PM Peak		12:00	13:00	13:00	13:00	15:00	16:00	16:00	17:00	16:00	17:00	17:00	18:00	15:00	17:00		
Vol.		1	4	5	3	10	58	169	329	336	226	89	22	8	1177		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	0	0	3	15	33	20	12	7	3	0	93	51-60	53
01:00	0	0	0	0	0	1	0	13	12	11	4	2	1	0	44	46-55	25
02:00	0	0	0	1	0	0	2	1	10	5	4	0	0	0	23	51-60	15
03:00	0	0	0	0	0	0	2	3	5	2	1	0	2	1	16	46-55	8
04:00	0	0	0	0	0	0	5	7	9	5	3	1	1	0	31	46-55	16
05:00	0	0	1	0	0	1	6	8	25	24	14	3	0	2	84	51-60	49
06:00	0	1	1	0	0	1	11	24	64	55	57	20	8	5	247	51-60	119
07:00	0	1	0	**2**	2	2	17	48	91	106	**86**	**56**	**17**	**10**	438	51-60	197
08:00	0	0	1	0	2	5	28	65	107	**113**	66	43	15	3	448	51-60	220
09:00	0	**2**	2	1	0	2	25	57	105	107	79	38	6	4	428	51-60	212
10:00	0	1	2	0	**5**	17	**62**	**104**	119	92	50	19	3	1	475	46-55	223
11:00	0	0	**4**	0	1	**18**	58	100	**151**	102	58	23	1	3	**519**	50-59	253
12 PM	0	0	**4**	0	0	4	39	108	155	126	91	35	10	1	573	51-60	281
13:00	0	**3**	3	1	1	11	31	94	174	156	103	46	12	6	641	51-60	330
14:00	0	0	0	1	1	11	35	124	165	191	140	46	**20**	2	736	51-60	356
15:00	0	1	2	1	1	**14**	43	127	258	280	177	81	13	**8**	1006	51-60	538
16:00	0	0	1	**4**	**2**	9	41	167	276	291	**268**	**91**	15	4	1169	51-60	567
17:00	0	0	4	3	0	8	**60**	**178**	**342**	**319**	227	72	14	6	**1233**	51-60	661
18:00	0	0	2	1	1	2	25	143	269	260	168	58	15	2	946	51-60	529
19:00	0	0	1	1	0	3	17	94	158	149	112	41	6	6	588	51-60	307
20:00	0	0	1	1	0	1	20	86	135	142	75	35	7	4	507	51-60	277
21:00	0	0	0	0	0	8	21	67	125	96	52	10	2	1	382	51-60	221
22:00	0	0	0	0	0	2	8	44	96	75	37	8	1	2	273	51-60	171
23:00	0	0	0	0	1	2	9	31	66	48	37	6	3	0	203	51-60	114
Total	0	9	29	17	17	122	568	1708	2950	2775	1921	741	175	71	11103		
Percent	0.0%	0.1%	0.3%	0.2%	0.2%	1.1%	5.1%	15.4%	26.6%	25.0%	17.3%	6.7%	1.6%	0.6%			
AM Peak		09:00	11:00	07:00	10:00	11:00	10:00	10:00	11:00	08:00	07:00	07:00	07:00	07:00	11:00		
Vol.		2	4	2	5	18	62	104	151	113	86	56	17	10	519		
PM Peak		13:00	12:00	16:00	16:00	15:00	17:00	17:00	17:00	17:00	16:00	16:00	14:00	15:00	17:00		
Vol.		3	4	4	2	14	60	178	342	319	268	91	20	8	1233		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	0	0	1	6	28	51	23	24	10	4	0	147	46-55	79
01:00	0	0	0	0	0	1	9	14	15	16	7	3	2	3	70	50-59	31
02:00	0	0	0	0	1	1	1	9	12	6	2	4	2	**4**	42	46-55	21
03:00	0	0	0	0	1	1	2	8	8	3	3	2	0	2	30	46-55	16
04:00	0	0	0	0	0	0	2	4	5	9	2	0	0	0	22	51-60	14
05:00	0	0	0	0	0	1	1	11	20	8	7	2	1	0	51	46-55	31
06:00	0	0	1	0	0	0	5	18	26	30	24	6	1	0	111	51-60	56
07:00	0	**1**	1	0	0	3	5	32	74	77	51	13	3	4	264	51-60	151
08:00	0	0	1	0	**4**	7	16	66	119	92	69	16	4	2	396	51-60	211
09:00	0	0	**2**	2	1	8	31	91	140	119	88	16	3	2	503	51-60	259
10:00	0	0	1	2	1	7	48	**131**	186	135	**100**	**20**	**7**	2	640	51-60	321
11:00	0	0	2	**3**	2	**11**	**56**	121	**200**	**159**	90	17	4	1	**666**	51-60	359
12 PM	0	0	3	4	2	12	58	137	**260**	213	116	26	6	0	**837**	51-60	473
13:00	0	**1**	3	2	**3**	8	**61**	**140**	224	202	123	35	9	0	811	51-60	426
14:00	0	0	4	0	3	11	35	137	237	193	109	24	7	1	761	51-60	430
15:00	0	0	**5**	**5**	3	**15**	30	123	198	189	**136**	37	12	2	755	51-60	387
16:00	0	0	3	1	1	3	19	109	214	**228**	115	35	7	**4**	739	51-60	442
17:00	0	0	0	2	0	3	32	80	185	122	129	**61**	**17**	4	635	51-60	307
18:00	0	0	1	0	0	1	16	89	155	151	114	41	7	3	578	51-60	306
19:00	0	0	0	0	0	1	15	68	137	118	86	33	5	3	466	51-60	255
20:00	0	0	0	1	1	0	16	68	139	99	67	29	11	2	433	51-60	238
21:00	0	0	1	1	0	8	28	99	128	73	33	5	4	1	381	46-55	227
22:00	0	0	0	0	0	4	18	69	88	53	31	5	0	1	269	46-55	157
23:00	0	0	0	2	1	2	14	53	62	57	26	13	2	1	233	51-60	119
Total	0	2	28	25	24	109	524	1705	2883	2375	1552	453	118	42	9840		
Percent	0.0%	0.0%	0.3%	0.3%	0.2%	1.1%	5.3%	17.3%	29.3%	24.1%	15.8%	4.6%	1.2%	0.4%			
AM Peak		07:00	09:00	11:00	08:00	11:00	11:00	10:00	11:00	11:00	10:00	10:00	10:00	02:00	11:00		
Vol.		1	2	3	4	11	56	131	200	159	100	20	7	4	666		
PM Peak		13:00	15:00	15:00	13:00	15:00	13:00	13:00	12:00	16:00	15:00	17:00	17:00	16:00	12:00		
Vol.		1	5	5	3	15	61	140	260	228	136	61	17	4	837		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	0	0	9	17	26	27	13	9	2	**4**	107	51-60	53
01:00	0	0	0	0	0	1	5	11	19	8	8	0	3	1	56	46-55	30
02:00	0	0	0	0	0	1	5	12	9	10	3	3	2	0	45	46-55	21
03:00	0	0	0	0	0	1	4	3	4	7	4	1	1	1	26	51-60	11
04:00	0	0	0	0	0	3	2	4	3	3	2	0	0	0	17	44-53	7
05:00	0	0	0	**1**	0	2	1	2	16	11	6	2	3	1	45	51-60	27
06:00	0	0	**1**	0	0	1	2	10	28	24	19	10	3	0	98	51-60	52
07:00	0	0	0	0	0	2	4	24	38	60	33	11	**7**	3	182	51-60	98
08:00	0	0	0	0	0	2	9	26	66	64	44	19	4	1	235	51-60	130
09:00	0	0	0	0	**2**	**5**	18	66	121	83	66	15	4	0	380	51-60	204
10:00	0	0	0	1	0	3	20	80	155	145	60	20	5	2	491	51-60	300
11:00	0	**1**	0	1	0	5	**29**	**98**	**204**	**172**	**102**	**29**	5	1	**647**	51-60	376
12 PM	0	0	0	**1**	**1**	6	**50**	95	220	**187**	112	30	4	2	708	51-60	407
13:00	0	**1**	**2**	1	0	**7**	38	**144**	230	169	113	35	6	3	**749**	51-60	399
14:00	0	0	1	1	1	3	19	127	**234**	173	130	41	5	5	740	51-60	407
15:00	0	0	0	1	1	6	21	93	196	182	136	36	14	0	686	51-60	378
16:00	0	0	0	0	0	4	19	86	156	159	**147**	44	15	6	636	51-60	315
17:00	0	0	0	0	1	1	7	63	163	137	110	58	17	**9**	566	51-60	300
18:00	0	0	1	0	0	2	9	61	124	185	128	**59**	13	1	583	56-65	313
19:00	0	0	0	0	0	3	8	48	86	94	81	40	**24**	7	391	51-60	180
20:00	0	0	0	1	0	1	12	35	75	87	71	30	14	3	329	51-60	162
21:00	0	0	1	0	0	3	9	21	75	61	45	13	7	3	238	51-60	136
22:00	0	0	0	0	0	1	5	31	30	37	17	9	3	0	133	51-60	67
23:00	0	0	0	1	0	1	7	18	15	30	18	6	4	1	101	56-65	48
Total	0	2	6	9	6	64	312	1175	2293	2115	1468	520	165	54	8189		
Percent	0.0%	0.0%	0.1%	0.1%	0.1%	0.8%	3.8%	14.3%	28.0%	25.8%	17.9%	6.3%	2.0%	0.7%			
AM Peak		11:00	06:00	05:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	00:00	11:00		
Vol.		1	1	1	2	5	29	98	204	172	102	29	7	4	647		
PM Peak		13:00	13:00	12:00	12:00	13:00	12:00	13:00	14:00	12:00	16:00	18:00	19:00	17:00	13:00		
Vol.		1	2	1	1	7	50	144	234	187	147	59	24	9	749		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	0	0	0	5	5	15	12	9	5	1	2	54	51-60	27
01:00	0	0	0	0	0	1	2	4	9	3	4	1	0	0	24	46-55	13
02:00	0	0	0	0	1	1	1	5	6	1	2	1	1	0	19	46-55	11
03:00	0	0	0	**1**	0	1	3	5	3	2	2	1	0	0	18	41-50	8
04:00	0	0	0	0	0	0	2	2	4	6	2	1	0	0	17	51-60	10
05:00	**1**	0	1	0	0	1	6	6	21	11	9	5	4	2	67	51-60	32
06:00	0	0	0	0	0	5	13	35	51	37	24	20	4	1	190	50-59	88
07:00	0	0	**3**	0	1	4	21	72	109	**111**	**66**	20	**9**	2	418	51-60	220
08:00	0	0	1	0	1	**9**	**34**	70	**130**	109	53	18	3	1	**429**	51-60	239
09:00	0	**1**	0	0	**3**	3	30	**86**	120	101	55	**22**	7	1	429	51-60	221
10:00	0	0	0	1	1	6	18	68	102	73	53	18	5	**3**	348	51-60	175
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	1	5	2	7	31	135	358	570	466	279	112	34	12	2013		
Percent	0.0%	0.0%	0.2%	0.1%	0.3%	1.5%	6.7%	17.8%	28.3%	23.1%	13.9%	5.6%	1.7%	0.6%			
AM Peak	05:00	09:00	07:00	03:00	09:00	08:00	08:00	09:00	08:00	07:00	07:00	09:00	07:00	10:00	08:00		
Vol.	1	1	3	1	3	9	34	86	130	111	66	22	9	3	429		
PM Peak Vol.																	
Total	1	24	100	85	88	487	2334	7432	13380	12396	8598	3123	791	297	49136		
Percent	0.0%	0.0%	0.2%	0.2%	0.2%	1.0%	4.8%	15.1%	27.2%	25.2%	17.5%	6.4%	1.6%	0.6%			

15th Percentile :	47 MPH
50th Percentile :	55 MPH
85th Percentile :	63 MPH
95th Percentile :	67 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	25776
Percent in Pace :	52.5%
Number of Vehicles > 40 MPH :	48351
Percent of Vehicles > 40 MPH :	98.4%
Mean Speed(Average) :	56 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	2	2	**9**	**12**	**57**	152	220	84	28	5	0	1	572	46-55	372
14:00	0	1	**3**	1	8	7	36	141	215	120	30	5	0	1	568	46-55	356
15:00	0	**3**	1	1	4	9	36	130	226	141	31	8	1	0	591	51-60	367
16:00	0	1	0	**3**	8	8	32	139	**274**	125	18	6	2	0	616	46-55	413
17:00	0	0	0	1	1	5	36	**153**	253	**170**	**41**	3	2	0	**665**	51-60	423
18:00	0	1	2	0	2	2	32	117	200	126	41	9	2	0	534	51-60	326
19:00	0	0	0	1	1	2	19	59	160	101	28	5	**3**	**2**	381	51-60	261
20:00	0	0	0	0	0	0	23	74	110	68	12	2	1	1	291	46-55	184
21:00	0	0	1	0	1	1	12	32	71	52	18	1	0	2	191	51-60	123
22:00	0	0	0	0	0	1	15	26	45	44	14	**10**	1	0	156	51-60	89
23:00	0	0	0	0	0	0	3	16	22	26	10	2	0	0	79	51-60	48
Total	0	6	9	9	34	47	301	1039	1796	1057	271	56	12	7	4644		
Percent	0.0%	0.1%	0.2%	0.2%	0.7%	1.0%	6.5%	22.4%	38.7%	22.8%	5.8%	1.2%	0.3%	0.2%			
AM Peak Vol.																	
PM Peak Vol.		15:00 3	14:00 3	16:00 3	13:00 9	13:00 12	13:00 57	17:00 153	16:00 274	17:00 170	17:00 41	22:00 10	19:00 3	19:00 2	17:00 665		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	0	1	0	2	8	11	4	5	0	0	0	31	46-55	19
01:00	0	0	0	0	0	0	1	5	8	2	2	0	0	0	18	46-55	13
02:00	0	0	0	0	0	0	0	5	10	5	0	0	0	0	20	46-55	15
03:00	0	0	0	0	0	0	3	2	8	1	5	1	1	0	21	46-55	10
04:00	0	0	0	0	0	0	0	5	35	22	11	8	1	1	83	51-60	57
05:00	0	0	0	0	0	1	1	23	63	123	70	13	1	1	296	56-65	193
06:00	0	0	0	0	0	3	9	54	218	315	**138**	**29**	2	**2**	770	51-60	533
07:00	0	0	2	1	1	3	16	148	**432**	**389**	124	11	**6**	0	**1133**	51-60	821
08:00	0	1	**3**	1	3	12	32	**157**	366	325	95	17	3	1	1016	51-60	691
09:00	0	0	1	2	6	**22**	42	140	278	176	40	6	1	0	714	51-60	454
10:00	0	**2**	1	**3**	6	9	47	140	227	101	25	2	0	1	564	46-55	367
11:00	0	0	0	0	**8**	8	**49**	134	203	94	25	6	4	0	531	46-55	337
12 PM	0	**2**	**3**	1	4	6	**45**	150	196	104	24	4	**2**	0	541	46-55	346
13:00	**1**	2	3	1	3	11	41	135	199	101	30	4	2	0	533	46-55	334
14:00	0	0	2	1	**6**	**14**	34	163	225	141	26	4	1	0	617	46-55	388
15:00	0	1	0	**2**	3	10	42	**179**	249	131	24	4	1	0	646	46-55	428
16:00	0	1	2	0	1	6	41	148	272	152	33	5	0	0	**661**	51-60	424
17:00	0	0	3	2	2	5	26	139	**281**	112	**46**	7	2	0	625	46-55	420
18:00	0	0	2	0	1	4	16	115	193	**160**	44	**8**	0	0	543	51-60	353
19:00	0	1	0	2	1	0	8	84	170	90	38	4	1	1	400	51-60	260
20:00	0	0	1	0	0	2	15	77	121	65	8	3	0	**2**	294	46-55	198
21:00	0	0	0	0	0	1	13	55	77	46	9	4	1	1	207	46-55	132
22:00	0	0	0	0	0	1	5	30	67	33	8	3	0	1	148	51-60	100
23:00	0	0	1	0	2	4	2	20	26	22	6	3	0	0	86	51-60	48
Total	1	10	24	16	48	122	490	2116	3935	2714	836	146	29	11	10498		
Percent	0.0%	0.1%	0.2%	0.2%	0.5%	1.2%	4.7%	20.2%	37.5%	25.9%	8.0%	1.4%	0.3%	0.1%			
AM Peak		10:00	08:00	10:00	11:00	09:00	11:00	08:00	07:00	07:00	06:00	06:00	07:00	06:00	07:00		
Vol.		2	3	3	8	22	49	157	432	389	138	29	6	2	1133		
PM Peak	13:00	12:00	12:00	15:00	14:00	14:00	12:00	15:00	17:00	18:00	17:00	18:00	12:00	20:00	16:00		
Vol.	1	2	3	2	6	14	45	179	281	160	46	8	2	2	661		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	0	0	7	12	15	6	3	1	0	0	44	46-55	27
01:00	0	0	0	0	0	0	3	8	9	4	0	1	0	0	25	46-55	17
02:00	0	0	0	0	1	1	0	5	9	4	1	0	0	0	21	46-55	14
03:00	0	0	0	0	0	0	1	2	8	6	3	0	2	0	22	51-60	14
04:00	0	0	0	0	0	1	2	14	25	26	9	6	2	0	85	51-60	51
05:00	0	0	0	0	1	1	3	19	66	111	77	15	2	0	295	56-65	188
06:00	0	0	0	0	0	0	11	51	235	295	**127**	**19**	**5**	**1**	744	51-60	530
07:00	**1**	0	0	2	3	9	28	**188**	**438**	**343**	88	14	3	1	**1118**	51-60	781
08:00	0	**4**	0	1	4	14	36	149	345	275	78	8	3	1	918	51-60	620
09:00	1	1	**2**	**3**	2	8	31	129	285	169	43	6	2	0	682	51-60	454
10:00	0	2	2	2	**5**	16	**62**	154	201	100	17	6	3	0	570	46-55	355
11:00	1	0	2	2	5	**17**	55	146	212	78	18	5	0	0	541	46-55	358
12 PM	0	**2**	1	2	0	9	40	129	207	112	27	6	0	1	536	46-55	336
13:00	0	0	0	3	4	**15**	**45**	**155**	224	107	25	4	0	0	582	46-55	379
14:00	0	2	2	2	**6**	3	25	137	190	151	36	2	0	1	557	51-60	341
15:00	0	0	0	0	0	12	31	107	263	156	45	5	**2**	2	623	51-60	419
16:00	0	0	**3**	1	1	5	37	121	226	140	**47**	5	1	1	588	51-60	366
17:00	0	0	1	**5**	0	4	30	126	**266**	152	38	**9**	2	1	**634**	51-60	418
18:00	0	0	0	1	1	1	11	113	200	**169**	43	6	1	0	546	51-60	369
19:00	0	0	1	0	0	2	23	87	211	101	32	4	0	1	462	51-60	312
20:00	0	0	2	1	1	1	20	89	142	84	16	7	1	1	365	46-55	231
21:00	0	0	1	1	0	2	34	84	127	46	7	1	0	**4**	307	46-55	211
22:00	0	0	2	0	1	2	10	50	88	39	18	3	2	0	215	46-55	138
23:00	0	0	0	0	0	0	7	38	64	55	18	3	1	0	186	51-60	119
Total	3	11	19	26	35	123	552	2113	4056	2729	816	136	32	15	10666		
Percent	0.0%	0.1%	0.2%	0.2%	0.3%	1.2%	5.2%	19.8%	38.0%	25.6%	7.7%	1.3%	0.3%	0.1%			
AM Peak	07:00	08:00	09:00	09:00	10:00	11:00	10:00	07:00	07:00	07:00	06:00	06:00	06:00	06:00	07:00		
Vol.	1	4	2	3	5	17	62	188	438	343	127	19	5	1	1118		
PM Peak		12:00	16:00	17:00	14:00	13:00	13:00	13:00	17:00	18:00	16:00	17:00	15:00	21:00	17:00		
Vol.		2	3	5	6	15	45	155	266	169	47	9	2	4	634		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	0	0	5	10	33	29	15	5	5	**2**	1	105	46-55	62
01:00	0	0	0	0	0	1	4	17	24	10	5	4	0	0	65	46-55	41
02:00	0	0	0	0	0	2	2	9	12	7	4	4	0	0	40	46-55	21
03:00	0	**1**	1	0	0	0	1	8	5	5	3	2	0	0	26	46-55	13
04:00	0	0	0	0	0	0	2	4	16	12	6	2	0	0	42	51-60	28
05:00	0	0	0	0	0	0	2	7	36	45	27	13	0	**2**	132	51-60	81
06:00	0	0	0	0	0	0	7	33	79	93	33	6	0	0	251	51-60	172
07:00	0	0	2	1	0	2	7	42	149	121	**54**	**17**	1	2	398	51-60	270
08:00	0	0	**3**	0	4	7	24	69	169	156	52	14	2	1	501	51-60	325
09:00	0	1	1	**2**	4	9	37	139	248	**177**	44	11	2	0	675	51-60	425
10:00	0	1	2	2	**6**	16	49	171	**312**	150	35	10	2	0	**756**	46-55	483
11:00	0	1	2	1	6	**18**	**60**	**215**	275	127	26	10	1	0	742	46-55	490
12 PM	0	**2**	1	**3**	3	**11**	**56**	163	271	**147**	37	5	0	0	**699**	46-55	434
13:00	0	0	**5**	0	**8**	8	42	163	266	102	36	8	1	**1**	640	46-55	429
14:00	0	2	0	0	5	10	39	157	264	141	36	8	1	0	663	46-55	421
15:00	0	0	3	2	7	5	54	**174**	257	130	30	5	1	0	668	46-55	431
16:00	0	0	1	0	0	5	38	134	**302**	129	24	8	**4**	0	645	46-55	436
17:00	0	1	1	0	1	4	39	174	234	123	29	4	2	0	612	46-55	408
18:00	0	0	1	0	0	1	14	102	234	115	29	2	1	0	499	51-60	349
19:00	0	0	2	0	0	2	17	63	167	101	**42**	**9**	1	1	405	51-60	268
20:00	0	0	1	0	1	5	14	76	138	68	25	2	1	1	332	46-55	214
21:00	0	1	0	0	1	3	14	98	98	36	9	1	1	0	262	46-55	196
22:00	0	0	0	0	0	4	31	96	125	41	14	6	0	0	317	46-55	221
23:00	0	0	0	0	1	4	18	39	69	29	6	1	0	0	167	46-55	108
Total	0	10	26	11	47	122	581	2186	3779	2080	611	157	23	9	9642		
Percent	0.0%	0.1%	0.3%	0.1%	0.5%	1.3%	6.0%	22.7%	39.2%	21.6%	6.3%	1.6%	0.2%	0.1%			
AM Peak		03:00	08:00	09:00	10:00	11:00	11:00	11:00	10:00	09:00	07:00	07:00	00:00	05:00	10:00		
Vol.		1	3	2	6	18	60	215	312	177	54	17	2	2	756		
PM Peak		12:00	13:00	12:00	13:00	12:00	12:00	15:00	16:00	12:00	19:00	19:00	16:00	13:00	12:00		
Vol.		2	5	3	8	11	56	174	302	147	42	9	4	1	699		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	0	1	14	31	48	14	4	0	2	0	114	46-55	79
01:00	0	0	0	0	0	0	6	21	18	13	3	0	0	0	61	46-55	39
02:00	0	0	0	0	0	2	2	10	13	3	8	0	0	0	38	46-55	23
03:00	0	0	0	0	0	0	0	10	15	11	1	0	0	0	37	49-58	26
04:00	0	0	0	0	0	1	1	6	9	15	7	1	1	1	42	51-60	24
05:00	0	0	0	0	0	1	0	9	22	25	10	3	0	0	70	51-60	47
06:00	0	0	0	0	0	0	4	12	43	55	30	4	**3**	1	152	51-60	98
07:00	0	**1**	0	0	0	0	1	18	72	96	40	**15**	1	0	244	51-60	168
08:00	0	0	0	0	0	1	9	59	134	119	38	5	0	1	366	51-60	253
09:00	0	0	3	0	0	**11**	23	72	212	140	**47**	9	3	0	520	51-60	352
10:00	**1**	0	**4**	0	0	6	23	97	217	**158**	45	5	1	0	557	51-60	375
11:00	0	1	4	0	**2**	7	**54**	**137**	**255**	132	28	2	2	**2**	**626**	46-55	392
12 PM	0	0	1	0	**3**	6	33	167	289	**160**	24	4	0	0	687	46-55	456
13:00	0	0	**2**	1	1	**8**	**48**	**222**	267	125	21	**7**	1	0	**703**	46-55	489
14:00	0	0	1	1	0	8	35	158	**313**	143	29	7	1	0	696	46-55	471
15:00	0	0	0	0	0	6	43	180	246	153	21	4	1	1	655	46-55	426
16:00	0	**1**	1	0	2	2	16	145	265	132	**31**	3	1	0	599	46-55	410
17:00	0	1	1	0	0	2	30	177	251	136	25	5	1	0	629	46-55	428
18:00	0	0	1	**2**	1	4	23	126	205	147	30	7	**2**	0	548	51-60	352
19:00	0	1	1	0	0	4	17	109	143	107	23	7	0	0	412	46-55	252
20:00	0	0	1	0	1	1	13	50	122	72	20	1	0	**2**	283	51-60	194
21:00	0	1	1	0	0	0	6	43	95	44	13	1	0	0	204	49-58	139
22:00	0	0	0	0	0	0	3	24	66	29	9	2	1	0	134	51-60	95
23:00	0	0	0	0	0	0	4	20	26	23	3	4	0	0	80	51-60	49
Total	1	6	21	4	10	71	408	1903	3346	2052	510	96	21	8	8457		
Percent	0.0%	0.1%	0.2%	0.0%	0.1%	0.8%	4.8%	22.5%	39.6%	24.3%	6.0%	1.1%	0.2%	0.1%			
AM Peak	10:00	07:00	10:00		11:00	09:00	11:00	11:00	11:00	10:00	09:00	07:00	06:00	11:00	11:00		
Vol.	1	1	4		2	11	54	137	255	158	47	15	3	2	626		
PM Peak		16:00	13:00	18:00	12:00	13:00	13:00	13:00	14:00	12:00	16:00	13:00	18:00	20:00	13:00		
Vol.		1	2	2	3	8	48	222	313	160	31	7	2	2	703		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 West of Route 17
Portland, Connecticut

Site Code:
Station ID: 4680

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	0	0	1	1	1	17	6	3	0	**2**	**2**	33	51-60	23
01:00	0	0	0	0	0	2	2	6	13	4	1	0	0	0	28	46-55	19
02:00	0	0	0	0	0	0	4	2	3	4	2	0	0	0	15	51-60	7
03:00	0	0	0	0	0	0	2	4	10	4	3	0	0	0	23	51-60	14
04:00	0	0	0	0	0	0	1	6	37	21	15	5	0	0	85	51-60	58
05:00	**1**	0	0	0	0	1	3	23	90	116	**44**	**9**	0	0	287	51-60	206
06:00	0	**1**	0	0	3	2	67	239	297	104	38	2	1	0	754	46-55	536
07:00	0	0	**3**	**2**	1	**17**	**145**	435	**395**	112	14	1	0	0	**1125**	46-55	830
08:00	0	1	2	0	2	11	117	**445**	328	95	20	3	1	0	1025	46-55	773
09:00	0	0	2	0	2	16	40	169	274	**122**	16	3	2	0	646	46-55	443
10:00	0	1	2	0	**13**	11	36	113	187	78	13	1	0	0	455	46-55	300
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	3	9	2	21	61	418	1443	1651	666	169	24	6	2	4476		
Percent	0.0%	0.1%	0.2%	0.0%	0.5%	1.4%	9.3%	32.2%	36.9%	14.9%	3.8%	0.5%	0.1%	0.0%			
AM Peak	05:00	06:00	07:00	07:00	10:00	07:00	07:00	08:00	07:00	09:00	05:00	05:00	00:00	00:00	07:00		
Vol.	1	1	3	2	13	17	145	445	395	122	44	9	2	2	1125		
PM Peak Vol.																	
Total	6	46	108	68	195	546	2750	10800	18563	11298	3213	615	123	52	48383		
Percent	0.0%	0.1%	0.2%	0.1%	0.4%	1.1%	5.7%	22.3%	38.4%	23.4%	6.6%	1.3%	0.3%	0.1%			

15th Percentile :	46 MPH
50th Percentile :	52 MPH
85th Percentile :	58 MPH
95th Percentile :	62 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	29861
Percent in Pace :	61.7%
Number of Vehicles > 40 MPH :	47414
Percent of Vehicles > 40 MPH :	98.0%
Mean Speed(Average) :	53 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	6	4	5	**15**	**22**	84	195	88	19	**4**	0	0	0	442	46-55	283
16:00	0	**10**	4	10	6	15	74	201	**118**	15	2	0	0	0	455	46-55	319
17:00	**1**	10	**11**	**15**	12	18	**107**	187	109	12	1	0	0	0	**483**	46-55	296
18:00	0	0	0	1	5	8	72	**213**	82	**21**	2	0	0	0	404	46-55	295
19:00	0	0	0	0	0	7	57	108	66	10	3	0	0	0	251	46-55	174
20:00	0	0	0	0	1	6	41	83	53	6	2	0	0	0	192	46-55	136
21:00	0	0	0	0	0	5	24	31	26	13	0	0	0	0	99	46-55	57
22:00	0	0	0	0	0	3	21	39	19	2	4	0	**1**	0	89	41-50	60
23:00	0	0	0	1	0	5	7	22	12	6	4	0	0	0	57	46-55	34
Total	1	26	19	32	39	89	487	1079	573	104	22	0	1	0	2472		
Percent	0.0%	1.1%	0.8%	1.3%	1.6%	3.6%	19.7%	43.6%	23.2%	4.2%	0.9%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	16:00 10	17:00 11	17:00 15	15:00 15	15:00 22	17:00 107	18:00 213	16:00 118	18:00 21	15:00 4		22:00 1		17:00 483		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	0	6	2	3	1	0	0	0	0	12	40-49	8
01:00	0	0	0	0	0	1	3	9	3	2	0	0	0	0	18	46-55	12
02:00	0	0	0	0	0	0	1	7	5	1	1	0	0	**1**	16	46-55	12
03:00	0	0	0	0	0	0	4	12	10	1	4	1	0	0	32	46-55	22
04:00	0	0	0	0	0	1	8	25	56	17	**6**	1	**1**	0	115	46-55	81
05:00	0	0	0	0	2	3	29	126	144	**43**	4	**2**	0	0	353	46-55	270
06:00	0	0	0	1	3	19	161	409	**225**	42	2	0	0	0	862	46-55	634
07:00	0	0	0	0	5	39	**301**	**613**	144	14	0	0	0	0	**1116**	41-50	914
08:00	0	**1**	2	0	11	**49**	212	385	118	24	0	0	0	0	802	41-50	597
09:00	0	0	0	1	**14**	39	143	243	102	19	0	0	0	0	561	41-50	386
10:00	0	1	**4**	**4**	11	38	131	196	77	17	0	0	0	0	479	41-50	327
11:00	0	0	2	0	10	21	85	174	83	18	3	0	0	0	396	41-50	259
12 PM	0	0	0	0	3	18	87	188	66	**15**	1	0	0	0	378	41-50	275
13:00	0	0	0	1	2	27	**111**	182	81	15	1	0	0	**1**	421	41-50	293
14:00	0	0	0	0	3	24	106	176	80	5	1	**2**	0	0	397	41-50	282
15:00	0	0	4	1	4	27	106	**192**	88	15	**2**	0	0	0	439	41-50	298
16:00	0	**7**	**29**	**15**	5	28	79	172	95	15	2	0	0	0	**447**	46-55	267
17:00	0	3	4	5	**8**	**36**	78	186	**98**	13	1	0	0	0	432	46-55	284
18:00	0	0	0	0	1	10	79	144	92	15	1	0	0	0	342	46-55	236
19:00	0	0	0	1	1	7	43	85	37	11	0	0	0	0	185	41-50	128
20:00	0	0	0	0	4	27	58	56	19	3	1	0	0	0	168	41-50	114
21:00	0	0	0	0	0	8	30	47	15	5	0	0	0	0	105	41-50	77
22:00	0	0	0	0	0	3	15	27	24	10	1	0	**1**	0	81	46-55	51
23:00	0	0	0	1	0	4	11	17	16	9	2	1	0	0	61	46-55	33
Total	0	12	45	30	87	429	1887	3673	1681	330	33	7	2	2	8218		
Percent	0.0%	0.1%	0.5%	0.4%	1.1%	5.2%	23.0%	44.7%	20.5%	4.0%	0.4%	0.1%	0.0%	0.0%			
AM Peak		08:00	10:00	10:00	09:00	08:00	07:00	07:00	06:00	05:00	04:00	05:00	04:00	02:00	07:00		
Vol.		1	4	4	14	49	301	613	225	43	6	2	1	1	1116		
PM Peak		16:00	16:00	16:00	17:00	17:00	13:00	15:00	17:00	12:00	15:00	14:00	22:00	13:00	16:00		
Vol.		7	29	15	8	36	111	192	98	15	2	2	1	1	447		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	1	7	8	6	1	0	0	0	0	23	41-50	15
01:00	0	0	0	0	0	0	2	4	3	1	0	0	0	0	10	44-53	7
02:00	0	0	0	0	0	1	1	8	3	0	2	0	0	0	15	46-55	11
03:00	0	0	0	0	0	1	2	7	8	5	1	0	0	0	24	46-55	15
04:00	0	0	0	0	0	0	12	30	36	21	4	1	**1**	0	105	46-55	66
05:00	0	0	0	0	2	5	52	139	126	**35**	**11**	**2**	0	0	372	46-55	265
06:00	0	0	0	0	14	40	175	405	**196**	27	0	2	0	0	859	46-55	601
07:00	0	0	0	0	9	**54**	**319**	**556**	153	19	0	0	0	0	**1110**	41-50	875
08:00	0	0	0	0	**19**	29	221	426	131	15	2	0	0	0	843	41-50	647
09:00	0	0	0	0	6	28	130	281	140	15	4	0	0	0	604	46-55	421
10:00	0	**1**	0	0	7	22	140	198	107	13	1	0	0	0	489	41-50	338
11:00	0	0	0	0	5	47	139	175	59	18	1	0	0	0	444	41-50	314
12 PM	0	0	0	3	5	32	118	206	71	14	3	1	0	**1**	454	41-50	324
13:00	0	0	0	0	3	23	124	208	79	12	1	0	0	0	450	41-50	332
14:00	0	0	0	2	6	22	124	199	112	**28**	0	1	0	0	494	41-50	323
15:00	0	**4**	**16**	9	6	21	92	194	**122**	26	3	1	0	0	494	46-55	316
16:00	0	0	2	5	6	32	108	**255**	120	27	**4**	0	0	0	**559**	46-55	375
17:00	0	4	4	**15**	**8**	34	**149**	212	73	13	1	0	**1**	1	515	41-50	361
18:00	0	1	0	0	4	**41**	112	185	91	14	2	1	0	0	451	41-50	297
19:00	0	0	0	0	4	11	70	160	70	18	3	1	0	0	337	41-50	230
20:00	0	0	0	0	2	11	67	105	42	9	1	**2**	0	0	239	41-50	172
21:00	0	0	0	0	1	7	44	57	31	7	2	0	1	0	150	41-50	101
22:00	0	0	0	0	0	6	24	44	30	8	2	1	0	0	115	46-55	74
23:00	0	0	0	1	0	2	21	20	10	8	0	1	0	0	63	41-50	41
Total	0	10	22	35	107	470	2253	4082	1819	354	48	14	3	2	9219		
Percent	0.0%	0.1%	0.2%	0.4%	1.2%	5.1%	24.4%	44.3%	19.7%	3.8%	0.5%	0.2%	0.0%	0.0%			
AM Peak		10:00			08:00	07:00	07:00	07:00	06:00	05:00	05:00	05:00	04:00		07:00		
Vol.		1			19	54	319	556	196	35	11	2	1		1110		
PM Peak		15:00	15:00	17:00	17:00	18:00	17:00	16:00	15:00	14:00	16:00	20:00	17:00	12:00	16:00		
Vol.		4	16	15	8	41	149	255	122	28	4	2	1	1	559		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	2	6	9	3	1	1	0	0	0	22	41-50	15
01:00	0	0	0	0	0	2	9	8	4	1	0	0	0	0	24	41-50	17
02:00	0	0	0	0	0	3	3	4	4	2	1	2	**1**	0	20	44-53	8
03:00	0	0	0	0	0	1	5	3	11	8	2	1	0	0	31	51-60	19
04:00	0	0	0	0	0	0	7	28	37	17	3	1	0	0	93	46-55	65
05:00	0	0	0	0	1	4	33	152	135	**48**	**9**	**3**	0	0	385	46-55	287
06:00	0	0	0	0	11	21	121	456	**241**	33	2	0	0	0	885	46-55	697
07:00	0	0	**6**	**8**	7	49	**240**	**541**	171	28	1	1	0	0	**1052**	41-50	781
08:00	0	0	0	0	**14**	46	172	337	173	29	3	0	0	0	774	46-55	510
09:00	0	0	0	0	4	47	162	298	95	11	0	0	0	0	617	41-50	460
10:00	0	0	0	1	5	29	145	215	78	10	1	0	0	0	484	41-50	360
11:00	0	0	0	0	8	**51**	158	211	59	8	2	0	0	0	497	41-50	369
12 PM	0	0	0	2	3	26	149	182	64	**15**	0	0	0	0	441	41-50	331
13:00	0	0	0	0	0	**37**	**156**	207	77	7	0	0	0	0	484	41-50	363
14:00	0	0	0	0	2	34	137	205	90	13	1	0	0	0	482	41-50	342
15:00	0	3	**11**	6	**19**	36	131	202	73	13	0	**1**	0	0	495	41-50	333
16:00	**1**	9	8	**11**	13	26	95	**209**	115	13	2	1	0	0	503	46-55	324
17:00	1	**20**	4	9	17	31	125	186	95	14	**3**	0	0	0	**505**	41-50	311
18:00	0	0	0	0	6	28	81	172	**117**	13	2	0	0	0	419	46-55	289
19:00	0	0	0	1	11	12	59	114	72	15	3	1	0	0	288	46-55	186
20:00	0	0	0	0	0	18	68	88	47	6	2	0	0	0	229	41-50	156
21:00	0	0	0	0	0	9	40	59	36	7	1	0	0	0	152	41-50	99
22:00	0	0	0	0	0	12	28	66	32	4	1	1	0	0	144	46-55	98
23:00	0	0	0	0	1	6	22	49	21	7	1	1	0	0	108	41-50	71
Total	2	32	29	38	122	530	2152	4001	1850	323	41	13	1	0	9134		
Percent	0.0%	0.4%	0.3%	0.4%	1.3%	5.8%	23.6%	43.8%	20.3%	3.5%	0.4%	0.1%	0.0%	0.0%			
AM Peak			07:00	07:00	08:00	11:00	07:00	07:00	06:00	05:00	05:00	05:00	02:00		07:00		
Vol.			6	8	14	51	240	541	241	48	9	3	1		1052		
PM Peak	16:00	17:00	15:00	16:00	15:00	13:00	13:00	16:00	18:00	12:00	17:00	15:00			17:00		
Vol.	1	20	11	11	19	37	156	209	117	15	3	1			505		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	5	7	18	13	2	1	0	**1**	0	47	46-55	31
01:00	0	0	0	0	0	4	5	13	7	2	1	0	1	0	33	45-54	20
02:00	0	0	0	0	1	0	4	8	7	2	0	0	0	0	22	46-55	15
03:00	0	0	0	0	0	0	3	16	6	3	1	0	0	0	29	46-55	22
04:00	0	0	0	0	0	1	5	10	16	8	2	0	1	0	43	46-55	26
05:00	0	0	0	0	0	0	4	28	53	26	8	1	0	0	120	46-55	81
06:00	0	0	0	0	1	6	18	80	117	37	**9**	**2**	0	**1**	271	46-55	197
07:00	0	0	0	0	0	4	50	159	132	27	4	0	0	0	376	46-55	291
08:00	0	0	0	0	0	4	61	203	**155**	**48**	7	0	0	0	478	46-55	358
09:00	0	0	0	0	**3**	15	124	283	139	32	1	0	0	0	597	46-55	422
10:00	0	0	0	**1**	1	23	**190**	**309**	86	19	0	0	0	0	**629**	41-50	499
11:00	0	0	0	0	0	**25**	161	286	95	14	1	0	0	0	582	41-50	447
12 PM	0	0	0	**5**	1	25	**201**	281	99	10	1	0	0	0	623	41-50	482
13:00	0	0	0	1	3	19	144	265	102	12	0	0	0	0	546	41-50	409
14:00	0	0	**1**	2	2	25	200	**325**	80	12	1	0	0	0	648	41-50	525
15:00	0	0	0	0	5	23	185	320	116	11	0	0	0	0	**660**	41-50	505
16:00	0	0	0	2	**7**	9	138	288	**142**	12	1	0	0	0	599	46-55	430
17:00	0	0	1	0	0	**36**	200	262	113	**13**	2	0	0	0	627	41-50	462
18:00	0	**1**	0	1	4	29	177	201	70	13	1	0	0	**1**	498	41-50	378
19:00	**1**	0	0	0	0	22	115	164	54	9	2	**1**	0	0	368	41-50	279
20:00	0	0	1	0	2	15	95	86	28	3	2	1	0	0	233	41-50	181
21:00	0	0	0	0	0	11	64	80	26	4	**3**	1	0	0	189	41-50	144
22:00	0	0	0	0	1	9	59	76	27	8	2	1	0	0	183	41-50	135
23:00	0	0	0	0	0	2	31	46	26	5	2	0	0	0	112	41-50	77
Total	1	1	3	12	31	312	2241	3807	1709	332	52	7	3	2	8513		
Percent	0.0%	0.0%	0.0%	0.1%	0.4%	3.7%	26.3%	44.7%	20.1%	3.9%	0.6%	0.1%	0.0%	0.0%			
AM Peak				10:00	09:00	11:00	10:00	10:00	08:00	08:00	06:00	06:00	00:00	06:00	10:00		
Vol.				1	3	25	190	309	155	48	9	2	1	1	629		
PM Peak	19:00	18:00	14:00	12:00	16:00	17:00	12:00	14:00	16:00	17:00	21:00	19:00		18:00	15:00		
Vol.	1	1	1	5	7	36	201	325	142	13	3	1		1	660		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	2	13	27	19	9	2	**2**	0	0	74	46-55	46
01:00	0	0	0	0	1	3	13	20	5	2	0	0	0	0	44	41-50	33
02:00	0	0	0	0	0	3	2	12	5	3	0	0	0	0	25	46-55	17
03:00	0	0	0	0	0	2	3	10	9	1	0	0	0	0	25	46-55	19
04:00	0	0	0	0	0	0	2	9	8	7	1	0	0	0	27	46-55	17
05:00	0	0	0	0	0	1	8	25	19	10	**4**	2	0	0	69	46-55	44
06:00	0	0	0	0	1	4	18	58	61	17	3	2	0	0	164	46-55	119
07:00	0	0	0	0	6	1	28	74	61	**25**	2	1	0	0	198	46-55	135
08:00	0	0	0	0	2	15	71	130	91	23	1	1	0	0	334	46-55	221
09:00	0	0	0	**1**	1	16	97	205	92	9	0	1	0	0	422	41-50	302
10:00	0	0	0	0	**7**	18	173	259	**110**	11	1	0	0	0	579	41-50	432
11:00	0	0	0	0	3	**52**	**195**	**273**	95	13	0	1	0	0	**632**	41-50	468
12 PM	0	0	0	0	2	**34**	152	**290**	106	6	0	0	0	0	**590**	41-50	442
13:00	0	0	0	0	0	19	**162**	265	101	9	0	0	**1**	0	557	41-50	427
14:00	**1**	0	**2**	2	0	10	85	255	106	**22**	1	0	0	0	484	46-55	361
15:00	0	0	0	**6**	**8**	17	143	216	89	12	1	0	0	0	492	41-50	359
16:00	0	0	1	0	4	14	101	231	**113**	13	0	0	0	0	477	46-55	344
17:00	0	0	0	0	2	9	95	194	97	10	1	**2**	0	0	410	45-54	291
18:00	0	0	0	1	1	15	70	133	85	15	**4**	1	0	**1**	326	46-55	218
19:00	0	0	0	0	1	9	47	114	65	17	2	0	0	0	255	46-55	179
20:00	0	0	0	0	1	14	54	73	39	1	0	0	0	0	182	41-50	127
21:00	0	0	0	0	1	9	36	33	30	4	1	0	0	0	114	41-50	69
22:00	0	0	0	0	0	3	13	44	19	5	1	2	1	0	88	46-55	63
23:00	0	0	0	0	0	1	10	13	13	6	0	1	1	0	45	46-55	26
Total	1	0	3	10	41	271	1591	2963	1438	250	25	16	3	1	6613		
Percent	0.0%	0.0%	0.0%	0.2%	0.6%	4.1%	24.1%	44.8%	21.7%	3.8%	0.4%	0.2%	0.0%	0.0%			
AM Peak				09:00	10:00	11:00	11:00	11:00	10:00	07:00	05:00	00:00			11:00		
Vol.				1	7	52	195	273	110	25	4	2			632		
PM Peak	14:00		14:00	15:00	15:00	12:00	13:00	12:00	16:00	14:00	18:00	17:00	13:00	18:00	12:00		
Vol.	1		2	6	8	34	162	290	113	22	4	2	1	1	590		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	1	3	6	9	2	0	0	0	0	0	21	41-50	15
01:00	0	0	0	0	0	2	3	5	6	3	0	0	0	0	19	46-55	11
02:00	0	0	0	0	0	1	0	1	3	1	0	0	0	0	6	51-60	4
03:00	0	0	0	0	0	1	2	6	15	4	1	**1**	0	0	30	46-55	21
04:00	0	0	0	0	0	1	4	33	45	20	6	1	0	0	110	46-55	78
05:00	0	0	0	0	2	4	42	151	121	**36**	**11**	0	0	0	367	46-55	272
06:00	0	0	0	0	2	10	166	453	**237**	24	4	0	0	0	896	46-55	690
07:00	0	0	0	0	3	**42**	**312**	**605**	158	15	1	1	0	0	**1137**	41-50	917
08:00	0	**2**	**1**	0	**11**	28	168	419	156	15	1	0	0	0	801	41-50	587
09:00	0	0	0	0	1	15	80	219	163	23	3	0	0	0	504	46-55	382
10:00	0	0	0	0	4	24	96	232	100	17	3	0	0	0	476	46-55	332
11:00	0	0	0	0	3	12	95	160	88	14	4	1	0	0	377	41-50	255
12 PM	0	0	0	0	**4**	**32**	85	**224**	85	14	0	**1**	0	0	**445**	41-50	309
13:00	0	0	0	**2**	0	15	118	183	92	**18**	0	0	0	0	428	41-50	301
14:00	0	0	0	0	4	5	**125**	182	**96**	12	**3**	0	0	0	427	41-50	307
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	1	2	35	195	1302	2882	1367	216	37	5	0	0	6044		
Percent	0.0%	0.0%	0.0%	0.0%	0.6%	3.2%	21.5%	47.7%	22.6%	3.6%	0.6%	0.1%	0.0%	0.0%			
AM Peak		08:00	08:00		08:00	07:00	07:00	07:00	06:00	05:00	05:00	03:00			07:00		
Vol.		2	1		11	42	312	605	237	36	11	1			1137		
PM Peak				13:00	12:00	12:00	14:00	12:00	14:00	13:00	14:00	12:00			12:00		
Vol.				2	4	32	125	224	96	18	3	1			445		
Total	5	83	122	159	462	2296	11913	22487	10437	1909	258	62	13	7	50213		
Percent	0.0%	0.2%	0.2%	0.3%	0.9%	4.6%	23.7%	44.8%	20.8%	3.8%	0.5%	0.1%	0.0%	0.0%			

15th Percentile :	41 MPH
50th Percentile :	47 MPH
85th Percentile :	52 MPH
95th Percentile :	54 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	34400
Percent in Pace :	68.5%
Number of Vehicles > 40 MPH :	47086
Percent of Vehicles > 40 MPH :	93.8%
Mean Speed(Average) :	48 MPH

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	14	20	30	50	69	89	**225**	260	90	10	1	0	0	0	858	41-50	485
16:00	**37**	38	46	70	**114**	**148**	214	260	86	15	1	0	0	0	**1029**	41-50	474
17:00	31	**66**	**80**	**98**	93	105	187	205	99	18	0	0	0	0	982	41-50	392
18:00	0	0	0	0	5	25	97	**299**	**209**	**41**	5	0	0	0	681	46-55	508
19:00	0	0	0	0	1	8	50	194	140	40	5	1	0	0	439	46-55	334
20:00	0	0	0	0	1	6	44	139	95	26	4	2	0	0	317	46-55	234
21:00	0	0	0	0	1	11	33	111	65	19	3	0	0	0	243	46-55	176
22:00	0	0	0	0	0	0	24	54	44	24	**8**	**3**	0	0	157	46-55	98
23:00	0	0	0	0	0	2	7	29	39	12	8	2	0	0	99	46-55	68
Total	82	124	156	218	284	394	881	1551	867	205	35	8	0	0	4805		
Percent	1.7%	2.6%	3.2%	4.5%	5.9%	8.2%	18.3%	32.3%	18.0%	4.3%	0.7%	0.2%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 37	17:00 66	17:00 80	17:00 98	16:00 114	16:00 148	15:00 225	18:00 299	18:00 209	18:00 41	22:00 8	22:00 3			16:00 1029		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	0	11	24	21	8	4	0	0	0	68	46-55	45
01:00	0	0	0	0	0	0	3	9	9	6	1	0	0	0	28	46-55	18
02:00	0	0	0	0	1	1	1	3	4	2	2	0	**1**	0	15	46-55	7
03:00	0	0	0	0	0	0	2	9	0	4	1	1	0	0	17	41-50	11
04:00	0	0	0	0	1	2	3	6	11	5	1	0	1	0	30	46-55	17
05:00	0	0	0	0	2	0	5	16	23	14	6	**2**	0	0	68	46-55	39
06:00	0	0	0	0	0	3	31	83	54	22	**8**	0	0	0	201	46-55	137
07:00	0	0	0	0	1	**34**	91	155	58	22	3	0	0	0	364	41-50	246
08:00	0	**1**	**3**	**7**	**7**	22	**98**	172	68	20	5	0	0	0	403	41-50	270
09:00	0	0	3	4	2	12	69	113	74	18	3	0	0	0	298	46-55	187
10:00	0	0	0	1	5	33	69	125	63	**27**	1	1	0	0	325	41-50	194
11:00	0	0	0	0	1	20	96	**179**	**91**	21	4	0	0	0	**412**	41-50	275
12 PM	0	0	2	7	10	30	97	168	82	23	1	0	0	0	420	41-50	265
13:00	0	0	0	1	13	43	127	168	75	22	1	1	**1**	**1**	453	41-50	295
14:00	0	0	0	1	19	53	158	214	83	22	3	1	0	0	554	41-50	372
15:00	3	3	17	21	54	114	203	268	86	19	0	0	0	0	788	41-50	471
16:00	**17**	**54**	**131**	**102**	73	135	177	185	66	4	0	0	0	0	944	41-50	362
17:00	1	14	50	48	**91**	**164**	**246**	248	74	9	0	0	0	0	**945**	41-50	494
18:00	0	0	0	3	5	39	160	**272**	**98**	**36**	2	0	0	0	615	41-50	432
19:00	0	0	0	1	4	12	110	205	92	27	4	0	0	1	456	41-50	315
20:00	0	0	0	0	3	54	96	101	53	8	2	2	0	0	319	41-50	197
21:00	0	0	0	0	0	17	60	97	59	17	1	0	0	0	251	41-50	157
22:00	0	0	0	0	3	5	7	44	33	16	6	**3**	0	0	117	46-55	77
23:00	0	0	0	0	0	0	11	37	32	14	**8**	1	0	0	103	46-55	69
Total	21	72	206	196	295	793	1931	2901	1309	386	67	12	3	2	8194		
Percent	0.3%	0.9%	2.5%	2.4%	3.6%	9.7%	23.6%	35.4%	16.0%	4.7%	0.8%	0.1%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	08:00	07:00	08:00	11:00	11:00	10:00	06:00	05:00	02:00		11:00		
Vol.		1	3	7	7	34	98	179	91	27	8	2	1		412		
PM Peak	16:00	16:00	16:00	16:00	17:00	17:00	17:00	18:00	18:00	18:00	23:00	22:00	13:00	13:00	17:00		
Vol.	17	54	131	102	91	164	246	272	98	36	8	3	1	1	945		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	1	1	7	18	16	11	2	0	0	0	56	46-55	34
01:00	0	0	0	0	0	0	1	11	13	3	2	0	0	0	30	46-55	24
02:00	0	0	0	0	1	1	0	2	3	2	0	0	0	0	9	51-60	5
03:00	0	0	0	0	0	0	4	6	5	3	0	0	0	0	18	44-53	11
04:00	0	0	0	0	0	0	1	3	7	2	1	0	**1**	0	15	46-55	10
05:00	0	0	0	0	1	0	13	10	20	21	6	1	0	0	72	51-60	41
06:00	0	0	0	0	1	6	19	83	69	25	**7**	**2**	0	0	212	46-55	152
07:00	0	0	**2**	3	**13**	19	**102**	141	72	24	7	1	0	0	384	41-50	243
08:00	0	0	0	0	6	23	88	153	99	21	5	1	0	0	396	46-55	252
09:00	0	0	1	**5**	4	21	58	123	**109**	22	4	0	0	0	347	46-55	232
10:00	0	0	0	0	3	12	69	159	95	27	5	0	0	0	370	46-55	254
11:00	0	**1**	0	1	4	**36**	85	**178**	106	**28**	7	0	0	0	**446**	46-55	284
12 PM	0	0	0	3	7	33	102	213	105	17	1	0	0	0	481	46-55	318
13:00	0	0	1	14	44	33	90	159	140	34	1	1	0	0	517	46-55	299
14:00	1	2	4	3	9	45	129	230	142	36	**7**	0	0	0	608	46-55	372
15:00	10	28	42	49	62	107	189	259	149	18	2	1	0	0	916	41-50	448
16:00	7	11	21	29	73	144	**229**	**365**	110	21	3	1	0	0	1014	41-50	594
17:00	**18**	**46**	**76**	**91**	**87**	**149**	225	241	74	15	1	0	0	0	**1023**	41-50	466
18:00	8	9	22	19	30	73	174	262	**166**	24	3	1	0	0	791	41-50	436
19:00	0	0	0	2	10	31	122	218	115	**37**	6	1	**1**	0	543	41-50	340
20:00	0	0	1	4	5	25	103	155	96	23	3	1	0	0	416	41-50	258
21:00	0	0	0	0	0	11	70	133	74	21	7	1	1	0	318	46-55	207
22:00	0	0	0	0	0	5	24	60	53	27	6	**2**	0	**1**	178	46-55	113
23:00	0	0	0	1	0	2	9	42	42	20	5	1	0	0	122	46-55	84
Total	44	97	170	224	361	777	1913	3224	1880	482	91	15	3	1	9282		
Percent	0.5%	1.0%	1.8%	2.4%	3.9%	8.4%	20.6%	34.7%	20.3%	5.2%	1.0%	0.2%	0.0%	0.0%			
AM Peak		11:00	07:00	09:00	07:00	11:00	07:00	11:00	09:00	11:00	06:00	06:00	04:00		11:00		
Vol.		1	2	5	13	36	102	178	109	28	7	2	1		446		
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	16:00	16:00	18:00	19:00	14:00	22:00	19:00	22:00	17:00		
Vol.	18	46	76	91	87	149	229	365	166	37	7	2	1	1	1023		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
Portland, Connecticut

Site Code:
Station ID: 4629

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	3	8	34	21	7	3	1	0	0	77	46-55	55
01:00	0	0	0	0	0	2	5	12	6	4	3	2	0	0	34	44-53	18
02:00	0	0	0	0	0	1	2	6	0	6	3	**4**	0	0	22	56-65	9
03:00	0	0	0	0	0	0	1	10	7	3	1	1	**1**	0	24	46-55	17
04:00	0	0	0	0	0	4	0	8	5	5	3	3	0	0	28	46-55	13
05:00	0	0	0	1	0	3	8	13	29	17	**7**	1	0	0	79	51-60	46
06:00	0	0	0	0	1	4	30	82	100	22	3	1	0	0	243	46-55	182
07:00	0	0	**1**	**7**	3	33	67	145	93	**39**	3	1	0	0	392	46-55	238
08:00	0	0	0	1	0	1	86	156	**116**	24	4	0	0	0	388	46-55	272
09:00	0	0	0	1	5	27	89	140	83	26	3	0	0	0	374	41-50	229
10:00	0	0	0	2	**18**	17	92	140	95	19	3	0	0	0	386	46-55	235
11:00	0	0	0	0	9	**48**	**146**	**189**	73	13	2	0	0	0	**480**	41-50	335
12 PM	0	0	0	11	25	53	138	194	87	7	1	0	0	0	516	41-50	332
13:00	0	0	0	3	17	55	152	208	92	15	1	0	0	0	543	41-50	360
14:00	0	0	0	6	21	54	184	**282**	96	18	0	0	0	0	661	41-50	466
15:00	27	46	62	63	76	122	187	209	73	7	1	0	0	0	873	41-50	396
16:00	25	42	77	70	**151**	190	248	193	55	4	0	0	0	0	**1055**	41-50	441
17:00	**29**	**53**	**83**	**71**	119	**195**	211	144	51	3	0	0	0	0	959	36-45	406
18:00	0	0	2	31	74	145	**251**	159	63	19	3	0	0	0	747	41-50	410
19:00	0	0	0	2	8	45	100	150	**108**	18	**12**	**4**	0	0	447	46-55	258
20:00	0	0	0	0	7	39	95	157	87	25	1	3	0	0	414	41-50	252
21:00	0	0	0	2	7	16	67	103	75	**27**	2	0	0	0	299	46-55	178
22:00	0	0	0	2	2	4	31	89	67	21	9	2	0	0	227	46-55	156
23:00	0	0	0	0	1	11	35	42	50	20	5	2	**1**	0	167	46-55	92
Total	81	141	225	273	544	1072	2233	2865	1532	369	73	25	2	0	9435		
Percent	0.9%	1.5%	2.4%	2.9%	5.8%	11.4%	23.7%	30.4%	16.2%	3.9%	0.8%	0.3%	0.0%	0.0%			
AM Peak			07:00	07:00	10:00	11:00	11:00	11:00	08:00	07:00	05:00	02:00	03:00		11:00		
Vol.			1	7	18	48	146	189	116	39	7	4	1		480		
PM Peak	17:00	17:00	17:00	17:00	16:00	17:00	18:00	14:00	19:00	21:00	19:00	19:00	23:00		16:00		
Vol.	29	53	83	71	151	195	251	282	108	27	12	4	1		1055		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Portland/E. Hampton Town Line
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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	**2**	4	9	22	33	36	7	0	0	**1**	0	114	46-55	69
01:00	0	0	0	1	3	4	9	13	18	11	2	0	0	0	61	46-55	31
02:00	0	0	0	0	1	1	1	5	11	6	2	0	1	0	28	49-58	17
03:00	0	0	0	0	0	1	5	8	7	4	1	0	1	0	27	45-54	15
04:00	0	0	0	0	0	0	2	3	7	6	2	1	1	0	22	51-60	13
05:00	0	0	0	0	2	2	9	19	10	9	3	**2**	1	0	57	44-53	29
06:00	0	0	0	0	1	4	10	28	34	23	8	0	0	0	108	46-55	62
07:00	0	0	0	0	3	15	39	118	68	21	**9**	2	0	0	275	46-55	186
08:00	0	0	0	2	9	34	97	124	93	18	4	0	0	0	381	41-50	221
09:00	0	0	0	2	9	32	130	183	79	15	1	0	0	0	451	41-50	313
10:00	0	0	0	0	5	26	108	231	**123**	**30**	1	0	0	0	524	46-55	354
11:00	0	0	0	0	**22**	**60**	**146**	**275**	77	16	1	0	0	0	**597**	41-50	421
12 PM	2	**5**	1	0	**24**	**109**	**209**	248	103	19	0	0	0	0	**720**	41-50	457
13:00	0	4	0	**7**	9	45	154	289	137	32	4	1	0	0	682	41-50	443
14:00	0	0	0	0	10	76	173	259	137	28	2	1	**1**	0	687	41-50	432
15:00	0	0	0	0	5	32	147	**311**	147	34	0	0	1	0	677	41-50	458
16:00	0	0	1	3	21	26	145	238	**168**	25	**6**	1	0	0	634	46-55	406
17:00	0	0	0	2	10	47	141	265	98	28	4	1	0	0	596	41-50	406
18:00	**4**	3	**3**	7	19	33	113	221	100	32	5	0	0	0	540	41-50	334
19:00	0	0	0	0	0	6	61	170	110	**39**	6	1	0	0	393	46-55	280
20:00	0	0	0	1	8	30	90	142	92	12	1	0	0	0	376	45-54	234
21:00	0	0	0	1	1	10	65	138	70	24	5	1	0	0	315	46-55	208
22:00	0	0	0	0	1	34	74	98	63	10	3	1	0	0	284	41-50	172
23:00	0	0	0	0	1	2	25	76	58	17	4	**2**	0	0	185	46-55	134
Total	6	12	5	28	168	638	1975	3495	1846	466	74	14	7	0	8734		
Percent	0.1%	0.1%	0.1%	0.3%	1.9%	7.3%	22.6%	40.0%	21.1%	5.3%	0.8%	0.2%	0.1%	0.0%			
AM Peak				00:00	11:00	11:00	11:00	11:00	10:00	10:00	07:00	05:00	00:00		11:00		
Vol.				2	22	60	146	275	123	30	9	2	1		597		
PM Peak	18:00	12:00	18:00	13:00	12:00	12:00	12:00	15:00	16:00	19:00	16:00	23:00	14:00		12:00		
Vol.	4	5	3	7	24	109	209	311	168	39	6	2	1		720		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	2	12	36	27	21	2	0	0	**1**	101	46-55	63
01:00	0	0	0	0	0	1	7	18	13	11	3	0	0	0	53	46-55	31
02:00	0	0	0	0	0	3	3	8	16	4	2	0	0	0	36	46-55	24
03:00	0	0	0	0	0	1	3	8	2	2	0	0	0	0	16	41-50	11
04:00	0	0	0	0	0	2	2	1	2	2	3	0	0	0	12	54-63	5
05:00	0	0	0	0	0	3	7	10	10	6	3	**3**	0	0	42	46-55	20
06:00	0	0	0	0	0	1	11	31	27	16	2	1	0	0	89	46-55	58
07:00	0	0	0	0	1	5	18	58	49	13	**7**	1	**1**	0	153	46-55	107
08:00	0	0	0	0	0	8	38	99	70	20	1	0	0	0	236	46-55	169
09:00	0	0	0	0	1	12	57	128	**92**	**23**	0	0	0	0	313	46-55	220
10:00	0	0	**1**	**2**	**5**	16	97	150	78	20	1	0	0	0	370	41-50	247
11:00	0	0	0	0	4	**28**	**136**	**187**	81	20	2	0	0	0	**458**	41-50	323
12 PM	0	0	0	0	5	26	118	247	137	22	1	0	0	0	556	46-55	384
13:00	0	0	0	0	3	13	116	**270**	154	24	4	0	0	0	584	46-55	424
14:00	**1**	**3**	3	**7**	**25**	**33**	**135**	224	130	24	5	0	0	0	**590**	41-50	359
15:00	0	0	0	0	4	25	94	225	138	32	5	0	0	0	523	46-55	363
16:00	0	0	**4**	6	17	32	79	201	144	40	2	0	0	0	525	46-55	345
17:00	0	0	0	0	0	9	63	188	**167**	27	6	**3**	0	0	463	46-55	355
18:00	0	0	0	0	0	10	43	145	137	**55**	**8**	2	0	0	400	46-55	282
19:00	0	0	0	0	0	11	60	127	95	31	3	0	0	0	327	46-55	222
20:00	0	0	0	0	1	16	50	98	54	22	1	1	0	0	243	46-55	152
21:00	0	0	0	0	0	4	29	43	52	14	7	2	0	**1**	152	46-55	95
22:00	0	0	0	0	0	5	14	39	40	12	3	0	0	0	113	46-55	79
23:00	0	0	0	0	0	0	12	23	26	7	6	0	0	1	75	46-55	49
Total	1	3	8	15	66	266	1204	2564	1741	468	77	13	1	3	6430		
Percent	0.0%	0.0%	0.1%	0.2%	1.0%	4.1%	18.7%	39.9%	27.1%	7.3%	1.2%	0.2%	0.0%	0.0%			
AM Peak			10:00	10:00	10:00	11:00	11:00	11:00	09:00	09:00	07:00	05:00	07:00	00:00	11:00		
Vol.			1	2	5	28	136	187	92	23	7	3	1	1	458		
PM Peak	14:00	14:00	16:00	14:00	14:00	14:00	14:00	13:00	17:00	18:00	18:00	17:00		21:00	14:00		
Vol.	1	3	4	7	25	33	135	270	167	55	8	3		1	590		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	2	9	14	10	4	4	0	0	0	43	46-55	24
01:00	0	0	0	0	0	0	1	10	1	5	0	1	0	0	18	41-50	11
02:00	0	0	0	0	0	1	1	1	3	2	1	1	0	0	10	51-60	5
03:00	0	0	0	0	0	1	0	2	3	4	0	0	0	0	10	50-59	7
04:00	0	0	0	0	0	1	2	5	6	8	1	**2**	0	0	25	51-60	14
05:00	0	0	0	1	0	0	3	17	26	20	4	0	0	0	71	51-60	46
06:00	0	0	0	0	2	10	35	86	62	20	8	0	0	0	223	46-55	148
07:00	0	0	0	0	0	16	85	139	96	21	5	1	**1**	0	364	46-55	235
08:00	**5**	**1**	**2**	**2**	1	16	64	141	104	**33**	3	1	0	0	373	46-55	245
09:00	0	0	0	0	0	9	45	136	**114**	32	**9**	0	0	0	345	46-55	250
10:00	0	0	0	0	4	2	54	**172**	77	24	2	0	0	0	335	46-55	249
11:00	0	0	0	0	**6**	**22**	**101**	150	106	26	2	1	0	0	**414**	46-55	256
12 PM	0	0	0	0	8	19	75	168	111	36	8	0	0	0	425	46-55	279
13:00	0	0	0	0	1	16	63	155	**140**	**37**	**9**	0	0	0	421	46-55	295
14:00	0	0	0	0	**15**	**40**	**107**	**201**	137	36	5	0	0	0	**541**	46-55	338
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	1	2	3	37	155	645	1397	996	308	61	7	1	0	3618		
Percent	0.1%	0.0%	0.1%	0.1%	1.0%	4.3%	17.8%	38.6%	27.5%	8.5%	1.7%	0.2%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	11:00	10:00	09:00	08:00	09:00	04:00	07:00		11:00		
Vol.	5	1	2	2	6	22	101	172	114	33	9	2	1		414		
PM Peak					14:00	14:00	14:00	14:00	13:00	13:00	13:00				14:00		
Vol.					15	40	107	201	140	37	9				541		
Total	240	450	772	957	1755	4095	10782	17997	10171	2684	478	94	17	6	50498		
Percent	0.5%	0.9%	1.5%	1.9%	3.5%	8.1%	21.4%	35.6%	20.1%	5.3%	0.9%	0.2%	0.0%	0.0%			

15th Percentile :	39 MPH
50th Percentile :	46 MPH
85th Percentile :	52 MPH
95th Percentile :	56 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	28779
Percent in Pace :	57.0%
Number of Vehicles > 40 MPH :	42229
Percent of Vehicles > 40 MPH :	83.6%
Mean Speed(Average) :	46 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	7	**22**	**33**	**54**	56	**97**	79	64	22	2	0	0	0	0	436	36-45	176
16:00	7	5	26	41	60	61	100	102	**26**	3	0	0	0	0	431	41-50	202
17:00	**13**	12	16	29	**72**	66	108	**110**	23	0	0	0	0	0	**449**	41-50	218
18:00	4	12	16	37	71	52	**110**	71	22	2	0	0	0	0	397	41-50	181
19:00	2	5	5	9	32	58	71	62	12	3	0	0	0	0	259	41-50	133
20:00	1	2	4	6	17	23	60	53	14	1	0	0	0	0	181	41-50	113
21:00	1	0	0	3	5	14	28	31	19	2	0	0	0	0	103	41-50	59
22:00	0	0	0	0	5	9	28	21	15	1	**1**	0	0	0	80	41-50	49
23:00	0	0	0	0	1	5	19	16	12	**4**	1	0	0	0	58	41-50	35
Total	35	58	100	179	319	385	603	530	165	18	2	0	0	0	2394		
Percent	1.5%	2.4%	4.2%	7.5%	13.3%	16.1%	25.2%	22.1%	6.9%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 13	15:00 22	15:00 33	15:00 54	17:00 72	15:00 97	18:00 110	17:00 110	16:00 26	23:00 4	22:00 1				17:00 449		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	3	11	3	2	0	0	0	0	0	19	41-50	14
01:00	0	0	0	0	0	3	2	8	3	0	0	0	0	0	16	44-53	11
02:00	0	0	0	0	0	1	4	5	1	0	0	0	0	0	11	41-50	9
03:00	0	0	0	0	0	0	8	12	6	1	**2**	0	0	0	29	41-50	20
04:00	0	1	0	0	0	1	20	24	16	3	0	**1**	0	0	66	41-50	44
05:00	4	5	10	9	22	28	80	**75**	**19**	**5**	0	0	0	0	257	41-50	155
06:00	48	57	65	76	75	96	**131**	65	9	0	0	0	0	0	622	36-45	227
07:00	**101**	**142**	**193**	**137**	105	98	92	23	0	0	0	0	0	0	**891**	16-25	335
08:00	45	64	102	120	**127**	**126**	96	25	1	0	0	0	0	0	706	31-40	253
09:00	16	30	61	67	73	92	111	48	8	1	0	0	0	0	507	36-45	203
10:00	24	27	45	55	58	89	55	54	5	0	0	0	0	0	412	31-40	147
11:00	3	9	15	22	42	68	117	66	11	0	0	0	0	0	353	36-45	185
12 PM	**6**	**13**	12	44	55	69	89	35	8	1	0	0	0	0	332	36-45	158
13:00	3	13	19	32	49	88	82	45	6	0	0	0	0	0	337	36-45	170
14:00	6	5	17	44	67	69	94	55	5	0	0	0	0	0	362	36-45	163
15:00	5	6	20	**49**	52	74	116	54	9	1	0	0	0	0	386	36-45	190
16:00	5	11	**26**	30	**71**	**99**	**122**	56	**16**	1	0	0	0	0	**437**	36-45	221
17:00	5	12	19	42	57	82	108	**71**	9	1	0	0	0	0	406	36-45	190
18:00	1	5	6	23	45	61	87	59	14	1	0	0	0	0	302	36-45	148
19:00	0	2	5	11	26	36	44	49	15	0	0	0	0	0	188	41-50	93
20:00	1	1	5	13	16	31	64	27	4	1	0	0	0	0	163	36-45	95
21:00	0	2	0	4	14	34	49	12	2	0	0	0	0	0	117	36-45	83
22:00	0	0	0	1	1	11	22	19	10	**2**	**1**	0	0	0	67	41-50	41
23:00	0	0	0	0	1	9	11	25	12	2	1	**1**	0	0	62	44-53	37
Total	273	405	620	779	956	1268	1615	915	191	20	4	2	0	0	7048		
Percent	3.9%	5.7%	8.8%	11.1%	13.6%	18.0%	22.9%	13.0%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	08:00	06:00	05:00	05:00	05:00	03:00	04:00			07:00		
Vol.	101	142	193	137	127	126	131	75	19	5	2	1			891		
PM Peak	12:00	12:00	16:00	15:00	16:00	16:00	16:00	17:00	16:00	22:00	22:00	23:00			16:00		
Vol.	6	13	26	49	71	99	122	71	16	2	1	1			437		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	0	5	15	2	0	0	0	0	0	22	41-50	20
01:00	0	0	0	0	1	1	2	3	0	0	0	0	0	0	7	40-49	5
02:00	0	0	0	0	1	3	4	4	2	0	0	0	0	0	14	41-50	8
03:00	0	0	0	0	0	2	5	4	4	2	0	0	0	0	17	41-50	9
04:00	0	0	0	0	0	3	20	25	15	1	**1**	0	0	0	65	41-50	45
05:00	0	1	7	8	32	29	71	53	**31**	**5**	0	0	0	0	237	41-50	124
06:00	15	58	94	111	91	116	116	63	8	1	0	0	0	0	673	36-45	232
07:00	45	**109**	**116**	**175**	**174**	**126**	**121**	43	6	0	0	0	0	0	**915**	26-35	349
08:00	**47**	63	82	160	144	80	100	48	7	1	0	0	0	0	732	26-35	304
09:00	27	41	36	87	94	111	95	40	4	0	0	0	0	0	535	36-45	206
10:00	7	16	53	78	91	50	89	48	7	0	0	0	0	0	439	26-35	169
11:00	5	9	28	51	64	70	86	**68**	11	1	0	0	0	0	393	36-45	156
12 PM	10	17	28	33	**76**	66	106	55	18	**3**	0	0	0	0	412	36-45	172
13:00	5	9	29	43	73	80	88	65	9	1	0	0	0	0	402	36-45	168
14:00	2	9	23	42	74	84	108	68	13	1	0	0	0	0	424	36-45	192
15:00	4	10	22	35	66	84	105	86	20	3	0	0	0	0	435	40-49	191
16:00	10	16	29	**50**	75	**86**	101	101	25	1	0	0	0	0	**494**	41-50	202
17:00	9	**20**	23	36	60	56	**122**	**125**	**30**	3	0	0	0	0	484	41-50	247
18:00	**16**	17	**41**	47	42	54	109	88	14	0	0	0	0	0	428	41-50	197
19:00	0	6	9	34	39	64	92	59	16	1	0	0	0	0	320	36-45	156
20:00	0	0	4	12	34	55	75	55	11	1	0	0	0	0	247	41-50	130
21:00	2	1	2	5	14	25	50	41	15	0	0	0	0	0	155	41-50	91
22:00	0	0	0	0	6	17	33	42	13	3	**1**	0	0	0	115	41-50	75
23:00	0	0	0	0	1	3	20	26	8	0	0	0	0	0	58	41-50	46
Total	204	402	626	1007	1252	1265	1723	1225	289	28	2	0	0	0	8023		
Percent	2.5%	5.0%	7.8%	12.6%	15.6%	15.8%	21.5%	15.3%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	07:00	07:00	07:00	07:00	11:00	05:00	05:00	04:00				07:00		
Vol.	47	109	116	175	174	126	121	68	31	5	1				915		
PM Peak	18:00	17:00	18:00	16:00	12:00	16:00	17:00	17:00	17:00	12:00	22:00				16:00		
Vol.	16	20	41	50	76	86	122	125	30	3	1				494		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	2	12	5	6	1	0	0	0	0	26	41-50	17
01:00	0	0	0	0	1	6	6	3	2	1	0	0	0	0	19	36-45	12
02:00	0	0	0	0	1	2	2	9	2	2	0	0	0	0	18	43-52	11
03:00	0	0	0	1	0	0	7	8	6	1	0	**1**	0	0	24	41-50	15
04:00	1	1	0	0	1	2	20	23	**14**	3	0	0	0	0	65	41-50	43
05:00	1	7	10	19	24	28	74	69	10	**4**	**1**	1	0	0	248	41-50	143
06:00	48	**62**	66	73	85	81	150	**80**	11	1	0	0	0	0	657	36-45	231
07:00	**54**	59	**128**	**156**	**128**	116	**161**	55	4	0	0	0	0	0	**861**	21-30	284
08:00	34	38	76	105	125	**137**	112	53	5	1	0	0	0	0	686	31-40	262
09:00	24	26	53	92	85	108	98	41	9	0	0	0	0	0	536	36-45	206
10:00	10	23	32	47	61	90	103	55	8	0	1	0	0	0	430	36-45	193
11:00	22	25	54	72	62	101	72	32	1	0	0	0	0	0	441	36-45	173
12 PM	**19**	**27**	27	**70**	88	83	66	24	9	2	0	0	0	0	415	31-40	171
13:00	8	14	24	55	**94**	**114**	99	37	4	0	**1**	**1**	0	0	451	36-45	213
14:00	4	17	26	33	72	102	110	46	5	0	1	0	0	0	416	36-45	212
15:00	10	27	**36**	49	76	78	109	57	12	0	0	0	0	0	454	36-45	187
16:00	9	12	34	41	60	103	111	**75**	**20**	2	1	0	0	0	468	36-45	214
17:00	8	16	34	53	76	77	**131**	68	15	2	0	0	0	0	**480**	36-45	208
18:00	7	15	27	57	70	94	98	58	9	1	0	0	0	0	436	36-45	192
19:00	2	12	22	30	31	48	74	62	12	1	0	0	0	0	294	41-50	136
20:00	1	4	4	8	22	41	75	47	12	1	1	0	0	0	216	41-50	122
21:00	0	1	1	6	11	20	59	38	10	0	0	0	0	0	146	41-50	97
22:00	0	0	0	3	10	23	47	41	12	**4**	1	0	0	0	141	41-50	88
23:00	0	0	0	0	6	12	51	30	8	4	1	0	0	0	112	41-50	81
Total	262	386	654	970	1189	1468	1847	1016	206	31	8	3	0	0	8040		
Percent	3.3%	4.8%	8.1%	12.1%	14.8%	18.3%	23.0%	12.6%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	07:00	07:00	07:00	08:00	07:00	06:00	04:00	05:00	05:00	03:00			07:00		
Vol.	54	62	128	156	128	137	161	80	14	4	1	1			861		
PM Peak	12:00	12:00	15:00	12:00	13:00	13:00	17:00	16:00	16:00	22:00	13:00	13:00			17:00		
Vol.	19	27	36	70	94	114	131	75	20	4	1	1			480		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	1	4	10	20	16	5	2	**2**	0	0	0	60	41-50	36
01:00	0	0	0	0	0	1	11	9	3	1	0	0	0	0	25	41-50	20
02:00	0	0	0	0	1	1	6	6	6	0	0	0	0	0	20	41-50	12
03:00	0	0	0	0	0	4	17	4	2	0	1	0	0	0	28	38-47	21
04:00	0	0	0	0	0	5	6	15	6	1	1	0	0	0	34	41-50	21
05:00	0	0	0	0	2	4	29	36	20	**4**	1	0	0	0	96	41-50	65
06:00	0	0	2	10	16	20	60	65	20	4	1	0	0	0	198	41-50	125
07:00	1	5	17	33	34	57	88	51	18	3	0	0	0	0	307	36-45	145
08:00	0	5	19	43	55	74	101	**80**	**25**	1	1	0	0	0	404	41-50	181
09:00	7	20	35	64	99	76	102	60	14	1	1	0	0	0	479	36-45	178
10:00	**19**	26	**50**	**100**	**105**	**99**	**116**	35	6	0	0	0	0	0	**556**	36-45	215
11:00	16	**31**	48	85	90	98	76	44	18	0	0	0	0	0	506	31-40	188
12 PM	19	30	**52**	65	79	99	114	53	10	**2**	0	0	0	0	523	36-45	213
13:00	3	16	46	72	85	85	101	58	14	2	0	0	0	0	482	36-45	186
14:00	22	31	37	82	77	73	97	68	12	2	1	0	0	0	502	36-45	170
15:00	**23**	**38**	46	**96**	**101**	83	**120**	48	10	0	0	0	0	0	**565**	36-45	203
16:00	7	20	39	56	92	96	105	**110**	**22**	0	1	0	0	0	548	41-50	215
17:00	17	22	38	58	81	**101**	107	79	18	0	0	0	0	0	521	36-45	208
18:00	4	19	27	42	86	91	99	62	14	2	1	0	0	0	447	36-45	190
19:00	5	6	23	39	48	56	92	62	17	1	0	0	0	0	349	41-50	154
20:00	0	4	5	26	32	50	48	41	6	2	0	0	0	0	214	36-45	98
21:00	0	0	1	10	24	30	67	36	6	1	0	0	0	0	175	41-50	103
22:00	0	0	1	6	14	42	54	44	14	1	**2**	0	0	0	178	41-50	98
23:00	0	0	1	3	4	17	42	26	8	1	1	0	0	0	103	41-50	68
Total	143	273	487	891	1129	1272	1678	1108	294	31	14	0	0	0	7320		
Percent	2.0%	3.7%	6.7%	12.2%	15.4%	17.4%	22.9%	15.1%	4.0%	0.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	10:00	10:00	10:00	10:00	08:00	08:00	05:00	00:00				10:00		
Vol.	19	31	50	100	105	99	116	80	25	4	2				556		
PM Peak	15:00	15:00	12:00	15:00	15:00	17:00	15:00	16:00	16:00	12:00	22:00				15:00		
Vol.	23	38	52	96	101	101	120	110	22	2	2				565		

Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	1	3	6	7	26	20	5	0	**3**	**2**	0	0	73	41-50	46
01:00	0	0	0	0	0	7	20	11	5	1	0	0	0	0	44	41-50	31
02:00	0	0	0	1	3	3	5	15	2	1	0	0	0	0	30	41-50	20
03:00	0	0	0	0	0	5	5	7	4	0	0	0	0	0	21	41-50	12
04:00	0	0	0	0	0	1	6	11	3	1	0	0	0	0	22	41-50	17
05:00	0	0	0	1	2	6	20	13	6	2	2	0	0	0	52	41-50	33
06:00	0	0	1	6	19	22	32	39	14	2	0	1	0	0	136	41-50	71
07:00	0	0	0	9	22	22	59	29	**16**	**3**	1	0	0	0	161	41-50	88
08:00	4	3	9	17	35	71	75	44	10	0	0	0	0	0	268	36-45	146
09:00	4	9	34	56	65	69	85	32	9	1	0	0	0	0	364	36-45	154
10:00	8	15	31	60	80	**115**	**98**	**51**	8	1	0	0	0	0	467	36-45	213
11:00	**26**	**29**	**44**	**89**	**95**	108	77	31	2	0	0	0	0	0	**501**	31-40	203
12 PM	13	**25**	**47**	**79**	66	88	89	69	12	0	0	0	0	0	**488**	36-45	177
13:00	6	8	41	58	**89**	**116**	90	56	5	**3**	0	0	0	0	472	34-43	206
14:00	**16**	15	43	65	74	80	96	57	16	2	0	0	0	0	464	36-45	176
15:00	5	20	33	74	71	85	100	50	5	0	0	0	0	0	443	36-45	185
16:00	4	11	19	47	60	78	**112**	**70**	10	2	0	0	0	0	413	36-45	190
17:00	6	10	15	27	59	61	101	65	17	1	0	0	0	0	362	41-50	166
18:00	1	4	10	26	41	58	89	66	14	0	**1**	0	**1**	0	311	41-50	155
19:00	1	0	3	15	35	57	63	52	**23**	2	0	0	0	0	251	36-45	120
20:00	0	0	1	17	13	24	70	34	10	0	0	0	0	0	169	41-50	104
21:00	0	0	1	3	13	18	39	23	12	1	0	0	0	0	110	41-50	62
22:00	0	0	0	1	3	10	29	23	9	2	1	0	0	0	78	41-50	52
23:00	0	0	0	0	1	4	15	17	11	3	0	0	1	0	52	41-50	32
Total	94	149	333	654	852	1115	1401	885	228	28	8	3	2	0	5752		
Percent	1.6%	2.6%	5.8%	11.4%	14.8%	19.4%	24.4%	15.4%	4.0%	0.5%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	07:00	07:00	00:00	00:00			11:00		
Vol.	26	29	44	89	95	115	98	51	16	3	3	2			501		
PM Peak	14:00	12:00	12:00	12:00	13:00	13:00	16:00	16:00	19:00	13:00	18:00		18:00		12:00		
Vol.	16	25	47	79	89	116	112	70	23	3	1		1		488		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	3	10	8	3	0	0	0	0	0	24	41-50	18
01:00	0	0	0	0	0	2	4	4	3	1	0	0	0	0	14	40-49	8
02:00	0	0	0	0	1	3	2	1	1	0	0	0	0	0	8	36-45	5
03:00	0	0	0	0	0	0	7	4	4	0	0	0	0	0	15	41-50	11
04:00	0	0	0	1	2	7	21	23	10	**5**	0	0	0	0	69	41-50	44
05:00	1	3	6	8	21	43	77	56	17	5	**2**	0	0	0	239	41-50	133
06:00	34	61	87	100	85	96	125	75	5	0	0	0	0	0	668	36-45	221
07:00	43	56	**134**	**186**	141	**159**	**139**	44	7	0	0	0	0	0	**909**	26-35	327
08:00	**44**	**69**	76	123	**154**	115	127	44	3	2	0	0	0	0	757	26-35	277
09:00	13	21	27	35	59	64	118	**91**	**19**	0	0	0	0	0	447	41-50	209
10:00	10	9	23	65	78	98	96	45	6	4	0	0	0	0	434	36-45	194
11:00	4	8	21	47	70	53	81	43	8	1	1	0	0	0	337	36-45	134
12 PM	3	7	15	33	69	68	**110**	**61**	**18**	0	0	0	0	0	**384**	36-45	178
13:00	**10**	13	**25**	**50**	**82**	74	69	34	4	0	0	0	0	0	361	31-40	156
14:00	5	12	21	46	70	**75**	92	45	8	**1**	0	0	0	0	375	36-45	167
15:00	8	**22**	20	39	52	71	87	39	9	0	0	0	0	0	347	36-45	158
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	175	281	455	733	884	931	1165	617	125	19	3	0	0	0	5388		
Percent	3.2%	5.2%	8.4%	13.6%	16.4%	17.3%	21.6%	11.5%	2.3%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	08:00	07:00	07:00	09:00	09:00	04:00	05:00				07:00		
Vol.	44	69	134	186	154	159	139	91	19	5	2				909		
PM Peak	13:00	15:00	13:00	13:00	13:00	14:00	12:00	12:00	12:00	14:00					12:00		
Vol.	10	22	25	50	82	75	110	61	18	1					384		
Total	1186	1954	3275	5213	6581	7704	10032	6296	1498	175	41	8	2	0	43965		
Percent	2.7%	4.4%	7.4%	11.9%	15.0%	17.5%	22.8%	14.3%	3.4%	0.4%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	25 MPH
	50th Percentile :	37 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	17736
	Percent in Pace :	40.3%
	Number of Vehicles > 40 MPH :	18052
	Percent of Vehicles > 40 MPH :	41.1%
	Mean Speed(Average) :	36 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	**4**	5	4	16	51	170	283	186	45	3	0	0	0	0	767	41-50	469
16:00	0	0	2	8	29	**183**	**403**	**270**	36	5	0	0	0	**1**	**937**	41-50	673
17:00	1	**12**	**21**	**26**	**56**	165	318	269	58	5	0	0	0	0	931	41-50	587
18:00	0	3	3	4	18	119	236	184	**90**	**18**	2	0	0	0	677	41-50	420
19:00	2	5	6	4	13	69	123	126	73	12	1	0	0	0	434	41-50	249
20:00	0	1	0	4	6	35	72	109	58	7	0	0	0	0	292	41-50	181
21:00	0	1	0	0	3	34	57	88	65	8	0	0	0	0	256	46-55	153
22:00	0	0	0	0	0	8	28	54	34	10	2	**1**	0	0	137	46-55	88
23:00	0	0	0	0	1	6	8	28	33	9	**3**	0	0	0	88	46-55	61
Total	7	27	36	62	177	789	1528	1314	492	77	8	1	0	1	4519		
Percent	0.2%	0.6%	0.8%	1.4%	3.9%	17.5%	33.8%	29.1%	10.9%	1.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 4	17:00 12	17:00 21	17:00 26	17:00 56	16:00 183	16:00 403	16:00 270	18:00 90	18:00 18	23:00 3	22:00 1		16:00 1	16:00 937		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	5	11	24	27	11	**1**	0	0	0	79	46-55	51
01:00	0	0	0	0	0	1	5	11	4	4	0	0	0	0	25	41-50	16
02:00	0	0	0	0	0	0	3	11	2	2	0	**1**	0	0	19	41-50	14
03:00	0	0	0	0	0	0	5	2	2	1	0	0	0	0	10	41-50	7
04:00	0	1	0	1	0	4	4	8	4	2	1	0	0	0	25	46-55	12
05:00	0	0	1	1	2	10	11	18	10	2	0	0	0	0	55	41-50	29
06:00	0	5	9	8	9	16	37	39	16	6	1	0	0	0	146	41-50	76
07:00	**2**	**14**	**36**	23	26	34	44	44	24	1	1	0	0	0	249	41-50	88
08:00	0	3	17	**30**	23	**89**	**107**	43	36	6	0	0	0	0	354	36-45	196
09:00	0	0	4	11	**31**	78	94	62	34	2	0	0	0	0	316	36-45	172
10:00	2	2	8	16	17	59	92	58	26	5	0	0	0	0	285	36-45	151
11:00	0	0	3	17	23	87	96	**86**	**41**	**12**	0	0	0	0	**365**	36-45	183
12 PM	**1**	1	7	12	20	93	99	90	51	2	1	0	0	0	377	36-45	192
13:00	0	2	5	8	35	89	135	92	33	7	0	0	0	0	406	41-50	227
14:00	0	5	5	9	28	111	170	89	29	8	0	0	0	0	454	36-45	281
15:00	0	1	4	3	37	139	247	180	35	7	0	0	0	0	653	41-50	427
16:00	0	0	9	12	41	138	317	268	66	7	0	0	0	0	858	41-50	585
17:00	0	**9**	**14**	**16**	**56**	**192**	**327**	**271**	80	7	1	0	0	0	**973**	41-50	598
18:00	0	3	3	3	18	105	202	165	**98**	10	1	0	0	0	608	41-50	367
19:00	1	5	4	9	9	55	118	135	60	**15**	1	0	0	0	412	41-50	253
20:00	0	0	4	1	5	61	115	91	45	6	0	0	0	0	328	41-50	206
21:00	0	1	1	0	4	31	67	82	23	4	0	0	0	0	213	41-50	149
22:00	0	0	0	0	3	6	15	41	40	9	3	1	0	0	118	46-55	81
23:00	0	0	0	0	1	7	16	29	20	8	**4**	**2**	0	0	87	46-55	49
Total	6	52	134	180	388	1410	2337	1939	806	144	15	4	0	0	7415		
Percent	0.1%	0.7%	1.8%	2.4%	5.2%	19.0%	31.5%	26.1%	10.9%	1.9%	0.2%	0.1%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	09:00	08:00	08:00	11:00	11:00	11:00	00:00	02:00			11:00		
Vol.	2	14	36	30	31	89	107	86	41	12	1	1			365		
PM Peak	12:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	18:00	19:00	23:00	23:00			17:00		
Vol.	1	9	14	16	56	192	327	271	98	15	4	2			973		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	2	12	22	18	7	1	0	0	0	62	46-55	40
01:00	0	0	0	0	0	0	5	6	10	4	**2**	0	0	0	27	46-55	16
02:00	0	0	0	0	0	0	3	3	4	1	0	0	0	0	11	46-55	7
03:00	0	0	0	0	0	1	4	5	2	1	0	0	0	0	13	41-50	9
04:00	0	0	0	0	1	1	1	4	4	0	1	0	0	0	12	46-55	8
05:00	0	0	1	1	3	5	10	8	7	4	1	0	0	0	40	41-50	18
06:00	0	0	9	11	19	25	33	33	19	10	1	0	0	0	160	41-50	66
07:00	0	2	**18**	**21**	9	41	70	68	51	11	2	0	0	0	293	41-50	138
08:00	0	2	9	21	23	72	**95**	65	**56**	**14**	2	0	0	0	359	36-45	167
09:00	0	**3**	9	7	25	**96**	91	73	23	4	1	0	0	0	332	36-45	187
10:00	0	0	5	13	19	72	92	69	41	10	1	0	0	0	322	36-45	164
11:00	0	2	4	12	**28**	80	89	**87**	56	6	1	0	0	0	**365**	41-50	176
12 PM	**1**	4	6	8	28	94	118	105	58	7	0	0	0	0	429	41-50	223
13:00	0	5	0	10	36	66	159	114	39	10	1	0	0	**1**	441	41-50	273
14:00	0	1	6	13	33	92	183	122	44	7	2	0	0	0	503	41-50	305
15:00	0	2	2	13	37	**160**	281	221	57	12	1	0	0	0	786	41-50	502
16:00	0	2	3	8	25	152	**351**	257	85	12	0	0	0	0	895	41-50	608
17:00	1	4	8	7	**42**	130	300	**358**	**121**	**25**	2	0	0	0	**998**	41-50	658
18:00	1	**6**	**11**	**16**	40	110	240	236	91	5	0	0	0	0	756	41-50	476
19:00	0	1	3	5	18	78	148	160	86	20	3	0	0	0	522	41-50	308
20:00	0	1	3	5	13	56	139	110	61	4	1	0	0	0	393	41-50	249
21:00	0	0	0	5	6	30	100	116	51	7	**4**	0	0	0	319	41-50	216
22:00	0	0	0	0	1	11	53	74	30	10	3	**1**	0	0	183	41-50	127
23:00	0	0	0	1	3	7	16	37	34	11	4	0	0	0	113	46-55	71
Total	3	35	97	177	409	1381	2593	2353	1048	202	34	1	0	1	8334		
Percent	0.0%	0.4%	1.2%	2.1%	4.9%	16.6%	31.1%	28.2%	12.6%	2.4%	0.4%	0.0%	0.0%	0.0%			
AM Peak		09:00	07:00	07:00	11:00	09:00	08:00	11:00	08:00	08:00	01:00				11:00		
Vol.		3	18	21	28	96	95	87	56	14	2				365		
PM Peak	12:00	18:00	18:00	18:00	17:00	15:00	16:00	17:00	17:00	17:00	21:00	22:00		13:00	17:00		
Vol.	1	6	11	16	42	160	351	358	121	25	4	1		1	998		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	4	12	31	22	8	**3**	0	0	0	80	46-55	53
01:00	0	0	0	0	0	3	10	10	8	4	1	**1**	0	0	37	41-50	20
02:00	0	0	0	0	0	0	1	4	6	6	0	0	0	0	17	51-60	12
03:00	0	0	0	0	1	0	3	6	4	2	3	0	0	0	19	46-55	10
04:00	0	0	0	0	1	3	5	9	5	3	3	1	0	0	30	41-50	14
05:00	0	0	0	0	0	7	14	14	9	9	1	0	0	0	54	41-50	28
06:00	**2**	**8**	7	9	10	24	29	37	38	12	0	0	0	0	176	46-55	75
07:00	1	8	**26**	**35**	28	37	62	62	41	15	2	0	0	0	317	41-50	124
08:00	0	6	8	12	30	85	79	**86**	**48**	**21**	3	0	0	0	378	39-48	165
09:00	0	5	4	25	35	67	86	54	31	13	1	0	0	0	321	36-45	153
10:00	0	0	3	10	32	89	107	81	33	5	1	0	0	0	361	36-45	196
11:00	1	3	4	20	**46**	**113**	**148**	82	28	6	0	0	0	0	**451**	36-45	261
12 PM	**1**	5	11	21	**69**	115	138	80	36	11	0	0	0	0	487	36-45	253
13:00	1	2	1	7	34	100	162	107	55	14	2	0	0	0	485	41-50	269
14:00	0	2	5	12	30	107	207	130	53	6	1	0	0	0	553	41-50	337
15:00	0	1	9	15	51	153	266	195	66	5	0	0	0	0	761	41-50	461
16:00	0	4	2	12	29	156	**349**	**273**	**93**	11	0	0	0	0	929	41-50	622
17:00	1	5	**18**	**24**	56	**188**	329	233	83	5	1	0	0	0	**943**	41-50	562
18:00	1	**7**	5	10	24	172	255	209	61	8	0	0	0	0	752	41-50	464
19:00	1	1	4	2	14	67	135	165	71	12	4	0	0	0	476	41-50	300
20:00	1	2	4	3	16	54	114	92	63	18	1	0	0	0	368	41-50	206
21:00	0	1	0	0	4	21	70	105	67	12	**6**	0	0	0	286	41-50	175
22:00	0	0	0	0	1	12	24	64	70	**24**	4	**1**	0	0	200	46-55	134
23:00	0	0	0	0	1	7	39	47	42	9	4	1	0	0	150	46-55	89
Total	10	60	111	217	512	1584	2644	2176	1033	239	41	4	0	0	8631		
Percent	0.1%	0.7%	1.3%	2.5%	5.9%	18.4%	30.6%	25.2%	12.0%	2.8%	0.5%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	07:00	07:00	11:00	11:00	11:00	08:00	08:00	08:00	00:00	01:00			11:00		
Vol.	2	8	26	35	46	113	148	86	48	21	3	1			451		
PM Peak	12:00	18:00	17:00	17:00	12:00	17:00	16:00	16:00	16:00	22:00	21:00	22:00			17:00		
Vol.	1	7	18	24	69	188	349	273	93	24	6	1			943		

Connecticut Counts LLC

Kensington, Connecticut 06037

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	2	6	24	33	37	12	2	**1**	0	0	117	46-55	70
01:00	0	0	0	1	0	2	15	13	18	11	0	1	0	0	61	46-55	31
02:00	0	0	1	0	1	1	4	4	4	7	3	1	**1**	0	27	51-60	11
03:00	0	0	0	0	0	1	13	5	6	1	1	0	0	0	27	41-50	18
04:00	0	0	0	0	0	4	2	6	4	1	3	0	0	0	20	45-54	10
05:00	0	0	0	1	0	3	9	17	11	4	0	0	0	0	45	46-55	28
06:00	0	0	0	0	7	10	15	20	19	10	4	1	0	0	86	46-55	39
07:00	0	0	1	3	17	33	56	57	47	**19**	1	0	0	0	234	41-50	113
08:00	0	0	3	0	12	45	82	95	**85**	11	**7**	0	0	0	340	46-55	180
09:00	0	0	4	7	13	84	142	104	60	10	0	0	0	0	424	41-50	246
10:00	0	0	**11**	6	**33**	107	142	86	50	16	0	0	0	0	451	36-45	249
11:00	0	**2**	5	**20**	31	**118**	**216**	**117**	32	4	1	0	0	0	**546**	36-45	334
12 PM	1	1	10	18	33	152	183	134	38	3	0	0	0	0	573	36-45	335
13:00	0	1	3	**21**	45	151	**220**	146	45	3	1	0	0	0	**636**	36-45	371
14:00	0	2	7	19	**58**	**174**	216	92	50	6	0	0	0	0	624	36-45	390
15:00	2	5	**14**	17	50	143	179	113	42	7	0	0	0	0	572	36-45	322
16:00	1	0	4	11	28	117	168	**164**	55	13	0	0	0	0	561	41-50	332
17:00	**3**	2	5	13	48	141	202	117	**64**	18	1	0	0	0	614	36-45	343
18:00	1	**8**	8	14	23	114	188	101	57	8	2	0	0	0	524	36-45	302
19:00	0	4	1	2	7	56	118	103	56	**21**	**4**	0	0	0	372	41-50	221
20:00	0	2	1	1	15	59	108	103	47	10	2	**1**	0	0	349	41-50	211
21:00	0	1	0	1	6	30	90	104	45	9	0	0	0	0	286	41-50	194
22:00	0	0	1	0	1	24	56	85	37	16	4	0	0	0	224	41-50	141
23:00	0	0	0	0	5	16	44	86	57	10	2	1	0	0	221	46-55	143
Total	8	28	79	155	435	1591	2492	1905	966	230	38	6	1	0	7934		
Percent	0.1%	0.4%	1.0%	2.0%	5.5%	20.1%	31.4%	24.0%	12.2%	2.9%	0.5%	0.1%	0.0%	0.0%			
AM Peak		11:00	10:00	11:00	10:00	11:00	11:00	11:00	08:00	07:00	08:00	00:00	02:00		11:00		
Vol.		2	11	20	33	118	216	117	85	19	7	1	1		546		
PM Peak	17:00	18:00	15:00	13:00	14:00	14:00	13:00	16:00	17:00	19:00	19:00	20:00			13:00		
Vol.	3	8	14	21	58	174	220	164	64	21	4	1			636		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	2	3	4	15	35	28	11	2	**2**	0	0	102	46-55	63
01:00	0	0	0	1	0	2	11	14	15	3	**3**	0	0	0	49	46-55	29
02:00	0	0	0	0	1	0	6	14	12	4	1	0	0	0	38	46-55	26
03:00	0	0	0	0	0	3	3	6	1	1	1	0	0	0	15	41-50	9
04:00	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7	46-55	4
05:00	0	0	0	1	0	2	2	2	5	3	0	0	0	0	15	49-58	8
06:00	0	0	0	0	1	6	9	13	14	6	0	1	0	0	50	46-55	27
07:00	0	0	0	0	1	12	21	33	35	15	3	1	0	0	121	46-55	68
08:00	0	0	0	3	8	33	45	46	40	10	0	0	0	0	185	41-50	91
09:00	0	**1**	1	1	23	51	70	67	**49**	10	0	0	0	0	273	41-50	137
10:00	0	1	2	10	22	87	108	63	33	**18**	0	0	0	0	344	36-45	195
11:00	0	1	**7**	**18**	**34**	**108**	**138**	**73**	31	8	1	0	0	0	**419**	36-45	246
12 PM	0	**2**	2	**16**	**35**	106	122	124	73	11	2	0	**1**	0	494	41-50	246
13:00	0	0	6	8	26	**122**	174	129	49	10	0	0	0	0	**524**	41-50	303
14:00	0	0	**7**	7	16	85	**187**	135	65	10	1	0	1	0	514	41-50	322
15:00	0	1	6	11	22	103	145	126	59	11	0	0	0	0	484	41-50	271
16:00	0	0	5	5	10	101	151	**151**	66	9	0	0	0	0	498	41-50	302
17:00	0	2	3	5	35	86	137	102	60	15	3	0	0	0	448	41-50	239
18:00	**1**	2	6	1	7	74	101	79	**95**	**39**	6	**1**	0	0	412	41-50	180
19:00	0	2	2	0	10	40	71	94	70	17	3	0	1	0	310	41-50	165
20:00	0	0	0	1	8	26	49	60	55	17	**7**	1	0	0	224	46-55	115
21:00	0	0	0	1	1	14	39	48	30	11	5	1	0	0	150	41-50	87
22:00	0	0	0	1	2	8	14	27	37	10	4	0	0	0	103	46-55	64
23:00	0	0	0	0	0	5	9	14	29	7	5	1	0	0	70	46-55	43
Total	1	12	47	92	265	1078	1628	1457	953	257	48	8	3	0	5849		
Percent	0.0%	0.2%	0.8%	1.6%	4.5%	18.4%	27.8%	24.9%	16.3%	4.4%	0.8%	0.1%	0.1%	0.0%			
AM Peak		09:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	10:00	01:00	00:00			11:00		
Vol.		1	7	18	34	108	138	73	49	18	3	2			419		
PM Peak	18:00	12:00	14:00	12:00	12:00	13:00	14:00	16:00	18:00	18:00	20:00	18:00	12:00		13:00		
Vol.	1	2	7	16	35	122	187	151	95	39	7	1	1		524		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 151
East Hampton, Connecticut

Site Code:
Station ID: 4641

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	2	8	16	11	7	3	0	0	0	47	46-55	27
01:00	0	0	0	0	0	1	6	7	3	1	2	0	0	0	20	41-50	13
02:00	0	0	0	0	0	1	1	1	1	1	2	0	0	0	7	56-65	3
03:00	0	0	0	0	0	0	2	2	3	1	0	0	0	0	8	46-55	5
04:00	0	0	1	0	1	3	2	5	4	0	0	**1**	0	0	17	45-54	9
05:00	0	0	0	0	2	3	7	14	17	4	4	0	**1**	0	52	46-55	31
06:00	0	2	7	7	7	23	34	31	30	7	1	0	0	0	149	41-50	65
07:00	0	1	**20**	**28**	22	37	68	58	55	17	**5**	0	0	0	311	41-50	126
08:00	**1**	**4**	10	18	**27**	58	96	70	61	13	3	1	0	0	362	41-50	166
09:00	0	3	4	1	16	60	90	77	**63**	**22**	2	0	0	0	338	41-50	167
10:00	0	1	3	5	17	52	67	81	56	13	1	0	0	0	296	41-50	148
11:00	0	0	2	5	18	**70**	**110**	**90**	54	22	1	0	0	0	**372**	41-50	200
12 PM	0	**2**	8	6	18	54	103	100	62	**21**	**3**	0	**1**	0	378	41-50	203
13:00	0	1	1	9	**31**	81	104	90	58	16	1	0	0	0	392	41-50	194
14:00	0	2	**9**	8	18	79	149	95	**66**	17	3	0	0	0	446	41-50	244
15:00	**1**	0	2	**12**	23	**92**	**185**	**174**	51	8	2	0	0	0	**550**	41-50	359
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	16	67	99	200	616	1032	911	595	170	33	2	2	0	3745		
Percent	0.1%	0.4%	1.8%	2.6%	5.3%	16.4%	27.6%	24.3%	15.9%	4.5%	0.9%	0.1%	0.1%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	08:00	11:00	11:00	11:00	09:00	09:00	07:00	04:00	05:00		11:00		
Vol.	1	4	20	28	27	70	110	90	63	22	5	1	1		372		
PM Peak	15:00	12:00	14:00	15:00	13:00	15:00	15:00	15:00	14:00	12:00	12:00		12:00		15:00		
Vol.	1	2	9	12	31	92	185	174	66	21	3		1		550		
Total	37	230	571	982	2386	8449	14254	12055	5893	1319	217	26	6	2	46427		
Percent	0.1%	0.5%	1.2%	2.1%	5.1%	18.2%	30.7%	26.0%	12.7%	2.8%	0.5%	0.1%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	43 MPH
	85th Percentile :	50 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	26309
	Percent in Pace :	56.7%
	Number of Vehicles > 40 MPH :	33772
	Percent of Vehicles > 40 MPH :	72.7%
	Mean Speed(Average) :	44 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	1	3	17	22	31	28	16	1	0	0	0	0	0	119	36-45	59
15:00	1	1	7	29	45	76	**116**	32	2	1	0	0	0	0	310	36-45	192
16:00	4	7	5	21	**62**	80	88	35	6	0	0	0	0	0	308	36-45	168
17:00	**7**	**11**	11	**31**	41	**85**	107	**49**	11	0	0	0	0	0	**353**	36-45	192
18:00	0	5	**13**	19	38	68	93	42	5	0	0	0	0	0	283	36-45	161
19:00	0	2	2	8	22	51	65	31	5	0	0	0	0	0	186	36-45	116
20:00	0	0	0	1	5	29	45	25	**13**	2	0	0	0	0	120	36-45	74
21:00	0	0	0	1	8	11	16	25	13	2	0	0	0	0	76	41-50	41
22:00	0	0	0	0	1	7	23	20	6	**3**	0	0	0	0	60	41-50	43
23:00	0	0	0	0	0	5	6	11	4	3	0	0	0	0	29	41-50	17
Total	12	27	41	127	244	443	587	286	66	11	0	0	0	0	1844		
Percent	0.7%	1.5%	2.2%	6.9%	13.2%	24.0%	31.8%	15.5%	3.6%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 7	17:00 11	18:00 13	17:00 31	16:00 62	17:00 85	15:00 116	17:00 49	20:00 13	22:00 3					17:00 353		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	2	7	1	0	0	0	0	0	0	10	36-45	9
01:00	0	0	0	0	0	2	5	2	1	0	0	0	0	0	10	41-50	7
02:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	39-48	2
03:00	0	0	0	0	0	1	7	7	3	**1**	**1**	0	0	0	20	41-50	14
04:00	0	0	0	0	0	3	8	17	**8**	1	0	0	0	0	37	46-55	25
05:00	0	0	3	6	20	29	42	**37**	6	1	0	0	0	0	144	41-50	79
06:00	4	11	15	54	80	106	65	28	4	0	0	0	0	0	367	31-40	186
07:00	**26**	**43**	**66**	**98**	**125**	**118**	69	17	1	0	0	0	0	0	**563**	31-40	243
08:00	4	10	25	68	74	102	**101**	36	3	0	0	0	0	0	423	36-45	203
09:00	0	3	13	41	58	91	75	34	7	0	0	0	0	0	322	36-45	166
10:00	0	0	9	16	41	77	69	27	5	0	0	0	0	0	244	36-45	146
11:00	1	0	8	14	52	66	65	26	4	0	0	0	0	0	236	36-45	131
12 PM	1	**7**	**11**	15	28	**88**	75	23	6	0	0	0	0	0	254	36-45	163
13:00	0	1	4	8	31	62	87	33	9	0	0	0	0	0	235	36-45	149
14:00	0	3	5	22	33	74	84	32	3	0	0	0	0	0	256	36-45	158
15:00	1	3	10	18	52	83	83	26	4	0	0	0	0	0	280	36-45	166
16:00	**3**	3	11	18	45	70	**110**	**38**	9	0	0	0	0	0	**307**	36-45	180
17:00	1	4	3	**23**	**61**	77	90	36	6	0	**1**	0	0	0	302	36-45	167
18:00	0	2	7	3	31	50	73	28	**10**	0	0	0	0	0	204	36-45	123
19:00	0	1	0	2	8	34	53	21	3	0	0	0	0	0	122	36-45	87
20:00	0	3	1	4	9	37	54	11	4	0	0	0	0	0	123	36-45	91
21:00	0	0	0	0	4	18	42	13	2	0	0	**1**	0	0	80	36-45	60
22:00	0	0	0	0	0	8	10	20	5	1	0	0	0	0	44	41-50	30
23:00	0	0	0	0	0	5	10	8	7	**2**	0	0	0	0	32	41-50	18
Total	41	94	191	410	752	1203	1285	522	111	6	2	1	0	0	4618		
Percent	0.9%	2.0%	4.1%	8.9%	16.3%	26.1%	27.8%	11.3%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00	05:00	04:00	03:00	03:00				07:00		
Vol.	26	43	66	98	125	118	101	37	8	1	1				563		
PM Peak	16:00	12:00	12:00	17:00	17:00	12:00	16:00	16:00	18:00	23:00	17:00	21:00			16:00		
Vol.	3	7	11	23	61	88	110	38	10	2	1	1			307		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	0	4	3	2	0	0	0	0	0	9	41-50	7
01:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6	41-50	6
02:00	0	0	0	0	1	0	4	1	0	0	0	0	0	0	6	39-48	5
03:00	0	0	0	0	0	0	2	1	2	2	0	0	0	0	7	49-58	4
04:00	0	0	0	0	1	2	15	13	8	1	**1**	0	0	0	41	41-50	28
05:00	0	2	1	4	17	28	47	31	10	1	1	0	0	0	142	41-50	78
06:00	11	11	22	64	87	86	75	**42**	7	0	0	0	0	0	405	31-40	173
07:00	**24**	**36**	**59**	**81**	**108**	**136**	**106**	27	3	1	0	0	0	0	**581**	31-40	244
08:00	7	23	33	58	80	107	104	40	6	0	0	0	0	0	458	36-45	211
09:00	5	5	13	27	55	94	77	33	3	0	0	0	0	0	312	36-45	171
10:00	0	0	2	16	53	74	88	38	4	**3**	1	0	0	0	279	36-45	162
11:00	0	1	6	11	39	74	100	38	**12**	0	0	0	0	0	281	36-45	174
12 PM	3	**7**	**19**	26	**54**	71	72	37	4	1	0	0	0	0	294	36-45	143
13:00	0	1	4	17	36	80	103	40	9	0	0	0	0	0	290	36-45	183
14:00	0	4	7	21	53	85	93	32	4	0	0	0	0	0	299	36-45	178
15:00	2	6	7	20	50	**104**	79	43	4	1	0	0	0	0	316	36-45	183
16:00	0	7	7	**29**	54	87	**107**	46	4	0	0	0	0	0	341	36-45	194
17:00	**5**	5	10	26	45	103	102	**63**	8	0	0	0	0	0	**367**	36-45	205
18:00	0	5	9	13	51	71	79	35	7	0	0	0	0	0	270	36-45	150
19:00	1	4	5	9	24	63	56	32	8	0	0	0	0	0	202	36-45	119
20:00	0	0	0	1	12	36	55	29	5	1	0	0	0	0	139	36-45	91
21:00	0	0	0	3	5	9	35	24	**10**	1	0	0	0	0	87	41-50	59
22:00	0	0	1	0	3	11	22	25	5	**4**	0	0	0	0	71	41-50	47
23:00	0	0	0	0	1	6	12	11	5	1	0	0	0	0	36	41-50	23
Total	58	117	205	426	829	1327	1440	687	130	17	3	0	0	0	5239		
Percent	1.1%	2.2%	3.9%	8.1%	15.8%	25.3%	27.5%	13.1%	2.5%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	11:00	10:00	04:00				07:00		
Vol.	24	36	59	81	108	136	106	42	12	3	1				581		
PM Peak	17:00	12:00	12:00	16:00	12:00	15:00	16:00	17:00	21:00	22:00					17:00		
Vol.	5	7	19	29	54	104	107	63	10	4					367		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	0	5	5	4	1	0	0	0	0	15	41-50	10
01:00	0	0	0	0	0	5	4	1	0	0	0	0	0	0	10	36-45	9
02:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7	41-50	7
03:00	0	0	0	0	0	1	4	3	1	**2**	0	0	0	0	11	41-50	7
04:00	0	0	0	0	0	4	8	19	11	0	0	0	0	0	42	46-55	30
05:00	0	0	0	5	13	35	48	21	**12**	2	**1**	0	**1**	0	138	36-45	83
06:00	10	16	22	42	74	97	**102**	42	3	2	0	0	0	0	410	36-45	199
07:00	**29**	**35**	**63**	**93**	**105**	**116**	89	24	4	0	0	0	0	0	**558**	31-40	221
08:00	2	3	19	43	80	109	94	**56**	11	1	1	0	0	0	419	36-45	203
09:00	3	5	9	37	61	114	83	29	4	0	0	0	0	0	345	36-45	197
10:00	3	1	13	26	60	71	83	31	4	0	0	0	0	0	292	36-45	154
11:00	4	8	17	41	77	90	69	16	4	0	0	0	0	0	326	31-40	167
12 PM	2	**16**	11	33	51	92	66	17	4	0	0	0	0	0	292	36-45	158
13:00	0	3	21	**36**	52	87	92	14	2	0	0	0	0	0	307	36-45	179
14:00	0	2	7	19	48	86	84	35	6	0	0	0	0	0	287	36-45	170
15:00	0	3	12	19	63	84	73	35	3	1	0	0	0	0	293	36-45	157
16:00	0	8	14	24	53	**96**	83	48	8	1	0	0	0	0	335	36-45	179
17:00	**7**	3	**26**	30	**75**	81	**94**	43	9	0	0	0	0	0	**368**	36-45	175
18:00	2	7	4	10	55	70	89	**54**	8	0	0	0	0	0	299	36-45	159
19:00	2	1	0	6	12	61	75	33	9	0	0	0	0	0	199	36-45	136
20:00	0	0	0	4	16	45	64	25	2	0	**1**	0	0	0	157	36-45	109
21:00	0	0	0	2	11	31	37	15	**11**	**3**	0	0	0	0	110	36-45	68
22:00	0	0	0	0	1	13	36	28	6	3	0	0	0	0	87	41-50	64
23:00	0	0	0	0	0	8	26	20	8	2	1	0	0	0	65	41-50	46
Total	64	111	238	470	907	1396	1411	618	134	18	4	0	1	0	5372		
Percent	1.2%	2.1%	4.4%	8.7%	16.9%	26.0%	26.3%	11.5%	2.5%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	06:00	08:00	05:00	03:00	05:00		05:00		07:00		
Vol.	29	35	63	93	105	116	102	56	12	2	1		1		558		
PM Peak	17:00	12:00	17:00	13:00	17:00	16:00	17:00	18:00	21:00	21:00	20:00				17:00		
Vol.	7	16	26	36	75	96	94	54	11	3	1				368		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	1	1	4	10	10	5	2	0	0	0	0	33	41-50	20
01:00	0	0	0	0	0	2	2	6	2	0	0	0	0	0	12	46-55	8
02:00	0	0	0	0	3	1	2	4	2	1	0	0	0	0	13	46-55	6
03:00	0	0	0	0	0	0	2	3	3	0	0	0	0	0	8	46-55	6
04:00	0	0	0	2	1	0	7	3	4	1	0	0	0	0	18	41-50	10
05:00	0	0	0	0	0	6	16	22	12	**3**	**1**	0	0	0	60	41-50	38
06:00	0	0	0	6	11	29	38	19	10	1	1	0	0	0	115	36-45	67
07:00	0	0	5	7	37	49	48	**46**	14	0	0	0	0	0	206	36-45	97
08:00	0	0	3	4	34	66	86	39	**16**	1	0	0	0	0	249	36-45	152
09:00	**2**	2	8	26	65	95	87	33	7	0	0	0	**1**	0	326	36-45	182
10:00	0	**4**	9	**35**	**78**	**132**	105	22	2	0	0	0	0	0	**387**	36-45	237
11:00	1	1	**10**	20	60	90	**117**	39	2	0	0	0	0	**1**	341	36-45	207
12 PM	0	8	13	47	67	102	105	28	4	0	0	0	0	0	374	36-45	207
13:00	0	10	**21**	34	60	71	**116**	23	5	0	0	0	0	0	340	36-45	187
14:00	**7**	7	14	37	64	95	83	30	1	0	0	0	0	0	338	36-45	178
15:00	1	**13**	15	**51**	**79**	97	100	30	3	**2**	0	0	0	0	**391**	36-45	197
16:00	1	8	7	24	61	**131**	86	36	6	0	0	0	0	0	360	36-45	217
17:00	0	6	16	29	66	97	88	**41**	4	1	0	0	0	0	348	36-45	185
18:00	0	5	7	6	35	69	85	33	6	1	0	0	0	0	247	36-45	154
19:00	0	1	5	9	27	47	76	37	**11**	2	0	0	0	0	215	36-45	123
20:00	0	0	0	2	13	37	55	30	3	0	0	0	0	0	140	36-45	92
21:00	0	0	0	3	6	22	37	33	6	1	0	0	0	0	108	41-50	70
22:00	0	0	0	0	5	22	40	27	8	1	**1**	0	0	0	104	41-50	67
23:00	0	0	0	0	1	10	20	15	5	1	0	0	0	0	52	41-50	35
Total	12	65	133	343	774	1274	1411	609	141	18	3	0	1	1	4785		
Percent	0.3%	1.4%	2.8%	7.2%	16.2%	26.6%	29.5%	12.7%	2.9%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	10:00	10:00	10:00	11:00	07:00	08:00	05:00	05:00		09:00	11:00	10:00		
Vol.	2	4	10	35	78	132	117	46	16	3	1		1	1	387		
PM Peak	14:00	15:00	13:00	15:00	15:00	16:00	13:00	17:00	19:00	15:00	22:00				15:00		
Vol.	7	13	21	51	79	131	116	41	11	2	1				391		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	3	11	12	5	0	**1**	**1**	0	0	33	41-50	23
01:00	0	0	0	1	0	1	7	3	5	0	0	0	0	0	17	40-49	10
02:00	0	0	0	0	2	0	3	5	3	0	0	0	0	0	13	41-50	8
03:00	0	0	0	0	0	0	4	3	0	**1**	0	0	0	0	8	41-50	7
04:00	0	0	0	0	0	1	6	7	3	0	0	0	0	0	17	41-50	13
05:00	0	0	0	0	1	5	14	15	6	1	0	0	0	0	42	41-50	29
06:00	0	0	1	2	11	11	25	19	**13**	1	1	1	0	0	85	41-50	44
07:00	0	0	0	2	7	38	35	22	5	1	0	0	0	0	110	36-45	73
08:00	0	0	0	8	23	45	71	25	7	1	0	0	0	0	180	36-45	116
09:00	0	1	1	19	57	75	75	**31**	1	0	0	0	0	0	260	36-45	150
10:00	0	3	12	22	60	106	**94**	28	9	0	1	0	0	0	335	36-45	200
11:00	**4**	**11**	**18**	**45**	**84**	**109**	60	14	4	0	0	0	0	0	**349**	31-40	193
12 PM	**4**	**14**	**14**	**34**	51	**106**	90	30	4	0	0	0	0	0	**347**	36-45	196
13:00	0	3	6	29	**63**	99	93	49	4	0	0	0	0	0	346	36-45	192
14:00	1	5	6	20	58	79	**112**	46	8	0	0	0	0	0	335	36-45	191
15:00	4	10	11	19	47	85	80	48	3	0	0	0	0	0	307	36-45	165
16:00	3	2	5	9	51	64	92	41	8	0	0	0	0	0	275	36-45	156
17:00	0	4	5	15	43	65	72	34	**9**	1	0	0	0	0	248	36-45	137
18:00	1	2	1	2	23	63	61	**52**	6	0	0	0	0	0	211	36-45	124
19:00	0	0	2	2	19	29	61	39	7	1	0	0	0	0	160	41-50	100
20:00	0	0	0	0	4	21	44	26	9	0	0	0	0	0	104	41-50	70
21:00	0	0	0	0	4	17	26	13	4	**2**	0	0	0	0	66	36-45	43
22:00	0	0	0	0	0	7	18	17	9	1	**1**	0	0	0	53	41-50	35
23:00	0	0	0	0	0	1	7	10	3	1	0	**1**	0	0	23	41-50	17
Total	17	55	82	229	608	1030	1161	589	135	11	4	3	0	0	3924		
Percent	0.4%	1.4%	2.1%	5.8%	15.5%	26.2%	29.6%	15.0%	3.4%	0.3%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	06:00	03:00	00:00	00:00			11:00		
Vol.	4	11	18	45	84	109	94	31	13	1	1	1			349		
PM Peak	12:00	12:00	12:00	12:00	13:00	12:00	14:00	18:00	17:00	21:00	22:00	23:00			12:00		
Vol.	4	14	14	34	63	106	112	52	9	2	1	1			347		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	39-48	6
01:00	0	0	0	0	1	5	6	0	0	0	0	0	0	0	12	36-45	11
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
03:00	0	0	0	0	0	0	2	6	2	0	0	0	0	0	10	46-55	8
04:00	0	0	0	0	0	1	12	16	**9**	1	0	0	0	0	39	41-50	28
05:00	0	0	0	5	13	32	43	27	6	1	0	**1**	0	0	128	36-45	75
06:00	2	12	24	42	112	120	72	18	4	0	0	0	0	0	406	31-40	232
07:00	**38**	**37**	**67**	**72**	**118**	**146**	71	19	3	0	0	0	0	0	**571**	31-40	264
08:00	10	16	40	57	77	109	**88**	**44**	7	1	0	0	0	0	449	36-45	197
09:00	0	0	9	16	37	80	87	32	6	1	0	0	0	0	268	36-45	167
10:00	2	9	9	24	62	85	86	36	3	**2**	0	0	0	0	318	36-45	171
11:00	0	2	6	17	34	64	75	34	9	0	0	0	0	0	241	36-45	139
12 PM	1	1	5	**20**	**47**	**83**	74	**34**	1	0	0	0	0	0	266	36-45	157
13:00	**4**	**7**	**15**	15	38	79	58	25	3	0	0	0	0	0	244	36-45	137
14:00	4	7	9	17	46	72	**81**	31	**7**	**2**	0	0	0	0	**276**	36-45	153
15:00	0	2	7	13	42	48	42	20	3	0	0	0	0	0	177	31-40	90
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	61	93	191	298	627	924	802	343	64	8	0	1	0	0	3412		
Percent	1.8%	2.7%	5.6%	8.7%	18.4%	27.1%	23.5%	10.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00	04:00	10:00		05:00			07:00		
Vol.	38	37	67	72	118	146	88	44	9	2		1			571		
PM Peak	13:00	13:00	13:00	12:00	12:00	12:00	14:00	12:00	14:00	14:00					14:00		
Vol.	4	7	15	20	47	83	81	34	7	2					276		
Total	265	562	1081	2303	4741	7597	8097	3654	781	89	16	5	2	1	29194		
Percent	0.9%	1.9%	3.7%	7.9%	16.2%	26.0%	27.7%	12.5%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	38 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH

Stats		
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	15694
	Percent in Pace :	53.8%
	Number of Vehicles > 40 MPH :	12645
	Percent of Vehicles > 40 MPH :	43.3%
	Mean Speed(Average) :	38 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	1	14	43	40	22	4	1	0	0	0	0	125	36-45	83
15:00	1	3	2	**33**	**84**	145	116	102	23	2	0	0	0	0	511	36-45	261
16:00	**3**	**5**	5	19	76	**178**	**159**	103	18	**5**	0	0	0	0	**571**	36-45	337
17:00	0	5	**6**	21	72	146	151	**117**	**42**	5	0	**1**	0	0	566	36-45	297
18:00	1	5	1	3	50	115	97	99	26	1	**1**	0	0	0	399	36-45	212
19:00	1	3	4	11	25	41	77	78	22	5	0	0	0	0	267	41-50	155
20:00	1	0	0	1	7	42	61	49	14	0	0	0	0	0	175	41-50	110
21:00	0	0	0	2	15	22	51	45	10	1	1	0	0	0	147	41-50	96
22:00	0	0	0	0	1	4	22	30	10	1	0	0	0	0	68	41-50	52
23:00	0	0	0	0	4	8	19	15	8	2	1	0	0	0	57	41-50	34
Total	7	21	18	91	348	744	793	660	177	23	3	1	0	0	2886		
Percent	0.2%	0.7%	0.6%	3.2%	12.1%	25.8%	27.5%	22.9%	6.1%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 3	16:00 5	17:00 6	15:00 33	15:00 84	16:00 178	16:00 159	17:00 117	17:00 42	16:00 5	18:00 1	17:00 1			16:00 571		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	4	15	19	5	1	0	0	0	0	44	41-50	34
01:00	0	0	0	0	1	0	3	1	2	0	**2**	0	0	0	9	41-50	4
02:00	0	0	0	1	1	0	2	1	1	0	0	0	0	0	6	41-50	3
03:00	0	0	0	0	1	3	3	0	0	**3**	0	0	0	0	10	35-44	6
04:00	0	0	0	1	0	0	5	7	0	0	0	0	0	0	13	41-50	12
05:00	0	0	1	2	3	3	10	5	3	1	0	0	0	0	28	40-49	15
06:00	0	0	3	3	11	42	24	14	10	2	0	0	0	0	109	36-45	66
07:00	**2**	1	7	**18**	**48**	57	68	26	1	0	0	0	0	0	228	36-45	125
08:00	0	**5**	3	9	34	**65**	**79**	28	**13**	0	1	0	0	0	**237**	36-45	144
09:00	1	1	1	3	34	59	57	30	8	2	0	0	0	0	196	36-45	116
10:00	1	1	**11**	18	29	52	54	18	6	2	0	0	0	0	192	36-45	106
11:00	1	1	10	4	46	64	65	**38**	5	1	0	0	0	0	235	36-45	129
12 PM	1	3	**5**	14	39	55	67	41	10	1	0	0	0	0	236	36-45	122
13:00	0	1	3	8	24	54	84	62	16	**3**	0	0	0	0	255	41-50	146
14:00	0	3	0	5	33	62	101	53	15	3	0	0	0	0	275	36-45	163
15:00	**3**	**8**	0	10	72	138	123	58	11	0	0	0	0	0	423	36-45	261
16:00	3	3	1	**24**	**77**	127	162	84	18	1	0	0	0	0	500	36-45	289
17:00	3	4	1	6	63	**162**	**176**	**104**	26	1	0	0	0	0	**546**	36-45	338
18:00	1	6	0	9	37	88	93	89	**27**	1	0	**1**	0	0	352	39-48	182
19:00	3	5	0	7	32	51	82	49	16	2	0	0	0	0	247	36-45	133
20:00	1	0	1	1	14	49	82	36	10	0	0	0	0	0	194	36-45	131
21:00	0	0	0	0	10	23	54	25	10	1	0	0	0	0	123	41-50	79
22:00	0	0	0	0	3	10	23	26	6	3	0	0	0	0	71	41-50	49
23:00	0	0	0	1	1	7	17	22	3	3	**1**	0	0	0	55	41-50	39
Total	20	42	47	144	613	1175	1449	836	222	31	4	1	0	0	4584		
Percent	0.4%	0.9%	1.0%	3.1%	13.4%	25.6%	31.6%	18.2%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	10:00	07:00	07:00	08:00	08:00	11:00	08:00	03:00	01:00				08:00		
Vol.	2	5	11	18	48	65	79	38	13	3	2				237		
PM Peak	15:00	15:00	12:00	16:00	16:00	17:00	17:00	17:00	18:00	13:00	23:00	18:00			17:00		
Vol.	3	8	5	24	77	162	176	104	27	3	1	1			546		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	1	0	1	0	15	5	8	1	0	0	0	0	31	41-50	20
01:00	0	0	0	0	0	3	6	5	4	0	0	0	0	0	18	41-50	11
02:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	19-28	1
03:00	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7	36-45	6
04:00	0	0	0	0	0	0	6	2	0	0	0	0	0	0	8	40-49	8
05:00	0	1	1	2	3	5	6	1	1	1	0	0	0	0	21	36-45	11
06:00	0	2	0	7	18	31	29	21	5	2	0	0	0	0	115	36-45	60
07:00	**1**	3	5	**26**	**43**	61	61	39	10	0	0	0	0	0	249	36-45	122
08:00	0	1	**7**	14	35	69	53	39	**18**	**4**	0	0	0	0	240	36-45	122
09:00	0	2	3	13	40	54	60	36	14	1	**1**	0	0	0	224	36-45	114
10:00	0	**5**	5	19	33	65	53	**45**	15	4	0	0	0	0	244	36-45	118
11:00	1	1	1	5	35	**75**	**88**	42	5	1	0	0	0	0	**254**	36-45	163
12 PM	1	3	**10**	**20**	51	69	89	43	13	2	0	1	0	0	302	36-45	158
13:00	0	9	5	12	35	62	79	63	16	1	0	0	0	0	282	39-48	142
14:00	0	5	8	13	32	71	114	67	16	1	**2**	1	0	0	330	36-45	185
15:00	**3**	**11**	7	18	75	137	123	106	30	3	0	0	0	0	513	36-45	260
16:00	2	6	0	20	85	**151**	99	104	**39**	2	2	0	0	0	510	36-45	250
17:00	1	6	4	13	**97**	144	127	**133**	37	3	2	0	0	0	**567**	36-45	271
18:00	0	10	2	10	68	124	**147**	64	24	3	1	0	0	0	453	36-45	271
19:00	3	6	0	12	24	72	75	73	26	2	1	0	0	0	294	39-48	148
20:00	1	2	0	2	30	60	68	54	10	3	1	0	0	0	231	36-45	128
21:00	0	0	0	3	7	45	50	43	26	2	0	**2**	0	0	178	36-45	95
22:00	0	0	0	0	4	18	48	22	10	1	0	0	**1**	0	104	41-50	70
23:00	0	0	0	0	1	5	20	22	9	**4**	0	0	0	0	61	41-50	42
Total	13	73	59	210	717	1325	1418	1031	336	41	10	4	1	0	5238		
Percent	0.2%	1.4%	1.1%	4.0%	13.7%	25.3%	27.1%	19.7%	6.4%	0.8%	0.2%	0.1%	0.0%	0.0%			
AM Peak	07:00	10:00	08:00	07:00	07:00	11:00	11:00	10:00	08:00	08:00	09:00				11:00		
Vol.	1	5	7	26	43	75	88	45	18	4	1				254		
PM Peak	15:00	15:00	12:00	12:00	17:00	16:00	18:00	17:00	16:00	23:00	14:00	21:00	22:00		17:00		
Vol.	3	11	10	20	97	151	147	133	39	4	2	2	1		567		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	1	1	8	27	12	6	1	0	0	0	0	56	41-50	39
01:00	0	0	0	0	0	4	4	4	4	0	0	0	0	0	16	36-45	8
02:00	0	0	0	0	4	0	3	2	1	0	0	0	0	0	10	41-50	5
03:00	0	0	0	0	0	1	5	0	0	**3**	0	0	0	0	9	36-45	6
04:00	0	0	1	0	0	3	6	5	1	0	0	0	0	0	16	41-50	11
05:00	0	0	0	0	7	7	7	2	6	1	0	0	0	0	30	31-40	14
06:00	0	7	0	0	19	30	39	20	8	1	0	0	0	0	124	36-45	69
07:00	0	0	**8**	**41**	55	74	51	28	8	2	0	0	0	0	267	31-40	129
08:00	1	**11**	4	13	19	67	**82**	**45**	**23**	2	**1**	0	0	0	268	36-45	149
09:00	0	3	6	14	27	46	62	38	9	0	0	0	0	0	205	36-45	108
10:00	**2**	2	1	2	**61**	75	52	37	6	0	0	0	0	0	238	31-40	136
11:00	1	3	6	25	54	**110**	66	24	10	0	0	0	0	0	**299**	36-45	176
12 PM	1	8	4	19	66	101	88	46	5	**3**	0	0	0	0	341	36-45	189
13:00	1	2	2	21	59	104	68	57	7	1	0	0	0	0	322	36-45	172
14:00	1	0	**5**	13	61	103	95	48	8	1	0	0	0	0	335	36-45	198
15:00	2	1	2	23	113	144	**153**	49	13	2	0	0	0	0	502	36-45	297
16:00	**7**	7	4	17	96	174	134	**97**	19	1	0	0	0	0	556	36-45	308
17:00	5	**10**	3	**25**	**117**	**209**	145	57	15	0	1	0	0	0	**587**	36-45	354
18:00	2	5	3	16	76	148	150	62	14	2	0	0	0	0	478	36-45	298
19:00	3	6	2	3	18	65	88	62	**21**	2	0	0	0	0	270	36-45	153
20:00	0	1	0	5	23	49	76	44	13	1	0	0	0	0	212	36-45	125
21:00	0	0	0	1	20	27	60	41	10	3	**2**	0	0	0	164	41-50	101
22:00	0	0	0	0	1	16	43	46	9	1	1	0	0	0	117	41-50	89
23:00	0	0	0	0	4	12	35	21	5	2	0	0	0	0	79	41-50	56
Total	26	66	51	239	901	1577	1539	847	221	29	5	0	0	0	5501		
Percent	0.5%	1.2%	0.9%	4.3%	16.4%	28.7%	28.0%	15.4%	4.0%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	07:00	07:00	10:00	11:00	08:00	08:00	08:00	03:00	08:00				11:00		
Vol.	2	11	8	41	61	110	82	45	23	3	1				299		
PM Peak	16:00	17:00	14:00	17:00	17:00	17:00	15:00	16:00	19:00	12:00	21:00				17:00		
Vol.	7	10	5	25	117	209	153	97	21	3	2				587		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	1	9	35	15	6	1	0	0	0	0	67	41-50	50
01:00	0	0	0	0	1	5	8	14	0	1	**1**	0	0	0	30	41-50	22
02:00	0	0	0	0	1	3	1	3	4	0	0	0	0	0	12	46-55	7
03:00	0	0	0	0	0	1	7	2	1	0	0	0	0	0	11	41-50	9
04:00	0	0	1	0	0	2	2	2	2	2	0	0	0	0	11	51-60	4
05:00	0	0	**4**	0	0	5	6	11	1	0	1	0	0	0	28	41-50	17
06:00	0	0	0	0	3	10	15	7	7	0	0	0	0	0	42	36-45	25
07:00	1	0	0	5	21	35	25	43	12	**4**	1	0	0	0	147	41-50	68
08:00	0	0	2	12	27	56	56	48	16	4	0	0	0	0	221	36-45	112
09:00	**3**	2	1	5	35	**98**	78	38	17	3	0	0	0	0	280	36-45	176
10:00	0	**5**	3	**14**	**45**	98	**81**	61	12	2	0	0	0	0	321	36-45	179
11:00	1	5	0	3	42	90	75	**81**	**25**	2	0	0	0	0	**324**	36-45	165
12 PM	0	5	1	11	55	85	103	68	17	5	0	0	0	0	350	36-45	188
13:00	1	4	3	13	**61**	91	100	72	19	3	0	**1**	0	0	368	36-45	191
14:00	0	**11**	1	7	55	**125**	113	64	12	2	0	0	0	0	**390**	36-45	238
15:00	**2**	9	0	**15**	55	105	99	54	16	1	0	0	0	0	356	36-45	204
16:00	2	7	**5**	13	53	97	98	**74**	17	**7**	0	0	0	0	373	36-45	195
17:00	1	7	1	3	55	112	**122**	62	**25**	2	0	0	0	0	390	36-45	234
18:00	0	7	0	7	33	103	101	64	14	4	0	0	0	0	333	36-45	204
19:00	0	4	0	3	19	45	70	52	19	3	0	0	0	0	215	41-50	122
20:00	1	0	1	2	17	50	65	49	17	1	0	0	0	0	203	36-45	115
21:00	0	0	0	3	10	42	55	60	11	2	0	0	0	0	183	41-50	115
22:00	0	0	0	2	4	20	42	56	10	4	0	0	0	0	138	41-50	98
23:00	0	0	0	0	3	6	37	42	16	3	0	0	0	0	107	41-50	79
Total	12	66	23	118	596	1293	1394	1042	296	56	3	1	0	0	4900		
Percent	0.2%	1.3%	0.5%	2.4%	12.2%	26.4%	28.4%	21.3%	6.0%	1.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	05:00	10:00	10:00	09:00	10:00	11:00	11:00	07:00	01:00				11:00		
Vol.	3	5	4	14	45	98	81	81	25	4	1				324		
PM Peak	15:00	14:00	16:00	15:00	13:00	14:00	17:00	16:00	17:00	16:00		13:00			14:00		
Vol.	2	11	5	15	61	125	122	74	25	7		1			390		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	1	8	14	17	9	2	**3**	0	0	0	54	41-50	31
01:00	0	0	0	0	1	3	10	6	7	0	1	0	0	0	28	41-50	16
02:00	0	0	0	0	1	0	6	5	7	1	0	0	0	0	20	44-53	12
03:00	0	0	0	0	0	1	0	2	2	0	0	0	0	0	5	45-54	4
04:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	49-58	3
05:00	0	0	0	0	0	1	4	2	3	0	1	0	0	0	11	39-48	6
06:00	0	0	0	0	4	2	7	8	5	1	0	0	0	0	27	41-50	15
07:00	0	0	0	0	11	15	24	19	17	1	0	**1**	0	0	88	41-50	43
08:00	0	0	0	0	7	31	35	29	13	**3**	1	0	0	0	119	36-45	66
09:00	0	0	0	4	31	32	53	**40**	9	1	0	0	0	0	170	41-50	93
10:00	3	1	**6**	9	42	68	57	32	**18**	1	0	0	0	0	237	36-45	125
11:00	**5**	**3**	3	**20**	**56**	**97**	**80**	29	9	1	0	0	0	0	**303**	36-45	177
12 PM	1	4	2	**12**	47	**111**	97	56	3	5	0	0	0	0	338	36-45	208
13:00	1	5	0	8	26	105	**121**	74	16	2	0	0	0	0	**358**	36-45	226
14:00	**2**	4	**6**	4	37	93	95	**81**	**29**	3	0	0	0	0	354	36-45	188
15:00	1	2	2	6	48	103	81	69	11	2	0	0	0	0	325	36-45	184
16:00	1	**9**	0	5	**54**	81	88	57	20	4	0	0	0	0	319	36-45	169
17:00	0	2	0	1	30	81	86	69	20	4	1	0	0	0	294	36-45	167
18:00	0	1	0	7	27	54	70	73	24	6	**2**	**1**	0	0	265	41-50	143
19:00	0	0	0	0	17	31	68	42	18	**8**	1	0	0	0	185	41-50	110
20:00	0	0	0	0	11	18	51	33	10	4	1	0	0	0	128	41-50	84
21:00	0	0	0	0	3	21	40	21	8	0	1	0	0	0	94	41-50	61
22:00	0	0	0	0	2	4	17	25	8	1	0	0	0	0	57	41-50	42
23:00	0	0	0	0	1	6	14	12	6	4	0	0	0	0	43	41-50	26
Total	14	31	19	76	457	966	1118	801	274	55	12	2	0	0	3825		
Percent	0.4%	0.8%	0.5%	2.0%	11.9%	25.3%	29.2%	20.9%	7.2%	1.4%	0.3%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	11:00	09:00	10:00	08:00	00:00	07:00			11:00		
Vol.	5	3	6	20	56	97	80	40	18	3	3	1			303		
PM Peak	14:00	16:00	14:00	12:00	16:00	12:00	13:00	14:00	14:00	19:00	18:00	18:00			13:00		
Vol.	2	9	6	12	54	111	121	81	29	8	2	1			358		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Middletown Avenue
Portland, Connecticut

Site Code:
Station ID: 4631

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	1	2	2	9	3	2	**1**	0	0	0	20	44-53	12
01:00	0	0	0	0	0	1	6	4	1	0	0	0	0	0	12	41-50	10
02:00	0	0	0	1	0	1	0	0	1	0	1	0	0	0	4	19-28	1
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
04:00	0	0	0	0	0	3	1	3	1	0	0	0	0	0	8	46-55	4
05:00	0	0	1	0	2	7	11	6	3	0	1	0	0	0	31	36-45	18
06:00	0	0	1	1	14	35	17	22	13	1	0	**1**	0	0	105	36-45	52
07:00	0	6	**8**	8	32	**83**	59	33	8	**4**	1	0	0	0	242	36-45	142
08:00	0	3	6	8	**41**	69	60	41	15	1	0	0	0	0	244	36-45	129
09:00	1	5	0	1	24	56	**69**	35	16	3	0	0	0	0	210	36-45	125
10:00	0	1	3	**11**	28	44	41	**47**	14	4	0	0	0	0	193	41-50	88
11:00	**2**	**8**	6	10	39	63	56	41	**21**	1	0	0	0	0	**247**	36-45	119
12 PM	**1**	3	4	**13**	40	75	60	44	14	2	0	0	0	0	256	36-45	135
13:00	1	**4**	**5**	5	22	71	71	**68**	19	3	0	0	0	0	269	36-45	142
14:00	0	4	0	3	28	**78**	**80**	55	**31**	**6**	**2**	0	0	0	**287**	36-45	158
15:00	1	0	1	9	**46**	73	64	48	25	0	0	0	0	0	267	36-45	137
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	34	35	70	317	662	597	457	185	27	6	1	0	0	2397		
Percent	0.3%	1.4%	1.5%	2.9%	13.2%	27.6%	24.9%	19.1%	7.7%	1.1%	0.3%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	07:00	10:00	08:00	07:00	09:00	10:00	11:00	07:00	00:00	06:00			11:00		
Vol.	2	8	8	11	41	83	69	47	21	4	1	1			247		
PM Peak	12:00	13:00	13:00	12:00	15:00	14:00	14:00	13:00	14:00	14:00	14:00				14:00		
Vol.	1	4	5	13	46	78	80	68	31	6	2				287		
Total	98	333	252	948	3949	7742	8308	5674	1711	262	43	10	1	0	29331		
Percent	0.3%	1.1%	0.9%	3.2%	13.5%	26.4%	28.3%	19.3%	5.8%	0.9%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	33 MPH
50th Percentile :	40 MPH
85th Percentile :	47 MPH
95th Percentile :	51 MPH

Stats		
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	16050
	Percent in Pace :	54.7%
	Number of Vehicles > 40 MPH :	16009
	Percent of Vehicles > 40 MPH :	54.6%
	Mean Speed(Average) :	41 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	2	1	15	85	121	51	7	2	0	0	0	284	41-50	206
14:00	0	0	**1**	1	3	9	80	168	80	19	2	0	0	0	363	46-55	248
15:00	0	0	0	1	**5**	17	**137**	162	75	15	3	**1**	0	0	416	41-50	299
16:00	0	0	1	**4**	2	**19**	94	**180**	**139**	**22**	**4**	1	0	**1**	**467**	46-55	319
17:00	0	0	1	3	0	6	88	144	98	17	2	1	0	0	360	46-55	242
18:00	0	0	0	4	4	3	51	118	71	10	1	1	0	0	263	46-55	189
19:00	0	0	1	3	5	7	35	69	44	7	2	0	0	1	174	46-55	113
20:00	0	0	0	1	2	3	12	42	32	11	0	1	0	0	104	46-55	74
21:00	0	0	0	1	0	0	6	28	29	7	1	0	0	0	72	46-55	57
22:00	0	0	0	0	0	0	3	17	13	1	0	0	0	0	34	46-55	30
23:00	0	0	0	0	0	1	1	8	3	1	0	1	0	0	15	46-55	11
Total	0	0	4	20	22	80	592	1057	635	117	17	6	0	2	2552		
Percent	0.0%	0.0%	0.2%	0.8%	0.9%	3.1%	23.2%	41.4%	24.9%	4.6%	0.7%	0.2%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.			14:00 1	16:00 4	15:00 5	16:00 19	15:00 137	16:00 180	16:00 139	16:00 22	16:00 4	15:00 1		16:00 1	16:00 467		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	0	3	0	7	2	0	0	0	0	12	50-59	9
01:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	40-49	2
02:00	0	0	0	0	0	0	0	2	12	2	1	0	0	0	17	46-55	14
03:00	0	0	0	0	0	0	0	7	7	9	2	**1**	0	0	26	51-60	16
04:00	0	0	0	0	0	0	16	39	34	12	**6**	0	0	0	107	46-55	73
05:00	0	0	0	**3**	0	2	27	122	111	25	2	1	0	0	293	46-55	233
06:00	0	0	0	1	2	**15**	**131**	**218**	**127**	24	2	0	0	0	**520**	41-50	349
07:00	0	0	0	1	3	7	45	189	112	22	5	0	**1**	0	385	46-55	301
08:00	0	0	0	1	**4**	8	45	118	86	**34**	4	0	0	0	300	46-55	204
09:00	0	0	0	2	3	4	51	104	54	17	2	1	0	0	238	46-55	158
10:00	0	0	0	1	0	9	49	115	69	15	1	1	0	**1**	261	46-55	184
11:00	0	0	0	1	1	8	60	112	80	8	3	1	0	0	274	46-55	192
12 PM	0	0	0	1	4	3	38	105	75	15	3	0	0	0	244	46-55	180
13:00	0	0	0	**5**	1	9	70	127	80	20	2	0	0	**1**	315	46-55	207
14:00	0	0	**1**	2	5	8	73	155	71	10	1	0	0	0	326	41-50	228
15:00	0	0	0	5	1	3	**81**	155	**140**	19	**6**	**1**	0	0	411	46-55	295
16:00	0	0	0	2	3	8	59	**175**	130	**32**	2	1	**1**	0	**413**	46-55	305
17:00	0	0	0	4	3	5	47	119	111	18	2	1	0	0	310	46-55	230
18:00	0	0	0	4	4	4	38	77	50	8	3	0	0	0	188	46-55	127
19:00	0	0	1	3	**7**	**17**	28	49	39	4	1	1	0	0	150	46-55	88
20:00	0	0	0	2	2	0	20	48	22	4	1	0	0	0	99	46-55	70
21:00	0	0	0	0	0	4	12	15	23	7	0	0	0	0	61	46-55	38
22:00	0	0	1	1	0	0	2	9	19	5	2	0	0	0	39	46-55	28
23:00	0	0	0	0	0	0	1	7	3	1	0	0	0	0	12	45-54	10
Total	0	0	3	39	43	114	896	2069	1462	314	51	9	2	2	5004		
Percent	0.0%	0.0%	0.1%	0.8%	0.9%	2.3%	17.9%	41.3%	29.2%	6.3%	1.0%	0.2%	0.0%	0.0%			
AM Peak				05:00	08:00	06:00	06:00	06:00	06:00	08:00	04:00	03:00	07:00	10:00	06:00		
Vol.				3	4	15	131	218	127	34	6	1	1	1	520		
PM Peak			14:00	13:00	19:00	19:00	15:00	16:00	15:00	16:00	15:00	15:00	16:00	13:00	16:00		
Vol.			1	5	7	17	81	175	140	32	6	1	1	1	413		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	0	0	1	6	1	1	0	0	0	9	51-60	7
01:00	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	46-55	6
02:00	0	0	0	0	0	1	1	3	3	2	1	0	0	0	11	46-55	6
03:00	0	0	0	0	0	0	3	9	12	6	1	1	**1**	0	33	46-55	21
04:00	0	0	0	0	0	3	4	41	38	15	**3**	**2**	0	0	106	46-55	79
05:00	0	0	0	2	1	3	52	103	117	24	3	2	0	0	307	46-55	220
06:00	0	0	0	0	1	9	**136**	**220**	133	23	2	0	0	0	**524**	41-50	356
07:00	0	0	0	**3**	0	2	42	191	**140**	**25**	2	2	0	0	407	46-55	331
08:00	0	0	0	1	0	**13**	42	125	94	24	2	0	0	0	301	46-55	219
09:00	0	0	0	0	**4**	5	46	123	80	20	1	0	0	0	279	46-55	203
10:00	0	0	0	3	0	0	42	124	102	18	1	0	0	0	290	46-55	226
11:00	0	0	**3**	2	3	8	78	129	76	15	3	0	0	0	317	41-50	207
12 PM	**2**	**1**	0	**9**	**6**	**20**	60	120	62	13	2	1	0	0	296	45-54	182
13:00	0	0	1	1	4	16	**89**	170	70	14	1	1	0	0	367	41-50	259
14:00	0	0	**2**	2	0	17	79	159	80	10	2	0	0	0	351	46-55	239
15:00	0	0	1	2	3	17	82	220	117	18	**5**	**2**	0	0	467	46-55	337
16:00	0	0	0	3	4	7	73	**229**	**139**	**25**	3	0	0	**1**	**484**	46-55	368
17:00	0	0	0	7	2	4	74	164	111	20	1	0	0	0	383	46-55	275
18:00	0	0	2	5	4	4	31	93	81	13	2	0	**1**	0	236	46-55	174
19:00	0	0	1	2	1	4	53	73	48	13	2	0	0	0	197	41-50	126
20:00	0	0	1	1	4	1	22	37	43	12	1	0	0	0	122	46-55	80
21:00	0	0	0	1	0	2	9	28	28	8	2	1	0	1	80	46-55	56
22:00	0	0	0	1	0	0	2	26	12	3	1	0	0	0	45	46-55	38
23:00	0	0	0	0	0	1	0	8	5	2	0	0	0	0	16	46-55	13
Total	2	1	11	45	37	137	1020	2399	1600	324	42	12	2	2	5634		
Percent	0.0%	0.0%	0.2%	0.8%	0.7%	2.4%	18.1%	42.6%	28.4%	5.8%	0.7%	0.2%	0.0%	0.0%			
AM Peak			11:00	07:00	09:00	08:00	06:00	06:00	07:00	07:00	04:00	04:00	03:00		06:00		
Vol.			3	3	4	13	136	220	140	25	3	2	1		524		
PM Peak	12:00	12:00	14:00	12:00	12:00	12:00	13:00	16:00	16:00	16:00	15:00	15:00	18:00	16:00	16:00		
Vol.	2	1	2	9	6	20	89	229	139	25	5	2	1	1	484		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	0	2	4	3	0	0	0	0	0	9	44-53	7
01:00	0	0	0	0	0	0	0	0	2	2	2	0	0	0	6	50-59	4
02:00	0	0	0	0	0	0	2	1	0	3	1	0	0	0	7	56-65	4
03:00	0	0	0	0	0	0	1	9	18	6	2	0	0	0	36	46-55	27
04:00	0	0	0	0	0	0	4	35	43	22	6	**2**	0	0	112	46-55	78
05:00	0	0	0	2	5	2	34	85	130	**58**	6	0	0	0	322	46-55	215
06:00	0	**7**	**2**	0	1	10	**82**	**227**	**151**	43	3	0	0	0	**526**	46-55	378
07:00	0	0	0	1	0	1	46	141	141	50	**9**	1	**1**	0	391	46-55	282
08:00	0	0	1	0	2	6	41	143	125	26	6	0	0	0	350	46-55	268
09:00	0	0	0	0	**7**	6	40	129	95	18	3	0	0	0	298	46-55	224
10:00	0	0	0	**3**	3	**29**	75	150	62	9	0	0	0	0	331	41-50	225
11:00	0	0	1	2	3	14	73	136	83	12	4	1	0	0	329	46-55	219
12 PM	0	0	0	2	6	15	69	148	94	9	3	0	0	0	346	46-55	242
13:00	0	0	**2**	**6**	2	4	52	130	102	**32**	3	**3**	0	0	336	46-55	232
14:00	0	0	0	4	5	11	57	138	101	22	**6**	1	0	0	345	46-55	239
15:00	0	0	0	2	7	11	92	174	**126**	24	3	1	0	0	440	46-55	300
16:00	0	0	1	5	11	**21**	**125**	**212**	97	16	4	0	0	0	**492**	41-50	337
17:00	0	0	0	5	**12**	7	60	138	100	21	2	1	0	0	346	46-55	238
18:00	0	0	2	6	11	5	47	92	55	20	3	0	0	0	241	46-55	147
19:00	0	0	0	6	4	14	48	94	34	10	2	0	0	0	212	41-50	142
20:00	0	**1**	2	1	2	4	18	59	31	8	0	0	0	0	126	46-55	90
21:00	0	0	0	4	1	2	18	31	29	4	2	0	0	0	91	46-55	60
22:00	0	0	0	0	1	5	12	33	16	7	3	0	0	0	77	46-55	49
23:00	0	0	0	0	0	2	13	14	13	4	1	0	0	0	47	46-55	27
Total	0	8	11	49	83	169	1011	2323	1651	426	74	10	1	0	5816		
Percent	0.0%	0.1%	0.2%	0.8%	1.4%	2.9%	17.4%	39.9%	28.4%	7.3%	1.3%	0.2%	0.0%	0.0%			
AM Peak		06:00	06:00	10:00	09:00	10:00	06:00	06:00	06:00	05:00	07:00	04:00	07:00		06:00		
Vol.		7	2	3	7	29	82	227	151	58	9	2	1		526		
PM Peak		20:00	13:00	13:00	17:00	16:00	16:00	16:00	15:00	13:00	14:00	13:00			16:00		
Vol.		1	2	6	12	21	125	212	126	32	6	3			492		

Connecticut Counts LLC

Kensington, Connecticut 06037

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East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	1	3	5	6	2	1	0	0	0	18	46-55	11
01:00	0	0	**1**	0	0	0	1	0	3	3	0	**1**	0	0	9	51-60	6
02:00	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6	46-55	5
03:00	0	0	0	0	0	0	1	3	6	1	1	0	**1**	0	13	46-55	9
04:00	0	0	1	0	0	0	1	7	20	15	4	1	0	0	49	51-60	35
05:00	0	0	0	0	0	0	3	32	45	12	**5**	0	0	0	97	46-55	77
06:00	0	0	0	0	1	1	16	59	71	21	5	0	0	0	174	46-55	130
07:00	0	0	0	0	0	0	12	87	108	**35**	4	0	0	0	246	46-55	195
08:00	0	0	0	0	0	1	51	165	105	24	1	0	0	0	347	46-55	270
09:00	0	0	0	1	1	**11**	68	181	108	19	4	0	0	0	393	46-55	289
10:00	0	0	0	0	2	9	95	173	79	13	0	0	0	0	371	41-50	268
11:00	0	0	0	**3**	**3**	10	**97**	**184**	**111**	18	2	0	1	0	**429**	46-55	295
12 PM	0	**1**	1	1	**6**	11	106	172	84	9	3	0	0	0	394	41-50	278
13:00	0	0	0	**8**	6	7	47	**181**	**101**	14	4	0	0	0	368	46-55	282
14:00	0	1	**2**	2	1	**16**	**112**	178	78	16	3	0	0	0	**409**	41-50	290
15:00	0	0	0	8	5	10	88	174	86	12	4	**2**	0	0	389	41-50	262
16:00	0	0	1	7	5	6	75	180	76	**17**	**5**	1	0	0	373	44-53	256
17:00	0	0	0	5	4	7	53	113	87	15	3	1	0	0	288	46-55	200
18:00	0	0	2	1	2	7	44	108	73	16	5	1	0	**2**	261	46-55	181
19:00	0	0	1	8	2	4	38	78	35	7	4	2	0	0	179	41-50	116
20:00	0	0	0	3	2	2	31	63	21	6	0	0	0	0	128	41-50	94
21:00	0	0	0	0	1	5	19	53	47	5	5	1	0	0	136	46-55	100
22:00	0	0	0	0	0	1	12	28	20	4	1	0	**1**	0	67	46-55	48
23:00	0	0	0	0	0	0	3	15	15	5	1	1	0	0	40	46-55	30
Total	0	2	9	47	41	109	976	2242	1387	290	65	11	3	2	5184		
Percent	0.0%	0.0%	0.2%	0.9%	0.8%	2.1%	18.8%	43.2%	26.8%	5.6%	1.3%	0.2%	0.1%	0.0%			
AM Peak			01:00	11:00	11:00	09:00	11:00	11:00	11:00	07:00	05:00	01:00	03:00		11:00		
Vol.			1	3	3	11	97	184	111	35	5	1	1		429		
PM Peak		12:00	14:00	13:00	12:00	14:00	14:00	13:00	13:00	16:00	16:00	15:00	22:00	18:00	14:00		
Vol.		1	2	8	6	16	112	181	101	17	5	2	1	2	409		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	0	1	9	11	5	1	1	0	0	28	46-55	20
01:00	0	0	0	0	0	0	1	1	6	3	1	0	0	**1**	13	50-59	9
02:00	0	0	0	0	0	0	1	2	4	1	0	0	0	0	8	46-55	6
03:00	0	0	0	0	0	0	1	7	9	1	0	0	0	0	18	46-55	16
04:00	0	0	**1**	0	0	1	2	7	15	7	1	1	0	0	35	46-55	22
05:00	0	0	0	0	0	1	10	19	31	7	1	**2**	0	0	71	46-55	50
06:00	0	0	0	0	0	2	8	29	39	13	2	0	0	0	93	46-55	68
07:00	0	0	0	0	0	1	24	83	55	17	3	0	0	0	183	46-55	138
08:00	0	0	0	0	0	2	48	115	88	19	0	0	0	0	272	46-55	203
09:00	0	0	0	1	0	4	64	140	93	**25**	**5**	0	0	0	332	46-55	233
10:00	0	0	0	0	1	**28**	**89**	**160**	71	13	1	0	0	0	363	41-50	249
11:00	0	0	0	**2**	**4**	7	75	150	**117**	24	5	0	0	0	**384**	46-55	267
12 PM	0	0	0	2	4	7	57	**180**	**112**	**19**	2	0	0	0	**383**	46-55	292
13:00	0	0	1	5	1	**9**	**65**	159	101	17	3	0	0	0	361	46-55	260
14:00	0	0	**2**	2	4	7	47	158	109	18	**5**	0	0	0	352	46-55	267
15:00	0	0	0	2	2	4	44	128	97	16	2	**2**	0	0	297	46-55	225
16:00	0	0	0	5	5	9	43	121	95	18	5	0	0	1	302	46-55	216
17:00	0	0	1	**7**	5	3	40	99	68	13	1	1	0	0	238	46-55	167
18:00	0	0	1	2	**6**	1	35	65	56	13	2	1	0	0	182	46-55	121
19:00	0	0	0	0	3	9	19	54	24	3	4	0	0	0	116	46-55	78
20:00	0	0	0	1	0	2	12	30	19	8	3	0	**1**	0	76	46-55	49
21:00	0	0	0	0	0	1	4	15	21	11	2	0	0	**2**	56	46-55	36
22:00	0	0	0	0	0	1	1	13	11	0	2	0	0	0	28	46-55	24
23:00	0	0	0	0	0	0	1	6	2	1	0	0	0	0	10	46-55	8
Total	0	0	6	29	35	99	692	1750	1254	272	51	8	1	4	4201		
Percent	0.0%	0.0%	0.1%	0.7%	0.8%	2.4%	16.5%	41.7%	29.9%	6.5%	1.2%	0.2%	0.0%	0.1%			
AM Peak			04:00	11:00	11:00	10:00	10:00	10:00	11:00	09:00	09:00	05:00		01:00	11:00		
Vol.			1	2	4	28	89	160	117	25	5	2		1	384		
PM Peak			14:00	17:00	18:00	13:00	13:00	12:00	12:00	12:00	14:00	15:00	20:00	21:00	12:00		
Vol.			2	7	6	9	65	180	112	19	5	2	1	2	383		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	0	2	6	4	0	0	0	0	0	12	45-54	10
01:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	40-49	3
02:00	0	0	0	0	0	0	1	2	2	2	1	0	0	0	8	51-60	4
03:00	0	0	0	0	0	0	3	11	12	6	0	**1**	0	0	33	46-55	23
04:00	0	0	0	0	0	0	11	34	37	12	5	0	0	0	99	46-55	71
05:00	0	0	0	3	0	7	23	109	123	**37**	**9**	0	**1**	0	312	46-55	232
06:00	0	**1**	**3**	**4**	**3**	5	**106**	**253**	**130**	23	1	0	0	0	**529**	46-55	383
07:00	0	0	0	2	1	**17**	59	166	130	31	4	0	0	0	410	46-55	296
08:00	0	0	0	1	1	2	36	109	106	10	3	0	0	0	268	46-55	215
09:00	0	0	0	0	1	5	38	128	118	18	2	1	0	0	311	46-55	246
10:00	0	0	0	0	1	7	58	107	73	13	6	1	0	0	266	46-55	180
11:00	0	0	0	1	0	2	60	122	88	23	1	1	0	0	298	46-55	210
12 PM	0	0	0	0	0	**8**	42	124	76	**20**	**4**	**1**	0	0	275	46-55	200
13:00	0	0	**1**	0	0	4	**51**	**163**	**101**	18	2	0	0	0	**340**	46-55	264
14:00	0	0	0	0	**1**	3	36	68	34	8	1	0	0	0	151	41-50	104
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	4	11	8	60	527	1404	1034	221	39	5	1	0	3315		
Percent	0.0%	0.0%	0.1%	0.3%	0.2%	1.8%	15.9%	42.4%	31.2%	6.7%	1.2%	0.2%	0.0%	0.0%			
AM Peak		06:00	06:00	06:00	06:00	07:00	06:00	06:00	06:00	05:00	05:00	03:00	05:00		06:00		
Vol.		1	3	4	3	17	106	253	130	37	9	1	1		529		
PM Peak			13:00		14:00	12:00	13:00	13:00	13:00	12:00	12:00	12:00			13:00		
Vol.			1		1	8	51	163	101	20	4	1			340		
Total	2	12	48	240	269	768	5714	13244	9023	1964	339	61	10	12	31706		
Percent	0.0%	0.0%	0.2%	0.8%	0.8%	2.4%	18.0%	41.8%	28.5%	6.2%	1.1%	0.2%	0.0%	0.0%			

15th Percentile :	42 MPH
50th Percentile :	48 MPH
85th Percentile :	53 MPH
95th Percentile :	57 MPH

Stats	
10 MPH Pace Speed :	46-55 MPH
Number in Pace :	22267
Percent in Pace :	70.2%
Number of Vehicles > 40 MPH :	30367
Percent of Vehicles > 40 MPH :	95.8%
Mean Speed(Average) :	49 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	15	11	62	78	48	18	3	0	**1**	0	236	41-50	140
14:00	**1**	**4**	1	5	14	31	80	156	114	37	7	**4**	1	0	455	46-55	270
15:00	1	3	3	1	**16**	**36**	**113**	184	116	46	8	0	0	0	527	46-55	300
16:00	0	0	**4**	4	10	20	88	**206**	**157**	54	**12**	1	0	0	**556**	46-55	363
17:00	0	0	0	0	5	12	51	142	136	**65**	11	3	1	0	426	46-55	278
18:00	0	0	0	2	2	3	33	79	107	32	11	2	0	0	271	46-55	186
19:00	0	0	0	**7**	3	6	32	53	56	18	3	0	0	0	178	46-55	109
20:00	0	0	0	0	3	4	26	38	45	17	3	0	1	0	137	46-55	83
21:00	0	0	0	0	0	2	3	11	23	7	4	0	0	0	50	46-55	34
22:00	0	0	2	0	0	1	6	18	9	8	3	2	0	0	49	46-55	27
23:00	0	0	0	0	0	0	6	7	10	8	1	0	0	0	32	49-58	18
Total	2	7	10	19	68	126	500	972	821	310	66	12	4	0	2917		
Percent	0.1%	0.2%	0.3%	0.7%	2.3%	4.3%	17.1%	33.3%	28.1%	10.6%	2.3%	0.4%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00 1	14:00 4	16:00 4	19:00 7	15:00 16	15:00 36	15:00 113	16:00 206	16:00 157	17:00 65	16:00 12	14:00 4	13:00 1		16:00 556		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	1	0	1	2	1	0	0	0	**1**	6	51-60	3
01:00	0	0	0	0	0	1	0	1	1	2	0	0	0	0	5	49-58	3
02:00	0	0	0	0	0	1	7	2	3	1	0	0	0	0	14	39-48	9
03:00	0	0	0	0	1	0	4	2	6	3	1	0	0	0	17	49-58	9
04:00	0	0	0	0	4	1	6	10	13	7	1	0	0	0	42	46-55	23
05:00	0	0	0	0	8	9	18	64	41	29	6	1	**1**	0	177	46-55	105
06:00	**1**	0	**12**	2	6	20	68	**128**	**98**	**31**	7	1	0	0	**374**	46-55	226
07:00	0	**2**	3	**4**	8	22	**79**	92	77	23	**8**	**3**	0	1	322	41-50	171
08:00	0	0	0	0	0	16	40	85	65	29	7	0	0	0	242	46-55	150
09:00	0	0	0	2	7	13	32	65	67	19	8	0	0	0	213	46-55	132
10:00	0	0	0	3	6	17	51	80	76	21	6	0	0	0	260	46-55	156
11:00	0	0	0	0	**9**	**23**	33	82	74	24	3	0	0	1	249	46-55	156
12 PM	0	0	0	0	4	9	44	85	76	33	**8**	**5**	1	0	265	46-55	161
13:00	0	0	0	1	4	10	52	84	79	27	6	0	1	0	264	46-55	163
14:00	0	0	1	**5**	10	17	64	132	109	34	6	0	0	0	378	46-55	241
15:00	0	0	1	1	9	**19**	**79**	191	125	**42**	8	1	0	0	476	46-55	316
16:00	0	**1**	0	2	6	16	53	**211**	**182**	33	5	3	**2**	0	**514**	46-55	393
17:00	0	0	**3**	5	**15**	13	47	98	114	37	8	1	1	0	342	46-55	212
18:00	0	0	0	0	3	9	35	77	80	21	2	2	1	0	230	46-55	157
19:00	0	0	0	4	3	15	59	65	29	4	2	0	0	0	181	41-50	124
20:00	0	0	0	0	1	10	13	46	28	6	4	0	0	0	108	46-55	74
21:00	0	0	0	0	0	3	11	21	29	5	1	0	0	0	70	46-55	50
22:00	0	0	0	0	0	1	11	14	16	6	0	1	1	0	50	46-55	30
23:00	0	0	0	0	0	0	5	15	4	3	2	0	0	0	29	41-50	20
Total	1	3	20	29	104	246	811	1651	1394	441	99	18	8	3	4828		
Percent	0.0%	0.1%	0.4%	0.6%	2.2%	5.1%	16.8%	34.2%	28.9%	9.1%	2.1%	0.4%	0.2%	0.1%			
AM Peak	06:00	07:00	06:00	07:00	11:00	11:00	07:00	06:00	06:00	06:00	07:00	07:00	05:00	00:00	06:00		
Vol.	1	2	12	4	9	23	79	128	98	31	8	3	1	1	374		
PM Peak		16:00	17:00	14:00	17:00	15:00	15:00	16:00	16:00	15:00	12:00	12:00	16:00		16:00		
Vol.		1	3	5	15	19	79	211	182	42	8	5	2		514		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	1	0	4	3	5	0	2	0	0	0	15	46-55	8
01:00	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	45-54	2
02:00	0	0	0	0	0	3	3	3	2	0	1	0	0	0	12	41-50	6
03:00	0	0	0	0	0	2	1	2	4	2	0	0	0	0	11	51-60	6
04:00	0	0	0	**4**	0	2	2	11	11	3	1	0	0	0	34	46-55	22
05:00	0	0	**3**	0	0	8	23	45	55	23	4	1	1	0	163	46-55	100
06:00	**2**	0	1	0	6	18	**100**	108	**98**	33	12	3	**2**	0	**383**	41-50	208
07:00	0	0	1	4	**8**	**32**	61	104	75	**45**	**14**	0	0	0	344	46-55	179
08:00	0	0	0	4	6	6	35	96	78	32	12	3	0	**1**	273	46-55	174
09:00	0	0	0	0	2	7	38	90	91	30	13	2	0	0	273	46-55	181
10:00	1	**3**	1	1	1	10	32	82	76	34	9	0	0	0	250	46-55	158
11:00	0	0	0	1	1	13	54	**113**	76	38	5	**5**	0	0	306	46-55	189
12 PM	0	**3**	8	1	8	21	62	82	61	23	2	**2**	0	**2**	275	41-50	144
13:00	0	0	0	2	5	15	58	84	110	38	4	0	0	0	316	46-55	194
14:00	0	0	1	9	**21**	**40**	**103**	132	142	33	9	1	0	0	491	46-55	274
15:00	0	1	**9**	**12**	15	32	53	163	146	59	11	0	0	0	501	46-55	309
16:00	0	0	2	8	11	17	55	**185**	**154**	**74**	**16**	1	**1**	0	**524**	46-55	339
17:00	0	0	2	7	12	26	48	144	120	49	12	2	1	0	423	46-55	264
18:00	0	0	0	2	13	9	33	91	100	38	11	0	1	0	298	46-55	191
19:00	0	0	0	0	9	8	41	64	67	17	6	1	0	0	213	46-55	131
20:00	0	0	0	1	1	6	32	51	42	16	7	0	1	1	158	46-55	93
21:00	0	0	0	0	0	9	21	33	23	9	2	2	0	0	99	45-54	56
22:00	0	0	0	1	1	1	7	12	15	12	3	0	0	0	52	46-55	27
23:00	0	0	0	0	0	1	5	17	9	10	1	0	0	0	43	46-55	26
Total	3	7	28	57	121	287	871	1715	1562	618	157	23	7	4	5460		
Percent	0.1%	0.1%	0.5%	1.0%	2.2%	5.3%	16.0%	31.4%	28.6%	11.3%	2.9%	0.4%	0.1%	0.1%			
AM Peak	06:00	10:00	05:00	04:00	07:00	07:00	06:00	11:00	06:00	07:00	07:00	11:00	06:00	08:00	06:00		
Vol.	2	3	3	4	8	32	100	113	98	45	14	5	2	1	383		
PM Peak		12:00	15:00	15:00	14:00	14:00	14:00	16:00	16:00	16:00	16:00	12:00	16:00	12:00	16:00		
Vol.		3	9	12	21	40	103	185	154	74	16	2	1	2	524		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	1	2	3	4	0	0	2	0	0	12	46-55	7
01:00	0	0	0	0	0	2	1	2	2	1	1	0	0	0	9	46-55	4
02:00	0	0	0	0	2	0	3	3	4	1	0	1	**1**	0	15	46-55	7
03:00	0	0	1	0	0	0	2	11	5	1	0	0	0	0	20	46-55	16
04:00	0	0	0	0	0	3	6	15	18	4	3	0	0	0	49	46-55	33
05:00	0	0	0	1	4	7	16	51	52	32	10	0	0	0	173	46-55	103
06:00	0	0	1	4	5	17	61	**126**	**122**	53	**18**	1	0	0	**408**	46-55	248
07:00	0	0	0	2	11	15	55	88	111	**55**	13	**7**	0	0	357	46-55	199
08:00	0	**10**	**2**	**6**	8	17	40	75	72	34	5	2	0	0	271	46-55	147
09:00	0	0	2	4	2	8	42	76	90	37	10	2	0	0	273	46-55	166
10:00	0	0	2	4	5	19	**75**	101	91	28	8	0	0	0	333	46-55	192
11:00	**1**	3	1	3	**14**	**30**	66	114	81	32	0	1	0	0	346	46-55	195
12 PM	0	1	2	2	8	19	43	102	97	24	3	1	0	0	302	46-55	199
13:00	0	0	0	1	2	22	77	114	112	35	7	0	0	0	370	46-55	226
14:00	1	2	10	**30**	14	**31**	75	126	122	38	9	2	**1**	0	461	46-55	248
15:00	2	**5**	5	10	11	29	**109**	**176**	132	**42**	**12**	0	0	0	533	46-55	308
16:00	**3**	5	**15**	14	**27**	29	94	171	**164**	28	8	1	0	0	**559**	46-55	335
17:00	0	1	2	15	25	20	65	131	118	34	6	**4**	0	0	421	46-55	249
18:00	0	1	4	8	18	18	42	92	56	27	4	0	1	0	271	46-55	148
19:00	0	0	1	2	0	15	42	71	58	11	2	0	0	0	202	46-55	129
20:00	0	0	1	1	0	10	22	48	39	19	3	0	0	0	143	46-55	87
21:00	0	0	0	0	0	6	30	29	30	9	2	0	0	**1**	107	41-50	59
22:00	0	0	0	0	0	6	15	18	16	7	6	2	1	0	71	46-55	34
23:00	0	0	0	0	0	1	13	22	14	8	0	1	0	0	59	44-53	36
Total	7	28	49	107	156	325	996	1765	1610	560	130	27	4	1	5765		
Percent	0.1%	0.5%	0.8%	1.9%	2.7%	5.6%	17.3%	30.6%	27.9%	9.7%	2.3%	0.5%	0.1%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	11:00	11:00	10:00	06:00	06:00	07:00	06:00	07:00	02:00		06:00		
Vol.	1	10	2	6	14	30	75	126	122	55	18	7	1		408		
PM Peak	16:00	15:00	16:00	14:00	16:00	14:00	15:00	15:00	16:00	15:00	15:00	17:00	14:00	21:00	16:00		
Vol.	3	5	15	30	27	31	109	176	164	42	12	4	1	1	559		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	2	1	5	12	4	1	1	**1**	**1**	28	46-55	17
01:00	0	0	0	**1**	0	3	2	5	3	0	0	1	0	0	15	44-53	8
02:00	0	0	0	0	0	0	2	4	2	2	1	0	0	0	11	46-55	6
03:00	0	0	0	0	0	0	2	0	5	1	0	0	0	1	9	49-58	6
04:00	0	0	0	1	1	3	4	3	11	1	2	0	1	0	27	46-55	14
05:00	0	0	0	0	0	3	9	20	31	11	6	1	0	0	81	46-55	51
06:00	0	0	0	0	2	4	21	33	66	32	**15**	2	0	0	175	46-55	99
07:00	0	1	0	0	2	7	19	81	93	43	6	2	0	0	254	46-55	174
08:00	**1**	0	**3**	1	2	6	36	110	122	42	10	**7**	1	0	341	46-55	232
09:00	0	0	0	0	3	**17**	44	106	**131**	**58**	8	2	0	0	369	46-55	237
10:00	1	**3**	0	1	**4**	4	**45**	**149**	110	45	14	1	1	0	**378**	46-55	259
11:00	0	0	0	1	2	11	32	142	118	44	13	0	0	0	363	46-55	260
12 PM	0	0	0	1	7	17	60	130	109	**41**	**10**	3	0	**1**	379	46-55	239
13:00	0	0	1	1	3	14	65	141	121	32	6	1	0	0	385	46-55	262
14:00	**1**	1	1	1	6	11	**68**	124	102	39	10	**5**	**1**	0	370	46-55	226
15:00	0	0	1	3	6	**21**	59	114	**124**	34	6	2	0	0	370	46-55	238
16:00	0	0	**4**	**7**	10	13	58	**153**	99	40	7	1	1	0	**393**	46-55	252
17:00	0	**2**	4	2	**11**	15	49	111	103	36	9	1	0	0	343	46-55	214
18:00	0	0	0	1	7	8	34	66	76	30	10	1	1	0	234	46-55	142
19:00	0	1	1	2	4	7	39	59	60	17	2	1	1	0	194	46-55	119
20:00	0	0	0	1	2	5	32	57	49	14	2	1	0	1	164	46-55	106
21:00	0	0	0	0	0	12	26	45	36	4	2	0	0	0	125	46-55	81
22:00	0	0	0	0	0	4	13	48	24	15	3	0	0	1	108	46-55	72
23:00	0	0	0	0	0	2	6	14	13	5	6	2	1	0	49	46-55	27
Total	3	8	15	24	72	189	726	1720	1620	590	149	35	9	5	5165		
Percent	0.1%	0.2%	0.3%	0.5%	1.4%	3.7%	14.1%	33.3%	31.4%	11.4%	2.9%	0.7%	0.2%	0.1%			
AM Peak	08:00	10:00	08:00	01:00	10:00	09:00	10:00	10:00	09:00	09:00	06:00	08:00	00:00	00:00	10:00		
Vol.	1	3	3	1	4	17	45	149	131	58	15	7	1	1	378		
PM Peak	14:00	17:00	16:00	16:00	17:00	15:00	14:00	16:00	15:00	12:00	12:00	14:00	14:00	12:00	16:00		
Vol.	1	2	4	7	11	21	68	153	124	41	10	5	1	1	393		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	0	6	9	4	6	3	2	0	0	30	41-50	15
01:00	0	0	0	0	0	0	1	1	6	2	0	0	0	0	10	51-60	8
02:00	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	41-50	3
03:00	0	0	0	0	0	0	0	3	0	2	1	0	0	0	6	56-65	3
04:00	0	0	0	0	0	0	3	2	3	1	2	0	0	**1**	12	46-55	5
05:00	0	0	0	0	0	1	7	12	14	7	0	0	0	0	41	46-55	26
06:00	0	0	0	0	0	7	25	26	45	16	0	0	0	0	119	46-55	71
07:00	0	0	0	0	1	3	19	46	38	26	11	0	**3**	0	147	46-55	84
08:00	0	0	**1**	0	2	3	32	89	72	21	5	0	0	0	225	46-55	161
09:00	0	0	0	**2**	0	6	42	77	103	**43**	10	4	0	0	287	46-55	180
10:00	**1**	**1**	0	2	**6**	**23**	**57**	**137**	80	27	11	0	1	0	346	46-55	217
11:00	0	0	0	1	1	6	41	117	**132**	38	**14**	**6**	2	0	**358**	46-55	249
12 PM	0	0	0	3	6	12	**44**	109	119	60	**19**	1	0	**1**	**374**	46-55	228
13:00	0	0	0	2	6	13	32	105	**131**	55	11	0	0	0	355	46-55	236
14:00	0	0	0	2	0	5	27	83	113	64	11	**5**	**1**	0	311	46-55	196
15:00	0	0	0	0	5	**17**	27	**112**	129	39	7	2	0	0	338	46-55	241
16:00	0	**1**	**5**	**8**	**13**	11	23	62	113	**68**	12	1	1	0	318	51-60	181
17:00	0	0	0	3	5	11	26	73	83	46	9	2	0	0	258	46-55	156
18:00	0	0	0	3	6	0	10	50	68	31	7	0	0	0	175	46-55	118
19:00	0	0	0	1	2	4	20	49	29	9	2	1	0	0	117	46-55	78
20:00	0	0	0	0	2	3	9	25	33	12	4	0	0	1	89	46-55	58
21:00	0	0	0	0	0	0	8	13	20	3	0	3	0	0	47	46-55	33
22:00	0	0	0	0	1	2	5	12	13	8	0	2	0	0	43	46-55	25
23:00	0	0	0	0	0	0	0	8	3	2	2	0	1	1	17	46-55	11
Total	1	2	6	27	56	127	464	1223	1351	588	141	29	9	4	4028		
Percent	0.0%	0.0%	0.1%	0.7%	1.4%	3.2%	11.5%	30.4%	33.5%	14.6%	3.5%	0.7%	0.2%	0.1%			
AM Peak	10:00	10:00	08:00	09:00	10:00	10:00	10:00	10:00	11:00	09:00	11:00	11:00	07:00	04:00	11:00		
Vol.	1	1	1	2	6	23	57	137	132	43	14	6	3	1	358		
PM Peak		16:00	16:00	16:00	16:00	15:00	12:00	15:00	13:00	16:00	12:00	14:00	14:00	12:00	12:00		
Vol.		1	5	8	13	17	44	112	131	68	19	5	1	1	374		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Barton Hill Road
East Hampton, Connecticut

Site Code:
Station ID: 4633

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	0	2	5	2	0	0	0	0	0	9	46-55	7
01:00	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	45-54	3
02:00	0	0	0	0	0	0	2	0	1	2	0	0	0	0	5	50-59	3
03:00	0	**1**	0	0	**3**	1	1	4	2	1	1	0	0	0	14	46-55	6
04:00	0	0	0	0	0	1	8	12	15	5	1	0	0	0	42	46-55	27
05:00	0	0	0	0	1	6	21	52	53	25	8	1	0	**1**	168	46-55	105
06:00	0	0	**1**	**1**	2	15	**63**	**164**	90	27	10	**4**	0	0	**377**	46-55	254
07:00	0	0	0	0	2	13	56	94	**131**	**55**	6	1	**1**	0	359	46-55	225
08:00	0	0	0	0	0	3	20	64	112	38	9	3	0	0	249	46-55	176
09:00	0	0	0	0	3	4	24	62	77	35	8	1	1	1	216	46-55	139
10:00	0	0	1	0	3	**30**	40	78	75	25	9	0	1	0	262	46-55	153
11:00	0	0	0	0	0	11	47	79	95	44	**12**	1	0	0	289	46-55	174
12 PM	0	0	0	**3**	3	5	34	**81**	101	37	12	3	0	0	279	46-55	182
13:00	0	0	0	1	3	5	29	78	**127**	**46**	**19**	**4**	0	0	**312**	46-55	205
14:00	0	0	0	1	**7**	**10**	**39**	56	55	18	4	0	0	0	190	46-55	111
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	2	6	27	104	386	830	938	358	100	18	3	2	2775		
Percent	0.0%	0.0%	0.1%	0.2%	1.0%	3.7%	13.9%	29.9%	33.8%	12.9%	3.6%	0.6%	0.1%	0.1%			
AM Peak		03:00	06:00	06:00	03:00	10:00	06:00	06:00	07:00	07:00	11:00	06:00	07:00	05:00	06:00		
Vol.		1	1	1	3	30	63	164	131	55	12	4	1	1	377		
PM Peak				12:00	14:00	14:00	14:00	12:00	13:00	13:00	13:00	13:00			13:00		
Vol.				3	7	10	39	81	127	46	19	4			312		
Total	17	56	130	269	604	1404	4754	9876	9296	3465	842	162	44	19	30938		
Percent	0.1%	0.2%	0.4%	0.9%	2.0%	4.5%	15.4%	31.9%	30.0%	11.2%	2.7%	0.5%	0.1%	0.1%			

15th Percentile :	42 MPH
50th Percentile :	49 MPH
85th Percentile :	54 MPH
95th Percentile :	59 MPH

Stats		
	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	19172
	Percent in Pace :	62.0%
	Number of Vehicles > 40 MPH :	28458
	Percent of Vehicles > 40 MPH :	92.0%
	Mean Speed(Average) :	49 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
14:00	2	27	88	157	107	29	4	0	0	0	0	0	0	0	414	26-35	264
15:00	4	27	93	177	130	31	4	0	0	0	0	0	0	0	466	26-35	307
16:00	22	**47**	126	210	112	18	1	0	0	0	0	0	0	0	536	21-30	336
17:00	**34**	39	**171**	**239**	121	9	0	0	0	0	0	0	0	0	**613**	21-30	410
18:00	1	11	64	135	**157**	25	6	0	0	0	0	0	0	0	399	26-35	292
19:00	1	3	34	91	96	31	**7**	**1**	0	0	0	0	0	0	264	26-35	187
20:00	3	8	28	45	70	**34**	4	0	0	0	0	0	0	0	192	26-35	115
21:00	1	8	20	20	50	29	6	1	0	0	0	0	0	0	135	31-40	79
22:00	0	1	17	13	30	27	2	1	0	0	0	0	0	0	91	31-40	57
23:00	0	1	6	5	6	14	4	1	0	0	0	0	0	0	37	31-40	20
Total	68	172	647	1093	879	247	38	4	0	0	0	0	0	0	3148		
Percent	2.2%	5.5%	20.6%	34.7%	27.9%	7.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 34	16:00 47	17:00 171	17:00 239	18:00 157	20:00 34	19:00 7	19:00 1							17:00 613		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	2	2	2	4	6	2	1	0	0	0	0	0	0	19	31-40	10
01:00	0	1	1	1	3	5	3	0	0	0	0	0	0	0	14	31-40	8
02:00	0	1	0	1	3	0	0	0	0	0	0	0	0	0	5	26-35	4
03:00	0	0	1	1	6	5	2	1	0	0	0	0	0	0	16	31-40	11
04:00	0	1	5	6	12	4	4	2	**1**	0	0	0	0	0	35	26-35	18
05:00	**4**	3	9	21	29	22	2	**3**	0	0	0	0	0	0	93	29-38	51
06:00	0	3	31	65	91	**59**	**11**	0	0	0	0	0	0	0	260	26-35	156
07:00	0	16	**73**	**122**	**140**	47	4	0	0	0	0	0	0	0	**402**	26-35	262
08:00	3	11	51	119	111	50	5	1	0	0	0	0	0	0	351	26-35	230
09:00	0	**18**	40	93	76	40	5	0	0	0	0	0	0	0	272	26-35	169
10:00	1	12	34	102	84	36	6	0	0	0	0	0	0	0	275	26-35	186
11:00	3	10	38	100	97	32	4	0	0	0	0	0	0	0	284	26-35	197
12 PM	2	10	66	141	97	26	1	0	0	0	0	0	0	0	343	26-35	238
13:00	1	8	32	95	114	40	7	0	0	0	0	0	0	0	297	26-35	209
14:00	3	13	61	86	107	45	5	0	0	0	0	0	0	0	320	26-35	193
15:00	**7**	21	74	153	135	32	4	0	0	0	0	0	0	0	426	26-35	288
16:00	5	21	**94**	**180**	150	**53**	10	0	0	0	0	0	0	0	**513**	26-35	330
17:00	7	**23**	83	172	**173**	48	4	0	0	0	0	0	0	0	510	26-35	345
18:00	1	8	72	137	123	39	3	**1**	0	0	0	0	0	0	384	26-35	260
19:00	2	9	21	69	97	36	5	0	0	0	0	0	0	0	239	26-35	166
20:00	1	6	11	44	70	37	3	0	0	0	0	0	0	0	172	26-35	114
21:00	0	3	17	25	41	29	**13**	0	**1**	0	0	0	0	0	129	31-40	70
22:00	1	1	7	17	25	25	5	0	1	0	0	0	0	0	82	31-40	50
23:00	0	1	5	6	7	12	1	1	1	0	0	0	0	0	34	31-40	19
Total	41	202	828	1758	1795	728	109	10	4	0	0	0	0	0	5475		
Percent	0.7%	3.7%	15.1%	32.1%	32.8%	13.3%	2.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	09:00	07:00	07:00	07:00	06:00	06:00	05:00	04:00						07:00		
Vol.	4	18	73	122	140	59	11	3	1						402		
PM Peak	15:00	17:00	16:00	16:00	17:00	16:00	21:00	18:00	21:00						16:00		
Vol.	7	23	94	180	173	53	13	1	1						513		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	1	3	6	6	2	0	0	0	0	0	0	0	18	31-40	12
01:00	1	0	2	0	2	4	1	0	0	0	0	0	0	0	10	31-40	6
02:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6	36-45	4
03:00	0	0	4	2	7	2	0	0	0	0	0	0	0	0	15	31-40	9
04:00	0	4	5	5	8	12	4	1	0	0	0	0	0	0	39	31-40	20
05:00	0	4	8	24	26	26	10	**2**	**1**	0	0	0	0	0	101	31-40	52
06:00	1	4	31	72	103	45	**14**	1	0	0	0	0	0	0	271	26-35	175
07:00	**11**	19	73	139	125	36	1	0	0	0	0	0	0	0	**404**	26-35	264
08:00	1	4	45	123	**127**	**54**	4	0	0	0	0	0	0	0	358	26-35	250
09:00	1	13	59	95	95	27	4	0	0	0	0	0	0	0	294	26-35	190
10:00	4	11	43	124	85	33	4	0	0	0	0	0	0	0	304	26-35	209
11:00	3	**21**	**75**	**145**	96	25	4	0	0	0	0	0	0	0	369	26-35	241
12 PM	9	20	69	132	124	31	1	**1**	0	0	0	0	0	0	387	26-35	256
13:00	5	13	65	127	121	33	3	0	0	0	0	0	0	0	367	26-35	248
14:00	2	16	57	143	126	39	5	0	0	0	0	0	0	0	388	26-35	269
15:00	4	22	105	179	105	35	3	0	0	0	0	0	0	0	453	21-30	284
16:00	**13**	28	**122**	**211**	144	35	5	0	0	0	0	0	0	0	**558**	26-35	355
17:00	10	**30**	70	178	**182**	**53**	9	0	0	0	0	0	0	0	532	26-35	360
18:00	2	14	73	129	153	52	8	0	0	0	0	0	0	0	431	26-35	282
19:00	3	7	33	83	89	41	7	1	0	0	0	0	0	0	264	26-35	172
20:00	1	4	21	48	102	32	7	1	0	0	0	0	0	0	216	26-35	150
21:00	1	4	5	30	60	28	7	0	0	0	0	0	0	0	135	26-35	90
22:00	0	2	6	12	39	22	**12**	0	0	0	0	0	0	0	93	31-40	61
23:00	1	2	2	7	15	10	2	1	0	0	0	0	0	0	40	31-40	25
Total	73	242	974	2011	1941	683	119	9	1	0	0	0	0	0	6053		
Percent	1.2%	4.0%	16.1%	33.2%	32.1%	11.3%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	11:00	08:00	08:00	06:00	05:00	05:00						07:00		
Vol.	11	21	75	145	127	54	14	2	1						404		
PM Peak	16:00	17:00	16:00	16:00	17:00	17:00	22:00	12:00							16:00		
Vol.	13	30	122	211	182	53	12	1							558		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	1	5	4	5	6	3	0	1	0	0	0	0	0	25	30-39	11
01:00	0	1	1	4	3	1	0	0	0	0	0	0	0	0	10	25-34	7
02:00	0	1	0	1	1	3	2	0	0	0	0	0	0	0	8	36-45	5
03:00	1	1	2	0	6	2	1	0	0	0	0	0	0	0	13	31-40	8
04:00	0	2	3	3	9	12	3	**2**	1	0	0	0	0	0	35	31-40	21
05:00	1	4	9	28	26	26	**14**	0	**2**	0	0	0	0	0	110	26-35	54
06:00	1	4	39	75	107	**49**	11	1	0	0	0	0	0	0	287	26-35	182
07:00	**14**	15	**77**	135	**134**	48	4	0	0	0	0	0	0	0	**427**	26-35	269
08:00	5	**23**	60	131	102	24	10	0	0	0	0	0	0	0	355	26-35	233
09:00	0	10	64	118	104	30	3	0	0	0	0	0	0	0	329	26-35	222
10:00	1	18	55	106	104	25	4	0	0	0	0	0	0	0	313	26-35	210
11:00	3	15	71	**155**	117	27	1	0	0	0	0	0	0	0	389	26-35	272
12 PM	2	22	89	162	105	27	0	0	0	0	0	0	0	0	407	26-35	267
13:00	7	27	89	114	99	30	5	0	0	0	0	0	0	0	371	26-35	213
14:00	1	5	41	118	122	**54**	5	1	0	0	0	0	0	0	347	26-35	240
15:00	3	12	94	195	121	28	1	1	0	0	0	0	0	0	455	26-35	316
16:00	8	**41**	120	201	136	27	3	0	0	0	0	0	0	0	536	26-35	337
17:00	**9**	26	**125**	**232**	142	25	4	0	0	0	0	0	0	0	**563**	26-35	374
18:00	2	5	65	145	**156**	54	1	0	0	0	0	0	0	0	428	26-35	301
19:00	2	5	47	73	80	44	11	0	0	0	0	0	0	0	262	26-35	153
20:00	1	4	20	46	73	50	11	1	0	0	0	0	0	0	206	31-40	123
21:00	0	0	12	30	50	34	**13**	**4**	**1**	0	0	0	0	0	144	31-40	84
22:00	0	0	13	24	44	27	9	0	0	0	0	0	0	0	117	31-40	71
23:00	2	2	7	11	30	27	12	0	0	0	0	0	0	0	91	31-40	57
Total	63	244	1108	2111	1876	680	131	10	5	0	0	0	0	0	6228		
Percent	1.0%	3.9%	17.8%	33.9%	30.1%	10.9%	2.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	11:00	07:00	06:00	05:00	04:00	05:00						07:00		
Vol.	14	23	77	155	134	49	14	2	2						427		
PM Peak	17:00	16:00	17:00	17:00	18:00	14:00	21:00	21:00	21:00						17:00		
Vol.	9	41	125	232	156	54	13	4	1						563		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	2	7	7	14	10	4	**2**	1	**1**	0	0	0	0	48	31-40	24
01:00	0	0	0	1	8	5	4	1	**2**	0	0	0	0	0	21	31-40	13
02:00	0	1	1	2	3	3	3	0	0	0	0	0	0	0	13	29-38	6
03:00	0	0	3	2	2	2	0	1	0	0	0	0	0	0	10	21-30	5
04:00	0	1	0	1	2	5	3	2	0	0	0	0	0	0	14	34-43	8
05:00	1	2	5	8	11	14	**9**	1	0	0	0	0	0	0	51	31-40	25
06:00	0	5	7	37	25	23	8	1	0	0	0	0	0	0	106	26-35	62
07:00	0	6	22	60	77	28	4	1	0	0	0	0	0	0	198	26-35	137
08:00	2	16	44	105	89	**38**	7	1	0	0	0	0	0	0	302	26-35	194
09:00	6	**33**	99	164	82	22	1	0	0	0	0	0	0	0	407	21-30	263
10:00	1	29	104	**173**	**90**	25	1	0	0	0	0	0	0	0	423	21-30	277
11:00	**11**	30	**134**	158	81	20	0	0	0	0	0	0	0	0	**434**	21-30	292
12 PM	**14**	**42**	**131**	197	90	10	1	0	0	0	0	0	0	0	**485**	21-30	328
13:00	6	19	75	**198**	127	21	2	0	0	0	0	0	0	0	448	26-35	325
14:00	7	23	74	171	140	20	2	0	0	0	0	0	0	0	437	26-35	311
15:00	2	10	74	168	153	25	2	0	0	0	0	0	0	0	434	26-35	321
16:00	5	10	72	136	**155**	35	5	1	0	0	0	0	0	0	419	26-35	291
17:00	5	19	67	103	142	47	7	0	0	0	0	0	0	0	390	26-35	245
18:00	0	10	39	102	129	**59**	7	0	0	0	0	0	0	0	346	26-35	231
19:00	2	1	24	84	108	48	8	1	0	0	0	0	0	0	276	26-35	192
20:00	3	7	35	53	64	42	0	0	0	0	0	0	0	0	204	26-35	117
21:00	0	6	16	32	54	41	1	1	0	0	0	0	0	0	151	31-40	95
22:00	0	4	9	36	48	36	**12**	**3**	0	0	0	0	0	0	148	30-39	84
23:00	0	1	11	15	33	14	10	0	0	0	0	0	0	0	84	26-35	48
Total	65	277	1053	2013	1727	593	101	16	3	1	0	0	0	0	5849		
Percent	1.1%	4.7%	18.0%	34.4%	29.5%	10.1%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	10:00	10:00	08:00	05:00	00:00	01:00	00:00					11:00		
Vol.	11	33	134	173	90	38	9	2	2	1					434		
PM Peak	12:00	12:00	12:00	13:00	16:00	18:00	22:00	22:00							12:00		
Vol.	14	42	131	198	155	59	12	3							485		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	9	4	14	12	3	**3**	0	0	0	0	0	0	45	31-40	26
01:00	1	0	3	3	8	10	10	1	0	0	0	0	0	0	36	35-44	20
02:00	0	1	1	1	4	6	5	0	0	0	0	0	0	0	18	34-43	11
03:00	0	0	2	0	4	2	1	0	0	0	0	0	0	0	9	31-40	6
04:00	0	2	2	1	4	3	1	0	0	0	0	0	0	0	13	30-39	7
05:00	3	1	4	10	5	8	4	1	0	0	0	0	0	0	36	24-33	15
06:00	0	4	9	13	21	14	**11**	0	0	0	0	0	0	0	72	29-38	35
07:00	0	5	19	27	26	22	7	0	0	0	0	0	0	0	106	26-35	53
08:00	3	6	20	54	87	**36**	11	1	0	0	0	0	0	0	218	26-35	141
09:00	2	12	41	93	87	28	1	0	0	0	0	0	0	0	264	26-35	180
10:00	**4**	**23**	**79**	**176**	91	17	2	0	0	0	0	0	0	0	**392**	26-35	267
11:00	2	21	71	131	**105**	23	2	0	0	0	0	0	0	0	355	26-35	236
12 PM	**3**	**27**	**90**	154	94	35	4	0	0	0	0	0	0	0	**407**	26-35	248
13:00	2	18	69	**173**	100	26	3	0	0	0	0	0	0	0	391	26-35	273
14:00	1	17	70	165	118	27	1	0	0	0	0	0	0	0	399	26-35	283
15:00	2	12	73	155	101	47	4	0	0	0	0	0	0	0	394	26-35	256
16:00	0	11	58	138	125	48	6	0	0	0	0	0	0	0	386	26-35	263
17:00	1	8	43	101	**134**	**65**	**13**	0	0	0	0	0	0	0	365	26-35	235
18:00	0	1	26	74	110	45	12	1	0	0	0	0	0	0	269	26-35	184
19:00	0	4	13	49	80	49	9	0	0	0	0	0	0	0	204	26-35	129
20:00	0	3	17	30	63	37	9	1	0	0	0	0	0	0	160	31-40	100
21:00	1	1	11	11	30	26	8	**2**	0	0	0	0	0	0	90	31-40	56
22:00	0	2	11	12	20	17	4	2	0	0	0	0	0	0	68	31-40	37
23:00	0	0	1	5	11	5	6	1	0	0	0	0	0	0	29	26-35	16
Total	25	179	742	1580	1442	608	137	13	0	0	0	0	0	0	4726		
Percent	0.5%	3.8%	15.7%	33.4%	30.5%	12.9%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	11:00	08:00	06:00	00:00							10:00		
Vol.	4	23	79	176	105	36	11	3							392		
PM Peak	12:00	12:00	12:00	13:00	17:00	17:00	17:00	21:00							12:00		
Vol.	3	27	90	173	134	65	13	2							407		

Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	1	3	5	2	1	**2**	0	0	0	0	0	0	14	26-35	8
01:00	0	0	0	2	4	9	0	0	0	0	0	0	0	0	15	31-40	13
02:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
03:00	0	0	0	2	5	2	1	0	0	0	0	0	0	0	10	31-40	7
04:00	0	2	6	10	6	9	1	1	**1**	0	0	0	0	0	36	21-30	16
05:00	1	3	8	14	26	28	10	1	0	0	0	0	0	0	91	31-40	54
06:00	1	8	33	89	93	46	**14**	0	0	0	0	0	0	0	284	26-35	182
07:00	0	6	**49**	141	**174**	**47**	3	0	0	0	0	0	0	0	**420**	26-35	315
08:00	0	11	45	**143**	141	41	4	1	0	0	0	0	0	0	386	26-35	284
09:00	0	12	42	84	82	42	4	2	0	0	0	0	0	0	268	26-35	166
10:00	3	**22**	44	92	96	40	3	0	0	0	0	0	0	0	300	26-35	188
11:00	**4**	6	46	100	96	34	4	0	0	0	0	0	0	0	290	26-35	196
12 PM	1	**13**	**89**	137	**99**	14	4	0	**1**	0	0	0	0	0	**358**	26-35	236
13:00	1	9	62	137	94	**26**	1	0	0	0	0	0	0	0	330	26-35	231
14:00	**3**	11	80	**138**	94	23	**5**	**2**	0	0	0	0	0	0	356	26-35	232
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	14	103	506	1093	1016	364	55	9	2	0	0	0	0	0	3162		
Percent	0.4%	3.3%	16.0%	34.6%	32.1%	11.5%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	07:00	08:00	07:00	07:00	06:00	00:00	04:00						07:00		
Vol.	4	22	49	143	174	47	14	2	1						420		
PM Peak	14:00	12:00	12:00	14:00	12:00	13:00	14:00	14:00	12:00						12:00		
Vol.	3	13	89	138	99	26	5	2	1						358		
Total	349	1419	5858	11659	10676	3903	690	71	15	1	0	0	0	0	34641		
Percent	1.0%	4.1%	16.9%	33.7%	30.8%	11.3%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH

Stats		
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	22335
	Percent in Pace :	64.5%
	Number of Vehicles > 40 MPH :	777
	Percent of Vehicles > 40 MPH :	2.2%
	Mean Speed(Average) :	30 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
14:00	11	32	89	143	104	**66**	14	1	0	0	0	0	0	0	460	26-35	247
15:00	10	40	77	172	163	60	16	1	0	0	0	0	0	0	539	26-35	335
16:00	**26**	**63**	112	**181**	135	62	9	0	0	0	0	0	0	0	**588**	26-35	316
17:00	18	62	**140**	165	136	39	4	1	0	0	0	0	0	0	565	21-30	305
18:00	13	20	55	145	**176**	66	18	1	0	0	0	0	0	0	494	26-35	321
19:00	10	9	34	99	112	41	**22**	**3**	0	0	0	0	0	0	330	26-35	211
20:00	9	6	14	48	67	60	20	2	0	0	0	0	0	0	226	31-40	127
21:00	6	1	10	25	45	22	18	2	0	**1**	0	0	0	0	130	26-35	70
22:00	1	1	2	9	23	12	6	2	**1**	0	0	0	0	0	57	31-40	35
23:00	1	0	2	1	3	14	11	1	1	0	0	0	0	0	34	36-45	25
Total	105	234	535	988	965	442	138	14	2	1	0	0	0	0	3424		
Percent	3.1%	6.8%	15.6%	28.9%	28.2%	12.9%	4.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 26	16:00 63	17:00 140	16:00 181	18:00 176	14:00 66	19:00 22	19:00 3	22:00 1	21:00 1					16:00 588		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	1	3	12	8	3	2	0	0	0	0	0	0	29	31-40	20
01:00	0	1	0	2	3	1	0	0	0	**1**	0	0	0	0	8	26-35	5
02:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5	36-45	4
03:00	0	0	0	0	6	4	2	1	0	0	0	0	0	0	13	31-40	10
04:00	0	1	2	5	16	16	0	**3**	0	0	0	0	0	0	43	31-40	32
05:00	1	8	17	21	35	19	7	2	**1**	0	0	0	0	0	111	26-35	56
06:00	2	8	36	62	94	**78**	**26**	2	1	0	0	0	0	0	309	31-40	172
07:00	**13**	**30**	90	**154**	**148**	68	13	1	0	0	0	0	0	0	**517**	26-35	302
08:00	10	25	**92**	125	136	70	14	3	1	0	0	0	0	0	476	26-35	261
09:00	11	23	49	113	97	47	9	0	0	0	0	0	0	0	349	26-35	210
10:00	7	15	52	99	83	56	10	1	1	0	0	0	0	0	324	26-35	182
11:00	7	23	55	116	112	53	13	3	0	0	0	0	0	0	382	26-35	228
12 PM	11	23	63	129	114	56	6	0	0	0	0	0	0	0	402	26-35	243
13:00	3	14	51	123	104	61	12	1	0	0	0	0	0	0	369	26-35	227
14:00	7	21	60	108	121	59	12	2	0	0	0	0	0	0	390	26-35	229
15:00	11	**30**	71	148	139	82	14	**3**	0	0	0	0	0	0	498	26-35	287
16:00	11	14	**74**	**165**	153	90	11	0	0	0	0	0	0	0	518	26-35	318
17:00	**16**	27	66	145	**161**	**102**	**29**	3	0	0	0	0	0	0	**549**	26-35	306
18:00	9	10	42	115	131	61	19	1	1	0	0	0	0	0	389	26-35	246
19:00	8	10	27	61	101	49	19	3	1	0	0	0	0	0	279	26-35	162
20:00	1	6	15	37	75	51	10	1	0	0	0	0	0	0	196	31-40	126
21:00	4	3	9	25	34	27	15	3	0	0	0	0	0	0	120	31-40	61
22:00	1	0	5	8	20	19	10	1	**2**	0	0	0	0	0	66	31-40	39
23:00	1	0	1	5	12	27	8	3	1	0	0	0	0	0	58	31-40	39
Total	134	292	878	1769	1908	1107	263	39	9	1	0	0	0	0	6400		
Percent	2.1%	4.6%	13.7%	27.6%	29.8%	17.3%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	07:00	06:00	06:00	04:00	05:00	01:00					07:00		
Vol.	13	30	92	154	148	78	26	3	1	1					517		
PM Peak	17:00	15:00	16:00	16:00	17:00	17:00	17:00	15:00	22:00						17:00		
Vol.	16	30	74	165	161	102	29	3	2						549		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
Station ID: 4640

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	3	5	7	5	1	0	0	0	0	0	0	21	31-40	12
01:00	1	0	1	0	2	3	4	1	0	0	0	0	0	0	12	36-45	7
02:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	25-34	3
03:00	0	0	0	0	9	4	1	1	0	0	0	0	0	0	15	31-40	13
04:00	0	0	0	4	6	16	6	1	**1**	0	0	0	0	0	34	31-40	22
05:00	2	5	13	15	26	24	7	**4**	0	0	0	0	0	0	96	31-40	50
06:00	6	15	42	77	97	59	**23**	4	0	0	0	0	0	0	323	26-35	174
07:00	15	**39**	**107**	**148**	133	68	19	1	1	0	0	0	0	0	**531**	26-35	281
08:00	15	22	79	109	**165**	**75**	17	1	0	0	0	0	0	0	483	26-35	274
09:00	8	18	56	110	91	54	6	0	1	0	0	0	0	0	344	26-35	201
10:00	**16**	35	80	133	109	41	8	3	0	0	0	0	0	0	425	26-35	242
11:00	12	35	65	101	104	51	12	0	1	0	0	0	0	0	381	26-35	205
12 PM	14	24	72	149	139	55	9	0	0	0	0	0	0	0	462	26-35	288
13:00	16	27	67	109	135	59	16	0	0	0	0	0	0	0	429	26-35	244
14:00	15	19	62	137	132	75	12	2	0	0	0	0	0	0	454	26-35	269
15:00	18	28	**114**	**182**	143	52	11	0	0	0	0	0	0	0	548	26-35	325
16:00	18	**49**	73	143	**169**	**97**	**20**	7	0	0	0	0	0	0	**576**	26-35	312
17:00	**19**	27	69	147	158	78	19	3	0	0	0	0	0	0	520	26-35	305
18:00	16	13	49	98	143	82	13	1	1	0	0	0	0	0	416	26-35	241
19:00	7	10	23	74	111	73	18	3	0	0	0	0	0	0	319	26-35	185
20:00	5	8	17	59	111	54	16	2	**2**	0	0	0	0	0	274	26-35	170
21:00	6	6	5	18	56	41	18	**8**	0	0	0	0	0	0	158	31-40	97
22:00	3	2	6	13	28	23	17	3	0	0	0	0	0	0	95	31-40	51
23:00	0	1	3	4	15	15	11	5	0	0	0	0	0	0	54	31-40	30
Total	212	383	1003	1834	2089	1107	288	51	7	0	0	0	0	0	6974		
Percent	3.0%	5.5%	14.4%	26.3%	30.0%	15.9%	4.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	07:00	07:00	08:00	08:00	06:00	05:00	04:00						07:00		
Vol.	16	39	107	148	165	75	23	4	1						531		
PM Peak	17:00	16:00	15:00	15:00	16:00	16:00	16:00	21:00	20:00						16:00		
Vol.	19	49	114	182	169	97	20	8	2						576		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	2	4	7	19	4	0	1	0	0	0	0	0	37	31-40	26
01:00	0	0	1	4	2	3	1	2	0	0	0	0	0	0	13	26-35	6
02:00	1	0	0	0	1	4	0	1	1	0	0	0	0	0	8	31-40	5
03:00	0	0	0	1	6	5	0	3	1	0	0	0	0	0	16	31-40	11
04:00	0	0	1	1	3	20	4	3	**3**	0	0	0	0	0	35	34-43	24
05:00	0	1	11	20	42	23	14	2	0	0	0	0	0	0	113	31-40	65
06:00	5	16	44	72	98	83	**21**	**4**	1	0	0	0	0	0	344	31-40	181
07:00	**16**	34	**93**	142	**155**	**99**	18	1	1	0	0	0	0	0	**559**	26-35	297
08:00	14	23	71	118	145	71	17	3	0	0	0	0	0	0	462	26-35	263
09:00	14	23	81	**143**	120	33	5	1	0	0	0	0	0	0	420	26-35	263
10:00	14	30	75	142	125	40	11	2	0	0	0	0	0	0	439	26-35	267
11:00	6	**36**	80	132	145	45	8	1	0	0	0	0	0	0	453	26-35	277
12 PM	15	25	66	155	142	60	9	1	0	0	0	0	0	**1**	474	26-35	297
13:00	11	**39**	85	122	131	48	5	0	0	0	0	0	0	0	441	26-35	253
14:00	10	17	61	137	165	**85**	12	1	0	0	0	0	0	0	488	26-35	302
15:00	13	35	87	**209**	141	60	7	0	0	0	0	0	0	0	552	26-35	350
16:00	**19**	24	71	165	**174**	84	18	3	0	0	0	0	0	0	**558**	26-35	339
17:00	12	37	**108**	152	151	61	12	0	0	0	0	0	0	0	533	26-35	303
18:00	16	23	42	113	174	85	9	**5**	0	0	0	0	0	0	467	26-35	287
19:00	8	16	19	78	100	62	14	5	0	0	0	0	0	0	302	26-35	178
20:00	6	8	12	52	80	64	**26**	1	**2**	0	0	0	0	0	251	31-40	144
21:00	3	5	7	12	65	45	16	4	0	**1**	0	0	0	0	158	31-40	110
22:00	2	0	3	6	37	49	13	4	2	0	0	0	0	0	116	31-40	86
23:00	0	0	2	2	18	33	13	3	1	0	0	0	0	0	72	31-40	51
Total	185	392	1022	1982	2227	1181	257	50	13	1	0	0	0	1	7311		
Percent	2.5%	5.4%	14.0%	27.1%	30.5%	16.2%	3.5%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	07:00	09:00	07:00	07:00	06:00	06:00	04:00						07:00		
Vol.	16	36	93	143	155	99	21	4	3						559		
PM Peak	16:00	13:00	17:00	15:00	16:00	14:00	20:00	18:00	20:00	21:00				12:00	16:00		
Vol.	19	39	108	209	174	85	26	5	2	1				1	558		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Main Street # 2
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	3	0	6	15	11	6	1	0	0	0	0	0	0	42	31-40	26
01:00	1	1	0	1	3	7	5	3	0	0	0	0	0	0	21	35-44	12
02:00	1	0	0	2	6	2	2	0	0	0	0	0	0	0	13	31-40	8
03:00	0	0	0	1	4	6	1	1	0	0	0	0	0	0	13	31-40	10
04:00	1	1	2	0	2	3	4	3	0	0	**2**	0	0	0	18	35-44	7
05:00	0	4	8	12	19	10	8	1	0	0	0	0	0	0	62	26-35	31
06:00	6	7	29	42	33	33	8	1	0	0	0	0	0	0	159	26-35	75
07:00	9	12	43	104	76	50	16	2	**1**	0	0	0	0	0	313	26-35	180
08:00	12	23	71	125	111	**54**	**19**	**6**	1	0	0	0	0	0	422	26-35	236
09:00	**33**	54	111	157	130	44	8	1	0	0	0	0	0	0	538	26-35	287
10:00	16	**56**	131	**219**	106	42	3	0	0	0	0	0	0	0	**573**	21-30	350
11:00	22	47	**133**	174	**131**	39	3	0	0	0	0	0	0	0	549	21-30	307
12 PM	20	**45**	**121**	**226**	105	38	1	1	0	0	0	0	0	0	**557**	21-30	347
13:00	**21**	26	74	159	165	56	7	0	0	0	0	0	0	0	508	26-35	324
14:00	15	27	72	157	160	47	12	2	0	0	0	0	0	0	492	26-35	317
15:00	10	17	58	120	**182**	66	20	4	0	0	0	0	0	0	477	26-35	302
16:00	18	27	66	132	160	**87**	9	5	0	0	0	0	0	0	504	26-35	292
17:00	13	25	70	125	117	85	**26**	1	0	0	0	0	0	0	462	26-35	242
18:00	4	12	29	80	152	71	20	3	0	0	0	0	0	0	371	26-35	232
19:00	13	7	23	57	138	59	14	1	**1**	0	0	0	0	0	313	30-39	197
20:00	5	2	9	45	91	55	18	5	0	0	0	0	0	0	230	31-40	146
21:00	1	0	14	23	54	44	19	**9**	0	0	0	0	0	0	164	31-40	98
22:00	3	3	3	5	28	45	26	6	0	0	0	0	0	0	119	31-40	73
23:00	3	2	2	7	41	27	11	5	1	0	0	0	0	0	99	31-40	68
Total	227	401	1069	1979	2029	981	266	61	4	0	2	0	0	0	7019		
Percent	3.2%	5.7%	15.2%	28.2%	28.9%	14.0%	3.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	10:00	11:00	08:00	08:00	08:00	07:00		04:00				10:00		
Vol.	33	56	133	219	131	54	19	6	1		2				573		
PM Peak	13:00	12:00	12:00	12:00	15:00	16:00	17:00	21:00	19:00						12:00		
Vol.	21	45	121	226	182	87	26	9	1						557		

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Kensington, Connecticut 06037

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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	3	17	19	6	2	**2**	**1**	0	0	0	0	50	31-40	36
01:00	1	0	1	1	9	6	7	**3**	1	0	0	0	0	0	29	31-40	15
02:00	0	0	0	0	0	5	3	1	0	0	0	0	0	0	9	36-45	8
03:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	28-37	5
04:00	0	0	1	1	6	1	1	2	0	0	0	0	0	0	12	31-40	7
05:00	2	1	5	6	5	4	3	2	0	0	0	0	0	0	28	26-35	11
06:00	1	6	13	13	17	12	7	2	0	0	0	0	0	0	71	26-35	30
07:00	3	10	26	46	52	28	9	2	0	0	0	0	0	0	176	26-35	98
08:00	7	9	51	67	91	36	7	0	0	1	0	0	0	0	269	26-35	158
09:00	7	27	56	99	85	**54**	**19**	1	0	0	0	0	0	0	348	26-35	184
10:00	13	37	100	145	99	52	14	1	0	0	0	0	0	0	461	21-30	245
11:00	**19**	**49**	**120**	**153**	**108**	46	11	0	0	0	0	0	0	0	**506**	21-30	273
12 PM	17	26	**106**	**166**	136	54	11	1	0	0	0	0	0	0	**517**	26-35	302
13:00	17	28	73	166	**158**	52	5	3	0	0	0	0	0	0	502	26-35	324
14:00	15	**32**	57	117	148	54	16	0	**1**	0	0	0	0	0	440	26-35	265
15:00	17	24	55	126	133	51	23	1	0	0	0	0	0	0	430	26-35	259
16:00	**19**	15	48	105	134	73	22	2	0	0	0	0	0	0	418	26-35	239
17:00	14	17	49	82	141	59	22	3	0	0	0	0	0	0	387	26-35	223
18:00	2	6	29	72	120	**80**	**30**	4	1	0	0	0	0	0	344	31-40	200
19:00	6	3	14	28	94	62	20	4	1	0	0	0	0	0	232	31-40	156
20:00	2	5	6	19	66	40	6	3	0	**1**	0	0	0	0	148	31-40	106
21:00	0	1	7	18	40	34	9	4	0	0	0	0	0	0	113	31-40	74
22:00	2	0	6	10	16	9	4	3	1	0	0	0	0	0	51	26-35	26
23:00	1	2	1	4	9	13	6	**5**	0	0	0	0	0	0	41	31-40	22
Total	165	298	824	1448	1688	845	261	49	7	3	0	0	0	0	5588		
Percent	3.0%	5.3%	14.7%	25.9%	30.2%	15.1%	4.7%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	09:00	09:00	01:00	00:00	00:00					11:00		
Vol.	19	49	120	153	108	54	19	3	2	1					506		
PM Peak	16:00	14:00	12:00	12:00	13:00	18:00	18:00	23:00	14:00	20:00					12:00		
Vol.	19	32	106	166	158	80	30	5	1	1					517		

Connecticut Counts LLC

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Site Code:
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	2	2	5	0	0	0	0	**1**	0	0	0	10	31-40	7
01:00	0	0	0	4	3	2	0	0	0	0	0	0	0	0	9	26-35	7
02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	29-38	4
03:00	0	0	0	0	6	4	0	1	0	0	0	0	0	0	11	31-40	10
04:00	0	1	1	7	5	8	3	1	**1**	0	0	0	0	0	27	29-38	13
05:00	5	1	10	16	33	25	14	**8**	0	0	0	0	0	0	112	31-40	58
06:00	8	14	39	69	103	59	**26**	2	0	0	0	0	0	0	320	26-35	172
07:00	8	**43**	**101**	142	**159**	65	14	3	0	0	0	0	0	0	**535**	26-35	301
08:00	7	24	72	108	150	**89**	22	3	0	0	0	0	0	0	475	26-35	258
09:00	12	16	46	85	109	57	26	1	0	0	0	0	0	0	352	26-35	194
10:00	11	23	51	116	90	44	16	3	0	0	0	0	0	0	354	26-35	206
11:00	**13**	16	49	**152**	96	44	9	0	0	0	0	0	0	0	379	26-35	248
12 PM	11	**22**	61	**175**	122	37	7	0	0	0	0	0	0	0	435	26-35	297
13:00	16	17	42	143	113	55	11	3	0	0	0	0	0	0	400	26-35	256
14:00	**17**	19	**69**	125	**131**	**63**	**17**	**6**	0	0	0	0	0	0	**447**	26-35	256
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	108	196	541	1144	1125	558	165	31	1	0	1	0	0	0	3870		
Percent	2.8%	5.1%	14.0%	29.6%	29.1%	14.4%	4.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	07:00	11:00	07:00	08:00	06:00	05:00	04:00		00:00				07:00		
Vol.	13	43	101	152	159	89	26	8	1		1				535		
PM Peak	14:00	12:00	14:00	12:00	14:00	14:00	14:00	14:00							14:00		
Vol.	17	22	69	175	131	63	17	6							447		
Total	1136	2196	5872	11144	12031	6221	1638	295	43	6	3	0	0	1	40586		
Percent	2.8%	5.4%	14.5%	27.5%	29.6%	15.3%	4.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	36 MPH
95th Percentile :	39 MPH

Stats		
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	23175
	Percent in Pace :	57.1%
	Number of Vehicles > 40 MPH :	1986
	Percent of Vehicles > 40 MPH :	4.9%
	Mean Speed(Average) :	30 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	**3**	24	143	205	**62**	5	0	0	0	0	0	442	36-45	348
15:00	0	0	0	3	42	194	226	61	1	0	0	0	0	0	527	36-45	420
16:00	0	0	**4**	2	**55**	**247**	236	47	6	1	0	0	0	0	**598**	36-45	483
17:00	0	0	0	3	29	180	**258**	57	5	1	0	0	0	0	533	36-45	438
18:00	0	0	0	3	25	145	196	61	**7**	**2**	0	0	0	0	439	36-45	341
19:00	**1**	0	0	1	18	125	150	43	6	1	0	0	0	0	345	36-45	275
20:00	0	0	0	2	24	89	122	35	5	0	**1**	0	0	0	278	36-45	211
21:00	0	0	0	0	18	38	57	22	1	0	0	0	0	0	136	36-45	95
22:00	0	0	0	2	15	38	34	7	3	0	0	0	0	0	99	36-45	72
23:00	0	0	0	2	2	10	24	9	1	1	0	0	0	0	49	36-45	34
Total	1	0	4	21	252	1209	1508	404	40	6	1	0	0	0	3446		
Percent	0.0%	0.0%	0.1%	0.6%	7.3%	35.1%	43.8%	11.7%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 1		16:00 4	14:00 3	16:00 55	16:00 247	17:00 258	14:00 62	18:00 7	18:00 2	20:00 1				16:00 598		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	1	7	13	14	6	5	0	0	0	0	0	46	36-45	27
01:00	0	0	0	0	3	5	2	2	1	0	0	0	0	0	13	31-40	8
02:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5	29-38	3
03:00	0	0	0	0	2	2	4	2	0	0	0	0	0	0	10	41-50	6
04:00	0	0	0	0	2	10	15	15	1	1	0	0	0	0	44	41-50	30
05:00	0	0	0	0	6	33	68	29	1	0	0	0	0	0	137	36-45	101
06:00	0	0	0	2	26	150	185	53	4	0	0	0	0	0	420	36-45	335
07:00	0	0	0	5	33	242	**275**	**79**	7	1	0	0	0	0	**642**	36-45	517
08:00	0	**1**	0	0	57	**263**	210	60	**8**	**2**	0	0	0	0	601	36-45	473
09:00	0	0	0	**9**	**65**	177	162	28	4	1	0	0	0	0	446	36-45	339
10:00	0	0	0	4	33	166	121	28	4	0	0	0	0	0	356	36-45	287
11:00	0	0	**2**	5	48	145	143	24	2	0	0	0	0	0	369	36-45	288
12 PM	0	0	1	**13**	**63**	177	162	28	3	0	0	0	0	0	447	36-45	339
13:00	0	0	0	9	59	161	163	31	5	0	0	0	0	0	428	36-45	324
14:00	0	**2**	2	8	50	163	175	35	6	1	0	0	0	0	442	36-45	338
15:00	0	0	0	3	33	182	243	58	1	0	0	0	0	0	520	36-45	425
16:00	0	0	0	4	52	192	208	**79**	3	0	0	0	0	0	538	36-45	400
17:00	0	1	**3**	4	28	**225**	**250**	50	1	0	0	0	0	0	**562**	36-45	475
18:00	0	0	0	0	39	188	181	49	**9**	**2**	0	0	0	0	468	36-45	369
19:00	0	0	0	0	22	126	153	35	5	1	**1**	0	0	0	343	36-45	279
20:00	0	0	0	2	17	81	91	30	5	1	0	0	0	0	227	36-45	172
21:00	0	0	1	0	13	53	57	18	5	0	0	0	0	0	147	36-45	110
22:00	0	0	0	1	1	29	50	21	1	0	0	0	0	0	103	36-45	79
23:00	0	0	0	0	1	23	33	6	2	0	0	0	0	0	65	36-45	56
Total	0	4	9	70	662	2807	2967	766	83	10	1	0	0	0	7379		
Percent	0.0%	0.1%	0.1%	0.9%	9.0%	38.0%	40.2%	10.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	11:00	09:00	09:00	08:00	07:00	07:00	08:00	08:00					07:00		
Vol.		1	2	9	65	263	275	79	8	2					642		
PM Peak		14:00	17:00	12:00	12:00	17:00	17:00	16:00	18:00	18:00	19:00				17:00		
Vol.		2	3	13	63	225	250	79	9	2	1				562		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	3	12	20	5	3	0	0	0	0	0	43	36-45	32
01:00	0	0	0	0	3	7	4	2	0	0	0	0	0	0	16	36-45	11
02:00	0	0	0	0	2	2	4	1	1	0	0	0	0	0	10	36-45	6
03:00	0	0	0	0	2	4	4	3	2	0	0	0	0	0	15	35-44	8
04:00	0	0	0	0	1	8	24	8	2	0	0	0	0	0	43	36-45	32
05:00	0	0	0	0	7	36	59	27	2	0	0	0	0	0	131	36-45	95
06:00	0	0	0	0	26	147	204	56	**10**	0	0	0	0	0	443	36-45	351
07:00	0	0	0	2	31	228	**280**	**61**	9	0	0	0	0	0	611	36-45	508
08:00	0	0	1	1	45	**262**	254	45	3	0	**1**	0	0	0	**612**	36-45	516
09:00	0	0	0	5	40	176	148	42	6	0	0	0	0	**1**	418	36-45	324
10:00	**2**	**3**	8	**20**	42	157	117	35	4	**1**	0	0	0	0	389	36-45	274
11:00	0	1	**9**	19	**67**	170	131	19	0	0	0	0	0	0	416	36-45	301
12 PM	0	0	1	12	56	191	141	31	2	0	**1**	0	0	0	435	36-45	332
13:00	0	0	0	6	58	186	138	27	4	**2**	0	0	0	0	421	36-45	324
14:00	0	0	2	9	56	190	155	39	6	0	0	0	0	0	457	36-45	345
15:00	**3**	**3**	**5**	15	**74**	218	196	36	4	0	0	0	0	0	554	36-45	414
16:00	0	0	3	**18**	64	**289**	**227**	24	1	0	0	0	0	0	**626**	36-45	516
17:00	0	1	2	14	48	233	222	51	6	2	0	0	0	0	579	36-45	455
18:00	0	0	2	11	36	151	204	**84**	7	1	0	0	0	0	496	36-45	355
19:00	0	0	0	3	27	94	168	50	**12**	1	1	0	0	0	356	36-45	262
20:00	0	2	2	3	23	100	100	30	1	0	0	0	0	0	261	36-45	200
21:00	0	2	0	3	18	74	80	14	1	0	0	0	0	0	192	36-45	154
22:00	0	0	0	0	16	53	49	19	4	1	0	0	0	0	142	36-45	102
23:00	0	0	0	3	5	34	53	13	5	1	0	0	0	0	114	36-45	87
Total	5	12	35	144	750	3022	2982	722	95	9	3	0	0	1	7780		
Percent	0.1%	0.2%	0.4%	1.9%	9.6%	38.8%	38.3%	9.3%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	10:00	11:00	08:00	07:00	07:00	06:00	10:00	08:00			09:00	08:00		
Vol.	2	3	9	20	67	262	280	61	10	1	1			1	612		
PM Peak	15:00	15:00	15:00	16:00	15:00	16:00	16:00	18:00	19:00	13:00	12:00				16:00		
Vol.	3	3	5	18	74	289	227	84	12	2	1				626		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	0	4	14	32	12	2	1	0	**1**	0	0	66	36-45	46
01:00	0	0	0	0	2	4	7	3	1	0	**1**	0	0	0	18	36-45	11
02:00	0	0	0	0	1	5	9	2	1	0	0	0	0	0	18	36-45	14
03:00	0	0	0	0	1	3	3	1	2	0	0	0	0	0	10	36-45	6
04:00	0	0	1	1	1	1	10	11	0	0	0	0	0	0	25	41-50	21
05:00	0	0	0	1	6	15	26	16	2	1	0	0	0	0	67	41-50	42
06:00	0	0	0	0	3	23	59	33	6	0	0	0	0	0	124	41-50	92
07:00	0	0	0	4	15	85	117	**45**	**11**	**2**	0	0	0	0	279	36-45	202
08:00	0	**1**	**3**	10	50	138	150	28	5	0	1	0	0	0	386	36-45	288
09:00	0	1	3	**29**	64	191	122	36	6	0	0	0	0	0	452	36-45	313
10:00	0	0	0	13	**79**	**241**	**193**	33	4	0	0	0	0	0	**563**	36-45	434
11:00	**1**	1	1	19	74	241	143	41	4	0	0	0	0	0	525	36-45	384
12 PM	0	**4**	2	11	**86**	**232**	174	19	5	0	0	0	0	0	**533**	36-45	406
13:00	0	0	2	5	75	220	150	35	4	0	0	0	0	0	491	36-45	370
14:00	0	0	**4**	11	72	211	**193**	24	3	0	0	0	0	0	518	36-45	404
15:00	0	0	0	**15**	79	198	167	28	2	**1**	0	0	0	0	490	36-45	365
16:00	0	0	0	3	30	161	163	**41**	3	0	0	0	0	0	401	36-45	324
17:00	0	0	0	8	30	153	176	33	3	0	0	0	0	0	403	36-45	329
18:00	0	0	0	0	25	114	156	37	**12**	0	0	0	0	0	344	36-45	270
19:00	0	0	0	0	13	99	116	26	3	0	0	0	0	0	257	36-45	215
20:00	0	0	0	1	9	70	80	24	5	1	0	0	0	0	190	36-45	150
21:00	0	0	0	0	21	49	71	18	4	0	0	0	0	0	163	36-45	120
22:00	0	0	0	0	10	46	50	23	4	1	0	0	0	0	134	36-45	96
23:00	0	0	0	0	6	39	33	6	1	0	0	0	0	0	85	36-45	72
Total	1	7	16	131	756	2553	2400	575	93	7	2	1	0	0	6542		
Percent	0.0%	0.1%	0.2%	2.0%	11.6%	39.0%	36.7%	8.8%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	09:00	10:00	10:00	10:00	07:00	07:00	07:00	01:00	00:00			10:00		
Vol.	1	1	3	29	79	241	193	45	11	2	1	1			563		
PM Peak		12:00	14:00	15:00	12:00	12:00	14:00	16:00	18:00	15:00					12:00		
Vol.		4	4	15	86	232	193	41	12	1					533		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	3	16	13	6	2	**3**	**1**	0	0	0	44	36-45	29
01:00	0	0	0	0	1	6	9	2	2	0	0	0	0	0	20	36-45	15
02:00	0	0	0	0	0	5	3	2	0	0	0	0	0	0	10	36-45	8
03:00	0	0	0	0	2	1	0	2	0	0	0	0	0	0	5	29-38	3
04:00	0	0	0	0	0	1	8	4	2	0	0	0	0	0	15	41-50	12
05:00	0	0	0	0	5	13	13	6	0	0	0	0	0	0	37	36-45	26
06:00	0	0	0	0	2	24	36	21	2	0	0	0	0	0	85	36-45	60
07:00	0	0	0	5	10	40	67	24	**9**	0	0	0	0	0	155	36-45	107
08:00	0	0	0	2	20	97	113	33	4	0	0	0	0	0	269	36-45	210
09:00	0	0	**5**	12	41	107	136	37	4	0	0	0	0	0	342	36-45	243
10:00	0	0	2	13	51	169	**161**	33	3	0	0	0	0	0	432	36-45	330
11:00	0	0	2	**14**	**55**	**201**	160	**39**	4	0	0	0	0	0	**475**	36-45	361
12 PM	0	0	3	13	66	**243**	141	30	3	0	**1**	0	0	0	500	36-45	384
13:00	0	0	**9**	**15**	**67**	212	159	26	6	0	0	0	0	0	494	36-45	371
14:00	0	0	0	9	35	227	**195**	36	2	0	0	0	0	0	**504**	36-45	422
15:00	0	0	0	6	41	177	167	25	2	0	0	0	0	0	418	36-45	344
16:00	0	0	0	0	28	189	178	40	7	1	0	0	0	0	443	36-45	367
17:00	0	0	0	0	18	122	167	**61**	**11**	0	0	0	0	0	379	36-45	289
18:00	0	0	0	0	21	88	166	48	10	**3**	0	0	0	0	336	36-45	254
19:00	0	0	0	0	12	78	120	50	7	0	0	0	0	0	267	36-45	198
20:00	0	0	0	0	25	74	90	24	4	0	0	0	0	0	217	36-45	164
21:00	0	0	0	0	8	40	39	13	3	1	0	0	0	0	104	36-45	79
22:00	0	0	0	0	5	14	23	19	2	0	0	0	0	0	63	41-50	42
23:00	0	0	0	0	3	10	21	4	2	0	0	0	0	0	40	36-45	31
Total	0	0	21	89	519	2154	2185	585	91	8	2	0	0	0	5654		
Percent	0.0%	0.0%	0.4%	1.6%	9.2%	38.1%	38.6%	10.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	11:00	11:00	11:00	10:00	11:00	07:00	00:00	00:00				11:00		
Vol.			5	14	55	201	161	39	9	3	1				475		
PM Peak			13:00	13:00	13:00	12:00	14:00	17:00	17:00	18:00	12:00				14:00		
Vol.			9	15	67	243	195	61	11	3	1				504		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	0	4	5	7	1	1	0	0	0	0	0	18	36-45	12
01:00	0	0	0	0	3	0	4	2	1	0	0	0	0	0	10	41-50	6
02:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	41-50	3
03:00	0	0	0	1	4	7	3	2	1	0	0	0	0	0	18	31-40	11
04:00	0	0	0	1	2	11	24	3	2	**1**	0	0	0	0	44	36-45	35
05:00	0	0	0	1	7	36	54	26	**6**	0	0	0	0	0	130	36-45	90
06:00	0	0	0	1	19	123	196	**37**	3	1	0	0	0	0	380	36-45	319
07:00	0	0	0	5	**61**	272	**254**	25	0	0	0	0	0	0	**617**	36-45	526
08:00	0	0	1	6	42	**295**	189	36	2	0	0	0	0	0	571	36-45	484
09:00	0	0	**2**	4	44	143	155	30	4	0	0	0	0	0	382	36-45	298
10:00	0	0	2	**12**	44	133	133	30	0	0	0	0	0	0	354	36-45	266
11:00	0	0	0	3	11	36	34	7	1	0	0	0	0	0	92	36-45	70
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	5	34	242	1062	1055	200	21	2	0	0	0	0	2621		
Percent	0.0%	0.0%	0.2%	1.3%	9.2%	40.5%	40.3%	7.6%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	10:00	07:00	08:00	07:00	06:00	05:00	04:00					07:00		
Vol.			2	12	61	295	254	37	6	1					617		
PM Peak Vol.																	
Total	7	23	90	489	3181	12807	13097	3252	423	42	9	1	0	1	33422		
Percent	0.0%	0.1%	0.3%	1.5%	9.5%	38.3%	39.2%	9.7%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Stats	
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	25904
Percent in Pace :	77.5%
Number of Vehicles > 40 MPH :	16825
Percent of Vehicles > 40 MPH :	50.3%
Mean Speed(Average) :	40 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	3	58	191	154	33	**7**	0	0	0	0	0	446	36-45	345
15:00	0	1	**14**	14	91	251	167	30	2	0	0	0	0	0	570	36-45	418
16:00	0	**2**	8	**30**	114	304	221	34	2	0	0	0	0	0	715	36-45	525
17:00	0	0	0	10	**132**	**308**	241	26	2	**1**	0	0	0	0	**720**	36-45	549
18:00	0	0	1	3	39	231	**282**	29	1	0	0	0	0	0	586	36-45	513
19:00	0	0	0	4	40	151	112	**38**	3	0	0	0	0	0	348	36-45	263
20:00	0	0	0	3	35	119	86	23	1	0	0	0	0	0	267	36-45	205
21:00	0	0	0	4	20	73	60	17	5	0	0	0	0	0	179	36-45	133
22:00	0	1	0	0	16	53	31	14	1	1	0	0	0	0	117	36-45	84
23:00	0	0	0	4	8	17	23	3	1	0	0	0	0	0	56	36-45	40
Total	0	4	23	75	553	1698	1377	247	25	2	0	0	0	0	4004		
Percent	0.0%	0.1%	0.6%	1.9%	13.8%	42.4%	34.4%	6.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		16:00 2	15:00 14	16:00 30	17:00 132	17:00 308	18:00 282	19:00 38	14:00 7	17:00 1					17:00 720		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/31/18	0	0	0	1	3	12	18	2	2	**1**	0	0	0	0	39	36-45	30
01:00	0	0	0	0	0	2	9	1	0	0	0	0	0	0	12	36-45	11
02:00	0	0	0	0	2	2	0	2	0	0	0	0	0	0	6	30-39	4
03:00	0	0	0	1	0	3	3	1	1	0	0	0	0	0	9	36-45	6
04:00	0	0	0	0	3	6	9	2	1	0	0	0	0	0	21	36-45	15
05:00	0	0	0	1	4	17	37	12	2	0	0	0	0	0	73	36-45	54
06:00	0	0	0	9	28	75	99	26	2	1	0	0	0	0	240	36-45	174
07:00	0	0	0	**18**	66	164	**183**	27	1	0	0	0	0	0	459	36-45	347
08:00	0	0	**1**	15	66	**210**	150	**30**	**5**	0	0	0	0	0	**477**	36-45	360
09:00	0	0	0	8	45	175	94	23	1	1	0	0	0	0	347	36-45	269
10:00	0	0	0	8	58	181	121	19	3	0	0	0	0	0	390	36-45	302
11:00	0	0	1	5	**70**	164	128	21	4	0	0	0	0	0	393	36-45	292
12 PM	0	0	0	18	87	181	126	22	1	0	0	0	0	0	435	36-45	307
13:00	**1**	0	2	18	65	143	120	19	1	0	0	0	0	0	369	36-45	263
14:00	0	0	1	8	68	187	178	29	6	0	0	0	0	0	477	36-45	365
15:00	0	1	1	7	91	243	174	23	2	0	0	0	0	0	542	36-45	417
16:00	0	0	1	13	120	271	**258**	21	3	0	0	0	0	0	687	36-45	529
17:00	1	**2**	**5**	**23**	**143**	**336**	254	31	4	0	0	0	0	0	**799**	36-45	590
18:00	0	0	1	1	43	213	206	**53**	4	**2**	0	0	0	0	523	36-45	419
19:00	0	0	3	1	35	147	164	25	4	0	0	0	0	0	379	36-45	311
20:00	0	0	0	1	46	98	87	22	**7**	0	0	0	0	0	261	36-45	185
21:00	0	0	1	5	18	69	81	13	1	0	0	0	0	0	188	36-45	150
22:00	0	0	0	1	18	43	46	11	3	2	0	0	0	0	124	36-45	89
23:00	0	1	0	0	6	22	20	6	2	0	0	0	0	0	57	36-45	42
Total	2	4	17	162	1085	2964	2565	441	60	7	0	0	0	0	7307		
Percent	0.0%	0.1%	0.2%	2.2%	14.8%	40.6%	35.1%	6.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	07:00	11:00	08:00	07:00	08:00	08:00	00:00					08:00		
Vol.			1	18	70	210	183	30	5	1					477		
PM Peak	13:00	17:00	17:00	17:00	17:00	17:00	16:00	18:00	20:00	18:00					17:00		
Vol.	1	2	5	23	143	336	258	53	7	2					799		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/01/18	0	0	0	0	5	7	13	8	1	0	0	0	0	0	34	39-48	21
01:00	0	0	0	1	4	5	4	2	0	0	0	0	0	0	16	36-45	9
02:00	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	41-50	5
03:00	0	0	0	1	2	3	2	1	0	0	0	0	0	0	9	36-45	5
04:00	0	0	0	0	4	8	8	5	1	**1**	0	0	0	0	27	36-45	16
05:00	0	0	0	1	7	29	52	13	1	1	**1**	0	0	0	105	36-45	81
06:00	0	0	0	2	28	90	114	19	**4**	1	0	0	0	0	258	36-45	204
07:00	0	0	0	4	38	183	**183**	26	3	0	0	0	0	0	437	36-45	366
08:00	0	0	0	6	43	**197**	167	**37**	1	0	0	0	0	0	**451**	36-45	364
09:00	0	0	2	10	50	178	116	23	2	0	0	0	0	0	381	36-45	294
10:00	0	0	**4**	13	44	190	110	23	2	0	0	0	0	0	386	36-45	300
11:00	0	0	4	**20**	**74**	183	90	18	2	0	0	0	0	0	391	36-45	273
12 PM	0	2	0	20	72	210	125	22	1	0	0	0	0	0	452	36-45	335
13:00	0	0	3	8	75	187	140	19	1	1	0	0	0	0	434	36-45	327
14:00	0	1	12	20	63	226	146	28	3	0	0	0	0	0	499	36-45	372
15:00	**6**	**5**	12	24	**138**	267	133	36	2	0	0	0	0	0	623	31-40	405
16:00	0	0	**14**	44	127	**319**	178	21	2	0	0	0	0	0	705	36-45	497
17:00	0	0	4	**51**	121	303	**236**	30	4	1	0	0	0	0	**750**	36-45	539
18:00	0	0	7	12	41	182	210	**44**	**5**	0	0	0	0	0	501	36-45	392
19:00	0	0	1	6	20	134	124	34	2	**2**	0	0	0	0	323	36-45	258
20:00	0	0	1	3	41	139	115	20	1	0	0	0	0	0	320	36-45	254
21:00	0	0	1	4	30	109	66	31	5	1	0	0	0	0	247	36-45	175
22:00	0	0	0	2	12	49	58	16	3	1	0	0	0	0	141	36-45	107
23:00	0	0	0	2	8	22	41	21	5	2	0	0	0	0	101	36-45	63
Total	6	8	65	254	1047	3222	2434	499	51	11	1	0	0	0	7598		
Percent	0.1%	0.1%	0.9%	3.3%	13.8%	42.4%	32.0%	6.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	11:00	08:00	07:00	08:00	06:00	04:00	05:00				08:00		
Vol.			4	20	74	197	183	37	4	1	1				451		
PM Peak	15:00	15:00	16:00	17:00	15:00	16:00	17:00	18:00	18:00	19:00					17:00		
Vol.	6	5	14	51	138	319	236	44	5	2					750		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/02/18	0	0	0	1	11	14	21	8	2	0	0	0	0	0	57	36-45	35
01:00	0	0	0	0	1	5	4	7	1	0	0	0	0	0	18	40-49	11
02:00	0	0	0	0	1	3	6	3	0	1	0	0	0	0	14	36-45	9
03:00	0	0	0	0	1	2	4	2	1	0	0	0	0	0	10	41-50	6
04:00	0	0	0	2	2	6	6	5	0	0	0	0	0	0	21	36-45	12
05:00	0	0	1	1	3	21	12	12	4	1	0	0	0	0	55	36-45	33
06:00	0	0	0	0	7	21	47	16	6	**2**	0	0	0	0	99	36-45	68
07:00	0	0	1	6	28	53	82	**30**	**10**	0	0	0	0	0	210	36-45	135
08:00	0	0	1	4	31	145	136	22	4	0	0	0	0	0	343	36-45	281
09:00	0	**3**	**16**	29	84	185	121	19	1	0	0	0	0	0	458	36-45	306
10:00	0	0	11	35	**118**	222	128	10	1	0	0	0	0	0	525	36-45	350
11:00	0	0	5	**39**	97	**251**	**147**	20	2	0	0	0	0	0	**561**	36-45	398
12 PM	0	0	3	13	**101**	238	139	26	1	0	0	0	0	0	521	36-45	377
13:00	0	0	**5**	**33**	86	222	**159**	23	3	0	0	0	0	0	531	36-45	381
14:00	0	0	4	21	100	**251**	154	20	0	0	**1**	0	0	0	**551**	36-45	405
15:00	0	0	0	19	64	218	144	24	1	0	0	0	0	0	470	36-45	362
16:00	0	0	2	20	89	164	148	31	1	**1**	0	0	0	0	456	36-45	312
17:00	0	0	1	5	49	160	129	29	**4**	0	0	0	0	0	377	36-45	289
18:00	0	0	0	6	19	131	144	**39**	1	0	0	0	0	0	340	36-45	275
19:00	0	0	0	2	22	102	106	25	3	0	0	0	0	0	260	36-45	208
20:00	0	0	0	1	29	73	79	20	4	0	0	0	0	0	206	36-45	152
21:00	0	**1**	0	0	13	79	64	19	2	0	0	0	0	0	178	36-45	143
22:00	0	0	0	1	13	50	40	10	1	1	0	0	0	0	116	36-45	90
23:00	0	0	1	2	10	39	33	10	4	0	1	0	0	0	100	36-45	72
Total	0	4	51	240	979	2655	2053	430	57	6	2	0	0	0	6477		
Percent	0.0%	0.1%	0.8%	3.7%	15.1%	41.0%	31.7%	6.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	11:00	10:00	11:00	11:00	07:00	07:00	06:00					11:00		
Vol.		3	16	39	118	251	147	30	10	2					561		
PM Peak		21:00	13:00	13:00	12:00	14:00	13:00	18:00	17:00	16:00	14:00				14:00		
Vol.		1	5	33	101	251	159	39	4	1	1				551		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/03/18	0	0	0	0	6	16	18	8	1	2	**1**	0	0	0	52	36-45	34
01:00	0	0	0	0	2	9	10	2	0	0	0	0	0	0	23	36-45	19
02:00	0	0	0	1	3	11	5	3	0	0	0	0	0	0	23	35-44	16
03:00	0	0	0	0	2	2	3	7	0	1	0	0	0	0	15	41-50	10
04:00	0	0	0	0	0	1	4	4	1	0	0	0	0	0	10	41-50	8
05:00	0	0	0	0	1	10	13	7	1	1	0	0	0	0	33	36-45	23
06:00	0	0	0	0	0	12	25	13	4	2	0	0	0	0	56	39-48	38
07:00	0	0	1	0	9	40	58	**23**	**5**	**3**	0	0	0	0	139	36-45	98
08:00	0	0	0	3	13	64	87	21	5	0	0	0	0	0	193	36-45	151
09:00	0	0	**6**	**29**	41	119	119	19	2	0	0	0	0	0	335	36-45	238
10:00	0	0	4	15	72	187	**181**	19	0	0	0	0	0	0	**478**	36-45	368
11:00	0	0	2	16	**78**	**197**	124	20	4	0	1	0	0	0	442	36-45	321
12 PM	0	0	**4**	9	**87**	**254**	159	16	4	0	0	0	0	0	**533**	36-45	413
13:00	0	**1**	4	**15**	64	245	148	20	3	0	0	0	0	0	500	36-45	393
14:00	0	0	2	7	51	186	**187**	34	1	**1**	0	0	0	0	469	36-45	373
15:00	0	0	1	6	83	230	150	21	3	0	0	0	0	0	494	36-45	380
16:00	0	1	0	15	49	224	162	19	1	1	0	0	0	0	472	36-45	386
17:00	0	0	0	1	26	140	159	**53**	9	0	0	0	0	0	388	36-45	299
18:00	0	0	0	4	23	121	157	50	3	0	0	0	0	0	358	36-45	278
19:00	0	0	0	5	19	82	114	38	**11**	1	0	0	0	0	270	36-45	196
20:00	0	0	0	0	21	84	71	26	7	1	0	**1**	0	0	211	36-45	155
21:00	0	0	0	1	11	41	49	16	2	0	0	0	0	0	120	36-45	90
22:00	0	0	0	0	4	32	37	11	1	1	0	0	0	0	86	36-45	69
23:00	0	0	0	0	5	15	18	10	2	0	0	0	0	0	50	36-45	33
Total	0	2	24	127	670	2322	2058	460	70	14	2	1	0	0	5750		
Percent	0.0%	0.0%	0.4%	2.2%	11.7%	40.4%	35.8%	8.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	09:00	11:00	11:00	10:00	07:00	07:00	07:00	00:00				10:00		
Vol.			6	29	78	197	181	23	5	3	1				478		
PM Peak		13:00	12:00	13:00	12:00	12:00	14:00	17:00	19:00	14:00		20:00			12:00		
Vol.		1	4	15	87	254	187	53	11	1		1			533		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 East of Route 196
East Hampton, Connecticut

Site Code:
Station ID: 4678

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/04/18	0	0	0	1	1	8	8	2	2	0	0	0	0	0	22	36-45	16
01:00	0	0	0	0	2	5	3	2	3	0	0	0	0	0	15	34-43	8
02:00	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	41-50	4
03:00	0	0	0	0	3	3	2	1	0	0	0	0	0	0	9	31-40	6
04:00	0	0	0	0	3	5	7	6	1	0	0	0	0	0	22	39-48	13
05:00	0	0	0	1	1	21	29	13	2	0	0	0	0	0	67	36-45	50
06:00	0	0	0	2	39	114	85	10	**4**	0	0	0	0	0	254	36-45	199
07:00	0	0	1	**17**	71	**211**	120	12	1	0	0	0	0	0	**433**	36-45	331
08:00	0	0	0	8	**80**	168	**125**	**21**	1	0	0	0	0	0	403	36-45	293
09:00	0	0	**2**	5	44	149	122	15	3	**1**	0	0	0	0	341	36-45	271
10:00	0	0	2	6	58	129	93	18	4	0	0	0	0	0	310	36-45	222
11:00	0	0	2	5	7	37	29	7	0	0	0	0	0	0	87	36-45	66
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	7	45	310	851	626	108	21	1	0	0	0	0	1969		
Percent	0.0%	0.0%	0.4%	2.3%	15.7%	43.2%	31.8%	5.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00	08:00	07:00	08:00	08:00	06:00	09:00					07:00		
Vol.			2	17	80	211	125	21	4	1					433		
PM Peak Vol.																	
Total	8	22	187	903	4644	13712	11113	2185	284	41	5	1	0	0	33105		
Percent	0.0%	0.1%	0.6%	2.7%	14.0%	41.4%	33.6%	6.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	34 MPH
	50th Percentile :	38 MPH
	85th Percentile :	43 MPH
	95th Percentile :	46 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	24825
	Percent in Pace :	75.0%
	Number of Vehicles > 40 MPH :	13629
	Percent of Vehicles > 40 MPH :	41.2%
	Mean Speed(Average) :	39 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	1	8	19	57	124	95	16	6	0	0	0	0	326	41-50	219
14:00	0	0	1	3	12	51	173	177	30	2	2	0	0	0	451	41-50	350
15:00	0	0	0	10	44	130	197	137	28	1	0	0	0	0	547	41-50	334
16:00	0	0	**2**	**17**	**46**	**146**	**303**	193	29	2	1	0	0	0	739	41-50	496
17:00	0	0	1	2	15	66	302	**298**	63	5	0	0	0	0	**752**	41-50	600
18:00	0	0	0	0	10	42	125	179	**83**	9	0	0	0	0	448	41-50	304
19:00	0	0	0	5	12	24	67	133	61	10	1	1	0	0	314	41-50	200
20:00	0	0	0	0	1	12	64	76	31	**18**	1	1	0	0	204	41-50	140
21:00	0	0	0	0	2	23	36	52	41	10	**4**	0	0	0	168	46-55	93
22:00	0	0	0	0	3	3	15	30	21	6	0	1	0	0	79	46-55	51
23:00	0	0	0	0	0	1	8	16	9	10	2	**2**	0	**1**	49	44-53	25
Total	0	0	5	45	164	555	1414	1386	412	79	11	5	0	1	4077		
Percent	0.0%	0.0%	0.1%	1.1%	4.0%	13.6%	34.7%	34.0%	10.1%	1.9%	0.3%	0.1%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			16:00 2	16:00 17	16:00 46	16:00 146	16:00 303	17:00 298	18:00 83	20:00 18	21:00 4	23:00 2		23:00 1	17:00 752		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	1	4	6	9	4	0	0	0	0	24	46-55	15
01:00	0	0	0	0	0	0	4	2	7	2	0	0	0	0	15	51-60	9
02:00	0	0	0	0	0	0	1	5	0	1	0	0	0	0	7	41-50	6
03:00	0	0	0	0	0	2	0	3	8	0	0	0	0	0	13	46-55	11
04:00	0	0	0	0	0	5	5	12	6	6	0	0	0	0	34	44-53	18
05:00	0	0	0	0	5	6	21	22	24	5	**2**	0	0	0	85	46-55	46
06:00	0	0	0	0	4	**34**	69	101	53	**12**	0	0	0	0	273	41-50	170
07:00	0	0	0	0	**19**	31	123	161	**89**	9	1	0	0	0	**433**	41-50	284
08:00	0	1	**3**	0	10	29	**130**	**168**	63	10	1	0	0	0	415	41-50	298
09:00	0	0	0	0	6	34	82	134	58	12	0	0	0	0	326	41-50	216
10:00	0	1	2	**2**	6	18	77	128	55	9	1	0	0	0	299	41-50	205
11:00	**8**	**3**	0	0	10	32	77	118	49	9	2	0	0	0	308	41-50	195
12 PM	0	0	**4**	**5**	18	42	119	97	46	8	1	0	0	0	340	41-50	216
13:00	0	0	0	0	6	25	104	136	54	10	1	**1**	0	0	337	41-50	240
14:00	0	0	1	2	3	28	115	162	59	7	2	0	0	0	379	41-50	277
15:00	0	0	0	3	**27**	**81**	191	145	49	10	0	0	0	0	506	41-50	336
16:00	0	0	0	3	20	44	146	**292**	**129**	**15**	1	0	0	0	650	41-50	438
17:00	0	0	2	4	11	47	**200**	278	112	13	0	0	0	0	**667**	41-50	478
18:00	0	0	0	0	9	40	114	198	92	14	3	0	0	0	470	41-50	312
19:00	0	0	0	0	0	24	89	86	40	4	0	0	0	0	243	41-50	175
20:00	0	0	0	3	6	13	51	71	34	3	2	0	0	0	183	41-50	122
21:00	0	0	0	0	0	17	44	54	36	9	3	0	0	0	163	41-50	98
22:00	0	0	0	0	1	2	18	30	18	7	2	1	0	0	79	41-50	48
23:00	0	0	0	0	0	2	11	9	8	3	**4**	0	0	0	37	41-50	20
Total	8	5	12	22	161	557	1795	2418	1098	182	26	2	0	0	6286		
Percent	0.1%	0.1%	0.2%	0.3%	2.6%	8.9%	28.6%	38.5%	17.5%	2.9%	0.4%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	10:00	07:00	06:00	08:00	08:00	07:00	06:00	05:00				07:00		
Vol.	8	3	3	2	19	34	130	168	89	12	2				433		
PM Peak			12:00	12:00	15:00	15:00	17:00	16:00	16:00	16:00	23:00	13:00			17:00		
Vol.			4	5	27	81	200	292	129	15	4	1			667		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	4	5	9	8	3	0	0	0	0	29	46-55	17
01:00	0	0	0	0	0	1	3	7	1	0	1	0	0	0	13	41-50	10
02:00	0	0	0	0	0	0	1	2	4	1	0	0	0	0	8	46-55	6
03:00	0	0	0	0	0	3	2	7	1	1	0	0	0	0	14	41-50	9
04:00	0	0	0	0	0	5	3	8	8	4	1	0	**1**	0	30	46-55	16
05:00	0	0	0	0	4	2	30	35	22	8	1	**1**	0	0	103	41-50	65
06:00	0	**2**	**5**	**7**	3	12	75	96	67	10	1	0	0	0	278	41-50	171
07:00	0	0	4	6	**28**	44	107	**196**	**82**	9	0	0	0	0	**476**	41-50	303
08:00	0	0	0	2	4	**47**	**139**	152	48	6	0	0	0	0	398	41-50	291
09:00	**3**	1	4	4	5	22	61	144	62	5	**2**	0	0	0	313	44-53	206
10:00	0	0	0	4	14	26	112	110	46	9	1	0	0	0	322	41-50	222
11:00	0	0	3	6	15	38	97	140	45	**14**	0	0	0	0	358	41-50	237
12 PM	0	0	1	8	10	52	130	130	40	5	1	**1**	0	0	378	41-50	260
13:00	0	0	0	0	16	62	153	121	30	2	1	0	0	0	385	41-50	274
14:00	0	0	0	3	20	54	112	196	42	7	0	0	0	0	434	41-50	308
15:00	**1**	**11**	**16**	**24**	**39**	**87**	164	163	34	4	1	0	0	0	544	41-50	327
16:00	0	2	2	13	34	46	**248**	283	66	4	1	0	0	0	699	41-50	531
17:00	1	3	4	3	21	55	224	**303**	101	10	1	0	0	0	**726**	41-50	527
18:00	0	0	0	1	3	8	64	203	**184**	**27**	**4**	0	0	0	494	46-55	387
19:00	0	0	0	0	0	13	82	125	78	16	1	0	0	0	315	41-50	207
20:00	0	0	0	0	6	14	72	94	53	7	3	1	0	0	250	41-50	166
21:00	0	0	0	0	0	4	38	73	27	5	2	1	0	0	150	41-50	111
22:00	0	0	0	0	0	7	18	35	22	4	3	0	0	0	89	46-55	57
23:00	0	0	0	1	1	2	12	10	13	5	1	1	0	0	46	44-53	23
Total	5	19	39	82	223	608	1952	2642	1084	166	26	5	1	0	6852		
Percent	0.1%	0.3%	0.6%	1.2%	3.3%	8.9%	28.5%	38.6%	15.8%	2.4%	0.4%	0.1%	0.0%	0.0%			
AM Peak	09:00	06:00	06:00	06:00	07:00	08:00	08:00	07:00	07:00	11:00	09:00	05:00	04:00		07:00		
Vol.	3	2	5	7	28	47	139	196	82	14	2	1	1		476		
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	16:00	17:00	18:00	18:00	18:00	12:00			17:00		
Vol.	1	11	16	24	39	87	248	303	184	27	4	1			726		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	2	5	10	5	4	0	**1**	0	**1**	28	41-50	15
01:00	0	0	0	0	0	0	4	2	6	0	0	0	0	1	13	45-54	8
02:00	0	0	0	0	0	1	2	2	3	3	0	0	**1**	0	12	49-58	6
03:00	0	0	0	0	1	2	6	2	3	0	0	0	0	1	15	36-45	8
04:00	0	0	0	0	0	1	9	5	6	5	2	0	0	0	28	41-50	14
05:00	0	0	0	0	2	4	23	26	23	13	**6**	1	1	0	99	46-55	49
06:00	0	0	0	1	3	23	74	134	60	8	2	0	0	0	305	41-50	208
07:00	0	0	0	**3**	**19**	**48**	145	165	**92**	14	1	0	0	0	**487**	41-50	310
08:00	0	0	0	1	2	15	108	**174**	73	**23**	4	0	0	0	400	41-50	282
09:00	**1**	**1**	**3**	2	8	19	111	133	57	11	0	0	0	0	346	41-50	244
10:00	0	0	0	0	8	43	127	116	37	8	0	0	1	0	340	41-50	243
11:00	0	0	0	0	11	38	**148**	126	42	1	0	0	0	0	366	41-50	274
12 PM	0	7	5	1	20	54	129	125	69	7	3	**1**	0	0	421	41-50	254
13:00	0	0	0	3	14	64	152	118	36	11	0	0	0	0	398	41-50	270
14:00	0	0	0	2	11	32	119	140	73	**19**	**4**	0	0	0	400	41-50	259
15:00	0	0	1	6	25	**100**	199	175	48	6	1	0	0	0	561	41-50	374
16:00	**8**	**10**	**6**	**11**	**43**	84	231	218	66	5	0	0	0	0	682	41-50	449
17:00	0	0	0	4	15	95	**243**	**280**	70	15	1	0	0	0	**723**	41-50	523
18:00	0	0	0	2	15	34	119	196	**95**	19	2	1	0	0	483	41-50	315
19:00	0	0	0	0	1	16	60	117	72	11	2	0	0	0	279	46-55	189
20:00	0	0	0	0	1	15	44	94	38	6	2	0	0	0	200	41-50	138
21:00	0	0	0	0	4	11	29	76	29	7	2	1	0	0	159	46-55	105
22:00	0	0	0	0	0	5	28	54	46	11	1	0	**1**	0	146	46-55	100
23:00	0	0	0	0	0	3	24	26	36	5	3	0	0	0	97	46-55	62
Total	9	18	15	36	203	709	2139	2514	1085	212	36	5	4	3	6988		
Percent	0.1%	0.3%	0.2%	0.5%	2.9%	10.1%	30.6%	36.0%	15.5%	3.0%	0.5%	0.1%	0.1%	0.0%			
AM Peak	09:00	09:00	09:00	07:00	07:00	07:00	11:00	08:00	07:00	08:00	05:00	00:00	02:00	00:00	07:00		
Vol.	1	1	3	3	19	48	148	174	92	23	6	1	1	1	487		
PM Peak	16:00	16:00	16:00	16:00	16:00	15:00	17:00	17:00	18:00	14:00	14:00	12:00	22:00		17:00		
Vol.	8	10	6	11	43	100	243	280	95	19	4	1	1		723		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	4	11	20	9	6	0	0	**1**	**1**	52	41-50	31
01:00	0	0	0	0	0	1	3	8	9	9	1	**1**	0	0	32	49-58	18
02:00	0	0	0	0	0	2	0	5	5	3	0	1	1	0	17	46-55	10
03:00	0	0	0	0	0	1	2	3	2	2	0	0	0	0	10	46-55	5
04:00	0	0	0	0	0	0	2	2	4	2	0	0	0	0	10	51-60	6
05:00	0	0	0	0	0	1	8	9	19	8	2	1	0	0	48	46-55	28
06:00	0	0	0	0	1	1	21	46	27	9	**3**	1	0	0	109	46-55	73
07:00	0	0	0	1	4	17	46	103	**59**	**13**	2	0	0	0	245	46-55	162
08:00	1	1	1	4	13	39	114	**137**	37	8	0	0	0	0	355	41-50	251
09:00	**3**	**4**	**9**	**19**	36	77	147	107	44	5	1	0	0	0	452	41-50	254
10:00	0	1	2	5	**37**	58	161	135	37	2	1	0	0	0	439	41-50	296
11:00	2	4	8	13	31	**106**	**189**	114	25	2	1	0	0	0	**495**	41-50	303
12 PM	**5**	**11**	**16**	7	28	**109**	**212**	112	20	2	1	0	0	0	**523**	41-50	324
13:00	1	4	14	**23**	34	85	188	108	27	3	0	0	0	0	487	41-50	296
14:00	5	7	10	11	**37**	84	173	136	35	3	0	0	0	0	501	41-50	309
15:00	0	1	2	2	11	96	198	121	29	5	0	0	0	0	465	41-50	319
16:00	0	0	0	4	10	60	190	128	42	0	0	0	0	0	434	41-50	318
17:00	0	0	0	3	14	39	125	**165**	35	8	0	0	0	0	389	41-50	290
18:00	0	0	0	2	2	27	112	148	**55**	7	2	0	0	0	355	41-50	260
19:00	0	0	0	2	5	10	70	118	47	**14**	**5**	**1**	0	0	272	41-50	188
20:00	0	0	0	0	0	4	52	91	42	14	1	1	0	0	205	41-50	143
21:00	0	0	0	0	2	6	37	58	39	10	3	0	0	0	155	45-54	97
22:00	0	0	0	0	1	10	27	69	37	14	3	0	0	**1**	162	46-55	106
23:00	0	0	0	0	0	4	12	34	21	8	2	0	0	0	81	46-55	55
Total	17	33	62	96	266	841	2100	1977	706	157	28	6	2	2	6293		
Percent	0.3%	0.5%	1.0%	1.5%	4.2%	13.4%	33.4%	31.4%	11.2%	2.5%	0.4%	0.1%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	09:00	10:00	11:00	11:00	08:00	07:00	07:00	06:00	01:00	00:00	00:00	11:00		
Vol.	3	4	9	19	37	106	189	137	59	13	3	1	1	1	495		
PM Peak	12:00	12:00	12:00	13:00	14:00	12:00	12:00	17:00	18:00	19:00	19:00	19:00		22:00	12:00		
Vol.	5	11	16	23	37	109	212	165	55	14	5	1		1	523		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	2	2	10	14	14	4	4	0	0	0	50	46-55	28
01:00	0	0	0	0	0	1	5	14	15	2	1	**1**	0	0	39	46-55	29
02:00	0	0	0	0	0	1	3	3	3	2	1	1	0	0	14	46-55	6
03:00	0	0	0	0	0	0	1	3	4	2	0	0	0	0	10	46-55	7
04:00	0	0	0	0	0	1	1	2	3	1	0	0	0	0	8	46-55	5
05:00	0	0	0	0	0	2	4	5	7	2	**5**	0	0	0	25	46-55	12
06:00	0	0	0	0	0	6	12	25	17	2	4	0	0	0	66	46-55	42
07:00	0	0	0	1	3	5	27	35	23	4	3	0	0	0	101	41-50	62
08:00	0	0	1	1	1	19	69	72	**44**	**13**	0	0	0	0	220	41-50	141
09:00	**3**	**2**	1	4	13	33	92	86	43	10	0	0	0	0	287	41-50	178
10:00	0	0	0	3	**29**	**71**	**138**	**121**	38	5	0	0	0	0	**405**	41-50	259
11:00	0	0	**2**	**8**	22	52	127	119	43	6	1	0	0	0	380	41-50	246
12 PM	0	0	2	**10**	21	**71**	**159**	**143**	56	3	0	0	0	0	**465**	41-50	302
13:00	0	0	2	3	**27**	51	123	139	47	10	1	0	0	0	403	41-50	262
14:00	0	0	1	4	11	55	125	135	57	13	1	0	0	0	402	41-50	260
15:00	0	**1**	2	4	12	60	120	141	66	11	3	0	0	0	420	41-50	261
16:00	0	1	2	5	7	34	84	139	92	**20**	3	0	0	0	387	46-55	231
17:00	0	0	**3**	2	10	31	76	102	**103**	15	2	0	0	0	344	46-55	205
18:00	0	0	0	1	6	20	63	105	68	14	**5**	**1**	0	0	283	46-55	173
19:00	0	0	0	0	1	11	50	74	49	11	5	0	**1**	0	202	41-50	124
20:00	0	0	0	0	1	9	37	56	39	14	2	1	0	0	159	46-55	95
21:00	0	0	0	0	1	5	18	24	23	9	2	1	1	0	84	46-55	47
22:00	0	0	0	0	0	4	8	19	14	6	5	0	0	0	56	46-55	33
23:00	0	0	0	0	1	2	7	8	12	1	1	0	1	0	33	46-55	20
Total	3	4	16	46	168	546	1359	1584	880	180	49	5	3	0	4843		
Percent	0.1%	0.1%	0.3%	0.9%	3.5%	11.3%	28.1%	32.7%	18.2%	3.7%	1.0%	0.1%	0.1%	0.0%			
AM Peak	09:00	09:00	11:00	11:00	10:00	10:00	10:00	10:00	08:00	08:00	05:00	01:00			10:00		
Vol.	3	2	2	8	29	71	138	121	44	13	5	1			405		
PM Peak		15:00	17:00	12:00	13:00	12:00	12:00	12:00	17:00	16:00	18:00	18:00	19:00		12:00		
Vol.		1	3	10	27	71	159	143	103	20	5	1	1		465		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	1	1	7	1	4	0	0	0	0	14	41-50	8
01:00	0	0	0	0	0	0	3	6	7	1	0	**1**	0	0	18	46-55	13
02:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	39-48	3
03:00	0	0	0	0	0	0	5	2	2	0	0	0	0	0	9	41-50	7
04:00	0	0	0	0	0	3	5	11	4	3	2	0	0	0	28	41-50	16
05:00	0	0	0	0	2	7	22	35	19	**9**	3	0	0	0	97	41-50	57
06:00	0	0	1	3	3	26	76	106	54	7	1	0	0	0	277	41-50	182
07:00	0	0	0	2	**16**	46	144	**164**	**67**	9	0	0	0	0	**448**	41-50	308
08:00	0	0	0	0	5	**50**	**155**	160	58	7	1	0	0	0	436	41-50	315
09:00	0	1	2	1	9	25	108	84	51	9	1	0	0	0	291	41-50	192
10:00	0	0	**3**	**4**	6	42	104	116	43	8	**4**	1	0	0	331	41-50	220
11:00	0	**4**	0	0	8	40	84	98	58	8	0	0	0	0	300	41-50	182
12 PM	0	0	0	**1**	**14**	40	**116**	123	51	**9**	1	**1**	0	0	356	41-50	239
13:00	0	0	0	0	7	49	99	**143**	39	8	2	0	0	0	347	41-50	242
14:00	0	0	0	0	2	**55**	112	121	**59**	9	**3**	0	0	0	**361**	41-50	233
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	5	6	11	72	384	1036	1177	514	91	18	3	0	0	3317		
Percent	0.0%	0.2%	0.2%	0.3%	2.2%	11.6%	31.2%	35.5%	15.5%	2.7%	0.5%	0.1%	0.0%	0.0%			
AM Peak		11:00	10:00	10:00	07:00	08:00	08:00	07:00	07:00	05:00	10:00	01:00			07:00		
Vol.		4	3	4	16	50	155	164	67	9	4	1			448		
PM Peak				12:00	12:00	14:00	12:00	13:00	14:00	12:00	14:00	12:00			14:00		
Vol.				1	14	55	116	143	59	9	3	1			361		
Total	42	84	155	338	1257	4200	11795	13698	5779	1067	194	31	10	6	38656		
Percent	0.1%	0.2%	0.4%	0.9%	3.3%	10.9%	30.5%	35.4%	14.9%	2.8%	0.5%	0.1%	0.0%	0.0%			

15th Percentile :	39 MPH
50th Percentile :	45 MPH
85th Percentile :	51 MPH
95th Percentile :	54 MPH

Stats	
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	25493
Percent in Pace :	65.9%
Number of Vehicles > 40 MPH :	32580
Percent of Vehicles > 40 MPH :	84.3%
Mean Speed(Average) :	46 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	**2**	0	0	**7**	14	48	118	80	39	5	2	0	0	0	315	41-50	198
14:00	0	**1**	1	2	16	52	125	134	44	15	1	0	0	0	391	41-50	259
15:00	0	1	1	4	12	**123**	172	142	55	7	0	**1**	0	0	518	41-50	314
16:00	0	0	1	2	**35**	93	**202**	149	58	7	1	0	0	0	**548**	41-50	351
17:00	0	0	**2**	1	21	69	181	**184**	68	4	1	0	0	0	531	41-50	365
18:00	0	0	1	0	2	33	113	182	**94**	**19**	3	0	0	0	447	41-50	295
19:00	0	0	0	0	3	6	67	130	77	15	**4**	0	0	0	302	46-55	207
20:00	0	0	0	0	0	11	49	82	40	11	1	1	**2**	0	197	41-50	131
21:00	0	0	1	0	0	4	22	40	19	6	0	0	0	0	92	41-50	62
22:00	0	0	0	0	0	0	14	24	17	4	0	0	0	0	59	46-55	41
23:00	0	0	0	0	0	3	2	6	10	3	0	1	0	0	25	46-55	16
Total	2	2	7	16	103	442	1065	1153	521	96	13	3	2	0	3425		
Percent	0.1%	0.1%	0.2%	0.5%	3.0%	12.9%	31.1%	33.7%	15.2%	2.8%	0.4%	0.1%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 2	14:00 1	17:00 2	13:00 7	16:00 35	15:00 123	16:00 202	17:00 184	18:00 94	18:00 19	19:00 4	15:00 1	20:00 2		16:00 548		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	1	1	6	11	6	2	0	0	0	0	27	41-50	17
01:00	0	0	0	0	0	1	2	2	0	0	0	0	**1**	0	6	41-50	4
02:00	0	0	0	0	1	0	3	0	3	0	0	0	0	0	7	51-60	3
03:00	0	0	0	0	0	2	2	2	2	1	0	0	0	0	9	46-55	4
04:00	0	0	0	0	0	3	11	24	12	1	0	0	0	0	51	44-53	36
05:00	0	0	1	0	2	15	20	51	32	10	0	0	0	0	131	46-55	83
06:00	0	1	1	1	3	25	123	155	**102**	14	**3**	0	0	0	428	41-50	278
07:00	0	0	0	0	10	**47**	**217**	**249**	89	13	3	0	0	0	**628**	41-50	466
08:00	0	1	**3**	5	2	28	161	204	90	**19**	1	0	0	0	514	41-50	365
09:00	0	0	1	3	4	19	96	153	69	16	0	**1**	0	0	362	41-50	249
10:00	0	0	0	0	9	37	101	110	50	7	1	0	0	0	315	41-50	211
11:00	0	**3**	1	**7**	**12**	36	95	110	57	9	3	0	0	0	333	41-50	205
12 PM	0	0	0	0	6	42	120	108	63	6	**3**	0	0	0	348	41-50	228
13:00	0	0	0	1	10	38	115	114	54	7	0	**1**	0	0	340	41-50	229
14:00	0	0	0	0	1	26	112	126	53	15	0	0	0	0	333	41-50	238
15:00	0	0	0	**10**	**20**	41	125	199	62	17	1	1	0	0	476	41-50	324
16:00	0	0	0	4	8	**47**	136	201	78	13	2	0	**1**	0	490	41-50	337
17:00	0	0	0	0	6	35	**173**	**260**	72	11	1	0	0	0	**558**	41-50	433
18:00	0	0	0	0	2	27	94	145	**79**	**22**	2	1	0	0	372	41-50	239
19:00	0	0	0	0	3	17	80	87	42	7	2	0	0	0	238	41-50	167
20:00	0	0	0	0	1	13	53	59	28	7	3	0	0	0	164	41-50	112
21:00	0	0	0	0	0	11	13	35	31	5	0	0	0	0	95	46-55	66
22:00	0	0	0	0	0	2	10	21	13	5	2	1	0	0	54	46-55	34
23:00	0	0	0	0	1	2	9	13	12	5	3	1	0	0	46	46-55	25
Total	0	5	7	31	102	515	1877	2439	1099	212	30	6	2	0	6325		
Percent	0.0%	0.1%	0.1%	0.5%	1.6%	8.1%	29.7%	38.6%	17.4%	3.4%	0.5%	0.1%	0.0%	0.0%			
AM Peak		11:00	08:00	11:00	11:00	07:00	07:00	07:00	06:00	08:00	06:00	09:00	01:00		07:00		
Vol.		3	3	7	12	47	217	249	102	19	3	1	1		628		
PM Peak				15:00	15:00	16:00	17:00	17:00	18:00	18:00	12:00	13:00	16:00		17:00		
Vol.				10	20	47	173	260	79	22	3	1	1		558		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	1	5	3	6	0	1	0	0	0	16	46-55	9
01:00	0	0	0	0	0	1	4	5	2	2	0	0	0	0	14	41-50	9
02:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	44-53	2
03:00	0	0	0	0	0	3	3	3	5	0	0	0	0	0	14	45-54	8
04:00	0	0	0	0	0	4	8	11	19	1	0	0	0	0	43	46-55	30
05:00	0	0	0	0	2	12	26	42	30	10	**3**	0	0	0	125	46-55	72
06:00	0	0	0	**10**	1	15	95	191	87	18	2	**1**	0	0	420	41-50	286
07:00	0	0	1	4	9	**66**	**162**	**270**	**106**	**30**	3	1	0	0	**652**	41-50	432
08:00	0	1	**6**	10	**16**	60	140	177	93	11	2	0	0	0	516	41-50	317
09:00	0	0	0	2	1	24	115	116	72	12	3	0	0	0	345	41-50	231
10:00	0	**3**	0	1	13	63	143	111	29	8	0	0	0	0	371	41-50	254
11:00	0	0	1	2	8	51	129	95	39	6	2	0	0	0	333	41-50	224
12 PM	0	0	1	0	8	59	147	135	35	5	0	0	0	0	390	41-50	282
13:00	0	0	0	0	5	47	141	123	45	3	2	0	0	0	366	41-50	264
14:00	0	0	2	4	16	47	100	135	64	6	2	0	0	0	376	41-50	235
15:00	**1**	**8**	**5**	**17**	**36**	60	191	143	40	4	0	0	**1**	0	506	41-50	334
16:00	0	0	0	0	11	**72**	**202**	179	55	5	0	**1**	0	0	**525**	41-50	381
17:00	0	0	0	0	15	49	127	**210**	101	8	2	0	0	0	512	41-50	337
18:00	0	0	0	0	0	14	73	166	**110**	**17**	**3**	0	0	0	383	46-55	276
19:00	0	0	0	0	1	17	67	122	70	8	1	0	0	0	286	46-55	192
20:00	0	0	0	0	0	15	87	99	47	12	0	0	0	**1**	261	41-50	186
21:00	0	0	0	1	0	1	46	56	28	6	1	0	0	0	139	41-50	102
22:00	0	0	0	0	2	8	27	23	15	4	0	0	0	0	79	41-50	50
23:00	0	0	0	0	1	3	16	22	10	3	0	0	0	0	55	41-50	38
Total	1	12	16	51	145	692	2054	2438	1109	180	27	3	1	1	6730		
Percent	0.0%	0.2%	0.2%	0.8%	2.2%	10.3%	30.5%	36.2%	16.5%	2.7%	0.4%	0.0%	0.0%	0.0%			
AM Peak		10:00	08:00	06:00	08:00	07:00	07:00	07:00	07:00	07:00	05:00	06:00			07:00		
Vol.		3	6	10	16	66	162	270	106	30	3	1			652		
PM Peak	15:00	15:00	15:00	15:00	15:00	16:00	16:00	17:00	18:00	18:00	18:00	16:00	15:00	20:00	16:00		
Vol.	1	8	5	17	36	72	202	210	110	17	3	1	1	1	525		

Connecticut Counts LLC

Kensington, Connecticut 06037

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Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	1	8	8	8	1	0	0	0	0	26	41-50	16
01:00	0	0	0	0	1	2	3	1	2	0	1	0	0	0	10	36-45	5
02:00	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5	36-45	4
03:00	0	0	0	0	0	1	10	4	5	0	0	0	**1**	0	21	41-50	14
04:00	0	0	0	0	0	4	8	12	17	6	1	0	0	0	48	46-55	29
05:00	0	0	0	0	1	4	22	51	33	18	2	0	0	0	131	46-55	84
06:00	0	0	0	0	2	9	125	187	**108**	17	**3**	0	0	0	451	41-50	312
07:00	0	0	0	0	14	**84**	153	**233**	106	**24**	1	0	0	0	**615**	41-50	386
08:00	0	0	**4**	4	19	48	**188**	174	68	4	1	0	0	0	510	41-50	362
09:00	0	**1**	2	1	13	53	118	129	58	11	1	0	0	0	387	41-50	247
10:00	0	0	1	0	7	63	152	120	35	9	2	0	1	0	390	41-50	272
11:00	0	0	2	**7**	**23**	50	146	113	32	2	0	0	0	0	375	41-50	259
12 PM	0	0	0	1	7	48	157	128	53	4	**4**	0	0	0	402	41-50	285
13:00	0	0	0	2	11	56	134	140	59	8	0	0	0	0	410	41-50	274
14:00	0	0	0	0	1	26	146	146	71	13	3	0	0	0	406	41-50	292
15:00	0	0	0	**6**	**18**	**78**	189	184	58	8	1	0	0	0	**542**	41-50	373
16:00	0	0	**1**	3	17	77	191	188	55	9	0	0	0	0	541	41-50	379
17:00	0	0	0	4	9	65	**210**	174	61	9	3	0	0	0	535	41-50	384
18:00	0	0	0	0	12	31	104	**203**	**89**	**14**	2	0	0	0	455	41-50	307
19:00	0	0	0	0	0	23	90	124	47	14	3	0	0	0	301	41-50	214
20:00	0	0	1	0	2	30	63	78	35	7	1	0	0	0	217	41-50	141
21:00	0	0	0	1	4	14	48	48	18	6	0	0	0	0	139	41-50	96
22:00	0	0	0	0	0	6	35	50	19	6	0	0	**1**	0	117	41-50	85
23:00	0	0	0	0	0	2	16	31	18	3	2	0	0	0	72	45-54	49
Total	0	1	11	29	162	775	2320	2526	1055	193	31	0	3	0	7106		
Percent	0.0%	0.0%	0.2%	0.4%	2.3%	10.9%	32.6%	35.5%	14.8%	2.7%	0.4%	0.0%	0.0%	0.0%			
AM Peak		09:00	08:00	11:00	11:00	07:00	08:00	07:00	06:00	07:00	06:00		03:00		07:00		
Vol.		1	4	7	23	84	188	233	108	24	3		1		615		
PM Peak			16:00	15:00	15:00	15:00	17:00	18:00	18:00	18:00	12:00		22:00		15:00		
Vol.			1	6	18	78	210	203	89	14	4		1		542		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	4	12	16	8	1	0	0	0	0	41	41-50	28
01:00	0	0	0	0	0	2	5	6	11	2	1	0	0	0	27	46-55	17
02:00	0	0	0	0	1	3	1	3	1	1	0	0	0	0	10	46-55	4
03:00	0	0	0	0	0	0	5	8	2	2	1	0	0	0	18	41-50	13
04:00	0	0	0	0	0	0	0	6	4	3	0	**1**	**1**	**2**	17	46-55	10
05:00	0	0	0	0	0	4	5	17	13	6	3	1	0	0	49	46-55	30
06:00	0	0	0	0	0	1	20	53	45	9	**4**	0	0	0	132	46-55	98
07:00	0	0	0	0	0	2	59	90	52	**20**	3	1	0	0	227	41-50	149
08:00	0	**2**	**3**	1	9	19	97	138	**60**	12	2	0	0	0	343	41-50	235
09:00	**1**	2	0	**6**	17	86	176	**142**	49	7	1	0	0	0	487	41-50	318
10:00	0	0	2	5	21	89	185	124	31	2	0	0	0	0	459	41-50	309
11:00	0	1	1	6	**35**	**124**	**193**	113	31	5	1	0	0	0	**510**	36-45	317
12 PM	**1**	**1**	**5**	**8**	**32**	**124**	171	118	35	4	0	0	0	0	**499**	36-45	295
13:00	0	1	1	2	28	114	168	111	26	3	1	0	0	0	455	36-45	282
14:00	1	1	3	5	25	98	**197**	125	23	12	0	**1**	0	0	491	41-50	322
15:00	0	0	1	8	15	69	187	157	37	2	1	0	0	0	477	41-50	344
16:00	0	0	4	6	25	79	179	129	49	7	0	1	**1**	**1**	481	41-50	308
17:00	0	0	0	3	1	55	149	**160**	59	7	1	0	1	0	436	41-50	309
18:00	0	0	0	1	0	23	99	146	**74**	**17**	2	1	0	0	363	41-50	245
19:00	0	0	0	0	4	16	65	108	58	12	**5**	1	0	0	269	41-50	173
20:00	0	0	0	0	0	6	55	87	48	9	4	0	1	0	210	41-50	142
21:00	0	0	0	0	2	10	50	48	32	8	0	1	1	0	152	41-50	98
22:00	0	0	0	0	1	2	27	47	33	3	2	0	0	0	115	46-55	80
23:00	0	0	0	0	0	7	11	41	15	7	0	1	0	0	82	46-55	56
Total	3	8	20	51	216	937	2116	1993	796	161	32	9	5	3	6350		
Percent	0.0%	0.1%	0.3%	0.8%	3.4%	14.8%	33.3%	31.4%	12.5%	2.5%	0.5%	0.1%	0.1%	0.0%			
AM Peak	09:00	08:00	08:00	09:00	11:00	11:00	11:00	09:00	08:00	07:00	06:00	04:00	04:00	04:00	11:00		
Vol.	1	2	3	6	35	124	193	142	60	20	4	1	1	2	510		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	14:00	17:00	18:00	18:00	19:00	14:00	16:00	16:00	12:00		
Vol.	1	1	5	8	32	124	197	160	74	17	5	1	1	1	499		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	3	12	16	11	1	**2**	**1**	**1**	0	47	41-50	28
01:00	0	0	0	0	0	2	2	9	7	1	0	0	1	**1**	23	46-55	16
02:00	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5	51-60	3
03:00	0	0	0	0	0	0	2	1	5	0	0	0	0	0	8	46-55	6
04:00	0	0	0	0	0	0	1	2	4	2	1	0	0	0	10	51-60	6
05:00	0	0	0	0	3	1	4	4	5	0	2	0	0	0	19	44-53	9
06:00	0	0	0	0	1	4	8	29	13	7	0	0	0	0	62	46-55	42
07:00	0	0	0	0	1	4	28	52	30	12	1	1	0	0	129	46-55	82
08:00	0	0	2	0	11	15	58	84	52	12	1	1	0	0	236	41-50	142
09:00	0	0	0	**3**	8	40	83	117	**58**	**15**	1	0	0	0	325	41-50	200
10:00	0	**1**	**3**	3	14	**67**	126	**127**	52	11	1	0	0	0	405	41-50	253
11:00	0	0	1	3	**23**	66	**147**	123	54	11	1	0	0	0	**429**	41-50	270
12 PM	0	0	2	4	9	78	**162**	132	48	13	1	0	0	0	**449**	41-50	294
13:00	0	0	3	3	18	**88**	162	108	31	7	2	**1**	0	0	423	41-50	270
14:00	0	0	**5**	5	**23**	65	127	**136**	38	4	0	0	0	0	403	41-50	263
15:00	0	0	0	**12**	16	56	151	104	29	7	2	0	0	0	377	41-50	255
16:00	0	0	0	1	7	42	129	125	64	2	2	0	0	0	372	41-50	254
17:00	0	0	1	2	16	31	117	123	44	**14**	0	0	0	0	348	41-50	240
18:00	0	0	0	1	2	23	85	87	**69**	13	1	0	**1**	0	282	41-50	172
19:00	0	0	0	1	0	7	55	86	44	7	**3**	0	1	**2**	206	41-50	141
20:00	0	0	0	0	0	10	37	53	17	7	0	0	0	0	124	41-50	90
21:00	0	0	0	0	0	9	26	28	21	5	0	0	0	0	89	41-50	54
22:00	0	0	0	0	0	1	7	9	10	6	1	0	0	0	34	46-55	19
23:00	**1**	0	0	0	1	3	5	8	10	4	3	1	0	0	36	46-55	18
Total	1	1	17	38	153	615	1535	1564	718	162	25	5	4	3	4841		
Percent	0.0%	0.0%	0.4%	0.8%	3.2%	12.7%	31.7%	32.3%	14.8%	3.3%	0.5%	0.1%	0.1%	0.1%			
AM Peak		10:00	10:00	09:00	11:00	10:00	11:00	10:00	09:00	09:00	00:00	00:00	00:00	01:00	11:00		
Vol.		1	3	3	23	67	147	127	58	15	2	1	1	1	429		
PM Peak	23:00		14:00	15:00	14:00	13:00	12:00	14:00	18:00	17:00	19:00	13:00	18:00	19:00	12:00		
Vol.	1		5	12	23	88	162	136	69	14	3	1	1	2	449		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at Paul & Sandy's Too
East Hampton, Connecticut

Site Code:
Station ID: 4632

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	2	9	5	1	1	0	0	0	0	18	41-50	14
01:00	0	0	0	0	0	3	1	3	0	0	0	0	0	0	7	41-50	4
02:00	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5	46-55	4
03:00	0	0	0	0	0	0	6	3	3	1	0	0	0	0	13	41-50	9
04:00	0	0	0	0	0	5	8	13	10	3	**2**	0	0	0	41	45-54	23
05:00	0	0	0	0	2	4	23	50	46	**13**	1	**1**	0	0	140	46-55	96
06:00	0	0	0	0	2	25	101	180	94	13	1	0	0	0	416	41-50	281
07:00	0	0	0	2	8	49	**212**	**248**	**110**	11	1	0	0	0	**641**	41-50	460
08:00	0	0	0	**4**	7	38	203	185	82	10	2	1	0	0	532	41-50	388
09:00	0	0	**1**	1	**11**	45	159	118	47	10	0	0	0	0	392	41-50	277
10:00	0	**2**	0	1	8	32	100	105	48	4	2	1	0	0	303	41-50	205
11:00	0	0	0	1	8	**74**	132	107	22	6	0	0	0	0	350	41-50	239
12 PM	0	0	0	4	4	35	122	124	42	10	**3**	0	0	0	344	41-50	246
13:00	0	0	**1**	2	**9**	**53**	**134**	112	36	**11**	1	0	0	0	**359**	41-50	246
14:00	0	0	0	**8**	8	39	113	**128**	**45**	11	2	0	0	0	354	41-50	241
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	2	23	67	404	1324	1384	587	104	15	3	0	0	3915		
Percent	0.0%	0.1%	0.1%	0.6%	1.7%	10.3%	33.8%	35.4%	15.0%	2.7%	0.4%	0.1%	0.0%	0.0%			
AM Peak		10:00	09:00	08:00	09:00	11:00	07:00	07:00	07:00	05:00	04:00	05:00			07:00		
Vol.		2	1	4	11	74	212	248	110	13	2	1			641		
PM Peak			13:00	14:00	13:00	13:00	13:00	14:00	14:00	13:00	12:00				13:00		
Vol.			1	8	9	53	134	128	45	11	3				359		
Total	7	31	80	239	948	4380	12291	13497	5885	1108	173	29	17	7	38692		
Percent	0.0%	0.1%	0.2%	0.6%	2.5%	11.3%	31.8%	34.9%	15.2%	2.9%	0.4%	0.1%	0.0%	0.0%			

15th Percentile :	40 MPH
50th Percentile :	45 MPH
85th Percentile :	51 MPH
95th Percentile :	54 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	25788
Percent in Pace :	66.6%
Number of Vehicles > 40 MPH :	33007
Percent of Vehicles > 40 MPH :	85.3%
Mean Speed(Average) :	46 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	1	8	29	139	182	62	11	1	**2**	0	0	435	41-50	321
15:00	1	**2**	3	**3**	9	**79**	192	169	54	15	**4**	0	0	**1**	532	41-50	361
16:00	**3**	2	**4**	2	**12**	79	**200**	249	84	14	2	0	0	1	**652**	41-50	449
17:00	1	0	0	1	7	57	167	**274**	**96**	**18**	4	0	0	1	626	41-50	441
18:00	0	0	0	3	7	26	64	151	70	18	2	0	**1**	0	342	46-55	221
19:00	0	1	0	2	6	17	78	95	30	13	1	0	0	0	243	41-50	173
20:00	0	0	1	1	0	13	59	76	25	11	0	0	0	0	186	41-50	135
21:00	0	0	0	0	0	11	48	42	18	4	3	0	0	0	126	41-50	90
22:00	0	0	0	0	1	6	24	22	11	3	2	0	0	0	69	41-50	46
23:00	0	0	0	0	1	2	9	9	8	3	2	0	0	0	34	41-50	18
Total	5	5	8	13	51	319	980	1269	458	110	21	2	1	3	3245		
Percent	0.2%	0.2%	0.2%	0.4%	1.6%	9.8%	30.2%	39.1%	14.1%	3.4%	0.6%	0.1%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	16:00 3	15:00 2	16:00 4	15:00 3	16:00 12	15:00 79	16:00 200	17:00 274	17:00 96	17:00 18	15:00 4	14:00 2	18:00 1	15:00 1	16:00 652		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	2	1	14	3	1	0	0	0	0	21	45-54	17
01:00	0	0	0	2	0	2	2	6	0	0	0	0	0	0	12	41-50	8
02:00	0	0	0	0	1	2	1	4	3	0	0	0	0	0	11	45-54	7
03:00	0	0	**1**	0	0	2	3	4	2	1	0	0	0	0	13	41-50	7
04:00	0	0	0	0	1	0	8	9	5	3	0	1	**1**	**1**	29	41-50	17
05:00	0	0	0	0	1	10	29	33	18	3	0	0	0	0	94	41-50	62
06:00	0	0	0	1	6	9	81	92	41	17	2	0	0	0	249	41-50	173
07:00	**3**	**1**	1	1	**11**	16	73	**131**	**49**	**21**	3	**2**	0	0	**312**	41-50	204
08:00	1	0	1	2	5	22	87	113	32	16	2	0	0	0	281	41-50	200
09:00	1	0	1	0	4	**30**	57	103	35	13	**4**	0	0	1	249	41-50	160
10:00	2	0	0	**3**	5	18	76	101	43	7	2	0	0	0	257	41-50	177
11:00	3	0	0	2	6	15	**94**	116	31	14	2	0	0	0	283	41-50	210
12 PM	1	**1**	0	0	4	21	78	120	39	13	0	0	0	1	278	41-50	198
13:00	**3**	0	0	4	2	18	67	125	49	7	2	0	**1**	0	278	41-50	192
14:00	1	0	0	1	7	20	92	142	54	14	2	0	0	0	333	41-50	234
15:00	2	0	**2**	**5**	15	**69**	183	178	61	15	2	1	0	**3**	536	41-50	361
16:00	1	0	0	2	**18**	39	181	222	**89**	17	**4**	0	0	3	576	41-50	403
17:00	3	1	0	3	6	40	**206**	**228**	71	**22**	3	**2**	0	1	**586**	41-50	434
18:00	1	0	0	1	3	24	83	135	67	20	2	0	0	0	336	41-50	218
19:00	0	0	0	0	7	31	84	76	23	3	1	0	0	0	225	41-50	160
20:00	0	0	1	4	10	30	61	45	13	3	1	0	0	0	168	41-50	106
21:00	0	0	0	1	6	17	44	33	12	7	0	1	0	0	121	41-50	77
22:00	0	0	1	0	1	3	15	25	15	3	2	0	0	0	65	41-50	40
23:00	0	0	0	0	1	3	10	5	9	2	1	0	0	0	31	41-50	15
Total	22	3	8	32	120	443	1616	2060	764	222	35	7	2	10	5344		
Percent	0.4%	0.1%	0.1%	0.6%	2.2%	8.3%	30.2%	38.5%	14.3%	4.2%	0.7%	0.1%	0.0%	0.2%			
AM Peak	07:00	07:00	03:00	10:00	07:00	09:00	11:00	07:00	07:00	07:00	09:00	07:00	04:00	04:00	07:00		
Vol.	3	1	1	3	11	30	94	131	49	21	4	2	1	1	312		
PM Peak	13:00	12:00	15:00	15:00	16:00	15:00	17:00	17:00	16:00	17:00	16:00	17:00	13:00	15:00	17:00		
Vol.	3	1	2	5	18	69	206	228	89	22	4	2	1	3	586		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	0	6	10	6	1	0	0	0	0	0	23	36-45	16
01:00	0	0	0	0	0	0	5	4	1	0	0	0	0	0	10	41-50	9
02:00	0	0	0	0	1	1	4	3	1	1	0	0	0	0	11	40-49	7
03:00	0	0	1	1	2	3	5	1	0	1	0	0	0	0	14	36-45	8
04:00	0	0	0	0	0	5	4	11	3	0	3	**1**	0	0	27	41-50	15
05:00	0	0	0	0	1	8	31	43	12	7	0	1	0	0	103	41-50	74
06:00	0	**1**	0	2	6	23	91	92	40	13	**4**	1	0	**1**	274	41-50	183
07:00	**6**	0	1	2	10	18	70	127	**65**	16	2	0	0	0	317	41-50	197
08:00	1	0	1	2	5	28	76	**129**	51	**20**	2	0	0	0	315	41-50	205
09:00	0	0	1	2	**11**	23	73	96	30	12	2	0	0	0	250	41-50	169
10:00	0	0	1	0	3	18	**95**	97	36	14	4	0	0	1	269	41-50	192
11:00	1	0	**3**	**8**	6	**33**	91	115	55	8	2	1	0	0	**323**	41-50	206
12 PM	0	**1**	0	0	3	17	87	129	52	13	3	0	0	1	306	41-50	216
13:00	1	1	1	1	2	16	77	131	66	16	4	0	**1**	1	318	41-50	208
14:00	2	0	2	4	9	56	104	153	57	15	4	0	0	2	408	41-50	257
15:00	3	1	**3**	**5**	7	**68**	156	187	77	19	1	**1**	0	**6**	534	41-50	343
16:00	3	0	1	2	10	53	**189**	**259**	79	18	1	0	0	1	**616**	41-50	448
17:00	**7**	1	0	2	**12**	53	124	246	**119**	**31**	3	0	0	0	598	41-50	370
18:00	0	0	0	2	6	9	101	179	73	21	**5**	0	0	0	396	41-50	280
19:00	1	0	1	1	5	13	56	108	56	20	2	0	0	0	263	46-55	164
20:00	1	0	1	2	10	22	76	71	33	8	3	0	0	1	228	41-50	147
21:00	0	0	1	0	2	13	38	35	19	6	2	0	0	0	116	41-50	73
22:00	0	0	0	1	1	7	20	27	15	6	1	0	0	0	78	41-50	47
23:00	0	0	0	0	1	2	7	13	9	1	1	0	0	1	35	45-54	22
Total	26	5	18	37	113	495	1590	2262	950	266	49	5	1	15	5832		
Percent	0.4%	0.1%	0.3%	0.6%	1.9%	8.5%	27.3%	38.8%	16.3%	4.6%	0.8%	0.1%	0.0%	0.3%			
AM Peak	07:00	06:00	11:00	11:00	09:00	11:00	10:00	08:00	07:00	08:00	06:00	04:00		06:00	11:00		
Vol.	6	1	3	8	11	33	95	129	65	20	4	1		1	323		
PM Peak	17:00	12:00	15:00	15:00	17:00	15:00	16:00	16:00	17:00	17:00	18:00	15:00	13:00	15:00	16:00		
Vol.	7	1	3	5	12	68	189	259	119	31	5	1	1	6	616		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	1	4	7	5	3	2	0	0	0	22	44-53	12
01:00	0	0	0	0	0	0	4	5	2	2	1	0	0	1	15	41-50	9
02:00	0	0	0	0	0	0	2	0	4	1	0	0	0	0	7	49-58	5
03:00	0	0	0	0	1	3	4	5	3	0	0	0	0	1	17	40-49	9
04:00	0	0	0	0	0	1	6	7	10	6	1	0	0	0	31	46-55	17
05:00	0	0	0	0	1	12	15	41	24	9	**7**	1	0	1	111	46-55	65
06:00	**4**	0	0	1	10	21	54	93	**52**	**19**	7	0	0	**2**	263	41-50	147
07:00	1	0	**1**	0	**14**	14	89	**157**	51	16	4	1	0	0	**348**	41-50	246
08:00	0	0	1	2	8	14	69	102	39	18	5	0	0	1	259	41-50	171
09:00	1	0	0	1	2	14	71	106	47	19	2	0	0	1	264	41-50	177
10:00	0	0	0	0	6	15	**123**	126	34	12	0	**2**	0	1	319	41-50	249
11:00	0	**1**	1	**4**	0	**27**	104	121	41	9	2	0	0	0	310	41-50	225
12 PM	1	0	0	4	**20**	25	131	126	40	13	2	0	0	0	362	41-50	257
13:00	0	**2**	2	**5**	8	28	96	119	49	8	**4**	0	0	1	322	41-50	215
14:00	0	0	0	0	15	26	130	171	60	16	1	0	0	0	419	41-50	301
15:00	2	0	**3**	1	18	**55**	168	194	82	11	2	0	**1**	0	537	41-50	362
16:00	2	1	0	1	7	51	173	230	**96**	**19**	0	0	0	1	**581**	41-50	403
17:00	**3**	0	0	1	4	29	**182**	**267**	74	14	1	0	0	**3**	578	41-50	449
18:00	1	0	0	2	4	32	128	154	53	11	1	0	0	0	386	41-50	282
19:00	1	0	0	0	3	10	75	96	35	9	2	0	0	0	231	41-50	171
20:00	0	0	0	2	2	24	71	49	22	2	0	**1**	0	1	174	41-50	120
21:00	0	0	0	1	3	18	51	52	14	3	0	0	0	0	142	41-50	103
22:00	0	0	0	0	2	7	35	53	24	4	1	1	0	0	127	41-50	88
23:00	0	0	0	1	1	10	24	23	11	7	1	0	0	0	78	41-50	47
Total	16	4	8	26	129	437	1809	2304	872	231	46	6	1	14	5903		
Percent	0.3%	0.1%	0.1%	0.4%	2.2%	7.4%	30.6%	39.0%	14.8%	3.9%	0.8%	0.1%	0.0%	0.2%			
AM Peak	06:00	11:00	07:00	11:00	07:00	11:00	10:00	07:00	06:00	06:00	05:00	10:00		06:00	07:00		
Vol.	4	1	1	4	14	27	123	157	52	19	7	2		2	348		
PM Peak	17:00	13:00	15:00	13:00	12:00	15:00	17:00	17:00	16:00	16:00	13:00	20:00	15:00	17:00	16:00		
Vol.	3	2	3	5	20	55	182	267	96	19	4	1	1	3	581		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	1	13	15	1	0	1	0	0	1	32	41-50	28
01:00	0	0	0	0	0	3	11	8	4	3	1	0	0	0	30	41-50	19
02:00	0	0	0	0	1	0	3	3	4	3	0	0	0	0	14	44-53	7
03:00	0	0	0	0	0	2	1	2	1	1	0	0	0	0	7	46-55	3
04:00	0	0	0	0	0	1	2	8	3	1	1	0	0	0	16	46-55	11
05:00	0	0	0	0	0	1	7	15	13	9	3	0	0	0	48	46-55	28
06:00	0	0	**1**	1	1	0	10	40	29	10	3	0	0	1	96	46-55	69
07:00	1	0	0	1	**11**	5	63	80	59	10	0	0	0	**3**	233	41-50	143
08:00	**2**	**1**	0	6	8	4	84	125	43	**19**	**4**	0	**1**	0	297	41-50	209
09:00	1	0	0	**7**	4	20	83	148	**70**	18	4	0	0	2	357	41-50	231
10:00	0	1	1	0	6	**34**	110	144	54	14	0	0	1	0	365	41-50	254
11:00	2	0	0	5	6	23	**124**	**181**	55	13	3	**1**	0	1	**414**	41-50	305
12 PM	**2**	0	0	**5**	**17**	**37**	**121**	**178**	52	18	4	0	0	0	**434**	41-50	299
13:00	0	**1**	0	2	11	35	105	165	59	18	3	0	0	0	399	41-50	270
14:00	1	1	**1**	1	8	21	105	163	73	16	**5**	0	0	**1**	396	41-50	268
15:00	2	0	0	2	4	19	109	164	67	20	3	0	0	0	390	41-50	273
16:00	0	1	0	3	3	25	115	155	48	12	2	0	0	1	365	41-50	270
17:00	0	0	0	1	3	17	72	110	**77**	**33**	4	0	0	0	317	46-55	187
18:00	1	0	0	2	3	26	70	128	46	12	3	**1**	**1**	0	293	41-50	198
19:00	2	0	0	0	1	16	73	102	39	10	5	0	0	0	248	41-50	175
20:00	0	0	0	0	0	11	58	57	22	6	3	0	0	0	157	41-50	115
21:00	0	0	0	1	1	11	57	60	16	4	1	0	0	0	151	41-50	117
22:00	0	0	0	0	3	7	39	40	20	6	2	0	0	0	117	41-50	79
23:00	0	0	0	1	1	3	17	31	11	4	0	0	0	0	68	41-50	48
Total	14	5	3	38	92	322	1452	2122	866	260	55	2	3	10	5244		
Percent	0.3%	0.1%	0.1%	0.7%	1.8%	6.1%	27.7%	40.5%	16.5%	5.0%	1.0%	0.0%	0.1%	0.2%			
AM Peak	08:00	08:00	06:00	09:00	07:00	10:00	11:00	11:00	09:00	08:00	08:00	11:00	08:00	07:00	11:00		
Vol.	2	1	1	7	11	34	124	181	70	19	4	1	1	3	414		
PM Peak	12:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00	17:00	17:00	14:00	18:00	18:00	14:00	12:00		
Vol.	2	1	1	5	17	37	121	178	77	33	5	1	1	1	434		

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	2	12	18	10	3	0	0	0	0	45	41-50	30
01:00	0	0	0	0	0	0	8	13	8	2	0	0	0	0	31	41-50	21
02:00	0	0	0	1	0	1	1	5	2	0	0	0	0	0	10	46-55	7
03:00	0	0	0	0	0	0	3	1	3	1	0	0	0	0	8	51-60	4
04:00	0	0	0	0	0	1	1	3	2	2	1	0	0	0	10	46-55	5
05:00	0	0	0	0	0	1	4	11	4	4	2	0	0	0	26	46-55	15
06:00	0	0	0	1	1	3	14	22	11	4	4	0	0	0	60	41-50	36
07:00	0	0	0	2	2	1	23	47	23	7	**5**	**1**	0	**2**	113	44-53	70
08:00	0	0	0	**5**	3	1	49	70	42	**17**	1	0	0	1	189	41-50	119
09:00	0	0	0	3	3	20	53	78	**60**	13	3	0	0	1	234	46-55	138
10:00	0	0	0	3	**9**	**39**	**104**	135	36	15	2	0	**1**	1	**345**	41-50	239
11:00	0	0	0	1	4	15	88	**146**	54	12	4	0	0	1	325	41-50	234
12 PM	**2**	0	0	1	1	**19**	**94**	152	69	17	1	0	0	**2**	**358**	41-50	246
13:00	0	0	0	**4**	**8**	17	84	128	64	21	3	0	0	2	331	41-50	212
14:00	1	0	0	3	1	13	88	137	75	27	2	0	**1**	0	348	41-50	225
15:00	0	**1**	0	3	2	8	70	149	79	**29**	4	**1**	0	0	346	46-55	228
16:00	0	0	0	0	1	5	67	**175**	**87**	17	2	0	0	0	354	46-55	262
17:00	0	0	0	1	2	12	60	105	68	19	1	0	0	1	269	46-55	173
18:00	0	0	**1**	2	3	12	56	105	33	13	3	1	0	2	231	41-50	161
19:00	0	0	0	1	1	4	39	65	37	11	**6**	0	0	0	164	41-50	104
20:00	0	0	0	0	0	10	30	57	20	7	0	0	0	0	124	41-50	87
21:00	0	0	0	1	0	5	20	24	13	6	0	1	1	1	72	41-50	44
22:00	0	0	0	0	1	4	6	18	10	8	0	0	0	0	47	46-55	28
23:00	0	0	0	0	1	3	7	12	5	1	2	0	0	0	31	41-50	19
Total	3	1	1	32	43	196	981	1676	815	256	46	4	3	14	4071		
Percent	0.1%	0.0%	0.0%	0.8%	1.1%	4.8%	24.1%	41.2%	20.0%	6.3%	1.1%	0.1%	0.1%	0.3%			
AM Peak				08:00	10:00	10:00	10:00	11:00	09:00	08:00	07:00	07:00	10:00	07:00	10:00		
Vol.				5	9	39	104	146	60	17	5	1	1	2	345		
PM Peak	12:00	15:00	18:00	13:00	13:00	12:00	12:00	16:00	16:00	15:00	19:00	15:00	14:00	12:00	12:00		
Vol.	2	1	1	4	8	19	94	175	87	29	6	1	1	2	358		

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Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	2	4	5	3	0	0	0	0	1	15	41-50	9
01:00	0	0	0	0	0	4	4	1	3	0	0	0	0	0	12	36-45	8
02:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5	39-48	3
03:00	0	0	0	0	2	3	4	3	1	0	0	0	0	0	13	35-44	7
04:00	0	0	0	0	0	2	4	7	3	0	3	0	0	0	19	41-50	11
05:00	0	0	0	0	2	11	18	39	25	7	1	0	0	0	103	46-55	64
06:00	1	0	0	0	5	20	76	106	47	10	3	0	0	**2**	270	41-50	182
07:00	**3**	0	0	**9**	**12**	24	72	**124**	**73**	18	2	0	0	0	**337**	46-55	197
08:00	1	0	0	2	6	22	80	108	41	9	2	0	0	0	271	41-50	188
09:00	0	0	0	5	9	18	64	99	38	**23**	**6**	**2**	0	0	264	41-50	163
10:00	2	0	0	0	7	**27**	**86**	79	34	15	5	0	0	0	255	41-50	165
11:00	1	0	**1**	2	10	7	65	107	45	16	2	0	0	1	257	41-50	172
12 PM	0	**2**	**1**	**10**	**9**	**22**	**93**	**112**	**44**	13	0	0	0	0	**306**	41-50	205
13:00	0	1	0	2	9	16	77	99	42	**24**	**2**	0	0	**2**	274	41-50	176
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	8	3	2	30	71	178	649	890	401	135	26	2	0	6	2401		
Percent	0.3%	0.1%	0.1%	1.2%	3.0%	7.4%	27.0%	37.1%	16.7%	5.6%	1.1%	0.1%	0.0%	0.2%			
AM Peak	07:00		11:00	07:00	07:00	10:00	10:00	07:00	07:00	09:00	09:00	09:00		06:00	07:00		
Vol.	3		1	9	12	27	86	124	73	23	6	2		2	337		
PM Peak		12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	13:00			13:00	12:00		
Vol.		2	1	10	9	22	93	112	44	24	2			2	306		
Total	94	26	48	208	619	2390	9077	12583	5126	1480	278	28	11	72	32040		
Percent	0.3%	0.1%	0.1%	0.6%	1.9%	7.5%	28.3%	39.3%	16.0%	4.6%	0.9%	0.1%	0.0%	0.2%			

15th Percentile :	40 MPH
50th Percentile :	46 MPH
85th Percentile :	52 MPH
95th Percentile :	55 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	21664
Percent in Pace :	67.6%
Number of Vehicles > 45 MPH :	19578
Percent of Vehicles > 45 MPH :	61.1%
Mean Speed(Average) :	47 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/24/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	2	1	0	1	1	21	51	128	75	**47**	5	0	0	0	332	46-55	203
15:00	3	0	0	0	3	**24**	**125**	148	60	22	4	**1**	0	0	390	41-50	273
16:00	**4**	**2**	0	1	1	24	94	**190**	82	24	3	0	**1**	0	**426**	41-50	284
17:00	0	0	0	**4**	2	14	53	167	**85**	36	5	1	0	**1**	368	46-55	252
18:00	0	1	0	1	3	2	45	110	76	36	**9**	0	0	0	283	46-55	186
19:00	1	0	0	1	**4**	6	28	88	58	18	4	0	0	1	209	46-55	146
20:00	1	0	0	0	4	1	22	63	27	10	1	0	0	0	129	46-55	90
21:00	0	0	0	0	0	2	20	22	24	5	2	0	0	0	75	46-55	46
22:00	0	0	0	0	1	0	9	14	10	2	4	1	0	0	41	44-53	24
23:00	0	0	0	0	0	0	6	6	6	4	3	0	0	0	25	46-55	12
Total	11	4	0	8	19	94	453	936	503	204	40	3	1	2	2278		
Percent	0.5%	0.2%	0.0%	0.4%	0.8%	4.1%	19.9%	41.1%	22.1%	9.0%	1.8%	0.1%	0.0%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	16:00 4	16:00 2		17:00 4	19:00 4	15:00 24	15:00 125	16:00 190	17:00 85	14:00 47	18:00 9	15:00 1	16:00 1	17:00 1	16:00 426		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/25/18	0	0	0	0	0	0	6	4	4	2	2	0	0	1	19	41-50	10
01:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	34-43	2
02:00	0	0	0	0	0	1	1	5	1	1	0	0	0	0	9	44-53	6
03:00	0	0	1	0	0	0	3	5	1	1	1	0	0	0	12	41-50	8
04:00	0	0	0	0	0	1	10	20	21	10	4	0	0	0	66	46-55	41
05:00	0	0	0	0	0	10	35	91	43	23	7	0	0	0	209	46-55	134
06:00	**1**	**1**	**8**	**6**	7	20	85	217	115	35	3	0	0	0	498	46-55	332
07:00	1	1	2	3	**9**	**48**	**118**	**224**	**117**	**36**	8	0	0	0	**567**	41-50	342
08:00	1	1	0	1	7	23	89	187	101	34	**13**	**2**	0	**2**	461	46-55	288
09:00	0	0	0	0	0	5	52	124	65	32	5	1	0	1	285	46-55	189
10:00	1	0	0	2	1	7	39	114	77	19	8	1	0	0	269	46-55	191
11:00	0	0	0	0	0	7	66	124	59	21	3	0	0	0	280	41-50	190
12 PM	0	0	0	4	2	7	57	126	69	27	**5**	0	0	0	297	46-55	195
13:00	0	0	**1**	1	2	15	64	123	61	17	3	**1**	**1**	0	289	41-50	187
14:00	4	0	1	**6**	2	11	37	98	80	16	1	1	1	0	258	46-55	178
15:00	3	0	0	3	5	**21**	61	140	**104**	29	3	0	1	**1**	371	46-55	244
16:00	5	**1**	0	2	6	16	**81**	**143**	95	**39**	4	0	0	0	**392**	46-55	238
17:00	**6**	0	0	3	4	12	76	140	79	37	3	0	0	0	360	46-55	219
18:00	1	0	0	0	4	4	40	89	66	35	5	1	0	0	245	46-55	155
19:00	0	0	0	0	**9**	11	41	63	29	9	4	1	1	0	168	41-50	104
20:00	0	1	0	2	2	9	34	44	19	8	5	1	0	0	125	41-50	78
21:00	0	0	0	0	0	3	17	23	20	6	2	0	0	0	71	46-55	43
22:00	0	0	0	0	0	2	9	15	5	7	2	0	0	1	41	41-50	24
23:00	0	0	0	0	0	2	3	12	4	1	3	0	1	0	26	44-53	16
Total	23	5	13	33	60	236	1025	2131	1236	445	94	9	5	6	5321		
Percent	0.4%	0.1%	0.2%	0.6%	1.1%	4.4%	19.3%	40.0%	23.2%	8.4%	1.8%	0.2%	0.1%	0.1%			
AM Peak	06:00	06:00	06:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00		08:00	07:00		
Vol.	1	1	8	6	9	48	118	224	117	36	13	2		2	567		
PM Peak	17:00	16:00	13:00	14:00	19:00	15:00	16:00	16:00	15:00	16:00	12:00	13:00	13:00	15:00	16:00		
Vol.	6	1	1	6	9	21	81	143	104	39	5	1	1	1	392		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/26/18	0	0	0	0	1	1	4	5	5	2	0	0	0	0	18	46-55	10
01:00	0	0	0	0	0	0	1	3	4	1	0	0	0	0	9	46-55	7
02:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	36-45	5
03:00	0	0	**1**	0	0	2	5	2	2	2	2	0	0	0	16	41-50	7
04:00	0	0	0	0	0	3	12	18	10	11	1	1	0	0	56	41-50	30
05:00	0	0	0	0	0	2	36	76	69	26	5	0	0	0	214	46-55	145
06:00	2	0	0	1	1	7	114	196	**129**	**47**	6	**2**	0	2	507	46-55	325
07:00	**3**	**1**	1	1	4	**33**	**154**	**212**	99	37	**11**	0	0	1	**557**	41-50	366
08:00	0	0	0	0	5	13	72	188	96	37	8	0	0	0	419	46-55	284
09:00	1	0	0	0	**6**	14	66	135	66	21	2	0	0	0	311	46-55	201
10:00	1	0	0	**2**	4	30	63	119	64	29	2	1	0	**3**	318	46-55	183
11:00	0	1	1	0	1	18	48	109	62	34	5	1	0	2	282	46-55	171
12 PM	2	1	0	1	0	12	60	155	79	20	0	0	0	0	330	46-55	234
13:00	1	0	0	0	1	5	68	104	63	28	4	0	0	1	275	41-50	172
14:00	1	**3**	**2**	1	6	19	49	118	86	32	4	**1**	0	2	324	46-55	204
15:00	3	0	0	**4**	8	21	**102**	**188**	80	18	3	0	0	**4**	**431**	41-50	290
16:00	**4**	0	2	4	**11**	**25**	59	152	93	44	**10**	1	0	2	407	46-55	245
17:00	1	0	0	0	0	9	48	158	**104**	**45**	5	0	**1**	2	373	46-55	262
18:00	1	0	0	2	3	7	39	112	70	40	4	0	0	0	278	46-55	182
19:00	0	0	0	0	2	1	27	96	69	22	4	0	1	0	222	46-55	165
20:00	0	1	0	1	1	7	35	64	29	14	4	0	0	1	157	41-50	99
21:00	0	0	0	0	0	4	18	44	14	16	2	0	0	0	98	41-50	62
22:00	0	0	0	0	2	1	13	24	6	9	3	1	0	0	59	41-50	37
23:00	0	0	0	0	0	1	8	11	12	6	2	0	0	0	40	46-55	23
Total	20	7	7	17	56	235	1106	2289	1311	541	87	8	2	20	5706		
Percent	0.4%	0.1%	0.1%	0.3%	1.0%	4.1%	19.4%	40.1%	23.0%	9.5%	1.5%	0.1%	0.0%	0.4%			
AM Peak	07:00	07:00	03:00	10:00	09:00	07:00	07:00	07:00	06:00	06:00	07:00	06:00		10:00	07:00		
Vol.	3	1	1	2	6	33	154	212	129	47	11	2		3	557		
PM Peak	16:00	14:00	14:00	15:00	16:00	16:00	15:00	15:00	17:00	17:00	16:00	14:00	17:00	15:00	15:00		
Vol.	4	3	2	4	11	25	102	188	104	45	10	1	1	4	431		

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Kensington, Connecticut 06037

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Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/27/18	0	0	0	0	0	1	5	5	8	3	1	0	0	0	23	46-55	13
01:00	0	0	0	0	0	0	3	2	1	0	1	0	0	0	7	41-50	5
02:00	0	0	0	0	0	1	1	3	3	1	0	0	0	0	9	46-55	6
03:00	0	0	1	0	0	0	5	6	5	3	2	0	0	**2**	24	41-50	11
04:00	0	0	0	0	2	0	6	13	14	12	**8**	**1**	0	0	56	46-55	27
05:00	0	0	0	0	0	3	21	82	74	25	7	1	0	0	213	46-55	156
06:00	1	**1**	0	3	1	12	76	213	**145**	**51**	4	0	0	0	507	46-55	358
07:00	**4**	1	**2**	2	5	**27**	**103**	**224**	120	44	5	1	0	1	**539**	46-55	344
08:00	1	0	0	1	1	10	77	169	116	38	4	0	0	1	418	46-55	285
09:00	0	0	0	0	3	8	66	152	77	27	5	0	**1**	1	340	46-55	229
10:00	2	0	0	2	1	9	70	160	70	22	3	1	0	2	342	46-55	230
11:00	0	0	0	**4**	**7**	22	65	159	45	19	2	0	0	0	323	41-50	224
12 PM	1	**1**	0	0	4	17	110	129	50	16	3	0	0	0	331	41-50	239
13:00	1	0	0	0	2	8	66	153	74	20	3	0	0	0	327	46-55	227
14:00	3	1	**3**	**1**	2	6	84	152	75	18	1	0	0	0	346	41-50	236
15:00	4	0	1	1	3	**28**	**134**	168	59	17	3	0	0	1	**419**	41-50	302
16:00	**5**	0	0	1	3	19	83	161	**100**	31	**9**	0	0	0	412	46-55	261
17:00	2	0	0	0	**5**	16	67	**190**	90	**36**	1	0	0	**2**	409	46-55	280
18:00	2	0	0	0	4	7	51	140	90	28	6	0	0	0	328	46-55	230
19:00	1	1	0	1	2	1	41	108	54	10	2	0	0	0	221	46-55	162
20:00	0	0	0	0	3	13	33	65	30	5	2	**1**	0	1	153	41-50	98
21:00	0	0	0	0	1	11	43	31	19	6	1	0	0	0	112	41-50	74
22:00	0	0	0	0	3	6	21	35	16	6	3	0	0	0	90	41-50	56
23:00	0	0	0	0	0	5	15	19	6	6	1	0	0	0	52	41-50	34
Total	27	5	7	16	52	230	1246	2539	1341	444	77	5	1	11	6001		
Percent	0.4%	0.1%	0.1%	0.3%	0.9%	3.8%	20.8%	42.3%	22.3%	7.4%	1.3%	0.1%	0.0%	0.2%			
AM Peak	07:00	06:00	07:00	11:00	11:00	07:00	07:00	07:00	06:00	06:00	04:00	04:00	09:00	03:00	07:00		
Vol.	4	1	2	4	7	27	103	224	145	51	8	1	1	2	539		
PM Peak	16:00	12:00	14:00	14:00	17:00	15:00	15:00	17:00	16:00	17:00	16:00	20:00		17:00	15:00		
Vol.	5	1	3	1	5	28	134	190	100	36	9	1		2	419		

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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/28/18	0	0	0	0	0	3	11	9	6	6	0	0	0	0	35	41-50	20
01:00	0	0	0	0	0	0	0	8	3	1	3	**1**	0	0	16	46-55	11
02:00	0	0	0	0	0	0	4	3	1	2	0	0	0	0	10	41-50	7
03:00	0	0	**1**	0	1	0	3	6	4	2	4	0	0	0	21	46-55	10
04:00	0	0	0	0	0	1	3	5	6	5	2	0	0	0	22	51-60	11
05:00	0	0	0	0	0	3	12	20	27	10	5	0	0	0	77	46-55	47
06:00	0	0	0	0	0	0	12	47	53	32	**9**	0	0	0	153	46-55	100
07:00	0	0	0	0	0	0	22	92	74	**44**	8	1	**1**	0	242	46-55	166
08:00	0	0	0	0	2	1	29	128	107	44	5	0	0	0	316	46-55	235
09:00	0	0	0	0	**7**	**19**	77	164	**120**	42	6	1	0	1	**437**	46-55	284
10:00	0	0	0	**4**	5	4	64	180	106	34	9	0	0	**3**	409	46-55	286
11:00	0	0	0	0	2	14	**80**	**206**	94	27	1	0	0	2	426	46-55	300
12 PM	1	**2**	1	1	1	9	**109**	**161**	83	29	3	0	0	0	**400**	41-50	270
13:00	0	1	1	2	5	10	81	154	107	24	5	0	**1**	0	391	46-55	261
14:00	**3**	0	1	**4**	2	15	63	157	82	38	5	0	0	**1**	371	46-55	239
15:00	0	0	**3**	3	3	8	66	152	**109**	32	4	0	0	1	381	46-55	261
16:00	3	0	0	0	1	5	66	154	98	36	**10**	**1**	1	0	375	46-55	252
17:00	0	0	0	0	4	**16**	79	127	86	**40**	3	0	0	0	355	46-55	213
18:00	1	0	0	0	0	2	37	109	77	36	7	1	0	0	270	46-55	186
19:00	0	0	0	0	2	11	26	62	52	22	8	1	0	1	185	46-55	114
20:00	0	0	0	0	0	1	26	59	40	16	4	0	0	0	146	46-55	99
21:00	0	0	2	2	**6**	10	29	49	22	5	3	0	0	0	128	41-50	78
22:00	0	0	0	0	0	1	18	32	35	13	1	0	0	0	100	46-55	67
23:00	0	0	0	1	0	5	11	16	15	9	3	1	0	0	61	46-55	31
Total	8	3	9	17	41	138	928	2100	1407	549	108	7	3	9	5327		
Percent	0.2%	0.1%	0.2%	0.3%	0.8%	2.6%	17.4%	39.4%	26.4%	10.3%	2.0%	0.1%	0.1%	0.2%			
AM Peak			03:00	10:00	09:00	09:00	11:00	11:00	09:00	07:00	06:00	01:00	07:00	10:00	09:00		
Vol.			1	4	7	19	80	206	120	44	9	1	1	3	437		
PM Peak	14:00	12:00	15:00	14:00	21:00	17:00	12:00	12:00	15:00	17:00	16:00	16:00	13:00	14:00	12:00		
Vol.	3	2	3	4	6	16	109	161	109	40	10	1	1	1	400		

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Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/29/18	0	0	0	0	0	1	6	10	7	1	1	0	0	**2**	28	44-53	17
01:00	0	0	0	0	0	0	2	4	5	3	0	0	0	0	14	46-55	9
02:00	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	51-60	4
03:00	0	0	**1**	0	0	0	2	1	0	0	0	0	0	0	4	39-48	3
04:00	0	0	0	0	0	1	0	3	1	7	2	**1**	0	0	15	56-65	9
05:00	0	0	0	0	0	1	5	7	8	6	0	0	**1**	0	28	46-55	15
06:00	0	0	0	0	0	1	15	21	19	11	**5**	1	0	0	73	46-55	40
07:00	0	0	0	**1**	1	0	20	40	44	13	4	0	0	0	123	46-55	84
08:00	0	**2**	0	0	4	1	31	97	51	19	3	0	0	0	208	46-55	148
09:00	0	0	0	0	2	12	52	128	84	19	2	0	0	1	300	46-55	212
10:00	0	0	0	0	**8**	**21**	**72**	153	**88**	15	3	0	0	0	360	46-55	241
11:00	**1**	0	0	0	7	8	60	**185**	74	**33**	2	0	0	0	**370**	46-55	259
12 PM	**2**	0	**1**	2	3	13	**99**	**168**	90	31	4	1	0	1	**415**	41-50	267
13:00	2	**1**	1	**4**	**6**	16	72	131	68	24	5	1	0	1	332	41-50	203
14:00	0	0	0	0	1	**19**	66	124	83	33	2	0	0	**2**	330	46-55	207
15:00	1	0	0	0	2	14	39	121	74	**41**	4	0	0	1	297	46-55	195
16:00	0	0	0	0	1	3	44	115	**96**	35	3	1	0	1	299	46-55	211
17:00	0	0	0	0	0	9	30	121	73	22	5	1	0	1	262	46-55	194
18:00	0	0	0	0	4	5	28	80	54	37	**6**	1	0	0	215	46-55	134
19:00	0	0	0	0	0	2	31	50	46	12	0	**2**	0	0	143	46-55	96
20:00	0	0	0	0	1	3	25	40	19	11	1	0	0	1	101	41-50	65
21:00	0	0	0	0	0	6	13	11	15	5	2	1	0	0	53	45-54	26
22:00	0	0	0	0	0	0	2	9	7	9	1	0	0	0	28	51-60	16
23:00	0	0	0	0	0	5	5	8	0	3	2	1	**2**	0	26	41-50	13
Total	6	3	3	7	40	141	719	1627	1007	393	57	11	3	11	4028		
Percent	0.1%	0.1%	0.1%	0.2%	1.0%	3.5%	17.9%	40.4%	25.0%	9.8%	1.4%	0.3%	0.1%	0.3%			
AM Peak	11:00	08:00	03:00	07:00	10:00	10:00	10:00	11:00	10:00	11:00	06:00	04:00	05:00	00:00	11:00		
Vol.	1	2	1	1	8	21	72	185	88	33	5	1	1	2	370		
PM Peak	12:00	13:00	12:00	13:00	13:00	14:00	12:00	12:00	16:00	15:00	18:00	19:00	23:00	14:00	12:00		
Vol.	2	1	1	4	6	19	99	168	96	41	6	2	2	2	415		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 66 at E. Hampton/Marlborough TL
E. Hampton, Connecticut

Site Code:
Station ID: 4639

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
04/30/18	0	0	0	0	0	0	2	4	5	0	0	0	0	0	11	46-55	9
01:00	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7	40-49	7
02:00	0	0	0	0	0	0	1	2	3	1	0	0	0	0	7	46-55	5
03:00	0	0	**1**	0	0	3	2	5	3	3	1	0	0	0	18	44-53	8
04:00	0	0	0	0	0	0	9	15	17	9	3	0	0	0	53	46-55	32
05:00	0	0	0	0	0	8	37	86	49	22	3	0	0	0	205	46-55	135
06:00	0	0	0	1	3	20	**105**	232	112	28	3	0	0	0	504	46-55	344
07:00	**2**	0	0	**5**	**14**	**21**	78	**264**	**137**	**44**	3	0	**1**	**2**	**571**	46-55	401
08:00	1	0	0	1	4	14	74	211	104	21	**6**	0	0	0	436	46-55	315
09:00	0	0	0	0	1	6	77	139	65	35	3	0	0	0	326	41-50	216
10:00	0	0	1	3	1	7	48	120	74	20	6	0	0	0	280	46-55	194
11:00	1	0	1	1	4	2	54	134	51	16	3	0	0	0	267	41-50	188
12 PM	0	0	0	0	**2**	**2**	61	**119**	**82**	**26**	3	0	0	**1**	**296**	46-55	201
13:00	0	0	0	0	0	1	**62**	119	80	24	**4**	**1**	0	1	292	46-55	199
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	0	3	11	29	84	615	1452	782	249	38	1	1	4	3273		
Percent	0.1%	0.0%	0.1%	0.3%	0.9%	2.6%	18.8%	44.4%	23.9%	7.6%	1.2%	0.0%	0.0%	0.1%			
AM Peak	07:00		03:00	07:00	07:00	07:00	06:00	07:00	07:00	07:00	08:00		07:00	07:00	07:00		
Vol.	2		1	5	14	21	105	264	137	44	6		1	2	571		
PM Peak					12:00	12:00	13:00	12:00	12:00	12:00	13:00	13:00		12:00	12:00		
Vol.					2	2	62	119	82	26	4	1		1	296		
Total	99	27	42	109	297	1158	6092	13074	7587	2825	501	44	16	63	31934		
Percent	0.3%	0.1%	0.1%	0.3%	0.9%	3.6%	19.1%	40.9%	23.8%	8.8%	1.6%	0.1%	0.1%	0.2%			

15th Percentile :	42 MPH
50th Percentile :	48 MPH
85th Percentile :	54 MPH
95th Percentile :	58 MPH

Stats	
10 MPH Pace Speed :	46-55 MPH
Number in Pace :	20665
Percent in Pace :	64.7%
Number of Vehicles > 45 MPH :	24110
Percent of Vehicles > 45 MPH :	75.5%
Mean Speed(Average) :	49 MPH

APPENDIX I

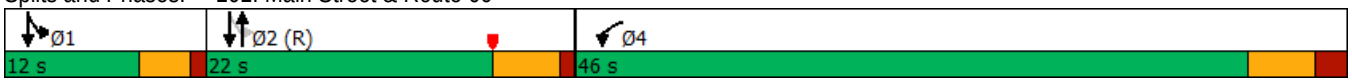
Capacity Analyses
2020 Corridor Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1311	34	283	518	40	573
Future Volume (vph)	1311	34	283	518	40	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.996			0.850		
Flt Protected	0.954					0.997
Satd. Flow (prot)	3368	0	3355	1501	0	3345
Flt Permitted	0.954					0.925
Satd. Flow (perm)	3368	0	3355	1501	0	3104
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	5			545		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1380	36	298	545	42	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1416	0	298	545	0	645
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	46.0		22.0		12.0	
Total Split (%)	57.5%		27.5%		15.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	38.4		17.0	80.0		27.6
Actuated g/C Ratio	0.48		0.21	1.00		0.34
v/c Ratio	0.87		0.42	0.36		0.59
Control Delay	19.1		29.3	0.7		22.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	19.1		29.3	0.7		22.4
LOS	B		C	A		C
Approach Delay	19.1		10.8			22.4
Approach LOS	B		B			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	394		67	0		128
Queue Length 95th (ft)	357		105	0		178
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1686		712	1501		1099
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.84		0.42	0.36		0.59

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Main Street & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	111	440	1124	166	72	106
Future Volume (vph)	111	440	1124	166	72	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.981		0.920	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1678	3355	3292	0	1867	0
Flt Permitted	0.138				0.980	
Satd. Flow (perm)	244	3355	3292	0	1867	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			25		97	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	118	468	1196	177	77	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	468	1373	0	190	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	40.0	40.0		30.5	
Total Split (%)	11.9%	50.0%	50.0%		38.1%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	58.8	49.9	49.9		10.2	
Actuated g/C Ratio	0.74	0.62	0.62		0.13	
v/c Ratio	0.38	0.22	0.67		0.59	
Control Delay	6.4	7.5	3.6		24.2	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	6.4	7.5	3.6		24.2	
LOS	A	A	A		C	
Approach Delay		7.2	3.6		24.2	
Approach LOS		A	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	9	43	11		44	
Queue Length 95th (ft)	m25	88	40		101	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	319	2091	2062		667	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.37	0.22	0.67		0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 102: Route 66 & High Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	494	14	24	1255	42	19
Future Volume (vph)	494	14	24	1255	42	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.957	
Flt Protected			0.950		0.967	
Satd. Flow (prot)	3342	0	1678	3355	1691	0
Flt Permitted			0.458		0.967	
Satd. Flow (perm)	3342	0	809	3355	1691	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				20	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	509	14	25	1294	43	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	0	25	1294	63	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	40.0		9.5	40.0	30.5	
Total Split (%)	50.0%		11.9%	50.0%	38.1%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	49.9		58.8	49.9	10.2	
Actuated g/C Ratio	0.62		0.74	0.62	0.13	
v/c Ratio	0.25		0.04	0.62	0.27	
Control Delay	3.5		1.5	11.9	25.9	
Queue Delay	0.2		0.0	0.0	0.0	
Total Delay	3.7		1.5	11.9	25.9	
LOS	A		A	B	C	
Approach Delay	3.7			11.7	25.9	
Approach LOS	A			B	C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	21		4	313	20	
Queue Length 95th (ft)	33		m0	2	52	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	2085		680	2091	558	
Starvation Cap Reductn	758		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.39		0.04	0.62	0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

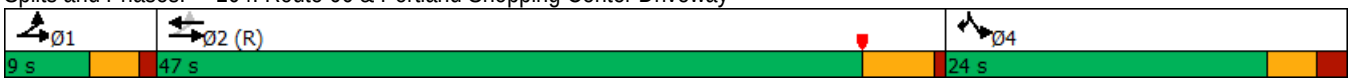
Splits and Phases: 103: Airline Avenue & Route 66

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	483	1254	30	7	3
Future Volume (vph)	25	483	1254	30	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1662	3323	3314	0	1604	1501
Flt Permitted	0.183				0.950	
Satd. Flow (perm)	320	3323	3314	0	1604	1501
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			4			3
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	26	503	1306	31	7	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	503	1337	0	7	3
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	9.0		47.0		24.0	24.0
Total Split (%)	11.3%		58.8%		30.0%	30.0%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	71.6	76.4	71.2		9.0	9.0
Actuated g/C Ratio	0.90	0.96	0.89		0.11	0.11
v/c Ratio	0.07	0.16	0.45		0.04	0.02
Control Delay	4.1	3.1	7.5		32.3	22.3
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	4.1	3.1	7.5		32.3	22.3
LOS	A	A	A		C	C
Approach Delay		3.1	7.5		29.3	
Approach LOS		A	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	1	0	0		3	0
Queue Length 95th (ft)	0	130	455		15	8
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	384	3174	2949		382	360
Starvation Cap Reductn	0	0	305		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.07	0.16	0.51		0.02	0.01

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 50 (63%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway

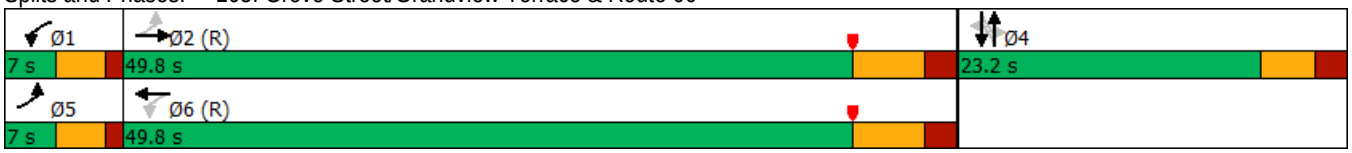


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	490	12	3	1236	1	19	0	9	6	0	0
Future Volume (vph)	5	490	12	3	1236	1	19	0	9	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.956				
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	1662	3310	0	1662	3323	0	0	1673	0	0	1719	0
Flt Permitted	0.180			0.448				0.932				
Satd. Flow (perm)	315	3310	0	784	3323	0	0	1612	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						100				
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	5	533	13	3	1343	1	21	0	10	7	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	546	0	3	1344	0	0	31	0	0	7	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	7.0	49.8		7.0	49.8		23.2	23.2		23.2	23.2	
Total Split (%)	8.8%	62.3%		8.8%	62.3%		29.0%	29.0%		29.0%	29.0%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	67.9		68.4	67.8			6.0			6.0	
Actuated g/C Ratio	0.86	0.85		0.86	0.85			0.08			0.08	
v/c Ratio	0.01	0.19		0.00	0.48			0.15			0.05	
Control Delay	0.6	0.6		1.7	4.0			1.4			35.3	
Queue Delay	0.0	0.0		0.0	0.1			0.0			0.0	
Total Delay	0.6	0.6		1.7	4.1			1.4			35.3	
LOS	A	A		A	A			A			D	
Approach Delay		0.6			4.1			1.4			35.3	
Approach LOS		A			A			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	5		0	95			0			3	
Queue Length 95th (ft)	1	10		1	217			0			15	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	341	2808		715	2817			440			407	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	315			9			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.19		0.00	0.54			0.07			0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



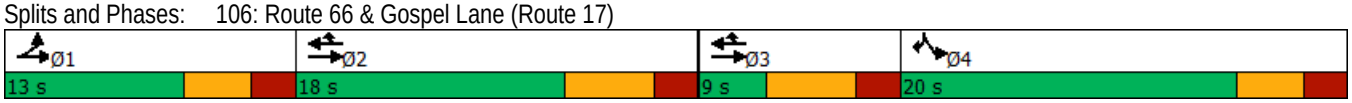
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	76	385	978	199	84	112		
Future Volume (vph)	76	385	978	199	84	112		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1646	3292	3292	1473	1646	1473		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1646	3292	3292	1473	1646	1473		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				221		124		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%		
Adj. Flow (vph)	84	428	1087	221	93	124		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	84	428	1087	221	93	124		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	13.0				20.0	20.0	18.0	9.0
Total Split (%)	21.7%				33.3%	33.3%	30%	15%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	6.0	34.8	21.4	21.4	7.9	7.9		
Actuated g/C Ratio	0.12	0.72	0.44	0.44	0.16	0.16		
v/c Ratio	0.41	0.18	0.75	0.29	0.35	0.36		
Control Delay	27.7	3.7	17.9	3.3	23.5	8.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.7	3.7	17.9	3.3	23.5	8.2		
LOS	C	A	B	A	C	A		
Approach Delay		7.6	15.4		14.8			
Approach LOS		A	B		B			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 50th (ft)	23	20	131	0	25	0		
Queue Length 95th (ft)	60	41	#280	34	61	36		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	276	2224	1452	773	518	548		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.30	0.19	0.75	0.29	0.18	0.23		

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 48.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



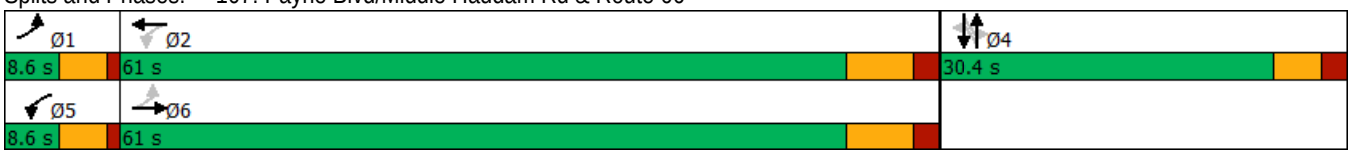
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	429	2	2	1074	0	22	0	5	0	3	0
Future Volume (vph)	18	429	2	2	1074	0	22	0	5	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.976				
Flt Protected	0.950			0.950				0.961				
Satd. Flow (prot)	1678	1764	0	1678	1766	0	0	1656	0	0	1766	0
Flt Permitted	0.138			0.499								
Satd. Flow (perm)	244	1764	0	881	1766	0	0	1724	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								94				
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	19	456	2	2	1143	0	23	0	5	0	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	458	0	2	1143	0	0	28	0	0	3	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	8.6	61.0		8.6	61.0		30.4	30.4		30.4	30.4	
Total Split (%)	8.6%	61.0%		8.6%	61.0%		30.4%	30.4%		30.4%	30.4%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	68.4	69.6		67.5	68.0			7.0			7.0	
Actuated g/C Ratio	0.87	0.88		0.86	0.86			0.09			0.09	
v/c Ratio	0.07	0.29		0.00	0.75			0.12			0.02	
Control Delay	2.1	3.4		1.5	13.0			1.0			34.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.1	3.4		1.5	13.0			1.0			34.7	
LOS	A	A		A	B			A			C	
Approach Delay		3.3			13.0			1.0			34.7	
Approach LOS		A			B			A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	0		0	0			0			1	
Queue Length 95th (ft)	5	148		1	#848			0			10	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	285	1559		796	1525			608			557	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.07	0.29		0.00	0.75			0.05			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 78.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 10.0 — Intersection LOS: B
Intersection Capacity Utilization 75.2% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



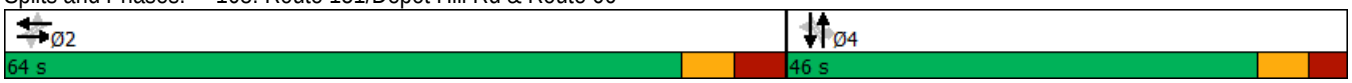
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	382	34	3	923	2	156	12	3	39	11	25
Future Volume (vph)	1	382	34	3	923	2	156	12	3	39	11	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850		0.956	
Flt Protected								0.956			0.975	
Satd. Flow (prot)	0	1747	0	0	1766	0	0	1805	1605	0	1760	0
Flt Permitted		0.999			0.999			0.681			0.695	
Satd. Flow (perm)	0	1745	0	0	1764	0	0	1286	1605	0	1254	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		6							56		25	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	434	39	3	1049	2	177	14	3	44	13	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	1054	0	0	191	3	0	85	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	64.0	64.0		64.0	64.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	58.2%	58.2%		58.2%	58.2%		41.8%	41.8%	41.8%	41.8%	41.8%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		55.6			55.6			17.0	17.0		17.0	
Actuated g/C Ratio		0.63			0.63			0.19	0.19		0.19	
v/c Ratio		0.43			0.95			0.78	0.01		0.33	
Control Delay		10.9			36.6			55.0	0.0		25.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		10.9			36.6			55.0	0.0		25.6	
LOS		B			D			D	A		C	
Approach Delay		10.9			36.6			54.1			25.6	
Approach LOS		B			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		121			494			102	0		29	
Queue Length 95th (ft)		231			#923			171	0		67	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1095			1105			559	729		559	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.43			0.95			0.34	0.00		0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 88.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



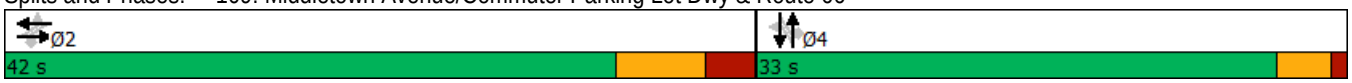
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	287	193	4	564	1	401	0	2	0	0	1
Future Volume (vph)	0	287	193	4	564	1	401	0	2	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.865	
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	1766	1501	1678	1766	0	0	1678	1501	0	1528	0
Flt Permitted				0.557				0.757				
Satd. Flow (perm)	0	1766	1501	984	1766	0	0	1337	1501	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219						71		171	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	326	219	5	641	1	456	0	2	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	219	5	642	0	0	456	2	0	1	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm		NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	42.0	42.0	42.0	42.0	42.0		33.0	33.0	33.0	33.0	33.0	
Total Split (%)	56.0%	56.0%	56.0%	56.0%	56.0%		44.0%	44.0%	44.0%	44.0%	44.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		27.5	27.5	27.5	27.5			25.3	25.3		25.3	
Actuated g/C Ratio		0.42	0.42	0.42	0.42			0.39	0.39		0.39	
v/c Ratio		0.44	0.29	0.01	0.86			0.88	0.00		0.00	
Control Delay		15.8	3.1	11.5	31.3			41.3	0.0		0.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		15.8	3.1	11.5	31.3			41.3	0.0		0.0	
LOS		B	A	B	C			D	A		A	
Approach Delay		10.7			31.1			41.2				
Approach LOS		B			C			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		97	0	1	245			183	0		0	
Queue Length 95th (ft)		155	32	7	#385			#352	0		0	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		967	921	539	967			623	737		803	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.34	0.24	0.01	0.66			0.73	0.00		0.00	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 65.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	357	1	9	474	9	10	50	14	32	22	52
Future Volume (vph)	44	357	1	9	474	9	10	50	14	32	22	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997			0.975			0.934	
Flt Protected		0.995			0.999			0.993			0.985	
Satd. Flow (prot)	0	1724	0	0	1726	0	0	1678	0	0	1594	0
Flt Permitted		0.892			0.989			0.954			0.886	
Satd. Flow (perm)	0	1546	0	0	1709	0	0	1612	0	0	1434	0
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		2724			782			976			892	
Travel Time (s)		41.3			17.8			26.6			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	52	420	1	11	558	11	12	59	16	38	26	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	580	0	0	87	0	0	125	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	32.2	32.2		32.2	32.2		16.9	16.9		16.9	16.9	
Total Split (s)	34.6	34.6		34.6	34.6		16.9	16.9		16.9	16.9	
Total Split (%)	53.2%	53.2%		53.2%	53.2%		26.0%	26.0%		26.0%	26.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.3	3.3		3.3	3.3	
All-Red Time (s)	3.2	3.2		3.2	3.2		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.2			7.2			4.9			4.9	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		31.1			31.1			9.9			9.9	
Actuated g/C Ratio		0.61			0.61			0.19			0.19	
v/c Ratio		0.50			0.56			0.28			0.45	
Control Delay		12.3			13.4			21.7			25.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			13.4			21.7			25.4	
LOS		B			B			C			C	
Approach Delay		12.3			13.4			21.7			25.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		72			92			20			30	
Queue Length 95th (ft)		233			#306			62			86	
Internal Link Dist (ft)		2644			702			896			812	

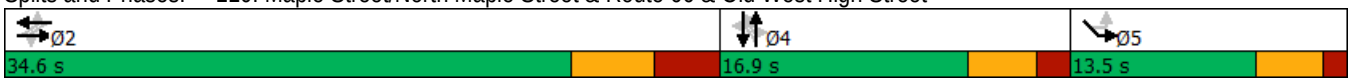
Lane Group	SEL	SER
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	12
Lane Util. Factor	1.00	1.00
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1447	0
Flt Permitted		
Satd. Flow (perm)	1447	0
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	421	
Travel Time (s)	11.5	
Peak Hour Factor	0.85	0.85
Heavy Vehicles (%)	6%	6%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	0
Turn Type	Prot	
Protected Phases	5	
Permitted Phases		
Detector Phase	5	
Switch Phase		
Minimum Initial (s)	9.0	
Minimum Split (s)	13.5	
Total Split (s)	13.5	
Total Split (%)	20.8%	
Yellow Time (s)	3.3	
All-Red Time (s)	1.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	9.2	
Actuated g/C Ratio	0.18	
v/c Ratio	0.00	
Control Delay	22.0	
Queue Delay	0.0	
Total Delay	22.0	
LOS	C	
Approach Delay	22.0	
Approach LOS	C	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	4	
Internal Link Dist (ft)	341	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		976			1079			386			344	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.54			0.23			0.36	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 50.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street



Lane Group	SEL	SER
Turn Bay Length (ft)		
Base Capacity (vph)	260	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.00	

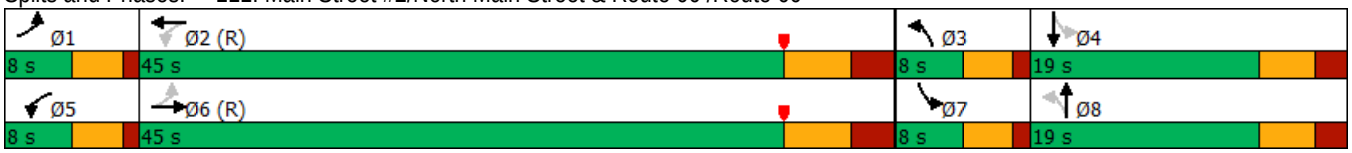
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	372	19	55	374	76	35	45	95	96	49	91
Future Volume (vph)	39	372	19	55	374	76	35	45	95	96	49	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.993			0.975			0.901			0.902	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1662	1737	0	1662	1705	0	1633	1547	0	1719	1632	0
Flt Permitted	0.402			0.431			0.660	0.993		0.653		
Satd. Flow (perm)	703	1737	0	754	1705	0	1135	1538	0	1182	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			18			103			99	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	42	404	21	60	407	83	38	49	103	104	53	99
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	42	425	0	60	490	0	34	156	0	104	152	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	8.0	45.0		8.0	45.0		8.0	19.0		8.0	19.0	
Total Split (%)	10.0%	56.3%		10.0%	56.3%		10.0%	23.8%		10.0%	23.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.2	42.7		50.3	44.5		14.6	11.6		18.1	12.3	
Actuated g/C Ratio	0.62	0.53		0.63	0.56		0.18	0.14		0.23	0.15	
v/c Ratio	0.09	0.46		0.11	0.51		0.14	0.50		0.33	0.46	
Control Delay	6.6	15.5		3.3	12.2		22.8	15.9		26.1	17.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.6	15.5		3.3	12.2		22.8	15.9		26.1	17.5	
LOS	A	B		A	B		C	B		C	B	
Approach Delay		14.7			11.2			17.1			21.0	
Approach LOS		B			B			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	7	136		9	162		13	22		40	24	
Queue Length 95th (ft)	19	227		6	302		34	68		77	76	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	490	940		530	967		239	396		314	381	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.45		0.11	0.51		0.14	0.39		0.33	0.40	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	545	6	11	488	44	10	0	7	39	0	18
Future Volume (vph)	19	545	6	11	488	44	10	0	7	39	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.988			0.943				0.850
Flt Protected	0.950			0.950				0.972			0.950	
Satd. Flow (prot)	1662	1806	0	1662	1788	0	0	1659	0	0	1719	1538
Flt Permitted	0.407			0.415				0.802			0.745	
Satd. Flow (perm)	712	1806	0	726	1788	0	0	1369	0	0	1348	1538
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			11							102
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	21	592	7	12	530	48	11	0	8	42	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	599	0	12	578	0	0	19	0	0	42	20
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	9.0	56.0		9.0	56.0		15.0	15.0		15.0	15.0	15.0
Total Split (%)	11.3%	70.0%		11.3%	70.0%		18.8%	18.8%		18.8%	18.8%	18.8%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	67.0	66.0		66.1	64.1			9.5			9.5	9.5
Actuated g/C Ratio	0.84	0.82		0.83	0.80			0.12			0.12	0.12
v/c Ratio	0.03	0.40		0.02	0.40			0.12			0.26	0.07
Control Delay	3.7	8.5		2.3	6.2			32.9			36.3	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	3.7	8.5		2.3	6.2			32.9			36.3	0.5
LOS	A	A		A	A			C			D	A
Approach Delay		8.3			6.1			32.9			24.8	
Approach LOS		A			A			C			C	

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	69		1	78			9			20	0
Queue Length 95th (ft)	m10	353		4	225			27			49	0
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	656	1491		658	1438			188			185	299
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.03	0.40		0.02	0.40			0.10			0.23	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 55.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

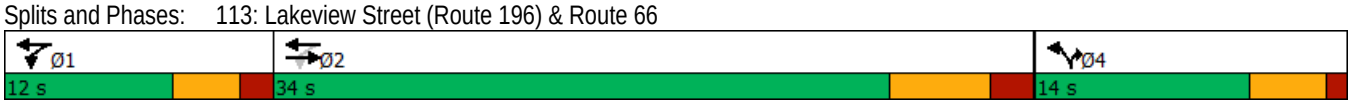
Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	470	36	112	429	75	247
Future Volume (vph)	470	36	112	429	75	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1791	0	1662	1749	1662	1538
Flt Permitted			0.315		0.950	
Satd. Flow (perm)	1791	0	551	1749	1662	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					257
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	490	38	117	447	78	257
Shared Lane Traffic (%)						
Lane Group Flow (vph)	528	0	117	447	78	257
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	34.0		12.0		14.0	14.0
Total Split (%)	56.7%		20.0%		23.3%	23.3%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	20.4		29.4	33.9	9.3	9.3
Actuated g/C Ratio	0.39		0.56	0.65	0.18	0.18
v/c Ratio	0.75		0.26	0.39	0.27	0.53
Control Delay	20.8		4.9	5.3	23.5	8.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.8		4.9	5.3	23.5	8.4
LOS	C		A	A	C	A
Approach Delay	20.8			5.2	11.9	
Approach LOS	C			A	B	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	132		10	50	21	0
Queue Length 95th (ft)	228		23	89	59	54
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	959		478	1339	309	495
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.55		0.24	0.33	0.25	0.52

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 52.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



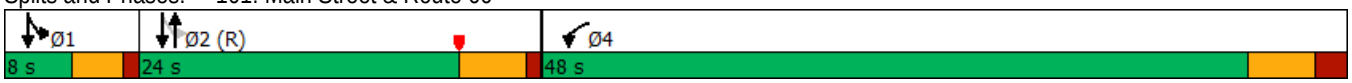
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	699	69	650	1281	52	388
Future Volume (vph)	699	69	650	1281	52	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.987			0.850		
Flt Protected	0.956					0.994
Satd. Flow (prot)	3410	0	3421	1531	0	3401
Flt Permitted	0.956					0.886
Satd. Flow (perm)	3410	0	3421	1531	0	3031
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20			1012		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	721	71	670	1321	54	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	792	0	670	1321	0	454
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	48.0		24.0		8.0	
Total Split (%)	60.0%		30.0%		10.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	25.3		19.0	80.0		40.7
Actuated g/C Ratio	0.32		0.24	1.00		0.51
v/c Ratio	0.73		0.83	0.86		0.28
Control Delay	20.7		39.2	7.6		10.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	20.7		39.2	7.6		10.6
LOS	C		D	A		B
Approach Delay	20.7		18.2			10.6
Approach LOS	C		B			B
Queue Length 50th (ft)	181		167	0		56

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	196		#252	#20		100
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1799		812	1531		1637
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.44		0.83	0.86		0.28

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



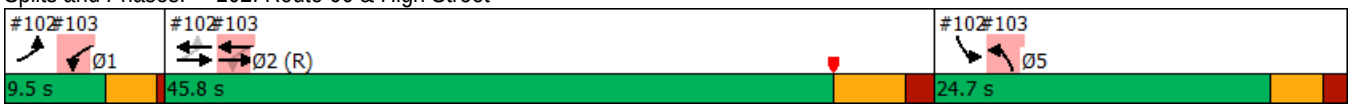
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	1249	641	172	137	86
Future Volume (vph)	119	1249	641	172	137	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.968		0.948	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1711	3421	3312	0	1941	0
Flt Permitted	0.310				0.970	
Satd. Flow (perm)	558	3421	3312	0	1941	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			60		38	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	1274	654	176	140	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	1274	830	0	228	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	45.8	45.8		24.7	
Total Split (%)	11.9%	57.3%	57.3%		30.9%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	56.5	49.1	49.1		12.5	
Actuated g/C Ratio	0.71	0.61	0.61		0.16	
v/c Ratio	0.25	0.61	0.40		0.68	
Control Delay	4.2	11.7	2.6		36.6	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	4.2	11.7	2.7		36.6	
LOS	A	B	A		D	
Approach Delay		11.1	2.7		36.6	
Approach LOS		B	A		D	
Queue Length 50th (ft)	12	193	0		91	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m21	m318	25		151	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	488	2098	2055		513	
Starvation Cap Reductn	0	0	247		0	
Spillback Cap Reductn	0	14	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.25	0.61	0.46		0.44	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 56.3% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street



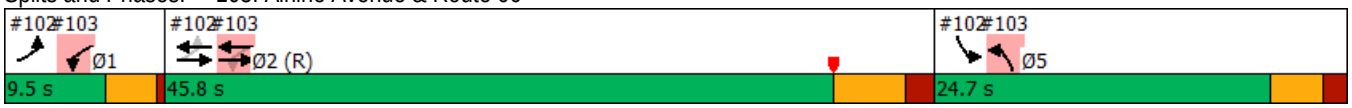
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1323	28	21	786	51	40
Future Volume (vph)	1323	28	21	786	51	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997				0.941	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	3411	0	1711	3421	1706	0
Flt Permitted			0.130		0.973	
Satd. Flow (perm)	3411	0	234	3421	1706	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				41	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1364	29	22	810	53	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1393	0	22	810	94	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	45.8		9.5	45.8	24.7	
Total Split (%)	57.3%		11.9%	57.3%	30.9%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	49.1		56.5	49.1	12.5	
Actuated g/C Ratio	0.61		0.71	0.61	0.16	
v/c Ratio	0.67		0.08	0.39	0.31	
Control Delay	4.9		1.7	3.3	20.3	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	4.9		1.7	3.3	20.3	
LOS	A		A	A	C	
Approach Delay	4.9			3.3	20.3	
Approach LOS	A			A	C	
Queue Length 50th (ft)	56		1	23	24	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	68		m3	39	60	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	2094		284	2098	457	
Starvation Cap Reductn	11		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.67		0.08	0.39	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Airline Avenue & Route 66

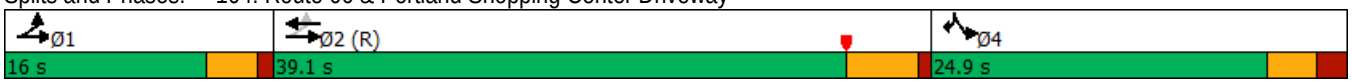


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	148	1237	685	71	113	45
Future Volume (vph)	148	1237	685	71	113	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.986			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	3388	3341	0	1636	1516
Flt Permitted	0.328				0.950	
Satd. Flow (perm)	585	3388	3341	0	1636	1516
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			46
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	151	1262	699	72	115	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	1262	771	0	115	46
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	16.0		39.1		24.9	24.9
Total Split (%)	20.0%		48.9%		31.1%	31.1%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	58.2	63.0	49.4		11.7	11.7
Actuated g/C Ratio	0.73	0.79	0.62		0.15	0.15
v/c Ratio	0.28	0.47	0.37		0.48	0.18
Control Delay	8.6	11.5	7.2		37.7	10.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	8.6	11.5	7.2		37.7	10.8
LOS	A	B	A		D	B
Approach Delay		11.2	7.2		30.0	
Approach LOS		B	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	35	211	101		54	0
Queue Length 95th (ft)	m76	387	173		98	27
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	617	2667	2070		409	413
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.24	0.47	0.37		0.28	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 44 (55%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway



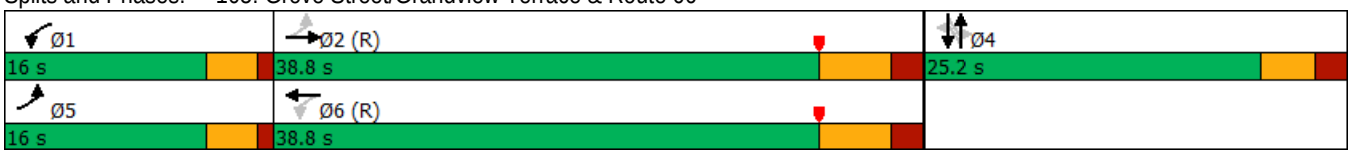
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1298	32	10	720	3	13	0	14	2	1	23
Future Volume (vph)	19	1298	32	10	720	3	13	0	14	2	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.999			0.930			0.880	
Flt Protected	0.950			0.950				0.976			0.996	
Satd. Flow (prot)	1694	3374	0	1694	3385	0	0	1674	0	0	1617	0
Flt Permitted	0.360			0.173				0.833			0.970	
Satd. Flow (perm)	642	3374	0	308	3385	0	0	1429	0	0	1575	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			100			24	
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	20	1352	33	10	750	3	14	0	15	2	1	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1385	0	10	753	0	0	29	0	0	27	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	16.0	38.8		16.0	38.8		25.2	25.2		25.2	25.2	
Total Split (%)	20.0%	48.5%		20.0%	48.5%		31.5%	31.5%		31.5%	31.5%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	67.7		67.5	66.0			6.1			6.1	
Actuated g/C Ratio	0.86	0.85		0.84	0.82			0.08			0.08	
v/c Ratio	0.03	0.48		0.03	0.27			0.14			0.19	
Control Delay	0.7	2.0		1.8	3.6			1.5			19.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	0.7	2.0		1.8	3.6			1.5			19.3	
LOS	A	A		A	A			A			B	
Approach Delay		2.0			3.6			1.5			19.3	
Approach LOS		A			A			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	127		1	41			0			1	
Queue Length 95th (ft)	m1	55		3	99			0			25	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	712	2857		474	2792			432			411	
Starvation Cap Reductn	0	8		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.49		0.02	0.27			0.07			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 2.7	Intersection LOS: A
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66

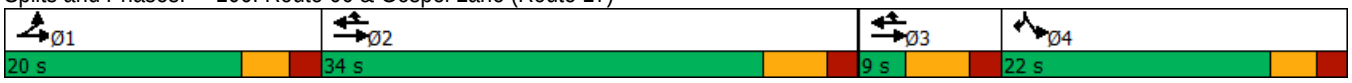


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	148	1149	581	120	141	89		
Future Volume (vph)	148	1149	581	120	141	89		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	3421	3421	1531	1711	1531		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1711	3421	3421	1531	1711	1531		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				125		93		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	154	1197	605	125	147	93		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	154	1197	605	125	147	93		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	20.0				22.0	22.0	34.0	9.0
Total Split (%)	23.5%				25.9%	25.9%	40%	11%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	14.3	54.6	34.2	34.2	10.9	10.9		
Actuated g/C Ratio	0.19	0.72	0.45	0.45	0.14	0.14		
v/c Ratio	0.48	0.48	0.39	0.16	0.60	0.31		
Control Delay	34.8	5.5	15.1	3.4	42.1	10.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.8	5.5	15.1	3.4	42.1	10.1		
LOS	C	A	B	A	D	B		
Approach Delay		8.9	13.1		29.7			
Approach LOS		A	B		C			
Queue Length 50th (ft)	68	98	95	0	69	0		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 95th (ft)	134	175	152	29	126	38		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	344	2457	1540	758	390	421		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.45	0.49	0.39	0.16	0.38	0.22		

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 75.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



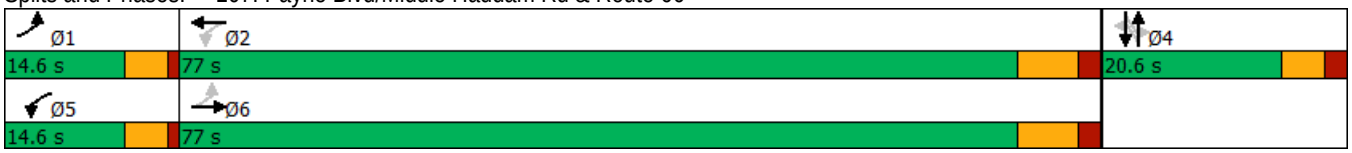
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	1123	18	3	597	2	14	2	3	3	0	55
Future Volume (vph)	119	1123	18	3	597	2	14	2	3	3	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.980			0.872	
Flt Protected	0.950			0.950				0.964			0.998	
Satd. Flow (prot)	1711	1797	0	1711	1801	0	0	1701	0	0	1567	0
Flt Permitted	0.354			0.118				0.883			0.980	
Satd. Flow (perm)	637	1797	0	212	1801	0	0	1558	0	0	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						3			84	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	125	1182	19	3	628	2	15	2	3	3	0	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	1201	0	3	630	0	0	20	0	0	61	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	14.6	77.0		14.6	77.0		20.6	20.6		20.6	20.6	
Total Split (%)	13.0%	68.6%		13.0%	68.6%		18.4%	18.4%		18.4%	18.4%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	76.7	74.5		71.6	65.2			7.2			7.2	
Actuated g/C Ratio	0.83	0.81		0.78	0.71			0.08			0.08	
v/c Ratio	0.21	0.82		0.01	0.49			0.16			0.31	
Control Delay	2.6	14.6		2.0	8.4			39.6			9.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.6	14.6		2.0	8.4			39.6			9.7	
LOS	A	B		A	A			D			A	
Approach Delay		13.4			8.4			39.6			9.7	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	11	343		0	156			9			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	20	#1002		2	247			34			24	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	650	1456		340	1398			257			321	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.19	0.82		0.01	0.45			0.08			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 112.2
Actuated Cycle Length: 92
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 12.0 — Intersection LOS: B
Intersection Capacity Utilization 84.8% — ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



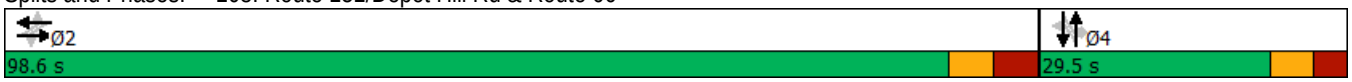
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	990	136	6	503	5	63	4	3	44	15	9
Future Volume (vph)	24	990	136	6	503	5	63	4	3	44	15	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.999				0.850		0.982	
Flt Protected		0.999			0.999			0.955			0.969	
Satd. Flow (prot)	0	1770	0	0	1797	0	0	1838	1636	0	1832	0
Flt Permitted		0.982			0.983			0.761			0.761	
Satd. Flow (perm)	0	1740	0	0	1768	0	0	1465	1636	0	1438	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		13							48		5	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	1076	148	7	547	5	68	4	3	48	16	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1250	0	0	559	0	0	72	3	0	74	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	98.6	98.6		98.6	98.6		29.5	29.5	29.5	29.5	29.5	
Total Split (%)	77.0%	77.0%		77.0%	77.0%		23.0%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		92.2			92.2			10.1	10.1		10.1	
Actuated g/C Ratio		0.78			0.78			0.09	0.09		0.09	
v/c Ratio		0.92			0.41			0.58	0.02		0.58	
Control Delay		24.1			5.6			69.5	0.0		65.9	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		24.1			5.6			69.5	0.0		65.9	
LOS		C			A			E	A		E	
Approach Delay		24.1			5.6			66.7			65.9	
Approach LOS		C			A			E			E	
Queue Length 50th (ft)		612			114			53	0		50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#1244			201			102	0		100	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1357			1376			272	343		271	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.92			0.41			0.26	0.01		0.27	

Intersection Summary

Area Type: Other
Cycle Length: 128.1
Actuated Cycle Length: 118.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 98.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



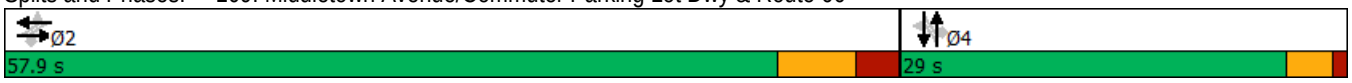
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	616	441	3	375	2	227	4	6	2	2	2
Future Volume (vph)	3	616	441	3	375	2	227	4	6	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.955	
Flt Protected				0.950				0.953			0.984	
Satd. Flow (prot)	0	1801	1531	1711	1799	0	0	1716	1531	0	1692	0
Flt Permitted		0.998		0.324				0.726			0.927	
Satd. Flow (perm)	0	1797	1531	583	1799	0	0	1307	1531	0	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			455		1				62		2	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	635	455	3	387	2	234	4	6	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	638	455	3	389	0	0	238	6	0	6	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	57.9	57.9	57.9	57.9	57.9		29.0	29.0	29.0	29.0	29.0	
Total Split (%)	66.6%	66.6%	66.6%	66.6%	66.6%		33.4%	33.4%	33.4%	33.4%	33.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		29.2	29.2	29.2	29.2			14.9	14.9		14.9	
Actuated g/C Ratio		0.51	0.51	0.51	0.51			0.26	0.26		0.26	
v/c Ratio		0.70	0.45	0.01	0.42			0.70	0.01		0.01	
Control Delay		15.6	2.5	7.7	10.6			33.3	0.0		17.3	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		15.6	2.5	7.7	10.6			33.3	0.0		17.3	
LOS		B	A	A	B			C	A		B	
Approach Delay		10.1			10.6			32.5			17.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		139	0	0	70			66	0		1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		321	38	4	165			194	0		11	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		1536	1375	498	1538			627	766		765	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.42	0.33	0.01	0.25			0.38	0.01		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 86.9
Actuated Cycle Length: 57.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 68.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	45	519	2	10	472	1	17	10	13	11	38	24
Future Volume (vph)	45	519	2	10	472	1	17	10	13	11	38	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995				0.956			0.952
Flt Protected		0.996			0.999				0.985			0.981
Satd. Flow (prot)	0	1793	0	0	1790	0	0	0	1696	0	0	1682
Flt Permitted		0.929			0.986				0.884			0.855
Satd. Flow (perm)	0	1673	0	0	1767	0	0	0	1522	0	0	1466
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45			30				25			25
Link Distance (ft)		2724			782				976			892
Travel Time (s)		41.3			17.8				26.6			24.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	552	2	11	502	1	18	11	14	12	40	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	602	0	0	532	0	0	0	37	0	0	102
Turn Type	Perm	NA		Perm	NA			Perm	NA		Perm	NA
Protected Phases		2			2				4			4
Permitted Phases	2			2				4			4	
Detector Phase	2	2		2	2			4	4		4	4
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0			9.0	9.0		9.0	9.0
Minimum Split (s)	32.2	32.2		32.2	32.2			16.9	16.9		16.9	16.9
Total Split (s)	52.2	52.2		52.2	52.2			24.9	24.9		24.9	24.9
Total Split (%)	55.8%	55.8%		55.8%	55.8%			26.6%	26.6%		26.6%	26.6%
Yellow Time (s)	4.0	4.0		4.0	4.0			3.3	3.3		3.3	3.3
All-Red Time (s)	3.2	3.2		3.2	3.2			1.6	1.6		1.6	1.6
Lost Time Adjust (s)		0.0			0.0				0.0			0.0
Total Lost Time (s)		7.2			7.2				4.9			4.9
Lead/Lag								Lead	Lead		Lead	Lead
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Recall Mode	Min	Min		Min	Min			None	None		None	None
Act Effct Green (s)		35.4			35.4				10.2			10.2
Actuated g/C Ratio		0.67			0.67				0.19			0.19
v/c Ratio		0.54			0.45				0.13			0.36
Control Delay		9.0			7.7				21.7			25.1
Queue Delay		0.0			0.0				0.0			0.0
Total Delay		9.0			7.7				21.7			25.1
LOS		A			A				C			C
Approach Delay		9.0			7.7				21.7			25.1
Approach LOS		A			A				C			C
Queue Length 50th (ft)		99			80				8			24
Queue Length 95th (ft)		205			163				37			82
Internal Link Dist (ft)		2644			702				896			812
Turn Bay Length (ft)												

Lane Group	SBR	SEL
Lane Configurations		
Traffic Volume (vph)	34	0
Future Volume (vph)	34	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	10
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	0	1739
Flt Permitted		
Satd. Flow (perm)	0	1739
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		25
Link Distance (ft)		421
Travel Time (s)		11.5
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	36	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Turn Type		Prot
Protected Phases		5
Permitted Phases		
Detector Phase		5
Switch Phase		
Minimum Initial (s)		9.0
Minimum Split (s)		13.5
Total Split (s)		16.5
Total Split (%)		17.6%
Yellow Time (s)		3.3
All-Red Time (s)		1.2
Lost Time Adjust (s)		0.0
Total Lost Time (s)		4.5
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode		None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		341
Turn Bay Length (ft)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Base Capacity (vph)		1453			1535				587			566
Starvation Cap Reductn		0			0				0			0
Spillback Cap Reductn		0			0				0			0
Storage Cap Reductn		0			0				0			0
Reduced v/c Ratio		0.41			0.35				0.06			0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 93.6	
Actuated Cycle Length: 53.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street

Lane Group	SBR	SEL
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

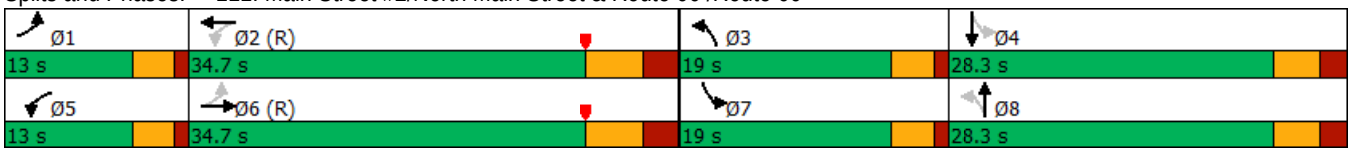
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	413	48	139	395	136	31	107	80	93	87	80
Future Volume (vph)	137	413	48	139	395	136	31	107	80	93	87	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.984			0.962			0.937			0.928	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1711	1772	0	1711	1732	0	1681	1656	0	1770	1729	0
Flt Permitted	0.307			0.383			0.645	0.997		0.625		
Satd. Flow (perm)	553	1772	0	690	1732	0	1141	1653	0	1164	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			19			45			46	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	146	439	51	148	420	145	33	114	85	99	93	85
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	146	490	0	148	565	0	30	202	0	99	178	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	13.0	34.7		13.0	34.7		19.0	28.3		19.0	28.3	
Total Split (%)	13.7%	36.5%		13.7%	36.5%		20.0%	29.8%		20.0%	29.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	60.9	50.2		59.5	49.4		17.0	14.0		22.5	15.3	
Actuated g/C Ratio	0.64	0.53		0.63	0.52		0.18	0.15		0.24	0.16	
v/c Ratio	0.32	0.52		0.29	0.62		0.13	0.72		0.30	0.56	
Control Delay	8.9	19.3		5.5	18.9		26.1	41.4		29.1	33.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	19.3		5.5	18.9		26.1	41.4		29.1	33.8	
LOS	A	B		A	B		C	D		C	C	
Approach Delay		16.9			16.1			39.4			32.1	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	28	181		25	282		14	85		48	76	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	64	348		m20	#480		33	140		81	136	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	483	938		545	910		372	485		389	453	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.52		0.27	0.62		0.08	0.42		0.25	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 21.7 — Intersection LOS: C
Intersection Capacity Utilization 70.5% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



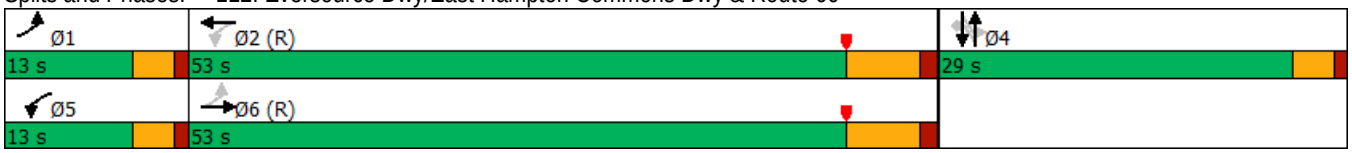
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	543	1	4	593	116	5	0	2	103	0	78
Future Volume (vph)	49	543	1	4	593	116	5	0	2	103	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.975			0.961				0.850
Flt Protected	0.950			0.950				0.966			0.950	
Satd. Flow (prot)	1711	1863	0	1711	1816	0	0	1729	0	0	1770	1583
Flt Permitted	0.269			0.425				0.855			0.753	
Satd. Flow (perm)	484	1863	0	765	1816	0	0	1531	0	0	1403	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					15							86
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	572	1	4	624	122	5	0	2	108	0	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	573	0	4	746	0	0	7	0	0	108	82
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0	53.0		13.0	53.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	13.7%	55.8%		13.7%	55.8%		30.5%	30.5%		30.5%	30.5%	30.5%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	73.4	69.6		70.3	63.8			13.1			13.1	13.1
Actuated g/C Ratio	0.77	0.73		0.74	0.67			0.14			0.14	0.14
v/c Ratio	0.12	0.42		0.01	0.61			0.03			0.56	0.28
Control Delay	5.0	9.9		3.2	12.7			33.3			48.9	9.8
Queue Delay	0.0	0.3		0.0	0.0			0.0			0.0	0.0
Total Delay	5.0	10.2		3.2	12.7			33.3			48.9	9.8
LOS	A	B		A	B			C			D	A
Approach Delay		9.7			12.6			33.3			32.0	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	7	126		1	228			4			62	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m19	292		3	422			16			109	37
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	492	1365		681	1223			402			369	479
Starvation Cap Reductn	0	287		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.11	0.53		0.01	0.61			0.02			0.29	0.17

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



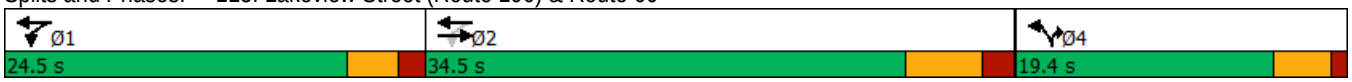
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	499	93	257	563	87	135
Future Volume (vph)	499	93	257	563	87	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1824	0	1711	1801	1711	1583
Flt Permitted			0.217		0.950	
Satd. Flow (perm)	1824	0	391	1801	1711	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					142
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	525	98	271	593	92	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	623	0	271	593	92	142
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	34.5		24.5		19.4	19.4
Total Split (%)	44.0%		31.3%		24.7%	24.7%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	27.1		43.7	50.0	10.5	10.5
Actuated g/C Ratio	0.42		0.68	0.78	0.16	0.16
v/c Ratio	0.80		0.48	0.42	0.33	0.38
Control Delay	29.0		8.0	4.9	31.1	9.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.0		8.0	4.9	31.1	9.1
LOS	C		A	A	C	A
Approach Delay	29.0			5.9	17.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	216		27	74	36	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#479		82	153	80	46
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	851		723	1386	424	499
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.73		0.37	0.43	0.22	0.28

Intersection Summary	
Area Type: Other	
Cycle Length: 78.4	
Actuated Cycle Length: 64.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



APPENDIX J

Capacity Analyses

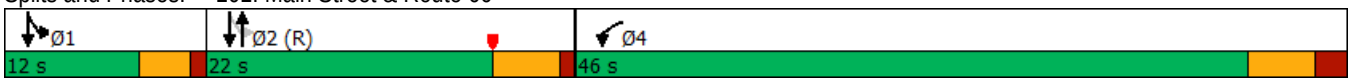
2020 Corridor Optimized Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1311	34	283	518	40	573
Future Volume (vph)	1311	34	283	518	40	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.996			0.850		
Flt Protected	0.954					0.997
Satd. Flow (prot)	3368	0	3355	1501	0	3345
Flt Permitted	0.954					0.925
Satd. Flow (perm)	3368	0	3355	1501	0	3104
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	5			545		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1380	36	298	545	42	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1416	0	298	545	0	645
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	46.0		22.0		12.0	
Total Split (%)	57.5%		27.5%		15.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	38.4		17.0	80.0		27.6
Actuated g/C Ratio	0.48		0.21	1.00		0.34
v/c Ratio	0.87		0.42	0.36		0.59
Control Delay	19.1		29.3	0.7		22.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	19.1		29.3	0.7		22.4
LOS	B		C	A		C
Approach Delay	19.1		10.8			22.4
Approach LOS	B		B			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	394		67	0		128
Queue Length 95th (ft)	357		105	0		178
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1686		712	1501		1099
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.84		0.42	0.36		0.59

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Main Street & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	111	440	1124	166	72	106
Future Volume (vph)	111	440	1124	166	72	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.981		0.920	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1678	3355	3292	0	1867	0
Flt Permitted	0.138				0.980	
Satd. Flow (perm)	244	3355	3292	0	1867	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			25		97	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	118	468	1196	177	77	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	468	1373	0	190	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	40.0	40.0		30.5	
Total Split (%)	11.9%	50.0%	50.0%		38.1%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	58.8	49.9	49.9		10.2	
Actuated g/C Ratio	0.74	0.62	0.62		0.13	
v/c Ratio	0.38	0.22	0.67		0.59	
Control Delay	6.4	7.5	3.6		24.2	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	6.4	7.5	3.6		24.2	
LOS	A	A	A		C	
Approach Delay		7.2	3.6		24.2	
Approach LOS		A	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	9	43	11		44	
Queue Length 95th (ft)	m25	88	40		101	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	319	2091	2062		667	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.37	0.22	0.67		0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 102: Route 66 & High Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	494	14	24	1255	42	19
Future Volume (vph)	494	14	24	1255	42	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.996				0.957	
Flt Protected			0.950		0.967	
Satd. Flow (prot)	3342	0	1678	3355	1691	0
Flt Permitted			0.458		0.967	
Satd. Flow (perm)	3342	0	809	3355	1691	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				20	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	509	14	25	1294	43	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	0	25	1294	63	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	40.0		9.5	40.0	30.5	
Total Split (%)	50.0%		11.9%	50.0%	38.1%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	49.9		58.8	49.9	10.2	
Actuated g/C Ratio	0.62		0.74	0.62	0.13	
v/c Ratio	0.25		0.04	0.62	0.27	
Control Delay	3.5		1.5	11.9	25.9	
Queue Delay	0.2		0.0	0.0	0.0	
Total Delay	3.7		1.5	11.9	25.9	
LOS	A		A	B	C	
Approach Delay	3.7			11.7	25.9	
Approach LOS	A			B	C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	21		4	313	20	
Queue Length 95th (ft)	33		m0	2	52	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	2085		680	2091	558	
Starvation Cap Reductn	758		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.39		0.04	0.62	0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

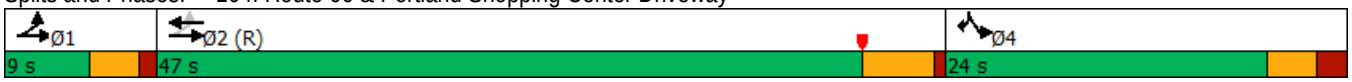
Splits and Phases: 103: Airline Avenue & Route 66

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	483	1254	30	7	3
Future Volume (vph)	25	483	1254	30	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1662	3323	3314	0	1604	1501
Flt Permitted	0.183				0.950	
Satd. Flow (perm)	320	3323	3314	0	1604	1501
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			4			3
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	26	503	1306	31	7	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	503	1337	0	7	3
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	9.0		47.0		24.0	24.0
Total Split (%)	11.3%		58.8%		30.0%	30.0%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	71.6	76.4	71.2		9.0	9.0
Actuated g/C Ratio	0.90	0.96	0.89		0.11	0.11
v/c Ratio	0.07	0.16	0.45		0.04	0.02
Control Delay	4.1	3.1	7.5		32.3	22.3
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	4.1	3.1	7.5		32.3	22.3
LOS	A	A	A		C	C
Approach Delay		3.1	7.5		29.3	
Approach LOS		A	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	1	0	0		3	0
Queue Length 95th (ft)	0	130	455		15	8
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	384	3174	2949		382	360
Starvation Cap Reductn	0	0	305		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.07	0.16	0.51		0.02	0.01

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 50 (63%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway

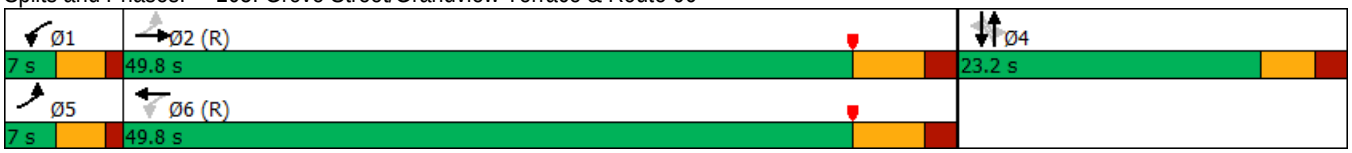


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	490	12	3	1236	1	19	0	9	6	0	0
Future Volume (vph)	5	490	12	3	1236	1	19	0	9	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.956				
Flt Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	1662	3310	0	1662	3323	0	0	1673	0	0	1719	0
Flt Permitted	0.180			0.448				0.932				
Satd. Flow (perm)	315	3310	0	784	3323	0	0	1612	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						100				
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	5	533	13	3	1343	1	21	0	10	7	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	546	0	3	1344	0	0	31	0	0	7	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	7.0	49.8		7.0	49.8		23.2	23.2		23.2	23.2	
Total Split (%)	8.8%	62.3%		8.8%	62.3%		29.0%	29.0%		29.0%	29.0%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	67.9		68.4	67.8			6.0			6.0	
Actuated g/C Ratio	0.86	0.85		0.86	0.85			0.08			0.08	
v/c Ratio	0.01	0.19		0.00	0.48			0.15			0.05	
Control Delay	0.6	0.6		1.7	4.0			1.4			35.3	
Queue Delay	0.0	0.0		0.0	0.1			0.0			0.0	
Total Delay	0.6	0.6		1.7	4.1			1.4			35.3	
LOS	A	A		A	A			A			D	
Approach Delay		0.6			4.1			1.4			35.3	
Approach LOS		A			A			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	5		0	95			0			3	
Queue Length 95th (ft)	1	10		1	217			0			15	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	341	2808		715	2817			440			407	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	315			9			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.19		0.00	0.54			0.07			0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



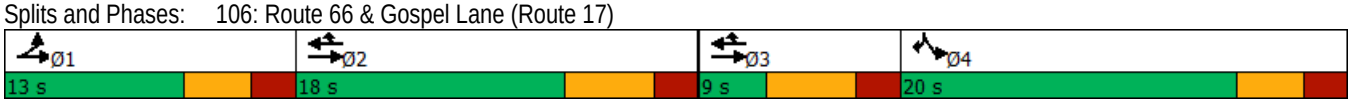
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	76	385	978	199	84	112		
Future Volume (vph)	76	385	978	199	84	112		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1646	3292	3292	1473	1646	1473		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1646	3292	3292	1473	1646	1473		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				221		124		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%		
Adj. Flow (vph)	84	428	1087	221	93	124		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	84	428	1087	221	93	124		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	13.0				20.0	20.0	18.0	9.0
Total Split (%)	21.7%				33.3%	33.3%	30%	15%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	6.0	34.8	21.4	21.4	7.9	7.9		
Actuated g/C Ratio	0.12	0.72	0.44	0.44	0.16	0.16		
v/c Ratio	0.41	0.18	0.75	0.29	0.35	0.36		
Control Delay	27.7	3.7	17.9	3.3	23.5	8.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.7	3.7	17.9	3.3	23.5	8.2		
LOS	C	A	B	A	C	A		
Approach Delay		7.6	15.4		14.8			
Approach LOS		A	B		B			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 50th (ft)	23	20	131	0	25	0		
Queue Length 95th (ft)	60	41	#280	34	61	36		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	276	2224	1452	773	518	548		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.30	0.19	0.75	0.29	0.18	0.23		

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 48.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



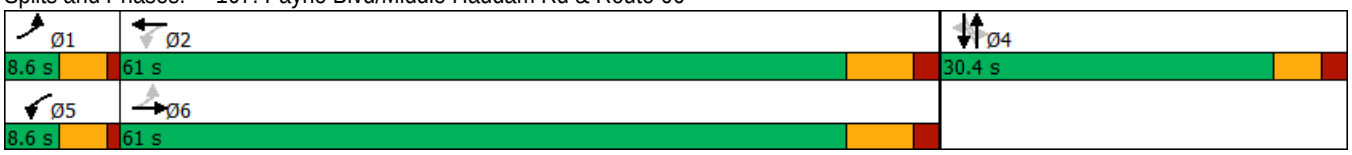
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	429	2	2	1074	0	22	0	5	0	3	0
Future Volume (vph)	18	429	2	2	1074	0	22	0	5	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.976				
Flt Protected	0.950			0.950				0.961				
Satd. Flow (prot)	1678	1764	0	1678	1766	0	0	1656	0	0	1766	0
Flt Permitted	0.138			0.499								
Satd. Flow (perm)	244	1764	0	881	1766	0	0	1724	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								94				
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	19	456	2	2	1143	0	23	0	5	0	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	458	0	2	1143	0	0	28	0	0	3	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	8.6	61.0		8.6	61.0		30.4	30.4		30.4	30.4	
Total Split (%)	8.6%	61.0%		8.6%	61.0%		30.4%	30.4%		30.4%	30.4%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	68.4	69.6		67.5	68.0			7.0			7.0	
Actuated g/C Ratio	0.87	0.88		0.86	0.86			0.09			0.09	
v/c Ratio	0.07	0.29		0.00	0.75			0.12			0.02	
Control Delay	2.1	3.4		1.5	13.0			1.0			34.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.1	3.4		1.5	13.0			1.0			34.7	
LOS	A	A		A	B			A			C	
Approach Delay		3.3			13.0			1.0			34.7	
Approach LOS		A			B			A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	0		0	0			0			1	
Queue Length 95th (ft)	5	148		1	#848			0			10	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	285	1559		796	1525			608			557	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.07	0.29		0.00	0.75			0.05			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 78.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 10.0 — Intersection LOS: B
Intersection Capacity Utilization 75.2% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



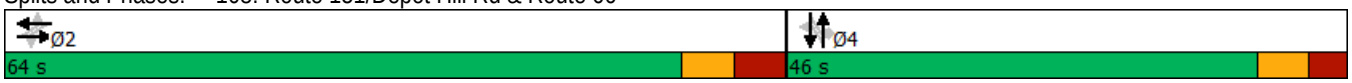
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	382	34	3	923	2	156	12	3	39	11	25
Future Volume (vph)	1	382	34	3	923	2	156	12	3	39	11	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850		0.956	
Flt Protected								0.956			0.975	
Satd. Flow (prot)	0	1747	0	0	1766	0	0	1805	1605	0	1760	0
Flt Permitted		0.999			0.999			0.681			0.695	
Satd. Flow (perm)	0	1745	0	0	1764	0	0	1286	1605	0	1254	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		6							56		25	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	434	39	3	1049	2	177	14	3	44	13	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	1054	0	0	191	3	0	85	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	64.0	64.0		64.0	64.0		46.0	46.0	46.0	46.0	46.0	
Total Split (%)	58.2%	58.2%		58.2%	58.2%		41.8%	41.8%	41.8%	41.8%	41.8%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		55.6			55.6			17.0	17.0		17.0	
Actuated g/C Ratio		0.63			0.63			0.19	0.19		0.19	
v/c Ratio		0.43			0.95			0.78	0.01		0.33	
Control Delay		10.9			36.6			55.0	0.0		25.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		10.9			36.6			55.0	0.0		25.6	
LOS		B			D			D	A		C	
Approach Delay		10.9			36.6			54.1			25.6	
Approach LOS		B			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		121			494			102	0		29	
Queue Length 95th (ft)		231			#923			171	0		67	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1095			1105			559	729		559	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.43			0.95			0.34	0.00		0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 88.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



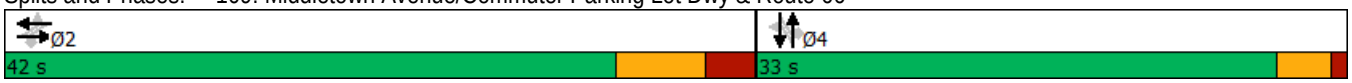
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	287	193	4	564	1	401	0	2	0	0	1
Future Volume (vph)	0	287	193	4	564	1	401	0	2	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.865	
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	1766	1501	1678	1766	0	0	1678	1501	0	1528	0
Flt Permitted				0.557				0.757				
Satd. Flow (perm)	0	1766	1501	984	1766	0	0	1337	1501	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219						71		171	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	326	219	5	641	1	456	0	2	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	219	5	642	0	0	456	2	0	1	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm		NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	42.0	42.0	42.0	42.0	42.0		33.0	33.0	33.0	33.0	33.0	
Total Split (%)	56.0%	56.0%	56.0%	56.0%	56.0%		44.0%	44.0%	44.0%	44.0%	44.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		27.5	27.5	27.5	27.5			25.3	25.3		25.3	
Actuated g/C Ratio		0.42	0.42	0.42	0.42			0.39	0.39		0.39	
v/c Ratio		0.44	0.29	0.01	0.86			0.88	0.00		0.00	
Control Delay		15.8	3.1	11.5	31.3			41.3	0.0		0.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		15.8	3.1	11.5	31.3			41.3	0.0		0.0	
LOS		B	A	B	C			D	A		A	
Approach Delay		10.7			31.1			41.2				
Approach LOS		B			C			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		97	0	1	245			183	0		0	
Queue Length 95th (ft)		155	32	7	#385			#352	0		0	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		967	921	539	967			623	737		803	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.34	0.24	0.01	0.66			0.73	0.00		0.00	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 65.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	357	1	9	474	9	10	50	14	32	22	52
Future Volume (vph)	44	357	1	9	474	9	10	50	14	32	22	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997			0.975			0.934	
Flt Protected		0.995			0.999			0.993			0.985	
Satd. Flow (prot)	0	1724	0	0	1726	0	0	1678	0	0	1594	0
Flt Permitted		0.892			0.989			0.954			0.886	
Satd. Flow (perm)	0	1546	0	0	1709	0	0	1612	0	0	1434	0
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		2724			782			976			892	
Travel Time (s)		41.3			17.8			26.6			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	52	420	1	11	558	11	12	59	16	38	26	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	580	0	0	87	0	0	125	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	32.2	32.2		32.2	32.2		16.9	16.9		16.9	16.9	
Total Split (s)	34.6	34.6		34.6	34.6		16.9	16.9		16.9	16.9	
Total Split (%)	53.2%	53.2%		53.2%	53.2%		26.0%	26.0%		26.0%	26.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.3	3.3		3.3	3.3	
All-Red Time (s)	3.2	3.2		3.2	3.2		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.2			7.2			4.9			4.9	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		31.1			31.1			9.9			9.9	
Actuated g/C Ratio		0.61			0.61			0.19			0.19	
v/c Ratio		0.50			0.56			0.28			0.45	
Control Delay		12.3			13.4			21.7			25.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			13.4			21.7			25.4	
LOS		B			B			C			C	
Approach Delay		12.3			13.4			21.7			25.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		72			92			20			30	
Queue Length 95th (ft)		233			#306			62			86	
Internal Link Dist (ft)		2644			702			896			812	

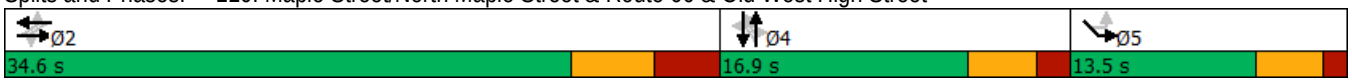
Lane Group	SEL	SER
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	12
Lane Util. Factor	1.00	1.00
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1447	0
Flt Permitted		
Satd. Flow (perm)	1447	0
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	421	
Travel Time (s)	11.5	
Peak Hour Factor	0.85	0.85
Heavy Vehicles (%)	6%	6%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	0
Turn Type	Prot	
Protected Phases	5	
Permitted Phases		
Detector Phase	5	
Switch Phase		
Minimum Initial (s)	9.0	
Minimum Split (s)	13.5	
Total Split (s)	13.5	
Total Split (%)	20.8%	
Yellow Time (s)	3.3	
All-Red Time (s)	1.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	9.2	
Actuated g/C Ratio	0.18	
v/c Ratio	0.00	
Control Delay	22.0	
Queue Delay	0.0	
Total Delay	22.0	
LOS	C	
Approach Delay	22.0	
Approach LOS	C	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	4	
Internal Link Dist (ft)	341	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		976			1079			386			344	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.54			0.23			0.36	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 50.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street



Lane Group	SEL	SER
Turn Bay Length (ft)		
Base Capacity (vph)	260	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.00	

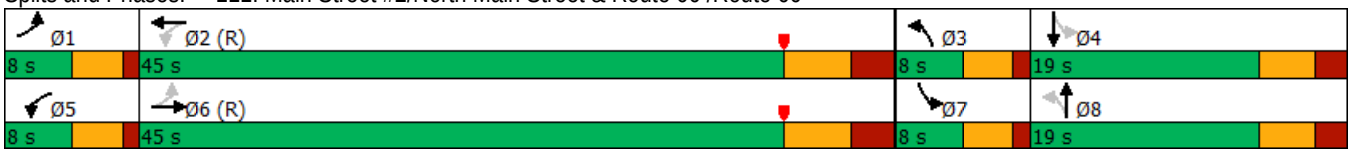
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	372	19	55	374	76	35	45	95	96	49	91
Future Volume (vph)	39	372	19	55	374	76	35	45	95	96	49	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.993			0.975			0.901			0.902	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1662	1737	0	1662	1705	0	1633	1547	0	1719	1632	0
Flt Permitted	0.402			0.431			0.660	0.993		0.653		
Satd. Flow (perm)	703	1737	0	754	1705	0	1135	1538	0	1182	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			18			103			99	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	42	404	21	60	407	83	38	49	103	104	53	99
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	42	425	0	60	490	0	34	156	0	104	152	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	8.0	45.0		8.0	45.0		8.0	19.0		8.0	19.0	
Total Split (%)	10.0%	56.3%		10.0%	56.3%		10.0%	23.8%		10.0%	23.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.2	42.7		50.3	44.5		14.6	11.6		18.1	12.3	
Actuated g/C Ratio	0.62	0.53		0.63	0.56		0.18	0.14		0.23	0.15	
v/c Ratio	0.09	0.46		0.11	0.51		0.14	0.50		0.33	0.46	
Control Delay	6.6	15.5		3.3	12.2		22.8	15.9		26.1	17.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.6	15.5		3.3	12.2		22.8	15.9		26.1	17.5	
LOS	A	B		A	B		C	B		C	B	
Approach Delay		14.7			11.2			17.1			21.0	
Approach LOS		B			B			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	7	136		9	162		13	22		40	24	
Queue Length 95th (ft)	19	227		6	302		34	68		77	76	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	490	940		530	967		239	396		314	381	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.45		0.11	0.51		0.14	0.39		0.33	0.40	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	545	6	11	488	44	10	0	7	39	0	18
Future Volume (vph)	19	545	6	11	488	44	10	0	7	39	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.988			0.943				0.850
Flt Protected	0.950			0.950				0.972			0.950	
Satd. Flow (prot)	1662	1806	0	1662	1788	0	0	1659	0	0	1719	1538
Flt Permitted	0.407			0.415				0.802			0.745	
Satd. Flow (perm)	712	1806	0	726	1788	0	0	1369	0	0	1348	1538
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			11							102
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	21	592	7	12	530	48	11	0	8	42	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	599	0	12	578	0	0	19	0	0	42	20
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	9.0	56.0		9.0	56.0		15.0	15.0		15.0	15.0	15.0
Total Split (%)	11.3%	70.0%		11.3%	70.0%		18.8%	18.8%		18.8%	18.8%	18.8%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	67.0	66.0		66.1	64.1			9.5			9.5	9.5
Actuated g/C Ratio	0.84	0.82		0.83	0.80			0.12			0.12	0.12
v/c Ratio	0.03	0.40		0.02	0.40			0.12			0.26	0.07
Control Delay	3.7	8.5		2.3	6.2			32.9			36.3	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	3.7	8.5		2.3	6.2			32.9			36.3	0.5
LOS	A	A		A	A			C			D	A
Approach Delay		8.3			6.1			32.9			24.8	
Approach LOS		A			A			C			C	

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	69		1	78			9			20	0
Queue Length 95th (ft)	m10	353		4	225			27			49	0
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	656	1491		658	1438			188			185	299
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.03	0.40		0.02	0.40			0.10			0.23	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 55.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

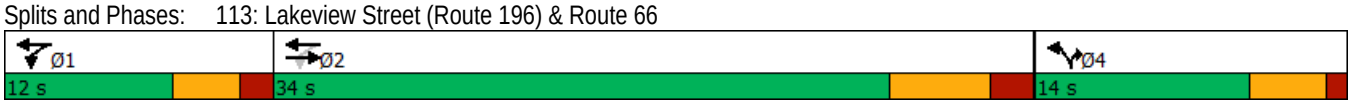
Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	470	36	112	429	75	247
Future Volume (vph)	470	36	112	429	75	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1791	0	1662	1749	1662	1538
Flt Permitted			0.315		0.950	
Satd. Flow (perm)	1791	0	551	1749	1662	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					257
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	490	38	117	447	78	257
Shared Lane Traffic (%)						
Lane Group Flow (vph)	528	0	117	447	78	257
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	34.0		12.0		14.0	14.0
Total Split (%)	56.7%		20.0%		23.3%	23.3%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	20.4		29.4	33.9	9.3	9.3
Actuated g/C Ratio	0.39		0.56	0.65	0.18	0.18
v/c Ratio	0.75		0.26	0.39	0.27	0.53
Control Delay	20.8		4.9	5.3	23.5	8.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.8		4.9	5.3	23.5	8.4
LOS	C		A	A	C	A
Approach Delay	20.8			5.2	11.9	
Approach LOS	C			A	B	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	132		10	50	21	0
Queue Length 95th (ft)	228		23	89	59	54
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	959		478	1339	309	495
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.55		0.24	0.33	0.25	0.52

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 52.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



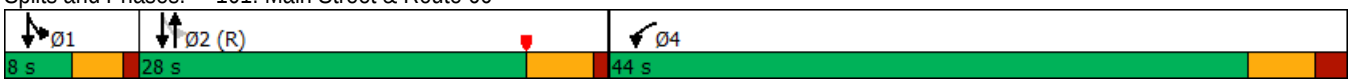
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	699	69	650	1281	52	388
Future Volume (vph)	699	69	650	1281	52	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.987			0.850		
Flt Protected	0.956					0.994
Satd. Flow (prot)	3410	0	3421	1531	0	3401
Flt Permitted	0.956					0.869
Satd. Flow (perm)	3410	0	3421	1531	0	2973
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18			1010		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	721	71	670	1321	54	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	792	0	670	1321	0	454
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	44.0		28.0		8.0	
Total Split (%)	55.0%		35.0%		10.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	24.9		23.0	80.0		41.1
Actuated g/C Ratio	0.31		0.29	1.00		0.51
v/c Ratio	0.74		0.68	0.86		0.28
Control Delay	29.6		29.5	7.6		10.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	29.6		29.5	7.6		10.3
LOS	C		C	A		B
Approach Delay	29.6		15.0			10.3
Approach LOS	C		B			B
Queue Length 50th (ft)	213		155	0		55

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	150		214	#20		98
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1629		983	1531		1617
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.49		0.68	0.86		0.28

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



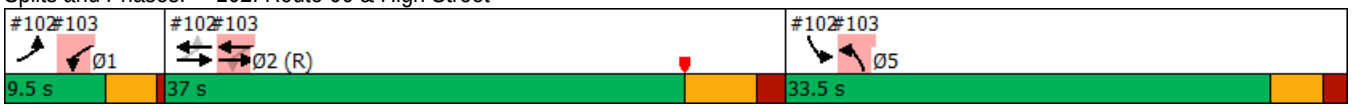
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	1249	641	172	137	86
Future Volume (vph)	119	1249	641	172	137	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.968		0.948	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1711	3421	3312	0	1941	0
Flt Permitted	0.310				0.970	
Satd. Flow (perm)	558	3421	3312	0	1941	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			50		44	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	1274	654	176	140	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	121	1274	830	0	228	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	37.0	37.0		33.5	
Total Split (%)	11.9%	46.3%	46.3%		41.9%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	56.6	48.9	48.9		12.4	
Actuated g/C Ratio	0.71	0.61	0.61		0.16	
v/c Ratio	0.25	0.61	0.41		0.67	
Control Delay	4.2	12.2	6.0		35.3	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	4.2	12.2	6.0		35.3	
LOS	A	B	A		D	
Approach Delay		11.5	6.0		35.3	
Approach LOS		B	A		D	
Queue Length 50th (ft)	12	193	53		88	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m21	m334	59		148	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	492	2092	2045		726	
Starvation Cap Reductn	0	0	236		0	
Spillback Cap Reductn	0	15	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.25	0.61	0.46		0.31	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1323	28	21	786	51	40
Future Volume (vph)	1323	28	21	786	51	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997				0.941	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	3411	0	1711	3421	1706	0
Flt Permitted			0.130		0.973	
Satd. Flow (perm)	3411	0	234	3421	1706	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3				41	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1364	29	22	810	53	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1393	0	22	810	94	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	37.0		9.5	37.0	33.5	
Total Split (%)	46.3%		11.9%	46.3%	41.9%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	48.9		56.6	48.9	12.4	
Actuated g/C Ratio	0.61		0.71	0.61	0.16	
v/c Ratio	0.67		0.08	0.39	0.31	
Control Delay	5.1		7.2	12.4	20.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	5.1		7.2	12.4	20.4	
LOS	A		A	B	C	
Approach Delay	5.1			12.3	20.4	
Approach LOS	A			B	C	
Queue Length 50th (ft)	55		2	53	24	

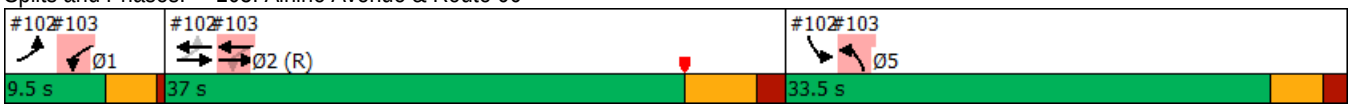
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	68		m17	196	60	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	2087		288	2092	640	
Starvation Cap Reductn	10		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.67		0.08	0.39	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 8.3 — Intersection LOS: A
Intersection Capacity Utilization 53.9% — ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Airline Avenue & Route 66

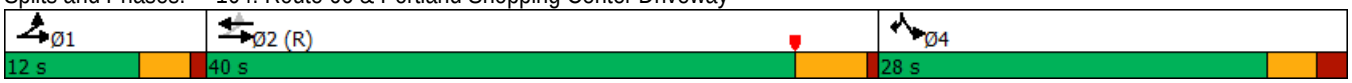


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	148	1237	685	71	113	45
Future Volume (vph)	148	1237	685	71	113	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.986			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	3388	3341	0	1636	1516
Flt Permitted	0.328				0.950	
Satd. Flow (perm)	585	3388	3341	0	1636	1516
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			46
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	151	1262	699	72	115	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	1262	771	0	115	46
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	12.0		40.0		28.0	28.0
Total Split (%)	15.0%		50.0%		35.0%	35.0%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	58.2	63.0	49.4		11.7	11.7
Actuated g/C Ratio	0.73	0.79	0.62		0.15	0.15
v/c Ratio	0.28	0.47	0.37		0.48	0.18
Control Delay	3.8	3.1	14.9		37.6	10.7
Queue Delay	0.0	0.0	0.0		0.3	0.0
Total Delay	3.8	3.1	14.9		37.9	10.7
LOS	A	A	B		D	B
Approach Delay		3.1	14.9		30.1	
Approach LOS		A	B		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	9	43	154		54	0
Queue Length 95th (ft)	m31	110	242		98	27
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	548	2666	2069		472	470
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		96	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.28	0.47	0.37		0.31	0.10

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway

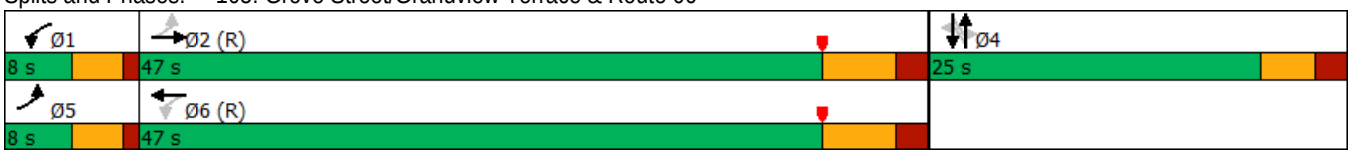


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1298	32	10	720	3	13	0	14	2	1	23
Future Volume (vph)	19	1298	32	10	720	3	13	0	14	2	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.999			0.930			0.880	
Flt Protected	0.950			0.950				0.976			0.996	
Satd. Flow (prot)	1694	3374	0	1694	3385	0	0	1674	0	0	1617	0
Flt Permitted	0.360			0.173				0.833			0.970	
Satd. Flow (perm)	642	3374	0	308	3385	0	0	1429	0	0	1575	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			100			24	
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	20	1352	33	10	750	3	14	0	15	2	1	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1385	0	10	753	0	0	29	0	0	27	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	8.0	47.0		8.0	47.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	58.8%		10.0%	58.8%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	67.7		67.5	66.0			6.1			6.1	
Actuated g/C Ratio	0.86	0.85		0.84	0.82			0.08			0.08	
v/c Ratio	0.03	0.48		0.03	0.27			0.14			0.19	
Control Delay	2.7	8.9		1.8	3.6			1.5			19.3	
Queue Delay	0.0	0.1		0.0	0.0			0.0			0.0	
Total Delay	2.7	8.9		1.8	3.6			1.5			19.3	
LOS	A	A		A	A			A			B	
Approach Delay		8.8			3.6			1.5			19.3	
Approach LOS		A			A			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	3	270		1	41			0			1	
Queue Length 95th (ft)	m4	357		3	99			0			25	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	607	2857		332	2792			428			407	
Starvation Cap Reductn	0	287		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.54		0.03	0.27			0.07			0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



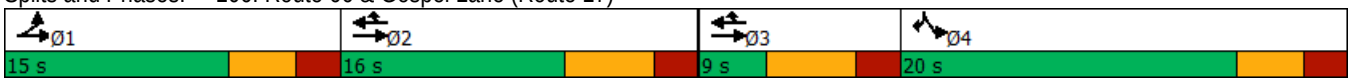
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	148	1149	581	120	141	89		
Future Volume (vph)	148	1149	581	120	141	89		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	3421	3421	1531	1711	1531		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1711	3421	3421	1531	1711	1531		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				125		93		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	154	1197	605	125	147	93		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	154	1197	605	125	147	93		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	15.0				20.0	20.0	16.0	9.0
Total Split (%)	25.0%				33.3%	33.3%	27%	15%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	9.2	36.3	19.6	19.6	9.1	9.1		
Actuated g/C Ratio	0.18	0.71	0.39	0.39	0.18	0.18		
v/c Ratio	0.50	0.49	0.46	0.19	0.48	0.27		
Control Delay	27.0	5.9	15.0	4.2	26.1	7.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.0	5.9	15.0	4.2	26.1	7.4		
LOS	C	A	B	A	C	A		
Approach Delay		8.3	13.1		18.8			
Approach LOS		A	B		B			
Queue Length 50th (ft)	44	84	76	0	44	0		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 95th (ft)	99	160	131	29	88	30		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	346	2421	1314	665	518	529		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.45	0.49	0.46	0.19	0.28	0.18		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 50.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 10.9 — Intersection LOS: B
Intersection Capacity Utilization 47.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



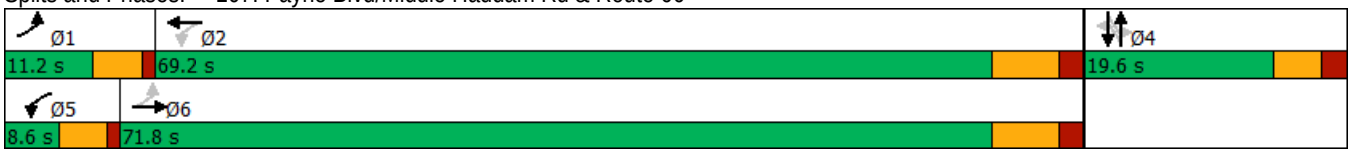
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	1123	18	3	597	2	14	2	3	3	0	55
Future Volume (vph)	119	1123	18	3	597	2	14	2	3	3	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.980			0.872	
Flt Protected	0.950			0.950				0.964			0.998	
Satd. Flow (prot)	1711	1797	0	1711	1801	0	0	1701	0	0	1567	0
Flt Permitted	0.348			0.107				0.887			0.980	
Satd. Flow (perm)	627	1797	0	193	1801	0	0	1565	0	0	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2						3			94	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	125	1182	19	3	628	2	15	2	3	3	0	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	1201	0	3	630	0	0	20	0	0	61	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	11.2	71.8		8.6	69.2		19.6	19.6		19.6	19.6	
Total Split (%)	11.2%	71.8%		8.6%	69.2%		19.6%	19.6%		19.6%	19.6%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	71.5	69.3		66.4	60.0			7.2			7.2	
Actuated g/C Ratio	0.82	0.80		0.76	0.69			0.08			0.08	
v/c Ratio	0.22	0.84		0.01	0.51			0.15			0.29	
Control Delay	2.7	15.6		2.0	9.0			36.8			7.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.7	15.6		2.0	9.0			36.8			7.2	
LOS	A	B		A	A			D			A	
Approach Delay		14.4			8.9			36.8			7.2	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	11	343		0	156			9			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	21	#977		2	250			32			19	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	599	1435		217	1332			255			327	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.21	0.84		0.01	0.47			0.08			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 86.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 12.7 — Intersection LOS: B
Intersection Capacity Utilization 84.8% — ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



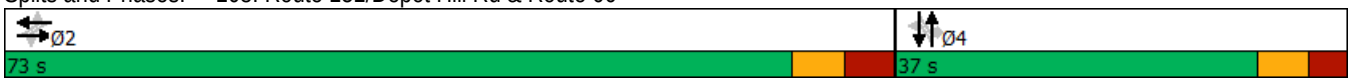
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	990	136	6	503	5	63	4	3	44	15	9
Future Volume (vph)	24	990	136	6	503	5	63	4	3	44	15	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.999				0.850		0.982	
Flt Protected		0.999			0.999			0.955			0.969	
Satd. Flow (prot)	0	1770	0	0	1797	0	0	1838	1636	0	1832	0
Flt Permitted		0.982			0.983			0.684			0.761	
Satd. Flow (perm)	0	1740	0	0	1768	0	0	1317	1636	0	1438	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		11							56		7	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	1076	148	7	547	5	68	4	3	48	16	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1250	0	0	559	0	0	72	3	0	74	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	73.0	73.0		73.0	73.0		37.0	37.0	37.0	37.0	37.0	
Total Split (%)	66.4%	66.4%		66.4%	66.4%		33.6%	33.6%	33.6%	33.6%	33.6%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		69.9			69.9			8.9	8.9		8.9	
Actuated g/C Ratio		0.77			0.77			0.10	0.10		0.10	
v/c Ratio		0.93			0.41			0.56	0.01		0.50	
Control Delay		26.6			6.2			54.8	0.0		46.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		26.6			6.2			54.8	0.0		46.6	
LOS		C			A			D	A		D	
Approach Delay		26.6			6.2			52.6			46.6	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)		577			108			39	0		36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#1067			198			82	0		80	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1344			1363			429	570		473	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.93			0.41			0.17	0.01		0.16	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 90.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 98.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



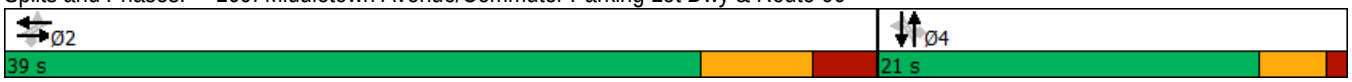
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	616	441	3	375	2	227	4	6	2	2	2
Future Volume (vph)	3	616	441	3	375	2	227	4	6	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.955	
Flt Protected				0.950				0.953			0.984	
Satd. Flow (prot)	0	1801	1531	1711	1799	0	0	1716	1531	0	1692	0
Flt Permitted		0.998		0.329				0.726			0.919	
Satd. Flow (perm)	0	1797	1531	592	1799	0	0	1307	1531	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			455		1				89		2	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	635	455	3	387	2	234	4	6	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	638	455	3	389	0	0	238	6	0	6	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%		35.0%	35.0%	35.0%	35.0%	35.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		25.7	25.7	25.7	25.7			12.8	12.8		12.8	
Actuated g/C Ratio		0.51	0.51	0.51	0.51			0.25	0.25		0.25	
v/c Ratio		0.70	0.46	0.01	0.43			0.72	0.01		0.01	
Control Delay		15.2	2.6	7.3	10.2			32.0	0.0		13.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		15.2	2.6	7.3	10.2			32.0	0.0		13.7	
LOS		B	A	A	B			C	A		B	
Approach Delay		10.0			10.1			31.3			13.7	
Approach LOS		A			B			C			B	
Queue Length 50th (ft)		135	0	0	68			62	0		1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		265	36	4	134			#161	0		8	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		1132	1133	373	1134			450	585		545	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.56	0.40	0.01	0.34			0.53	0.01		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 50.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 68.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



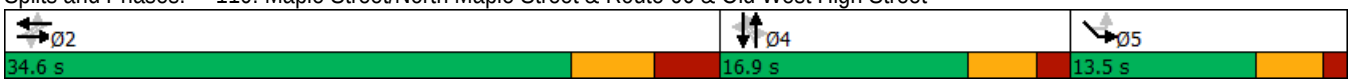
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	45	519	2	10	472	1	17	10	13	11	38	24
Future Volume (vph)	45	519	2	10	472	1	17	10	13	11	38	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995				0.956			0.952
Flt Protected		0.996			0.999				0.985			0.981
Satd. Flow (prot)	0	1793	0	0	1790	0	0	0	1696	0	0	1682
Flt Permitted		0.928			0.985				0.880			0.855
Satd. Flow (perm)	0	1671	0	0	1765	0	0	0	1515	0	0	1466
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45			30				25			25
Link Distance (ft)		2724			782				976			892
Travel Time (s)		41.3			17.8				26.6			24.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	552	2	11	502	1	18	11	14	12	40	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	602	0	0	532	0	0	0	37	0	0	102
Turn Type	Perm	NA		Perm	NA			Perm	NA		Perm	NA
Protected Phases		2			2				4			4
Permitted Phases	2			2				4			4	
Detector Phase	2	2		2	2			4	4		4	4
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0			9.0	9.0		9.0	9.0
Minimum Split (s)	32.2	32.2		32.2	32.2			16.9	16.9		16.9	16.9
Total Split (s)	34.6	34.6		34.6	34.6			16.9	16.9		16.9	16.9
Total Split (%)	53.2%	53.2%		53.2%	53.2%			26.0%	26.0%		26.0%	26.0%
Yellow Time (s)	4.0	4.0		4.0	4.0			3.3	3.3		3.3	3.3
All-Red Time (s)	3.2	3.2		3.2	3.2			1.6	1.6		1.6	1.6
Lost Time Adjust (s)		0.0			0.0				0.0			0.0
Total Lost Time (s)		7.2			7.2				4.9			4.9
Lead/Lag								Lead	Lead		Lead	Lead
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Recall Mode	Min	Min		Min	Min			None	None		None	None
Act Effct Green (s)		31.4			31.4				9.5			9.5
Actuated g/C Ratio		0.65			0.65				0.20			0.20
v/c Ratio		0.56			0.47				0.13			0.36
Control Delay		9.8			8.3				17.4			21.1
Queue Delay		0.0			0.0				0.0			0.0
Total Delay		9.8			8.3				17.4			21.1
LOS		A			A				B			C
Approach Delay		9.8			8.3				17.4			21.1
Approach LOS		A			A				B			C
Queue Length 50th (ft)		99			80				9			26
Queue Length 95th (ft)		209			164				27			60
Internal Link Dist (ft)		2644			702				896			812
Turn Bay Length (ft)												

Lane Group	SBR	SEL
Lane Configurations		
Traffic Volume (vph)	34	0
Future Volume (vph)	34	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	10
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	0	1739
Flt Permitted		
Satd. Flow (perm)	0	1739
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		25
Link Distance (ft)		421
Travel Time (s)		11.5
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	36	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Turn Type		Prot
Protected Phases		5
Permitted Phases		
Detector Phase		5
Switch Phase		
Minimum Initial (s)		9.0
Minimum Split (s)		13.5
Total Split (s)		13.5
Total Split (%)		20.8%
Yellow Time (s)		3.3
All-Red Time (s)		1.2
Lost Time Adjust (s)		0.0
Total Lost Time (s)		4.5
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode		None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		341
Turn Bay Length (ft)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Base Capacity (vph)		1082			1143				373			361
Starvation Cap Reductn		0			0				0			0
Spillback Cap Reductn		0			0				0			0
Storage Cap Reductn		0			0				0			0
Reduced v/c Ratio		0.56			0.47				0.10			0.28

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 48.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street



Lane Group	SBR	SEL
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

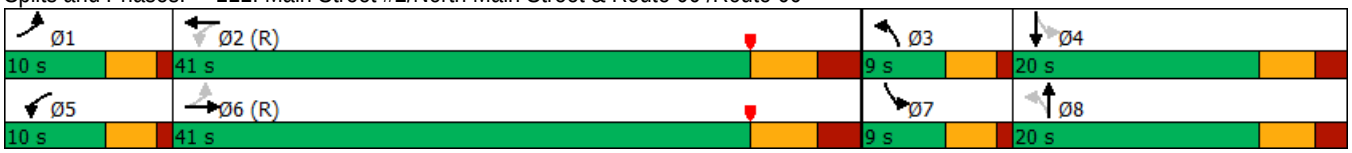
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	413	48	139	395	136	31	107	80	93	87	80
Future Volume (vph)	137	413	48	139	395	136	31	107	80	93	87	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.984			0.962			0.937			0.928	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1711	1772	0	1711	1732	0	1681	1656	0	1770	1729	0
Flt Permitted	0.276			0.347			0.645	0.996		0.625		
Satd. Flow (perm)	497	1772	0	625	1732	0	1141	1651	0	1164	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			27			42			50	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	146	439	51	148	420	145	33	114	85	99	93	85
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	146	490	0	148	565	0	30	202	0	99	178	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	10.0	41.0		10.0	41.0		9.0	20.0		9.0	20.0	
Total Split (%)	12.5%	51.3%		12.5%	51.3%		11.3%	25.0%		11.3%	25.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	46.8	37.8		46.8	37.8		17.0	13.2		19.6	16.2	
Actuated g/C Ratio	0.58	0.47		0.58	0.47		0.21	0.16		0.24	0.20	
v/c Ratio	0.38	0.58		0.33	0.68		0.11	0.66		0.30	0.46	
Control Delay	10.0	20.2		6.2	15.6		20.8	33.4		23.9	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.0	20.2		6.2	15.6		20.8	33.4		23.9	24.1	
LOS	B	C		A	B		C	C		C	C	
Approach Delay		17.9			13.6			31.8			24.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	31	195		8	233		10	78		35	47	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	55	286		m42	182		30	126		72	118	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	393	855		459	845		278	369		331	426	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.57		0.32	0.67		0.11	0.55		0.30	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



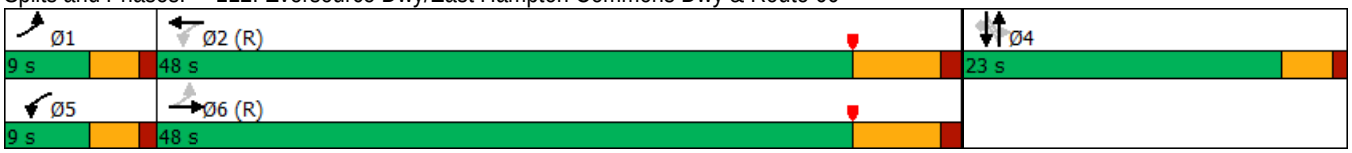
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	543	1	4	593	116	5	0	2	103	0	78
Future Volume (vph)	49	543	1	4	593	116	5	0	2	103	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.975			0.961				0.850
Flt Protected	0.950			0.950				0.966			0.950	
Satd. Flow (prot)	1711	1863	0	1711	1816	0	0	1729	0	0	1770	1583
Flt Permitted	0.270			0.423				0.836			0.753	
Satd. Flow (perm)	486	1863	0	762	1816	0	0	1497	0	0	1403	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					18							102
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	572	1	4	624	122	5	0	2	108	0	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	573	0	4	746	0	0	7	0	0	108	82
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	9.0	48.0		9.0	48.0		23.0	23.0		23.0	23.0	23.0
Total Split (%)	11.3%	60.0%		11.3%	60.0%		28.8%	28.8%		28.8%	28.8%	28.8%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	62.1	59.6		59.7	55.5			12.0			12.0	12.0
Actuated g/C Ratio	0.78	0.74		0.75	0.69			0.15			0.15	0.15
v/c Ratio	0.11	0.41		0.01	0.59			0.03			0.51	0.25
Control Delay	4.3	8.2		3.5	12.4			27.1			39.5	6.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	4.3	8.2		3.5	12.4			27.1			39.5	6.4
LOS	A	A		A	B			C			D	A
Approach Delay		7.9			12.4			27.1			25.2	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	7	112		1	216			3			51	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m12	215		3	416			13			94	26
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	461	1387		628	1265			355			333	453
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.11	0.41		0.01	0.59			0.02			0.32	0.18

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



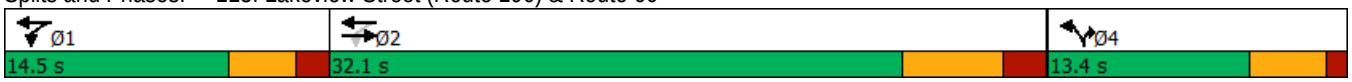
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	499	93	257	563	87	135
Future Volume (vph)	499	93	257	563	87	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1824	0	1711	1801	1711	1583
Flt Permitted			0.244		0.950	
Satd. Flow (perm)	1824	0	439	1801	1711	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	20					142
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	525	98	271	593	92	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	623	0	271	593	92	142
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	32.1		14.5		13.4	13.4
Total Split (%)	53.5%		24.2%		22.3%	22.3%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	22.9		34.1	40.4	9.6	9.6
Actuated g/C Ratio	0.43		0.64	0.76	0.18	0.18
v/c Ratio	0.78		0.55	0.44	0.30	0.35
Control Delay	23.1		9.2	4.9	25.8	8.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	23.1		9.2	4.9	25.8	8.1
LOS	C		A	A	C	A
Approach Delay	23.1			6.3	15.0	
Approach LOS	C			A	B	
Queue Length 50th (ft)	179		27	73	30	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#349		59	123	68	42
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	944		547	1389	308	402
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.50	0.43	0.30	0.35

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 53.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



APPENDIX K

Collision Data Summary

TABLE I1

Intersection Collision History Summary

Intersection: Route 66 **from** Route 17 (St. Johns Square) to Arrigoni Bridge (East End)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	8	11	7	26	44.1%
Fixed Object	5	4	3	12	20.3%
Sideswipe, Same Direction	4	1	3	8	13.6%
Angle	1	1	2	4	6.8%
Other Non-Fixed Object	2	1	0	3	5.1%
Other Non-Collision	1	1	0	2	3.4%
Head-On	1	1	0	2	3.4%
Overturn/Rollover	1	0	0	1	1.7%
Sideswipe, Opposite Direction	0	0	1	1	1.7%
TOTAL	23	20	16	59	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	1	0	1	1.7%
Property Damage Only (PDO)	23	19	16	58	98.3%
TOTAL	23	20	16	59	100%

TABLE I2

Intersection Collision History Summary

Intersection: Route 66 from Arrigoni Bridge (East End) to Route 17A (Main Street)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	7	5	5	17	53.1%
Angle	2	2	2	6	18.8%
Fixed Object	0	2	2	4	12.5%
Sideswipe, Same Direction	0	2	1	3	9.4%
Overturn/Rollover	0	0	1	1	3.1%
Bicycle	0	1	0	1	3.1%
TOTAL	9	12	11	32	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	9	12	12	33	100.0%
TOTAL	9	12	12	33	100%

TABLE I3

Intersection Collision History Summary

Intersection: Route 66 at Route 17A (Main Street)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	9	7	18	50.0%
Angle	1	6	2	9	25.0%
Fixed Object	2	0	2	4	11.1%
Sideswipe, Same Direction	0	2	1	3	8.3%
Overturn/Rollover	0	1	0	1	2.8%
Sideswipe, Opposite Direction	0	1	0	1	2.8%
TOTAL	5	19	12	36	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	6	19	12	37	100.0%
TOTAL	6	19	12	37	100%

TABLE I4

Intersection Collision History Summary

Intersection: Route 66 from Route 17A (Main Street) to High Street

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	5	5	3	13	72.2%
Angle	1	2	0	3	16.7%
Fixed Object	0	1	0	1	5.6%
Other Non-Collision	0	1	0	1	5.6%
TOTAL	6	9	3	18	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	1	0	1	5.6%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	6	8	3	17	94.4%
TOTAL	6	9	3	18	100%

TABLE I5

Intersection Collision History Summary

Intersection: Route 66 at High Street

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	1	2	6	9	50.0%
Angle	1	2	3	6	33.3%
Sideswipe, Same Direction	2	0	0	2	11.1%
Other Non-Fixed Object	0	0	1	1	5.6%
TOTAL	4	4	10	18	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	1	0	1	5.6%
Property Damage Only (PDO)	4	3	10	17	94.4%
TOTAL	4	4	10	18	100%

TABLE I6

Intersection Collision History Summary

Intersection: Route 66 at Airline Avenue

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	5	5	2	12	92.3%
Fixed Object	0	1	0	1	7.7%
TOTAL	5	6	2	13	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	6	6	2	14	100.0%
TOTAL	6	6	2	14	100%

TABLE I7

Intersection Collision History Summary

Intersection: Route 66 at Portland Shopping Center Driveway

COLLISION TYPE

	2015	2016	2017	Total	Percent
Angle	2	2	3	7	63.6%
Rear-End	1	0	1	2	18.2%
Fixed Object	1	0	0	1	9.1%
Head-On	0	0	1	1	9.1%
TOTAL	4	2	5	11	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	1	0	0	1	9.1%
Property Damage Only (PDO)	3	2	5	10	90.9%
TOTAL	4	2	5	11	100%

TABLE I8

Intersection Collision History Summary

Intersection: Route 66 at Grove Street/ Grandview Terrace

COLLISION TYPE

	2015	2016	2017	Total	Percent
Angle	2	2	1	5	33.3%
Rear-End	0	3	1	4	26.7%
Fixed Object	2	0	1	3	20.0%
Other Non-Fixed Object	0	1	0	1	6.7%
Sideswipe, Same Direction	0	0	1	1	6.7%
Backing	0	0	1	1	6.7%
TOTAL	4	6	5	15	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	1	1	6.7%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	4	6	4	14	93.3%
TOTAL	4	6	5	15	100%

TABLE I9

Intersection Collision History Summary

Intersection: Route 66 from Grove Street/ Grandview Terrace to Route 17 (Gospel Lane)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Fixed Object	4	2	3	9	47.4%
Angle	2	0	2	4	21.1%
Overturn/Rollover	0	0	2	2	10.5%
Rear-End	2	0	0	2	10.5%
Animal	0	1	0	1	5.3%
Sideswipe, Same Direction	1	0	0	1	5.3%
TOTAL	9	3	7	19	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	1	0	1	5.3%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	9	2	7	18	94.7%
TOTAL	9	3	7	19	100%

TABLE I10

Intersection Collision History Summary

Intersection: Route 66 at Route 17 (Gospel Lane)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	3	0	2	5	62.5%
Fixed Object	1	0	1	2	25.0%
Angle	0	1	0	1	12.5%
TOTAL	4	1	3	8	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	4	1	3	8	100.0%
TOTAL	4	1	3	8	100%

TABLE I11

Intersection Collision History Summary

Intersection: Route 66 from Route 17 (Gospel Lane) to Middle Haddam Road/ Payne Boule**vard**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	4	2	5	11	39.3%
Angle	2	3	1	6	21.4%
Fixed Object	1	2	2	5	17.9%
Sideswipe, Same Direction	2	3	0	5	17.9%
Sideswipe, Opposite Direction	1	0	0	1	3.6%
TOTAL	10	10	8	28	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	1	0	1	3.6%
Property Damage Only (PDO)	10	9	8	27	96.4%
TOTAL	10	10	8	28	100%

TABLE I12

Intersection Collision History Summary

Intersection: Route 66 at Middle Haddam Road/ Payne Boulevard

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	4	1	7	70.0%
Other Non-Collision	0	1	0	1	10.0%
Angle	0	1	0	1	10.0%
Sideswipe, Same Direction	0	1	0	1	10.0%
TOTAL	2	7	1	10	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	1	0	1	10.0%
Property Damage Only (PDO)	2	6	1	9	90.0%
TOTAL	2	7	1	10	100%

TABLE I13

Intersection Collision History Summary

Intersection: Route 66 from Middle Haddam Road/ Payne Boulevard to Route 151 (Middle **Haddam Road)**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	8	5	9	22	57.9%
Fixed Object	2	2	3	7	18.4%
Angle	2	0	2	4	10.5%
Other Non-Collision	1	0	0	1	2.6%
Other Non-Fixed Object	0	0	1	1	2.6%
Animal	1	0	0	1	2.6%
Head-On	1	0	0	1	2.6%
Sideswipe, Same Direction	0	0	1	1	2.6%
TOTAL	15	7	16	38	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	1	0	0	1	2.6%
Injury	0	0	3	3	7.9%
Property Damage Only (PDO)	14	7	13	34	89.5%
TOTAL	15	7	16	38	100%

TABLE I14

Intersection Collision History Summary

Intersection: Route 66 at Route 151 (Middle Haddam Road) / Depot Hill Road

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	7	3	3	13	76.5%
Fixed Object	1	0	1	2	11.8%
Angle	2	0	0	2	11.8%
TOTAL	10	3	4	17	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	10	3	4	17	100.0%
TOTAL	10	3	4	17	100%

TABLE I15

Intersection Collision History Summary

Intersection: Route 66 from Route 151 (Middle Haddam Road)/ Depot Hill Road to Route **16 (Middletown Avenue)**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	7	5	0	12	48.0%
Fixed Object	3	2	1	6	24.0%
Animal	0	2	2	4	16.0%
Overturn/Rollover	0	1	0	1	4.0%
Head-On	1	0	0	1	4.0%
Sideswipe, Opposite Direction	1	0	0	1	4.0%
TOTAL	12	10	3	25	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	1	0	0	1	4.0%
Property Damage Only (PDO)	11	10	3	24	96.0%
TOTAL	12	10	3	25	100%

TABLE I16

Intersection Collision History Summary

Intersection: Route 66 at Route 16 (Middletown Avenue)/ Park and Ride Driveway

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	1	3	1	5	50.0%
Angle	0	2	0	2	20.0%
Animal	0	0	1	1	10.0%
Fixed Object	0	1	0	1	10.0%
Sideswipe, Same Direction	0	0	1	1	10.0%
TOTAL	1	6	3	10	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	1	6	3	10	100.0%
TOTAL	1	6	3	10	100%

TABLE I17

Intersection Collision History Summary

Intersection: Route 66 from Route 16 (Middletown Avenue) to Maple Street/ North Maple **Street**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	4	5	9	18	47.4%
Animal	0	4	2	6	15.8%
Fixed Object	2	1	2	5	13.2%
Angle	0	3	0	3	7.9%
Sideswipe, Same Direction	2	0	1	3	7.9%
Other Non-Fixed Object	0	1	0	1	2.6%
Head-On	0	0	1	1	2.6%
Sideswipe, Opposite Direction	0	1	0	1	2.6%
TOTAL	8	15	15	38	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	8	15	15	38	100.0%
TOTAL	8	15	15	38	100%

TABLE I18

Intersection Collision History Summary

Intersection: Route 66 at Maple Street/ North Maple Street

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	4	3	9	69.2%
Angle	0	2	0	2	15.4%
Pedestrian	0	1	0	1	7.7%
Fixed Object	1	0	0	1	7.7%
TOTAL	3	7	3	13	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	1	0	1	7.7%
Property Damage Only (PDO)	3	6	3	12	92.3%
TOTAL	3	7	3	13	100%

TABLE I19

Intersection Collision History Summary

Intersection: Route 66 from Maple Street/ North Maple Street to Main Street/ North Main **Street**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Fixed Object	1	1	0	2	40.0%
Animal	0	1	0	1	20.0%
Rear-End	1	0	0	1	20.0%
Sideswipe, Same Direction	1	0	0	1	20.0%
TOTAL	3	2	0	5	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	3	2	0	5	100.0%
TOTAL	3	2	0	5	100%

TABLE I20

Intersection Collision History Summary

Intersection: Route 66 at Main Street/ North Main Street

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	3	6	3	12	70.6%
Angle	1	1	1	3	17.6%
Bicycle	0	1	0	1	5.9%
Sideswipe, Same Direction	0	1	0	1	5.9%
TOTAL	4	9	4	17	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	4	9	4	17	100.0%
TOTAL	4	9	4	17	100%

TABLE I21

Intersection Collision History Summary

Intersection: Route 66 at East Hampton Mall Shopping Center Driveway

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	4	4	1	9	60.0%
Angle	1	3	2	6	40.0%
TOTAL	5	7	3	15	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	5	7	3	15	100.0%
TOTAL	5	7	3	15	100%

TABLE I22

Intersection Collision History Summary

Intersection: Route 66 from East Hampton Mall Shopping Center Driveway to Route 196 (L**ake View Street)**

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	1	2	5	38.5%
Angle	2	1	1	4	30.8%
Other Non-Fixed Object	2	0	0	2	15.4%
Bicycle	1	0	0	1	7.7%
Other	0	0	1	1	7.7%
TOTAL	7	2	4	13	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	7	2	4	13	100.0%
TOTAL	7	2	4	13	100%

TABLE I23

Intersection Collision History Summary

Intersection: Route 66 at Route 196 (Lake View Street)

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	2	1	5	50.0%
Sideswipe, Same Direction	0	0	2	2	20.0%
Other Non-Collision	0	0	1	1	10.0%
Fixed Object	0	0	1	1	10.0%
Angle	0	0	1	1	10.0%
TOTAL	2	2	6	10	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	0	0	0.0%
Property Damage Only (PDO)	2	2	6	10	100.0%
TOTAL	2	2	6	10	100%

TABLE I24

Intersection Collision History Summary

Intersection: Route 66 from Route 196 (Lake View Street) to East Hampton-Marlborough Townline

COLLISION TYPE

	2015	2016	2017	Total	Percent
Rear-End	2	8	6	16	53.3%
Animal	1	1	2	4	13.3%
Fixed Object	0	1	3	4	13.3%
Angle	0	1	2	3	10.0%
Other Non-Collision	1	0	0	1	3.3%
Sideswipe, Same Direction	1	0	0	1	3.3%
Backing	0	1	0	1	3.3%
TOTAL	5	12	13	30	100%

SEVERITY

	2015	2016	2017	Total	Percent
Fatal	0	0	0	0	0.0%
Injury	0	0	1	1	3.3%
Property Damage Only (PDO)	5	12	12	29	96.7%
TOTAL	5	12	13	30	100%

APPENDIX L

Town of Portland Complete Streets Policy

TOWN OF PORTLAND, CONNECTICUT COMPLETE STREETS POLICY

I. VISION, GOALS & PRINCIPLES

VISION

To improve the streets of Portland making them safer and more accessible for all users including pedestrians, cyclists, people with mobility challenges, transit users, and motorists. To encourage non-motorized modes of transportation and a Complete Streets culture that promotes healthy living.

GOALS

The overarching goal of this policy is to gradually transform Portland from a community that disproportionally encourages automobile travel to one that invests in transportation infrastructure equitably across all modes to the benefit of all citizens. Specific goals are the following:

1. Make Portland roads safer by increasing the capacity for various uses while decreasing the rate and severity of vehicle, pedestrian and bicycle crashes;
2. Enable healthier lifestyle choices by providing an expanding variety of walking and bicycling options;
3. Promote a Complete Streets culture in Portland through education and events,
4. Encourage private sector economic development that will benefit from, and contribute to, a more livable community;
5. Expand the network of safe walking and bicycling routes to schools;
6. Connect with other town/citizen's action groups in Portland that have goals related to Complete Streets.

PRINCIPLES

The National Complete Streets Coalition states: "By planning, designing, and constructing Complete Streets, communities of all sizes – whether rural hamlets, small towns, or booming metropolises – are able to provide the quality access to jobs, health care, shops, and schools their residents deserve, while also achieving greater economic, environmental, and public health benefits." Application of Complete Streets policy is not a one size fits all process. Some streets are more adaptable to change than others. The following principles shall guide the planning and implementation of all Complete Street improvements:

1. All Users and All Modes: All users and all modes should benefit from Complete Streets improvements;
2. All Projects & Phases: All transportation projects shall incorporate Complete Streets improvements – from new construction to maintenance, it is anticipated that most complete streets improvements will be planned and completed concurrently with other scheduled roadway projects, but some complete streets improvements may be implemented independently of other road improvements and maintenance. Priority or

special consideration shall be given to locations/improvements identified in the Complete Streets Policy Maps discussed in more detail in Section III;

3. Network: Complete Streets policy should encourage a network understanding/approach to the town's transportation system;
4. State law: Public Act 09-154 states: "From funds received by the department or any municipality for the construction, restoration, rehabilitation or relocation of highways, roads or streets, a reasonable amount shall be expended to provide facilities for all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps. On and after October 1, 2010 not less than one percent of the total amount of any such funds received in any fiscal year shall be so expended."
5. Jurisdiction: Complete Streets policy shall address all agencies involved in transportation: Department of Public Works (DPW), Emergency Management Services (EMS), CT Department of Transportation (CTDOT), Middletown Area Transit (MAT);
6. Design: Standards and guidelines shall refer to latest editions of guidance documents published by American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), Institute of Transportation Engineers (ITE), American Planning Association (APA), National Association of City Transportation Officials (NACTO), and the U.S. Access Board;
7. Exceptions: Shall be made according to clear criteria and authorization stipulated within this policy document;
8. Context Sensitivity: Land use context and flexibility shall be considered relative to potential Complete Streets improvements;
9. Performance Standards: Performance standards shall be established with measurable outcomes.

II. USERS AND MODES

This transportation system shall be designed and operated in ways that improve the safety, comfort and convenience of pedestrians, bicyclists, public transit users, assistive mobility device users, motorists, emergency management services, freight providers, and users of other common modes of transportation.

When there is conflicting needs among users and modes, the following prioritization will apply:

1. Safety is the highest priority, followed by mobility;
2. Among modes, pedestrian needs shall receive priority, followed by the next most vulnerable user in each case;
3. Strive for balance among all modes involved in each case. It is recognized that all modes cannot receive state of the art accommodation within every right-of-way (ROW – the publicly owned transportation corridor), but the overall goal is that all users of varying ability can safely and conveniently use the transportation network.

III. PROCEDURES

The Town of Portland commits to applying Complete Streets principles at the outset of all

transportation improvement projects. Each project shall be approached as an opportunity to improve the safety and accessibility of the street/ROW for all users. Projects may include, but not be limited to, subdivision, new development, new construction, major maintenance (such as resurfacing, storm drainage, curb repair, etc.), and privately-funded projects. Improvements through planning, programming, design, and ROW acquisition shall be considered. Examples of such projects may be specific such as sidewalks and crosswalks or general such as traffic calming, enhanced traffic enforcement, and 'Road Diets". Priority or special consideration shall be given to locations/improvements identified in Complete Streets Policy Maps:

1. Complete Streets Priority Areas (attached as pdf file "Complete Streets Map final 6-23-16")
2. Existing & Possible Sidewalks (attached as pdf file "Sidewalks Map final 6-21-16")
3. Possible Bike Routes & Multi-Use Paths (attached as pdf file "Bike Routes Map final 6-21-16")

The following procedural guidelines shall be followed:

1. A new project is identified and brought to the attention of the First Selectman / Board of Selectmen;
2. Input is gathered from relevant stakeholders - The CSG, Town Engineer, Planning, Public Safety and Public Works departments - regarding current Complete Streets needs in the area of the project;
3. Planning, Public Works, and Finance departments will develop a project budget to include recommended Complete Streets improvements and present for approval to the Board of Selectmen.

IV. JURISDICTION & NETWORK CONNECTIVITY

This Policy shall apply to all Town owned streets and land within public ROWs. Additionally, the State of Connecticut controls three principal transportation corridors that traverse the town including routes, 66, 17, and 17A. The Town shall work cooperatively with Connecticut Department of Transportation to plan and implement Complete Streets improvements within these ROWs. At a minimum, PA 09-154 An Act Improving Bicycle and Pedestrian Access and the Connecticut Complete Streets Policy EX.0.-31, shall be applied to all planning, design, construction and major maintenance within state controlled ROWs. Wherever possible, the Town's Complete Street policy shall be considered, especially where a state ROW provides Complete Streets network connectivity identified in the Town's Plan of Conservation and Development. Owners of privately owned streets and ways shall also be encouraged to adhere to the policy.

Private utility companies operate within Town and State ROWs. Their planning, construction, and major maintenance can create both opportunities and barriers to Complete Streets improvements. The Town shall coordinate with the private utilities to ensure that utilities projects and Complete Streets improvements are coordinated wherever possible.

The Portland School District encourages students to walk to school and has established standards that stipulate the distance a student can be expected to walk if sidewalks and safe crossings are provided. The Town shall coordinate Complete Streets improvements to ensure safe routes to schools including sidewalks, road crossings and multi-use routes that encourage walking and bicycling to school.

The Town shall also coordinate Complete Streets planning and construction with Middletown Area Transit, River COG (Council of Governments), and adjacent municipalities to facilitate effective application of resources.

NETWORK CONNECTIVITY

The Town shall identify gaps in the sidewalk and trail network that upon completion will improve connectivity and facilitate completion of a Complete Streets network. Ideally there should be non-motorized ways to get to key areas in Portland including the recreational areas, the economic development areas, and schools. Connections between the Village District/Town Center and Riverfront Recreation area are specifically mentioned in the town's 2016 POCD. These improvements are considered high priority projects.

Existing pedestrian crossings shall be evaluated for safety and functionality. The expansion of the sidewalk network will require the implementation of new crossings. All new crossings shall be determined based on accepted standards related to speed limit, site lines, stopping distance, etc.

The Air Line Trail (ALT) will provide unprecedented connectivity across the southern part of town for bicyclists and pedestrians. Additional multi-use pathways shall be investigated that connect to the ALT such as the existing north-south utility corridors. Town and State open space areas shall also be evaluated for potential multi-use trail connectivity.

V. DESIGN GUIDANCE & PERFORMANCE STANDARDS

All Complete Streets improvements within public ROWs shall conform to the following standards. Of the following list, AASHTO and MUTCD are considered the definitive design guides for changes within the State ROW. Because Complete Streets design is an evolving field, the latest edition of these standards shall be referenced for design guidance:

American Association of State Highway and Transportation Officials (AASHTO)
- A Policy on Geometric Design of Highways and Streets
- Guide for the Development of Bicycle Facilities
- Guide for the Planning, Design and Operations of Pedestrian Facilities

American Planning Association (APA)
- Complete Streets: Best Policy and Implementation Practices
- U.S. Traffic Calming Manual

Federal Highway Administration (FHWA)
- Manual of Uniform Traffic Control Devices (MUTCD)

PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System

Institute of Transportation Engineers (ITE)
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

National Association of City Transportation Officials (NACTO)
Urban Bikeway Design Guide
Urban Street Design Guide

U.S. Access Board
Accessible Public Rights-of-Way: Planning and Designing for Alterations

VI. INCLUSION & EXCEPTIONS

The Town of Portland commits to applying Complete Streets principles at the outset of all transportation improvement projects. Each project shall be approached as an opportunity to improve the safety and accessibility of the street/right of way for all users.

Exceptions shall be made if the following criteria render Complete Streets improvements unworkable:

1. Where specific users are prohibited by law from using the ROW (i.e. pedestrians and bicyclists within a limited access highway);

2. Cost is disproportionate to the current need or projected future need for Complete Streets improvements or funding is not available;

3. There is an absence of current and future need (i.e. a rural road that carries low Average Daily Traffic (ADT) and is remote from neighborhoods, schools, or points of interest);

4. Emergency repairs within Town ROWs (pre-existing Complete Streets elements impacted by these repairs must be restored to their original condition).

Protocol - Exceptions shall be granted according to the following:

The town shall issue Request for Exceptions (RFE) at the earliest project phase by posting the RFE on Town website and distribute to stakeholders including Complete Streets Group. Allow a 14 day public comment period and record comments as an Exhibit to the RFE.

Decisions regarding exceptions shall be decided by the First Selectman (Local Traffic Authority) in consultation with other Selectmen, a designated Complete Streets Group member, Directors of Public Works and Planning, and considering public input. A determination of exception will conform to one or more of the four allowable exceptions listed above.

VII. POLICY IMPLEMENTATION AND PERFORMANCE MEASUREMENT

Implementation of Complete Streets improvements represents a continuum that will require periodic and sustained evaluation to measure progress and effectiveness. To facilitate that

regular evaluation, the Director of Public Works shall provide a written report to the Board of Selectmen on an annual basis by the first of February on the progress and effectiveness of the Complete Streets policy and any exceptions granted during the previous calendar year. If requested, the CSG can work with the Public Works Department, to help create a form that can be used to provide the annual written report. The measurement of all Complete Streets Improvements for the previous calendar year are to include the following:

I. Funding:

Total dollar amount spent on Complete Streets Improvements

a. Town funds
b. Grant funds
c. Other funds

II. Sidewalks/Pedestrian/Transit Improvements:

1. Lineal feet of sidewalks and other pedestrian accommodations built or improved
   a. Within ½ miles of schools
   b. Outside ½ miles of schools
2. Number and description of crosswalks installed or improved
3. Number and description of Americans with Disabilities Act (ADA) accommodations installed or improved
4. Number and description of public or private transit accessibility improvements installed or improved by type and number

III. Bicycling Improvements:

1. Lineal feet of bicycle lanes, routes, or trails built by width and type
2. Number and description of bicycle parking facilities installed

IV. Traffic Calming:

1. Number and description of traffic calming measures implemented
2. Number of new traffic control signs/signals installed that assist with the town's Complete Streets policies
3. Number of street trees planted

V. Maintenance Activities:

Description of Maintenance Activities of existing Complete Streets Facilities

VI. User & Crash Data:

1. Bicycle and pedestrian traffic counts
2. Motor vehicle, bicycle and pedestrian accident data

VII. Exceptions:

Number of Request for Exceptions requested and approved, including dates and committee members

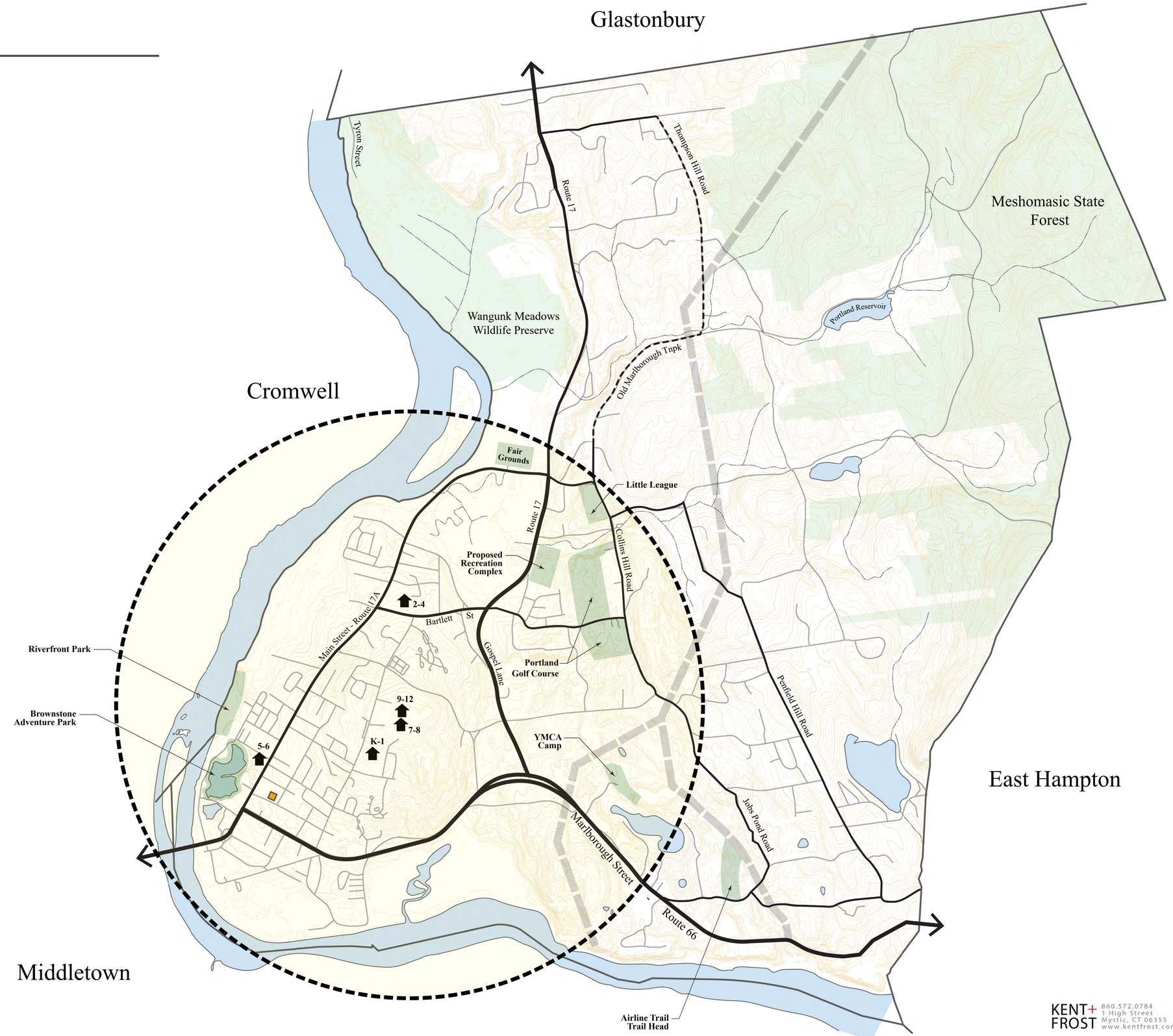
END

PORTLAND, CT

Complete Streets Priority Area

June 21, 2016

0 1,500 3000



Legend

- Principal Arterial Road
- Minor Arterial Road
- Principal Collector Road
- Minor Collector Road
- Local Road
- Portland School
- Portland Public Library
- Contour Line
- Water Body
- Outdoor Recreation
- Protected Open Space
- Utility Corridor

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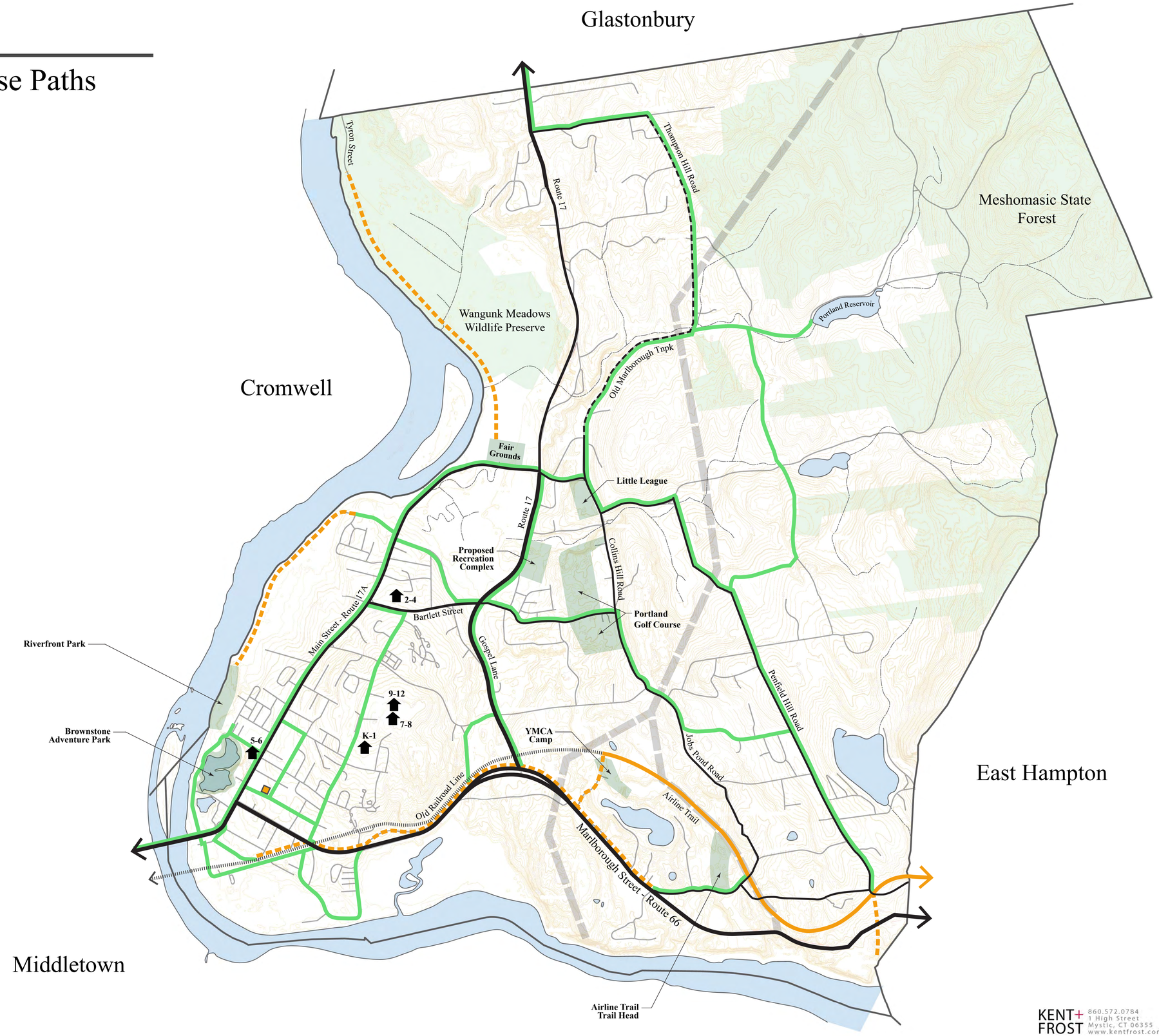
PORTLAND, CT

Possible Bike Routes & Multi-use Paths

June 21, 2016

0 1,500 3000



Legend:

- Principal Arterial Road
- Minor Arterial Road
- Principal Collector Road
- Minor Collector Road
- Local Road
- Existing Airline Trail
- Possible Bike Route
- Possible Multi-use Path
- Old Railroad Line
- Portland School
- Portland Public Library
- Contour Line
- Water Body
- Outdoor Recreation
- Protected Open Space
- Utility Corridor

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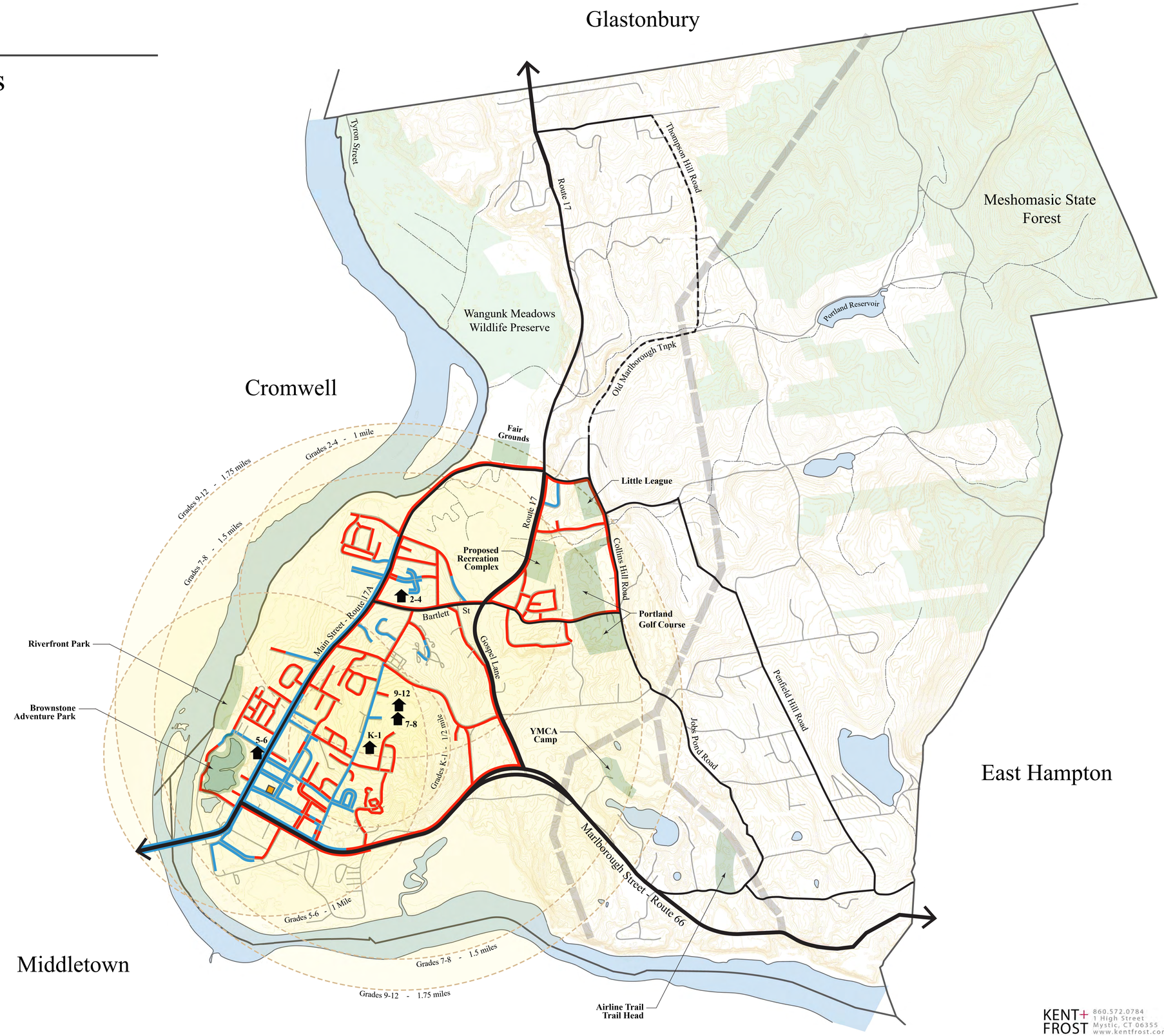
PORTLAND, CT

Existing and Possible Sidewalks

June 21, 2016

0 1,500 3000



Legend

- Principal Arterial Road
- Minor Arterial Road
- Principal Collector Road
- Minor Collector Road
- Local Road
- Existing Sidewalk
- Possible Sidewalk
- Portland School
- School Walk Zone
- Portland Public Library
- Contour Line
- Water Body
- Outdoor Recreation
- Protected Open Space
- Utility Corridor

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APPENDIX M

Connecticut Trail Census 2017 Counts Report

Connecticut Trail Census

A statewide multi-use trail user study and volunteer data collection program

2017 Adjusted Count Report

February 12, 2018

The following report includes the final adjusted infrared (IR) counter data at 15 count locations for the full 2017 calendar year from Sunday, January 1st, 2017 through Sunday, December 31st, 2017.

Understanding the Data

This count data shows number of uses or trips, not visits or visitors. Infrared counters register warm bodies passing by the IR scope. Trail users who travel out and back on the same route will pass the counter twice and be counted twice. For trails with primarily out and back traffic, trail visits can be estimated at ½ of the count total.

The raw data was adjusted or "calibrated" using manual counts completed by volunteers. Manual count totals that volunteers recorded were compared to the figure registered by the IR counter for that hour. Individual adjustment factors were established by dividing the manual count total by the IR count total for identical time periods. These factors ranged from 1.29 to 2.65. These factors are consistent with factors calculated for other multi-use trails in similar studies. For trails that did not submit manual count forms, the lowest calibration factor (1.29) was applied.

The manual counts showed that the IR counters consistently undercount. Undercounts are typically due to people travelling side by side or bikes travelling too fast. Manual counts are important to ensure the correction factors applied to each trail are appropriate and reflect the performance of the individual IR counters.

Location	Manual Count	IR Count	Adjustment Factor
Air Line Trail Thompson	X	X	1.29
Air Line Trail East Hampton	46	34	1.35
CTFastrak Trail New Britain	69	26	2.65
Farmington Canal Heritage Trail Cheshire	X	X	1.29
Farmington Canal Heritage Trail Hamden	X	X	1.29
Farmington Canal Heritage Trail New Haven	X	X	1.29
Hop River Trail Bolton	371	157	2.36
Hop River Trail Vernon	302	187	1.61
Larkin State Bridle Trail Oxford	109	59	1.85
Middlebury Greenway	X	X	1.29
Naugatuck River Greenway Derby	550	299	1.84
Norwalk River Valley Trail Wilton	133	103	1.29
Sue Grossman Greenway Torrington	383	248	1.54
Shoreline Greenway Trail Madison	185	102	1.81
Still River Greenway Brookfield	279	180	1.55

http://cttrailcensus.uconn.edu

Not all trails have complete data for the entire year. The counters in Middlebury, Brookfield and Hamden were added after the beginning of 2017. Counters in New Britain, Madison and New Haven experienced periods of no data due to insects nesting in the IR sensor. The counter in Oxford experienced sensor malfunction at the end of the year. Two days of data in Torrington were also impacted by a counter malfunction. Missing data is indicated with an X in the data sheets. In an attempt to account for missing data, estimated annual totals were calculated by multiplying the average daily use on each trail (for days with data) by 365. All other calculations are based on the adjusted counts.

2017 Adjusted Totals

Location	Adjusted IR Count	Days With Data	Daily Average	Average X 365
Air Line Trail Thompson	4,401	365	12	4,401
Air Line Trail East Hampton	62,415	365	171	62,415
CTFastrak Trail New Britain	40,155	320	125	*45,802
Farmington Canal Heritage Trail Cheshire	64,831	365	178	64,831
Farmington Canal Heritage Trail Hamden	48,035	194	248	*90,372
Farmington Canal Heritage Trail New Haven	73,491	292	252	*91,864
Hop River Trail Bolton	60,943	365	167	60,943
Hop River Trail Vernon	133,016	365	364	133,016
Larkin State Bridle Trail Oxford	31,248	305	102	*37,395
Middlebury Greenway	47,202	311	152	*55,398
Naugatuck River Greenway Derby	303,550	365	832	303,550
Norwalk River Valley Trail Wilton	68,566	365	188	68,566
Sue Grossman Greenway Torrington	83,934	363	231	*84,396
Shoreline Greenway Trail Madison	90,604	329	275	*100,518
Still River Greenway Brookfield	168,660	311	542	*197,945
Total:	1,281,051			*1,401,415

**indicates estimated annual total based on daily average*

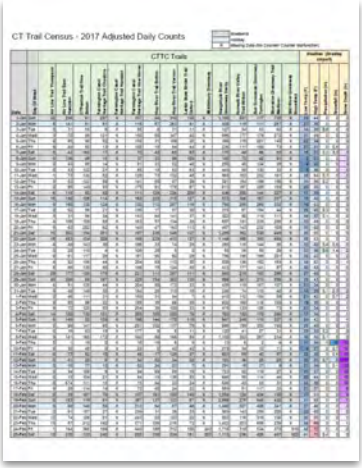
A total of **1,281,051** uses or trips were recorded across all 15 sites. Using average daily counts to account for missing data, the 15 trails had more than an estimated 1.4 million uses in 2017.

The most heavily used trails during 2017 were the Naugatuck River Greenway in Derby, The Still River Greenway in Brookfield, and the Hop River Trail in Vernon.

Counters on the Air Line Trail in Thompson and the Larkin State Bridle Trail in Oxford recorded the lowest use volumes.

Understanding the Tables

Daily Totals



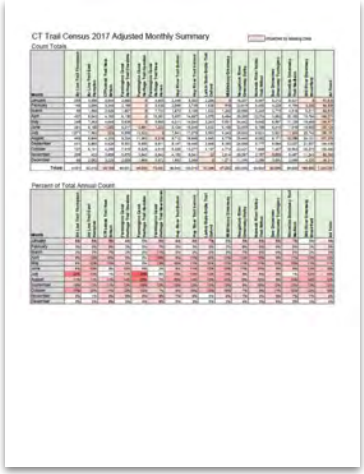
Pages 1-7 of the attached report detail the adjusted daily totals for each trail. All figures were adjusted using the factors explained above. Weekends and holidays are shaded grey and blue, respectively. Since weather plays a major role in outdoor activities, the table includes daily weather data reported at Bradley International Airport in Windsor Locks. The weather data was downloaded from the National Center for Environmental Information at the National Oceanic and Atmospheric Administration (NOAA) www.ncdc.noaa.gov.

The weather data includes daily high and low temperature, precipitation, snowfall, and snow cover. Data from Bradley Airport was used because it was the most complete dataset available, and it was the only dataset in the state to include snow depth. The data has been conditionally formatted and shaded to to help visually interpret trends.

Some things to look for:

- Weather plays a major role in trail use.
- Trail use lags on very cold days. See March 12th.
- Trail use lags on days with heavy precipitation. Look at May 5th or June 19th.
- Trail use spikes on days in the winter and early spring when temperatures rise, especially on weekends. For instance, see trail use on April 2nd and 9th.
- While people still use snow covered trails, those where snow is removed saw more rapid rebounds in uses following major snowfall. There was a major snow event on March 15th that drastically impacted trail use across all trails, but trail uses in Derby and Torrington, where the trail is plowed, rebounded more quickly.
- Use on trails that have more commuter use and less recreational use, like the FCHT New Haven or CTfastrak Trail in New Britain, may be less impacted by weather.

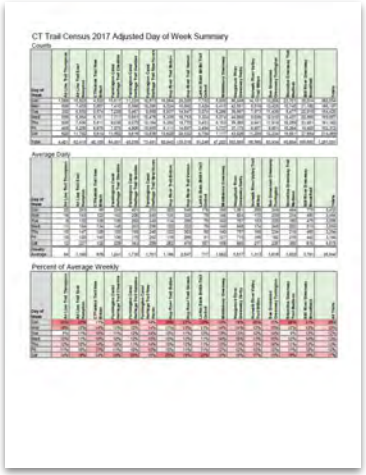
Monthly Summary



The adjusted monthly totals tables break down the trail use totals by Month. The table at the top of the page details the adjusted count totals by site by month. Cells shaded orange indicate months that count totals were impacted by missing data. The lower table shows the percent of total annual counts by month. Be aware that the percent of total for months with missing data reflect that fact. The cells have been formatted so that cells with higher values are shaded darker red. Both tables show totals for all trails to the right.

Some things to look for:

- The heaviest use occured between the months of April and October when approximately 76% of trail uses across all sites were recorded.
- Use on trails that have more commuter use and less recreational use, like the FCHT New Haven or CTfastrak Trail in New Britain, may have more evenly distributed uses over the year.



Day of Week Summary

The Adjusted Day of Week Summary page breaks down the annual adjusted counts by day of week. Three tables are presented. The first table details total counts by the day of week. The second table shows the calculated daily average by day of week. The third table shows the percent of trail use by day of week for each trail, and is formatted with higher values shaded darker red. All three tables show the totals for all trails to the right.

Some things to look for:

- Generally, heavier use occurred on the weekends than during the week.
- Trails with primarily recreational use tended to have a more pronounced weekend/ weekday discrepancy.
- Use on trails that have more commuter use and less recreational use, like the FCHT New Haven or CTfastrak Trail in New Britain, may have more evenly distributed uses by day of week, and may even have heavier use during the week.

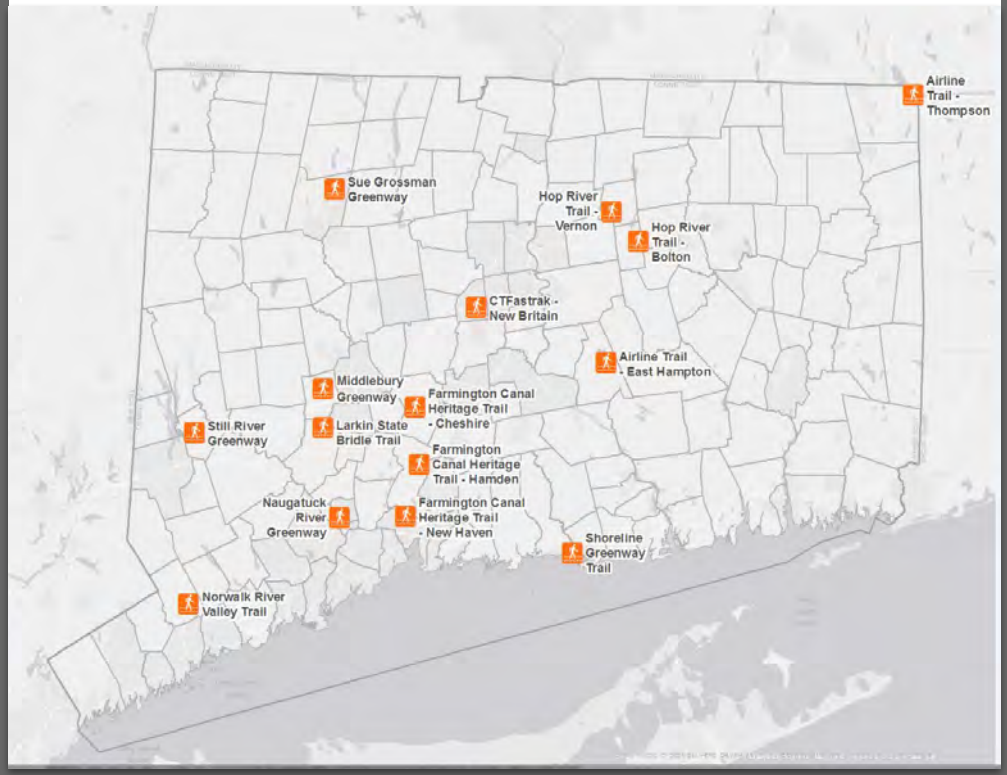
Hourly Summary

The Adjusted Hourly Summary breaks down trail use by hour of day. The top table shows average hourly totals for each site, as well as the average hourly total for all sites. The bottom table shows percent of use by hour of day of the total daily average use for each trail and for all trails combined. The second table is formatted so that cells with higher values are shaded darker red.

Some things so look for:

- Most trail use (96.6%) took place between 6am and 7pm.
- FCHT New Haven and CTfastrak Trail in New Britain had more uses later at night than other trails, perhaps due to heavier commuter use.

Locations



http://cttrailcensus.uconn.edu

This data can be explored interactively on the CT Trail Census Website: http://cttrailcensus.uconn.edu.

The website also contains more information about methods and count procedures and findings. This report was prepared by Laura Brown, Community & Economic Development Educator, University of Connecticut Extension, Aaron Budris, Naugatuck Valley Council of Governments and Kristina Kelly, Connecticut Trail Census, Coordinator, February, 2018.

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
1-Jan	Sun	32	256	61	297	X	107	54	310	135	X	1,100	501	117	735	X	25	44	0	0	0
2-Jan	Mon	8	141	61	81	X	116	87	263	91	X	408	118	111	267	X	21	35	0	0	0
3-Jan	Tue	0	31	58	6	X	85	9	31	11	X	127	54	53	60	X	34	39	0.9	0	0
4-Jan	Wed	3	72	98	121	X	150	50	147	42	X	686	177	179	272	X	31	49	0	0	0
5-Jan	Thu	6	85	90	52	X	155	31	158	35	X	399	118	201	140	X	22	34	0	0	0
6-Jan	Fri	9	49	80	13	X	105	19	84	44	X	235	111	159	73	X	21	31	0	0.8	0
7-Jan	Sat	8	43	165	17	X	70	43	65	83	X	175	48	66	85	X	18	21	0.2	3.3	3
8-Jan	Sun	6	106	48	15	X	37	33	95	109	X	140	72	42	91	X	9	23	0	0	3
9-Jan	Mon	0	43	85	14	X	81	33	52	46	X	250	40	134	38	X	4	20	0	0	3
10-Jan	Tue	0	43	122	21	X	85	19	53	63	X	449	58	130	33	X	1	36	0	0	3
11-Jan	Wed	1	73	130	52	X	129	73	132	48	X	868	152	252	161	X	35	54	0.3	0	3
12-Jan	Thu	8	53	122	59	X	141	59	97	39	X	521	154	156	185	X	39	56	0.2	0	0
13-Jan	Fri	0	88	143	93	X	178	61	176	87	X	613	167	205	189	X	25	50	0	0	0
14-Jan	Sat	6	115	80	92	X	111	128	226	205	X	436	200	144	227	X	17	29	0	0	0
15-Jan	Sun	15	192	106	114	X	163	203	315	127	X	572	306	167	297	X	19	40	0	0	0
16-Jan	Mon	6	180	130	124	X	132	113	297	116	X	765	285	269	332	X	16	43	0	0	0
17-Jan	Tue	0	62	96	21	X	136	17	57	30	X	315	67	184	44	X	26	40	0.3	0	0
18-Jan	Wed	3	31	96	34	X	143	64	141	37	X	322	90	119	111	X	34	37	0.1	0	0
19-Jan	Thu	4	108	109	59	X	163	57	134	39	X	697	191	235	296	X	33	49	0	0	0
20-Jan	Fri	8	83	202	62	X	143	47	163	113	X	487	143	232	105	X	35	42	0	0	0
21-Jan	Sat	15	302	194	351	X	187	336	546	137	X	1,289	362	530	446	X	35	55	0	0	0
22-Jan	Sun	18	453	104	329	X	185	229	413	137	X	1,146	385	385	669	X	35	53	0	0	0
23-Jan	Mon	4	49	143	30	X	106	33	74	28	X	285	118	144	58	X	33	40	0.4	0.6	0
24-Jan	Tue	0	20	119	4	X	108	28	8	0	X	55	36	59	29	X	33	38	0.9	1.4	2
25-Jan	Wed	6	61	117	26	X	181	90	82	28	X	706	195	168	201	X	32	42	0	0	2
26-Jan	Thu	4	92	196	44	X	204	69	113	30	X	508	136	182	169	X	34	52	0	0	1
27-Jan	Fri	5	66	130	90	X	198	78	124	50	X	412	177	141	87	X	32	43	0	0	0
28-Jan	Sat	28	177	109	178	X	221	111	297	111	X	660	218	193	288	X	27	40	0	0	0
29-Jan	Sun	40	306	66	187	X	225	154	363	135	X	898	341	213	586	X	28	43	0	0	0
30-Jan	Mon	6	81	135	44	X	204	90	173	33	X	438	118	167	107	X	21	34	0	0	0
31-Jan	Tue	9	45	149	30	X	154	28	113	15	X	245	74	110	40	X	14	25	0.1	2.3	2
1-Feb	Wed	0	46	111	31	X	159	31	94	7	X	410	112	159	58	X	21	42	0	0.7	2
2-Feb	Thu	8	88	96	32	X	185	38	66	50	X	602	160	116	100	X	19	38	0	0	1
3-Feb	Fri	9	72	125	50	X	254	38	100	33	X	476	133	158	73	X	21	34	0	0	1
4-Feb	Sat	14	122	130	101	X	205	109	220	76	X	703	192	170	299	X	17	34	0	0	1
5-Feb	Sun	6	149	50	159	X	198	144	170	118	X	647	248	119	337	X	24	42	0	0	1
6-Feb	Mon	5	99	141	65	X	251	102	137	78	X	686	189	202	190	X	28	40	0	0	0
7-Feb	Tue	0	16	93	19	X	177	9	6	11	X	120	41	57	31	X	29	33	0.2	0	0
8-Feb	Wed	9	141	165	172	X	340	59	166	59	X	1,109	303	287	234	X	30	50	0.1	0	0
9-Feb	Thu	5	1	19	0	X	15	19	6	9	X	13	6	2	4	X	11	34	1	16	13
10-Feb	Fri	8	35	48	0	X	22	0	42	42	X	219	34	12	11	X	4	27	0	0.7	12
11-Feb	Sat	0	73	82	10	X	46	17	128	37	X	603	58	40	87	X	20	30	0	0.6	13
12-Feb	Sun	0	41	29	6	X	54	52	34	22	X	101	36	25	25	X	20	29	0.7	5	17
13-Feb	Mon	0	15	77	13	X	62	24	23	7	X	291	18	37	9	X	21	34	0	0.1	13
14-Feb	Tue	0	34	106	8	X	94	69	58	18	X	723	62	119	27	X	11	37	0	0	12
15-Feb	Wed	0	15	104	21	X	84	19	136	55	X	646	68	114	44	X	20	44	0	0	10
16-Feb	Thu	0	674	111	15	X	75	64	23	24	X	636	43	93	31	X	24	35	0	0	10
17-Feb	Fri	9	28	114	19	X	72	40	24	22	X	659	81	117	33	X	21	37	0	0	9
18-Feb	Sat	0	39	101	70	X	137	161	100	146	X	1,554	124	434	190	X	17	53	0	0	9
19-Feb	Sun	0	183	119	81	X	387	137	123	87	X	2,868	276	646	430	X	31	58	0	0	7
20-Feb	Mon	0	69	149	59	X	213	64	87	48	X	1,490	227	408	341	X	27	46	0	0	3
21-Feb	Tue	0	61	157	27	X	239	31	36	33	X	929	143	289	205	X	22	45	0	0	2
22-Feb	Wed	12	74	106	81	X	243	52	103	22	X	822	116	318	136	X	35	55	0	0	1
23-Feb	Thu	13	87	212	192	X	271	106	216	72	X	1,422	253	658	239	X	34	66	0	0	1
24-Feb	Fri	1	164	385	199	X	449	158	312	100	243	1,716	319	534	370	910	42	72	0	0	0
25-Feb	Sat	13	235	133	240	X	285	158	539	181	257	1,113	296	406	497	922	41	70	0.4	0	0

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
26-Feb	Sun	23	260	93	220	X	312	180	268	144	136	1,104	281	165	463	649	27	42	0	0	0
27-Feb	Mon	8	129	157	101	X	287	73	255	79	136	977	173	360	183	336	24	55	0	0	0
28-Feb	Tue	3	146	133	177	X	314	92	266	50	146	980	236	405	147	513	35	61	0	0	0
1-Mar	Wed	5	58	101	66	X	210	45	105	24	63	359	92	164	71	169	49	61	0.1	0	0
2-Mar	Thu	0	81	96	54	X	199	45	123	48	44	449	118	176	161	180	28	59	0	0	0
3-Mar	Fri	1	69	109	65	X	283	50	158	103	77	482	102	219	129	198	19	39	0	0	0
4-Mar	Sat	6	76	72	57	X	147	71	137	72	32	296	80	127	69	122	11	26	0	0	0
5-Mar	Sun	3	78	64	99	X	186	111	187	113	62	447	159	102	141	135	7	32	0	0	0
6-Mar	Mon	5	124	119	90	X	271	80	215	70	94	673	146	347	122	274	8	45	0	0	0
7-Mar	Tue	1	49	106	40	X	218	40	71	39	39	250	71	93	40	110	34	47	0	0	0
8-Mar	Wed	4	119	146	150	X	380	90	308	52	161	1,260	213	426	305	501	44	59	0.1	0	0
9-Mar	Thu	9	143	151	80	X	300	85	176	63	75	806	167	318	232	304	38	54	0	0	0
10-Mar	Fri	6	39	72	43	X	158	24	52	44	25	143	40	83	34	37	19	38	0.1	2.3	2
11-Mar	Sat	13	22	56	41	X	168	85	58	31	39	399	62	60	54	76	10	22	0	0	1
12-Mar	Sun	5	68	37	85	X	225	90	78	81	27	425	121	88	127	149	9	27	0	0	0
13-Mar	Mon	12	50	104	53	X	367	99	110	44	59	482	107	219	93	132	12	35	0	0	0
14-Mar	Tue	0	7	5	4	X	22	0	2	0	1	13	5	9	7	3	20	30	1.5	16	16
15-Mar	Wed	0	57	13	0	X	48	0	27	0	0	33	18	2	13	0	15	28	0	0	12
16-Mar	Thu	0	18	56	3	X	102	19	18	61	1	787	4	19	29	0	19	35	0	0	12
17-Mar	Fri	0	28	109	3	X	209	0	27	41	0	1,437	14	42	149	0	20	43	0	0	11
18-Mar	Sat	0	83	64	14	X	92	45	58	48	1	813	37	45	178	14	15	42	0	0	9
19-Mar	Sun	0	70	98	19	X	186	83	65	72	8	1,641	80	49	303	82	29	41	0	0	7
20-Mar	Mon	0	60	146	19	X	227	43	102	44	9	1,869	32	185	268	48	27	54	0	0	6
21-Mar	Tue	1	60	167	48	X	657	54	47	17	5	1,828	83	340	236	180	33	54	0	0	4
22-Mar	Wed	5	24	72	21	X	196	9	24	22	1	366	43	134	56	53	19	38	0	0	3
23-Mar	Thu	0	20	127	14	X	359	31	40	37	0	774	49	236	132	150	14	38	0	0	2
24-Mar	Fri	0	20	141	32	X	473	5	34	31	5	441	87	151	120	158	23	45	0	0	1
25-Mar	Sat	3	101	90	112	X	252	97	144	30	21	712	178	202	363	660	31	44	0.1	0	1
26-Mar	Sun	4	65	77	118	X	272	83	97	94	15	532	134	130	267	271	28	41	0	0	0
27-Mar	Mon	0	39	85	32	X	297	17	42	24	23	235	56	125	69	126	33	42	0.4	0	0
28-Mar	Tue	3	26	90	26	X	205	31	37	28	27	223	52	161	56	56	37	44	0.5	0	0
29-Mar	Wed	3	173	106	244	X	422	116	231	102	145	1,508	214	429	354	572	33	53	0	0	0
30-Mar	Thu	1	154	149	156	X	448	104	354	59	200	1,155	194	508	336	432	30	54	0	0	0
31-Mar	Fri	0	9	98	19	X	154	21	31	28	6	57	21	54	4	19	33	40	1	1	0
1-Apr	Sat	0	46	48	99	X	187	45	78	113	43	510	159	420	136	219	33	39	0.2	0.5	1
2-Apr	Sun	43	432	133	510	X	460	345	859	227	384	2,583	562	641	901	1,764	32	60	0	0	0
3-Apr	Mon	15	267	127	172	X	294	83	457	103	214	1,161	272	527	281	561	32	64	0	0	0
4-Apr	Tue	9	22	77	23	X	132	19	50	30	15	191	27	88	18	84	39	46	1.1	0	0
5-Apr	Wed	3	179	141	176	X	495	102	281	65	195	1,229	222	528	254	504	39	55	0	0	0
6-Apr	Thu	0	23	64	21	X	152	12	32	33	8	96	22	74	27	14	38	44	0.9	0	0
7-Apr	Fri	17	89	141	83	X	312	80	173	63	67	541	115	241	176	192	39	52	0	0	0
8-Apr	Sat	9	226	138	198	X	511	201	420	118	148	1,301	218	283	326	791	37	52	0	0	0
9-Apr	Sun	44	543	180	563	X	591	544	996	155	405	3,006	111	774	941	1,663	30	70	0	0	0
10-Apr	Mon	10	421	244	241	X	488	302	659	148	263	2,235	67	636	424	1,195	42	79	0	0	0
11-Apr	Tue	23	487	231	236	X	571	392	664	166	252	2,266	163	593	700	1,052	50	88	0	0	0
12-Apr	Wed	12	227	135	155	X	527	121	370	89	216	1,440	125	351	355	611	48	67	0.1	0	0
13-Apr	Thu	9	269	173	204	X	537	180	509	137	142	1,519	187	397	355	742	41	62	0	0	0
14-Apr	Fri	10	441	244	350	X	664	300	945	148	261	2,401	281	547	595	1,057	36	65	0	0	0
15-Apr	Sat	19	428	127	293	X	371	352	837	209	227	1,358	270	403	609	800	33	69	0	0	0
16-Apr	Sun	13	436	114	248	X	558	319	1,003	142	191	1,225	294	403	823	1,097	51	88	0.1	0	0
17-Apr	Mon	17	336	130	192	X	353	123	591	85	248	1,939	245	534	428	685	50	73	0	0	0
18-Apr	Tue	23	318	159	205	X	314	203	560	126	276	2,309	253	627	310	725	39	62	0	0	0
19-Apr	Wed	9	114	114	89	X	316	83	347	68	99	574	154	284	178	276	39	54	0.1	0	0
20-Apr	Thu	1	138	146	136	X	355	76	373	83	137	1,001	116	397	180	419	45	70	0.1	0	0
21-Apr	Fri	0	45	101	36	X	241	40	126	15	59	166	74	113	33	180	46	52	0.3	0	0
22-Apr	Sat	5	137	101	176	X	577	222	430	85	146	708	182	287	221	282	44	56	0	0	0

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
23-Apr	Sun	23	694	204	647	X	637	541	1,263	218	377	2,980	433	717	929	1,479	39	69	0	0	0
24-Apr	Mon	23	241	130	200	X	483	92	510	35	218	857	220	544	53	567	38	72	0	0	0
25-Apr	Tue	3	45	101	43	X	183	40	100	17	18	75	41	117	11	73	48	56	0.5	0	0
26-Apr	Wed	0	74	135	68	X	408	43	191	35	85	649	99	218	49	374	48	62	0.3	0	0
27-Apr	Thu	6	176	130	220	X	567	175	388	37	108	725	146	361	47	442	56	68	0	0	0
28-Apr	Fri	31	244	202	107	X	1,007	154	407	59	190	1,571	261	460	71	521	57	86	0	0	0
29-Apr	Sat	21	529	98	143	X	810	142	594	98	209	1,459	217	371	274	707	59	84	0	0	0
30-Apr	Sun	9	415	117	296	X	280	326	654	163	263	1,210	327	338	477	688	49	61	0.1	0	0
1-May	Mon	3	181	101	137	X	376	85	420	83	196	1,109	187	391	287	482	45	70	0	0	0
2-May	Tue	1	191	125	112	X	394	154	428	103	186	1,510	301	426	225	744	53	77	0	0	0
3-May	Wed	14	245	212	170	X	554	161	514	83	218	1,626	217	378	310	600	43	64	0	0	0
4-May	Thu	22	242	220	199	X	542	201	577	107	216	1,694	198	422	323	586	35	68	0	0	0
5-May	Fri	0	34	85	28	X	172	50	65	17	17	105	18	32	58	39	46	52	1.5	0	0
6-May	Sat	12	257	114	225	X	674	274	573	107	172	1,299	294	386	580	866	50	71	0.3	0	0
7-May	Sun	19	406	90	358	X	390	371	741	187	252	1,245	291	289	669	614	42	63	0	0	0
8-May	Mon	4	123	119	160	X	551	158	378	68	191	1,152	203	295	272	450	39	54	0	0	0
9-May	Tue	3	135	141	161	X	492	106	352	57	163	1,004	230	332	218	465	36	56	0	0	0
10-May	Wed	12	199	199	176	X	464	215	410	107	183	1,315	262	324	223	736	42	58	0	0	0
11-May	Thu	0	193	228	213	X	544	276	463	78	198	1,427	214	402	312	580	40	65	0	0	0
12-May	Fri	3	223	196	187	X	549	180	455	131	178	1,310	239	330	285	600	48	67	0	0	0
13-May	Sat	3	153	85	81	X	181	191	355	57	39	237	59	120	194	76	44	54	0.8	0	0
14-May	Sun	3	329	146	346	X	353	187	346	146	263	1,341	500	364	727	1,372	39	61	0.4	0	0
15-May	Mon	4	101	125	160	X	341	59	286	107	129	1,197	245	284	156	493	51	67	0	0	0
16-May	Tue	3	317	252	261	X	514	215	767	89	342	2,252	279	567	370	933	48	81	0	0	0
17-May	Wed	6	262	183	164	X	167	165	504	109	208	1,378	240	381	375	772	55	94	0	0	0
18-May	Thu	5	189	151	92	X	63	118	287	48	110	355	167	225	236	403	67	96	0	0	0
19-May	Fri	12	191	207	84	X	75	106	396	79	182	445	121	249	259	377	58	92	0	0	0
20-May	Sat	37	421	119	323	X	129	423	743	172	207	1,694	281	368	410	744	50	73	0	0	0
21-May	Sun	10	555	199	435	X	185	449	762	307	296	2,297	338	429	867	1,088	42	72	0	0	0
22-May	Mon	1	83	119	83	X	141	83	212	57	65	357	67	153	85	178	51	59	0.1	0	0
23-May	Tue	0	345	173	230	X	269	222	531	87	236	1,782	292	465	317	674	49	72	0	0	0
24-May	Wed	3	179	202	133	X	249	156	496	67	208	546	213	368	279	756	54	75	0	0	0
25-May	Thu	0	27	77	41	X	96	40	128	35	22	94	32	51	53	53	51	58	0.6	0	0
26-May	Fri	3	149	104	111	X	218	99	207	78	114	809	210	190	214	446	50	64	0.5	0	0
27-May	Sat	22	467	143	322	X	289	409	673	216	300	1,444	261	357	920	1,023	52	69	0	0	0
28-May	Sun	17	666	151	260	X	159	406	749	218	270	1,286	380	392	1,163	992	55	72	0	0	0
29-May	Mon	8	126	88	99	X	191	144	396	96	88	480	183	83	232	307	53	59	0	0	0
30-May	Tue	15	212	135	130	X	130	128	391	68	124	723	158	247	229	425	52	63	0	0	0
31-May	Wed	3	162	159	154	X	208	180	439	79	178	929	217	340	278	595	54	74	0.4	0	0
1-Jun	Thu	8	276	215	263	X	240	177	664	177	275	1,889	254	389	531	938	53	79	0	0	0
2-Jun	Fri	6	172	154	229	X	266	161	544	190	239	1,418	231	307	470	773	49	73	0	0	0
3-Jun	Sat	22	479	191	322	X	324	378	675	212	270	1,779	345	389	611	1,048	45	73	0	0	0
4-Jun	Sun	13	433	72	381	X	207	302	887	137	263	1,418	289	290	620	694	48	73	0.2	0	0
5-Jun	Mon	0	141	109	163	X	185	85	245	81	92	649	124	190	181	386	53	63	0.3	0	0
6-Jun	Tue	3	74	127	56	X	X	26	111	50	44	372	90	85	85	192	49	53	0.6	0	0
7-Jun	Wed	8	310	183	284	X	X	262	623	103	287	1,764	239	516	421	806	49	75	0	0	0
8-Jun	Thu	12	325	61	262	X	X	163	538	102	257	526	226	388	397	696	46	78	0	0	0
9-Jun	Fri	21	265	90	218	X	X	80	593	157	252	1,415	243	405	468	670	44	81	0	0	0
10-Jun	Sat	21	497	X	265	X	X	326	819	220	263	1,358	258	341	633	631	55	86	0	0	0
11-Jun	Sun	9	468	X	179	X	X	175	623	140	186	1,036	263	258	689	732	63	94	0	0	0
12-Jun	Mon	4	185	X	101	X	X	156	347	74	108	739	160	222	274	411	64	96	0	0	0
13-Jun	Tue	3	122	X	61	X	X	73	263	74	103	583	110	190	207	321	69	95	0	0	0
14-Jun	Wed	3	206	X	190	X	X	222	549	126	209	1,573	208	477	368	711	60	84	0	0	0
15-Jun	Thu	10	295	X	257	X	X	109	703	81	232	1,383	223	324	443	705	52	78	0	0	0
16-Jun	Fri	5	97	X	141	X	X	113	275	76	132	419	141	145	203	296	59	73	0.1	0	0
17-Jun	Sat	9	265	X	155	X	X	222	594	179	179	579	194	249	715	463	62	76	0	0	0

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
18-Jun	Sun	14	306	X	172	X	X	170	575	164	183	556	247	221	602	718	68	86	0	0	0
19-Jun	Mon	3	143	X	50	X	X	66	354	68	105	366	176	136	X	208	69	87	1.5	0	0
20-Jun	Tue	12	307	X	223	X	X	194	593	100	288	1,297	251	477	X	856	66	85	0	0	0
21-Jun	Wed	4	250	X	223	280	X	187	505	116	214	1,240	231	347	X	744	61	84	0	0	0
22-Jun	Thu	18	269	X	305	241	X	217	497	107	232	1,122	198	426	X	857	55	85	0	0	0
23-Jun	Fri	1	173	X	110	163	X	83	218	100	125	521	160	134	X	374	67	90	0	0	0
24-Jun	Sat	4	216	X	138	377	X	116	541	126	128	859	190	185	X	657	69	86	0	0	0
25-Jun	Sun	21	556	X	333	526	X	276	772	164	280	1,453	269	202	X	973	58	84	0	0	0
26-Jun	Mon	5	291	X	272	302	X	187	589	76	314	1,659	276	419	X	998	53	80	0	0	0
27-Jun	Tue	4	188	X	221	239	X	69	257	126	227	1,152	177	284	X	832	53	75	0.3	0	0
28-Jun	Wed	13	345	X	300	434	X	250	549	135	311	1,920	256	366	X	1,000	50	79	0	0	0
29-Jun	Thu	12	284	X	227	195	X	194	333	127	227	1,003	203	235	X	634	59	80	0	0	0
30-Jun	Fri	13	162	X	116	134	X	85	212	44	133	511	183	111	X	326	65	88	0.5	0	0
1-Jul	Sat	1	303	X	216	318	X	144	572	153	179	725	195	120	X	484	68	86	0.1	0	0
2-Jul	Sun	14	311	X	236	484	X	189	646	163	208	1,039	223	219	X	676	69	90	0.2	0	0
3-Jul	Mon	18	273	X	194	424	X	173	690	118	225	1,838	169	242	X	696	63	86	0	0	0
4-Jul	Tue	15	524	X	409	684	X	380	900	212	319	1,481	329	307	X	1,091	58	85	0	0	0
5-Jul	Wed	10	242	X	210	307	X	187	497	92	243	1,350	159	275	X	612	58	86	0	0	0
6-Jul	Thu	111	346	X	226	389	X	222	514	124	225	728	165	261	X	665	60	81	0	0	0
7-Jul	Fri	6	60	X	84	123	X	54	200	26	97	443	103	54	X	391	63	73	0.8	0	0
8-Jul	Sat	27	275	X	210	762	X	213	696	151	170	883	225	150	X	642	65	87	0.1	0	0
9-Jul	Sun	150	559	X	535	1,061	X	416	1,093	262	368	1,935	376	304	X	1,102	59	82	0	0	0
10-Jul	Mon	239	283	X	213	364	X	142	551	92	235	1,126	183	255	X	629	60	86	0	0	0
11-Jul	Tue	23	133	X	119	312	X	76	313	81	164	646	159	150	X	550	68	85	1.1	0	0
12-Jul	Wed	77	143	X	102	281	X	50	278	70	133	552	181	150	X	346	69	87	1.5	0	0
13-Jul	Thu	14	124	X	79	179	X	59	244	46	101	416	83	73	X	257	59	89	0.8	0	0
14-Jul	Fri	1	100	X	76	129	X	69	199	50	43	210	40	15	X	160	59	65	0.1	0	0
15-Jul	Sat	5	346	X	262	706	X	255	724	177	252	1,019	229	86	X	818	63	85	0	0	0
16-Jul	Sun	32	429	X	338	803	X	284	736	209	303	1,269	296	281	X	871	62	88	0	0	0
17-Jul	Mon	40	229	X	150	367	X	147	441	70	221	802	178	517	X	694	64	88	0	0	0
18-Jul	Tue	34	172	X	89	303	X	83	341	76	176	636	201	280	X	450	71	90	0	0	0
19-Jul	Wed	30	96	X	116	280	X	191	320	81	142	688	137	221	X	468	71	93	0	0	0
20-Jul	Thu	25	120	X	102	244	X	161	239	61	105	493	125	131	X	372	70	93	0.5	0	0
21-Jul	Fri	43	108	X	128	245	X	234	438	94	152	708	130	139	X	508	68	90	0	0	0
22-Jul	Sat	8	257	X	169	479	X	444	701	214	177	769	169	173	X	677	65	85	0	0	0
23-Jul	Sun	94	457	X	289	606	X	889	1,027	242	240	1,071	274	431	X	834	68	82	0	0	0
24-Jul	Mon	1	77	X	80	116	X	43	152	54	72	449	89	63	X	451	56	68	1.4	0	0
25-Jul	Tue	1	187	5	178	439	X	272	493	85	238	1,023	218	108	127	835	57	68	0	0	0
26-Jul	Wed	18	276	88	303	573	X	376	736	107	275	1,440	213	317	247	959	53	81	0	0	0
27-Jul	Thu	1	187	0	196	346	X	137	375	78	160	587	129	170	60	648	61	73	0	0	0
28-Jul	Fri	0	166	19	232	333	X	336	547	124	170	758	177	247	87	632	62	84	0	0	0
29-Jul	Sat	12	432	24	433	538	X	595	890	244	247	793	291	241	131	1,124	58	78	0	0	0
30-Jul	Sun	13	536	50	781	963	X	846	975	255	409	1,571	296	304	354	1,302	53	83	0	0	0
31-Jul	Mon	8	211	37	240	364	X	274	551	92	194	1,177	179	337	297	798	55	88	0	0	0
1-Aug	Tue	52	166	37	297	487	X	220	564	76	213	916	156	204	419	632	62	89	0	0	0
2-Aug	Wed	14	89	0	118	148	X	59	338	54	143	681	101	127	167	406	65	90	0.2	0	0
3-Aug	Thu	39	131	45	227	434	X	113	451	111	174	929	134	190	357	770	65	86	0	0	0
4-Aug	Fri	67	139	135	150	319	X	196	401	103	143	666	137	176	200	574	68	87	0	0	0
5-Aug	Sat	4	165	109	179	347	X	210	384	115	151	519	194	173	174	794	64	82	1.5	0	0
6-Aug	Sun	46	483	154	833	1,042	X	879	1,181	222	359	1,670	333	439	666	1,273	59	79	0	0	0
7-Aug	Mon	4	92	90	85	107	X	106	312	46	85	241	71	103	105	198	58	71	0	0	0
8-Aug	Tue	1	237	249	391	470	X	265	628	92	256	1,153	199	324	232	839	62	80	0	0	0
9-Aug	Wed	13	258	220	331	390	X	298	620	102	272	1,212	217	330	544	916	53	86	0	0	0
10-Aug	Thu	13	218	143	288	300	X	269	504	98	222	1,014	160	334	355	736	59	88	0	0	0
11-Aug	Fri	9	212	215	231	389	X	276	514	122	210	883	187	241	433	649	61	85	0.1	0	0
12-Aug	Sat	9	394	141	502	590	X	430	732	181	217	1,131	269	256	341	919	63	81	0.2	0	0

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13-Aug	Sun	25	386	146	449	766	X	730	1,067	248	328	1,036	336	252	530	1,018	67	85	0	0	0
14-Aug	Mon	4	166	141	207	276	X	255	593	109	278	796	189	270	225	722	58	82	0	0	0
15-Aug	Tue	3	158	93	161	226	X	161	399	100	185	316	148	196	163	752	67	79	0.1	0	0
16-Aug	Wed	22	233	173	214	356	X	347	606	109	216	942	145	310	323	739	62	86	0	0	0
17-Aug	Thu	10	267	154	302	307	X	248	577	111	201	785	142	275	225	911	56	82	0	0	0
18-Aug	Fri	5	92	58	71	114	196	59	231	24	67	107	46	51	27	245	68	81	0.1	0	0
19-Aug	Sat	1	222	141	294	482	438	376	677	153	185	806	257	216	198	654	69	89	0	0	0
20-Aug	Sun	15	337	93	407	526	346	551	967	231	269	1,137	261	284	374	990	65	84	0	0	0
21-Aug	Mon	8	175	191	185	222	298	210	434	107	204	636	185	269	671	699	60	87	0	0	0
22-Aug	Tue	4	115	135	79	145	284	208	380	65	132	451	139	141	383	584	69	91	0.4	0	0
23-Aug	Wed	4	222	133	249	318	371	279	638	133	256	960	210	335	441	795	60	81	0	0	0
24-Aug	Thu	18	204	210	276	343	444	258	606	83	218	1,150	248	298	515	791	54	80	0	0	0
25-Aug	Fri	4	199	180	310	285	346	222	593	94	205	942	201	340	573	885	56	77	0	0	0
26-Aug	Sat	17	390	180	590	600	523	780	1,037	292	336	1,646	331	309	954	1,037	50	76	0	0	0
27-Aug	Sun	17	398	173	688	746	546	775	1,024	292	338	1,808	380	357	1,047	1,324	51	77	0	0	0
28-Aug	Mon	13	215	170	356	340	466	312	583	83	265	1,470	281	343	492	975	51	78	0	0	0
29-Aug	Tue	10	112	135	204	252	315	213	493	72	174	769	137	276	308	603	52	67	0	0	0
30-Aug	Wed	8	206	146	263	372	416	220	599	188	247	1,527	196	369	428	927	57	77	0	0	0
31-Aug	Thu	6	165	143	287	284	329	187	515	124	230	1,146	181	264	426	764	53	79	0	0	0
1-Sep	Fri	4	267	199	306	279	405	321	635	159	212	1,617	260	312	631	750	47	70	0	0	0
2-Sep	Sat	14	491	127	571	557	422	768	1,101	224	279	1,507	303	385	988	1,039	41	69	0	0	0
3-Sep	Sun	1	77	29	98	105	190	109	176	55	89	399	110	53	394	274	52	62	0.9	0	0
4-Sep	Mon	39	579	178	877	1,029	222	886	1,171	253	443	1,871	527	522	1,389	1,685	56	82	0	0	0
5-Sep	Tue	0	184	175	138	172	340	213	423	107	168	441	189	145	307	411	64	87	0.1	0	0
6-Sep	Wed	10	43	88	75	93	267	21	126	24	50	315	93	76	93	115	59	69	0.9	0	0
7-Sep	Thu	6	184	125	276	311	487	236	463	103	214	1,056	249	388	343	707	55	75	0.1	0	0
8-Sep	Fri	17	193	125	249	310	407	234	463	102	223	1,266	309	295	370	676	51	72	0	0	0
9-Sep	Sat	39	505	276	489	542	554	607	883	264	309	1,429	351	335	602	986	47	71	0	0	0
10-Sep	Sun	27	495	178	617	581	607	813	922	338	296	1,576	408	428	860	1,212	49	75	0	0	0
11-Sep	Mon	37	265	191	253	241	389	255	556	87	256	1,472	276	364	297	808	47	79	0	0	0
12-Sep	Tue	3	230	191	256	234	456	229	426	81	227	1,146	274	371	270	766	50	86	0	0	0
13-Sep	Wed	14	249	207	243	240	350	234	577	70	195	940	262	381	279	725	50	83	0	0	0
14-Sep	Thu	0	124	135	186	189	210	189	384	94	177	344	182	222	118	445	67	79	0.1	0	0
15-Sep	Fri	4	154	170	165	198	254	177	376	111	167	671	265	249	209	508	64	84	0	0	0
16-Sep	Sat	15	250	287	274	408	294	487	589	133	201	258	294	249	403	817	61	83	0	0	0
17-Sep	Sun	25	242	101	336	487	249	534	883	190	254	653	311	303	586	1,011	62	84	0	0	0
18-Sep	Mon	28	123	80	151	177	263	170	407	107	214	412	249	290	187	609	63	76	0	0	0
19-Sep	Tue	5	89	85	70	102	192	106	333	59	139	186	160	210	53	392	66	75	0	0	0
20-Sep	Wed	0	108	127	150	154	155	132	388	59	130	63	231	338	98	606	69	78	0	0	0
21-Sep	Thu	3	147	125	203	239	178	243	423	67	225	311	247	306	259	837	65	77	0	0	0
22-Sep	Fri	13	173	157	287	181	298	229	433	94	194	528	263	309	325	812	62	78	0	0	0
23-Sep	Sat	18	321	183	402	363	150	579	837	209	244	831	358	272	546	984	62	87	0	0	0
24-Sep	Sun	13	321	119	445	358	178	508	790	200	187	701	362	306	620	887	60	92	0	0	0
25-Sep	Mon	5	176	66	179	107	203	78	359	57	156	609	244	238	283	479	65	91	0	0	0
26-Sep	Tue	10	160	127	186	139	216	125	367	79	172	655	226	289	287	493	65	89	0	0	0
27-Sep	Wed	5	126	106	150	127	217	85	333	129	151	458	253	314	348	536	64	89	0	0	0
28-Sep	Thu	21	147	149	283	164	133	118	531	155	201	1,115	294	358	310	735	53	78	0	0	0
29-Sep	Fri	21	200	196	284	220	314	196	541	115	231	1,131	244	301	337	677	44	70	0	0	0
30-Sep	Sat	34	242	122	302	293	311	265	549	220	161	629	270	168	245	555	48	58	0.1	0	0
1-Oct	Sun	30	566	157	617	460	399	444	917	233	281	1,352	356	323	758	1,423	41	69	0	0	0
2-Oct	Mon	46	192	175	275	179	345	158	570	81	208	1,299	288	343	343	687	38	72	0	0	0
3-Oct	Tue	6	202	183	297	178	336	144	470	148	225	1,150	292	334	354	690	41	72	0	0	0
4-Oct	Wed	4	195	165	283	168	251	128	556	91	214	1,076	263	326	348	730	46	79	0	0	0
5-Oct	Thu	15	152	146	265	173	241	144	334	105	199	572	216	303	325	578	59	83	0	0	0
6-Oct	Fri	26	199	188	232	158	336	132	433	94	192	647	251	258	303	840	52	78	0	0	0
7-Oct	Sat	28	242	77	365	265	179	250	606	181	182	517	280	256	513	901	57	80	0	0	0

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
8-Oct	Sun	22	114	66	141	103	156	118	357	144	83	116	158	133	276	459	69	78	0.5	0	0
9-Oct	Mon	19	41	77	79	45	107	24	147	30	50	75	72	53	122	198	69	74	0.3	0	0
10-Oct	Tue	5	187	146	319	238	128	130	444	120	216	1,107	238	436	368	688	55	78	0	0	0
11-Oct	Wed	8	198	119	243	150	132	66	386	127	155	252	185	239	272	521	53	73	0	0	0
12-Oct	Thu	6	161	165	247	190	174	170	405	164	154	964	245	309	352	663	40	64	0.2	0	0
13-Oct	Fri	3	223	191	223	201	176	130	407	89	159	747	248	222	334	577	37	68	0	0	0
14-Oct	Sat	8	225	117	254	267	128	173	426	279	170	465	221	293	239	715	57	75	0	0	0
15-Oct	Sun	23	322	77	338	241	111	243	507	218	212	338	319	327	548	1,035	58	76	0	0	0
16-Oct	Mon	3	147	104	192	116	116	149	284	79	116	679	194	208	227	457	41	66	0	0	0
17-Oct	Tue	14	181	173	190	106	130	106	355	137	177	1,023	252	252	268	587	35	59	0	0	0
18-Oct	Wed	142	192	218	236	133	161	151	480	79	163	1,017	254	327	406	691	39	73	0	0	0
19-Oct	Thu	18	193	133	325	191	105	189	478	94	198	990	284	287	386	770	40	74	0	0	0
20-Oct	Fri	31	234	188	312	172	106	137	499	113	176	1,106	285	289	399	715	47	72	0	0	0
21-Oct	Sat	17	402	196	482	336	103	376	686	235	201	1,111	353	293	519	870	40	81	0	0	0
22-Oct	Sun	65	476	109	620	400	106	579	925	488	244	649	458	337	858	1,455	43	76	0	0	0
23-Oct	Mon	101	196	135	200	128	90	173	504	133	168	627	244	232	310	569	45	74	0	0	0
24-Oct	Tue	10	61	93	22	36	43	35	108	52	22	85	128	68	114	110	64	75	3.4	0	0
25-Oct	Wed	0	60	138	123	101	93	73	247	107	56	546	220	179	147	574	58	69	1.4	0	0
26-Oct	Thu	8	54	111	102	84	123	52	95	85	61	493	229	127	147	360	48	58	0.4	0	0
27-Oct	Fri	26	173	157	196	189	137	170	394	85	150	1,089	297	212	325	667	41	64	0	0	0
28-Oct	Sat	17	338	191	442	263	138	470	644	260	134	791	320	286	580	845	37	69	0	0	0
29-Oct	Sun	8	23	40	39	18	18	50	113	20	8	9	27	28	58	19	57	68	2.6	0	0
30-Oct	Mon	15	38	88	120	98	130	50	158	42	75	598	102	120	154	431	47	68	0.1	0	0
31-Oct	Tue	3	154	167	136	142	121	116	342	24	125	931	178	249	210	448	37	57	0	0	0
1-Nov	Wed	4	95	159	137	88	150	73	195	22	61	458	169	31	134	257	30	46	0	0	0
2-Nov	Thu	10	83	141	253	152	338	163	392	X	158	728	248	X	278	570	46	72	0	0	0
3-Nov	Fri	13	7	162	234	176	272	130	329	X	127	800	287	X	343	584	46	77	0	0	0
4-Nov	Sat	13	24	170	354	324	342	395	578	X	169	1,251	327	590	473	722	38	57	0	0	0
5-Nov	Sun	19	3	109	150	128	205	232	412	X	81	379	141	6	287	366	41	52	0	0	0
6-Nov	Mon	15	0	138	137	84	207	45	131	X	61	361	133	2	123	245	45	66	0	0	0
7-Nov	Tue	0	3	162	130	84	254	161	245	X	108	600	167	6	200	366	35	48	0.1	0	0
8-Nov	Wed	3	1	154	151	123	285	85	234	X	93	728	150	0	205	324	28	48	0	0	0
9-Nov	Thu	6	19	143	151	148	301	156	254	X	110	743	214	2	185	338	24	51	0	0	0
10-Nov	Fri	0	1	101	75	65	154	180	152	X	41	416	94	22	94	183	21	48	0	0	0
11-Nov	Sat	6	5	149	143	136	182	165	218	X	71	616	182	164	145	305	19	38	0	0	0
12-Nov	Sun	6	14	93	287	196	230	224	357	X	101	929	296	45	334	558	21	46	0	0	0
13-Nov	Mon	5	1	119	96	45	236	50	137	X	43	311	92	0	76	177	29	42	0	0	0
14-Nov	Tue	0	4	114	94	43	223	26	202	X	44	434	139	0	53	186	29	40	0.1	0	0
15-Nov	Wed	8	4	149	178	137	267	85	300	X	116	828	185	0	276	341	24	47	0	0	0
16-Nov	Thu	4	1	109	92	81	209	33	121	X	50	375	124	17	85	167	36	47	0.3	0	0
17-Nov	Fri	0	1	109	120	106	243	66	176	X	84	699	167	0	152	276	24	43	0	0	0
18-Nov	Sat	5	3	77	127	137	185	210	346	X	80	441	151	0	203	202	21	39	0.1	0	0
19-Nov	Sun	6	7	88	203	133	210	170	241	X	85	616	181	0	241	369	35	57	0.3	0	0
20-Nov	Mon	6	1	138	90	63	204	52	182	X	72	657	142	60	160	245	31	44	0	0	0
21-Nov	Tue	0	5	122	773	88	210	161	279	X	101	863	186	204	198	369	30	58	0	0	0
22-Nov	Wed	4	0	135	83	49	169	24	76	X	50	184	72	65	38	172	34	47	0.2	0	0
23-Nov	Thu	12	9	72	178	94	174	111	291	X	80	887	373	148	219	403	27	44	0	0	0
24-Nov	Fri	23	31	170	230	164	178	260	422	X	173	1,074	367	219	450	769	24	50	0	0	0
25-Nov	Sat	17	27	135	400	218	232	390	470	X	146	1,067	408	312	546	865	30	58	0	0	0
26-Nov	Sun	1	3	85	205	137	200	189	342	X	146	863	287	139	394	491	32	49	0	0	0
27-Nov	Mon	0	3	114	120	120	230	76	242	X	83	782	174	190	185	310	27	48	0	0	0
28-Nov	Tue	0	3	119	103	92	262	71	189	X	112	620	185	162	136	336	21	45	0	0	0
29-Nov	Wed	17	4	154	187	160	276	156	331	X	116	1,001	258	239	185	494	34	62	0	0	0
30-Nov	Thu	6	60	119	89	71	214	54	197	X	52	556	156	144	89	253	26	44	0	0	0
1-Dec	Fri	1	101	186	199	92	275	118	249	X	84	557	201	134	214	264	32	50	0	0	0
2-Dec	Sat	12	184	106	226	176	203	206	331	X	108	765	266	154	294	425	25	43	0	0	0

CT Trail Census - 2017 Adjusted Daily Counts

	Weekend
	Holiday
X	Missing Data (No Counter/ Counter Malfunction)

		CTTC Trails															Weather (Bradley Airport)				
Date	Day Of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Low Temp (F)	High Temp (F)	Precipitation (in)	Snowfall (in)	Snow Depth (in)
3-Dec	Sun	4	172	85	201	121	186	137	287	X	116	603	252	158	178	344	28	40	0	0	0
4-Dec	Mon	1	91	183	118	123	260	165	249	X	93	736	191	153	151	312	24	48	0	0	0
5-Dec	Tue	0	38	122	44	41	205	43	92	X	50	246	72	56	53	102	36	59	0.5	0	0
6-Dec	Wed	0	84	130	90	84	265	66	203	X	66	579	125	158	111	250	33	57	0	0	0
7-Dec	Thu	3	91	117	106	121	267	76	178	X	85	541	169	161	125	330	28	46	0	0	0
8-Dec	Fri	3	68	157	87	70	229	52	150	X	66	372	133	105	93	198	24	38	0	0	0
9-Dec	Sat	3	87	159	77	66	134	85	165	X	36	155	56	97	96	107	29	33	0.5	5.5	0
10-Dec	Sun	6	72	56	54	32	159	40	100	X	14	338	71	46	96	51	25	37	0	0	6
11-Dec	Mon	0	26	114	23	49	234	9	86	X	17	546	67	80	71	74	29	39	0	0	5
12-Dec	Tue	0	23	98	17	49	214	14	31	X	3	162	32	22	27	14	27	36	0.2	0	4
13-Dec	Wed	0	38	93	35	37	195	14	42	X	5	169	59	32	56	20	18	27	0	0	2
14-Dec	Thu	12	26	130	25	30	185	7	31	X	3	223	50	34	27	33	16	27	0	0.4	2
15-Dec	Fri	0	22	154	18	39	150	7	23	X	5	213	35	36	22	25	9	23	0	0.3	2
16-Dec	Sat	0	89	96	31	45	142	33	90	X	12	285	102	51	31	48	13	32	0	0	2
17-Dec	Sun	3	104	61	41	77	145	102	97	X	9	338	108	46	69	104	11	29	0	0	2
18-Dec	Mon	0	34	93	21	54	176	17	86	X	14	324	83	46	34	84	25	35	0	0	1
19-Dec	Tue	0	76	125	94	120	249	50	81	X	39	603	119	86	170	257	32	52	0	0	1
20-Dec	Wed	0	45	104	92	70	258	31	120	X	32	524	115	108	109	234	32	46	0	0	0
21-Dec	Thu	0	91	109	68	53	229	40	131	X	62	495	174	100	100	215	26	37	0	0	0
22-Dec	Fri	0	50	104	66	31	187	26	113	X	48	318	124	153	71	119	25	30	0	0	0
23-Dec	Sat	0	26	58	3	8	75	31	5	X	1	61	61	3	20	14	25	37	0.7	0	0
24-Dec	Sun	0	100	48	103	107	138	40	82	X	41	495	261	69	247	380	30	37	0	0	0
25-Dec	Mon	0	81	61	14	26	102	24	42	X	15	188	165	3	93	31	22	36	0.4	3.3	1
26-Dec	Tue	14	72	96	39	46	179	61	97	X	9	471	96	56	132	121	7	25	0	0	3
27-Dec	Wed	3	51	117	48	28	125	59	53	X	13	322	107	34	76	28	-2	21	0	0	3
28-Dec	Thu	0	22	88	6	17	110	52	21	X	4	145	41	26	45	28	2	11	0	0	3
29-Dec	Fri	0	30	74	22	21	130	28	36	X	3	202	50	51	63	48	0	16	0	0	2
30-Dec	Sat	0	38	53	32	13	129	21	45	X	18	118	53	26	38	34	-1	17	0	0.3	2
31-Dec	Sun	3	50	48	9	22	137	9	53	X	0	101	66	22	47	26	-3	11	0	0	0
Total Count		4,401	62,415	40,155	64,831	48,035	73,491	60,943	133,016	31,248	47,202	303,550	68,566	83,934	90,604	168,660		Total		1,281,051	
Data Days		365	365	320	365	194	292	365	365	305	311	365	365	363	329	311					
Daily Avg		12	171	125	178	248	252	167	364	102	152	832	188	231	275	542					
Avg. x 365		4,401	62,415	*45,802	64,831	*90,372	*91,864	60,943	133,016	*37,395	*55,398	303,550	68,566	*84,396	*100,518	*197,945		Total		*1,401,415*	

* Indicates an estimated annual total for trails with incomplete data.

All figures are counts or trips, not visitors. For most trails with visitors passing a counter twice per visit, a good estimate of visits is 1/2 of the count total.

All counts were adjusted to account for inherent undercounts typical of IR Counters.
Adjustment factors were applied based on comparisons between the IR counts and manual counts.

CT Trail Census 2017 Adjusted Monthly Summary

Impacted by Missing Data

Count Totals

Month	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	All Trails
January	258	3,506	3,544	2,660	0	4,403	2,446	5,302	2,204	0	16,207	5,447	5,212	6,421	0	57,610
February	146	3,096	3,346	2,168	0	5,430	2,046	3,738	1,630	918	23,619	6,450	4,228	4,794	3,330	64,939
March	90	1,990	2,926	1,807	0	7,733	1,673	3,158	1,522	1,265	20,895	5,243	2,779	4,518	5,211	60,810
April	407	8,042	4,185	6,130	0	13,381	5,657	14,867	3,070	5,464	39,285	12,274	5,863	10,182	19,764	148,571
May	248	7,363	4,648	5,635	0	9,660	6,011	14,044	3,243	5,551	34,442	9,640	6,897	11,126	18,469	136,977
June	281	8,100	1,202	6,217	2,891	1,222	5,124	15,048	3,632	6,158	32,559	8,708	6,415	7,918	19,650	125,125
July	1,071	7,962	223	6,995	13,522	0	7,941	17,079	3,903	6,243	28,625	6,621	5,921	1,303	20,742	128,151
August	465	6,846	4,333	9,224	11,983	5,318	9,712	18,648	3,940	6,779	29,445	8,052	6,171	12,296	24,121	157,333
September	431	6,865	4,424	8,501	8,600	8,911	9,147	16,445	3,945	6,165	24,590	8,777	8,064	12,037	21,537	148,439
October	727	6,141	4,290	7,915	5,529	4,919	5,330	13,277	4,137	4,774	22,421	7,649	7,457	10,563	20,273	125,402
November	209	422	3,809	5,570	3,642	6,842	4,193	8,041	22	2,814	20,267	2,767	6,055	6,487	11,243	82,383
December	68	2,082	3,225	2,009	1,868	5,672	1,663	3,369	0	1,071	11,195	2,306	3,504	2,959	4,320	45,311
Totals:	4,401	62,415	40,155	64,831	48,035	73,491	60,943	133,016	31,248	47,202	303,550	83,934	68,566	90,604	168,660	1,281,051

Percent of Total Annual Count

Month	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	All Trails
January	6%	6%	9%	4%	0%	6%	4%	4%	7%	0%	5%	6%	8%	7%	0%	4%
February	3%	5%	8%	3%	0%	7%	3%	3%	5%	2%	8%	8%	6%	5%	2%	5%
March	2%	3%	7%	3%	0%	11%	3%	2%	5%	3%	7%	6%	4%	5%	3%	5%
April	9%	13%	10%	9%	0%	18%	9%	11%	10%	12%	13%	15%	9%	11%	12%	12%
May	6%	12%	12%	9%	0%	13%	10%	11%	10%	12%	11%	11%	10%	12%	11%	11%
June	6%	13%	3%	10%	6%	2%	8%	11%	12%	13%	11%	10%	9%	9%	12%	10%
July	24%	13%	1%	11%	28%	0%	13%	13%	12%	13%	9%	8%	9%	1%	12%	10%
August	11%	11%	11%	14%	25%	7%	16%	14%	13%	14%	10%	10%	9%	14%	14%	12%
September	10%	11%	11%	13%	18%	12%	15%	12%	13%	13%	8%	10%	12%	13%	13%	12%
October	17%	10%	11%	12%	12%	7%	9%	10%	13%	10%	7%	9%	11%	12%	12%	10%
November	5%	1%	9%	9%	8%	9%	7%	6%	0%	6%	7%	3%	9%	7%	7%	6%
December	2%	3%	8%	3%	4%	8%	3%	3%	0%	2%	4%	3%	5%	3%	3%	4%

CT Trail Census 2017 Adjusted Day of Week Summary

Counts

Day of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Totals
Sun	1,058	15,523	4,523	15,517	11,229	10,873	16,064	29,025	7,752	8,930	56,248	14,191	13,206	23,701	35,014	262,854
Mon	806	7,433	5,507	7,410	5,566	10,295	6,524	16,892	3,429	6,415	42,831	8,819	12,425	10,745	21,100	166,197
Tue	332	6,839	5,874	7,228	5,467	9,850	5,937	14,847	3,074	6,286	39,887	7,973	11,439	8,477	20,910	154,420
Wed	559	6,954	6,151	7,711	5,681	10,476	6,335	16,753	3,324	6,574	44,090	9,036	12,910	10,437	22,566	169,557
Thu	528	7,636	5,811	8,038	5,570	10,164	6,352	15,770	3,421	6,153	39,389	8,641	11,919	10,289	21,481	161,162
Fri	498	6,238	6,675	7,075	4,906	10,995	6,111	14,897	3,494	5,727	37,179	8,607	9,801	10,264	19,905	152,372
Sat	620	11,792	5,614	11,852	9,616	10,838	13,620	24,832	6,754	7,117	43,926	11,299	12,234	16,691	27,684	214,489
Total	4,401	62,415	40,155	64,831	48,035	73,491	60,943	133,016	31,248	47,202	303,550	68,566	83,934	90,604	168,660	1,281,051

Average Daily

Day of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	Totals
Sun	20	293	98	293	401	253	303	548	176	198	1,061	268	249	494	778	5,433
Mon	16	143	122	143	206	245	125	325	78	146	824	170	239	234	480	3,494
Tue	6	132	128	139	202	240	114	286	70	143	767	153	220	180	475	3,256
Wed	11	134	134	148	203	256	122	322	76	149	848	174	248	222	513	3,559
Thu	10	147	126	155	199	248	122	303	80	140	757	166	234	219	488	3,394
Fri	10	120	145	136	175	262	118	286	81	127	715	166	192	218	442	3,194
Sat	12	227	125	228	343	258	262	478	157	158	845	217	235	355	615	4,515
Weekly Average	84	1,195	878	1,241	1,730	1,761	1,166	2,547	717	1,062	5,817	1,313	1,618	1,922	3,791	26,844

Percent of Average Weekly

Day of Week	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	All Trails
Sun	24%	25%	11%	24%	23%	14%	26%	22%	25%	19%	18%	20%	15%	26%	21%	20%
Mon	18%	12%	14%	11%	12%	14%	11%	13%	11%	14%	14%	13%	15%	12%	13%	13%
Tue	8%	11%	15%	11%	12%	14%	10%	11%	10%	13%	13%	12%	14%	9%	13%	12%
Wed	13%	11%	15%	12%	12%	15%	10%	13%	11%	14%	15%	13%	15%	12%	14%	13%
Thu	12%	12%	14%	12%	11%	14%	10%	12%	11%	13%	13%	13%	14%	11%	13%	13%
Fri	11%	10%	17%	11%	10%	15%	10%	11%	11%	12%	12%	13%	12%	11%	12%	12%
Sat	14%	19%	14%	18%	20%	15%	22%	19%	22%	15%	15%	17%	15%	18%	16%	17%

CT Trail Census 2017 Adjusted Hourly Summary

Average Hourly

Hour	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	All Trails
00:00	0	0	1	0	1	2	0	0	0	0	1	0	0	0	0	6
01:00	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	4
02:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	2	0	1	1	1	1	0	1	6	0	2	1	2	18
06:00	0	2	5	1	3	3	2	5	2	6	16	2	5	3	6	62
07:00	0	4	7	5	9	9	4	12	7	9	30	6	8	7	16	132
08:00	0	9	7	10	16	14	9	22	7	11	49	12	13	11	28	218
09:00	1	13	5	16	21	15	11	33	8	15	72	18	20	19	39	305
10:00	1	15	6	20	23	14	14	37	9	15	79	20	22	27	44	346
11:00	1	17	6	20	23	16	16	34	10	13	75	19	21	32	47	350
12:00	2	16	7	17	23	17	15	29	9	11	69	19	21	28	42	323
13:00	2	14	7	14	20	17	15	28	8	10	65	17	17	27	44	306
14:00	1	15	8	14	20	19	15	29	8	10	60	15	16	27	44	300
15:00	1	15	11	14	19	22	16	29	9	9	62	16	17	28	45	312
16:00	1	16	12	14	21	25	15	30	8	10	63	16	18	25	51	324
17:00	1	15	12	14	19	26	14	32	8	11	60	14	20	21	51	319
18:00	0	11	9	10	16	20	12	26	6	11	56	8	17	13	47	263
19:00	0	6	6	6	9	13	7	13	3	7	38	3	9	5	30	155
20:00	0	2	4	2	3	7	2	3	1	2	18	1	3	1	10	58
21:00	0	0	4	0	1	5	0	0	0	0	6	0	0	0	0	18
22:00	0	0	3	0	0	3	0	0	0	0	3	0	0	0	0	11
23:00	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	8

Percent of Daily Average

Hour	Air Line Trail Thompson	Air Line Trail East Hampton	CTFastrak Trail New Britain	Farmington Canal Heritage Trail Cheshire	Farmington Canal Heritage Trail Hamden	Farmington Canal Heritage Trail New Haven	Hop River Trail Bolton	Hop River Trail Vernon	Larkin State Bridle Trail Oxford	Middlebury Greenway	Naugatuck River Greenway Derby	Norwalk River Valley Trail Wilton	Sue Grossman Greenway Torrington	Shoreline Greenway Trail Madison	Still River Greenway Brookfield	All Trails
00:00	0.1%	0.0%	1.1%	0.0%	0.2%	0.7%	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.2%
01:00	0.1%	0.0%	0.7%	0.0%	0.1%	0.4%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%
02:00	0.1%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%
03:00	0.1%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
04:00	0.2%	0.0%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
05:00	0.1%	0.1%	1.5%	0.1%	0.4%	0.3%	0.7%	0.3%	0.2%	0.4%	0.7%	0.2%	1.0%	0.3%	0.3%	0.5%
06:00	0.3%	0.9%	3.8%	0.8%	1.4%	1.1%	1.2%	1.4%	1.6%	3.9%	2.0%	1.1%	2.4%	1.2%	1.2%	1.6%
07:00	1.0%	2.5%	5.4%	2.8%	3.7%	3.4%	2.6%	3.2%	6.7%	5.8%	3.6%	3.0%	3.5%	2.5%	2.9%	3.4%
08:00	3.8%	5.2%	5.2%	5.5%	6.2%	5.7%	5.2%	5.9%	6.6%	7.5%	5.9%	6.6%	5.8%	4.0%	5.1%	5.7%
09:00	4.1%	7.8%	4.1%	9.2%	8.3%	5.8%	6.4%	9.1%	7.4%	10.0%	8.7%	9.6%	8.5%	6.8%	7.2%	7.9%
10:00	7.2%	8.9%	4.6%	11.2%	9.3%	5.6%	8.1%	10.1%	8.9%	10.0%	9.5%	10.8%	9.3%	9.8%	8.2%	9.0%
11:00	7.2%	9.8%	4.9%	11.0%	9.2%	6.4%	9.6%	9.3%	10.0%	8.6%	9.0%	10.1%	9.2%	11.7%	8.6%	9.1%
12:00	17.6%	9.2%	5.6%	9.7%	9.0%	6.6%	8.9%	8.0%	8.4%	7.2%	8.3%	10.0%	8.9%	10.2%	7.7%	8.4%
13:00	18.0%	8.5%	5.7%	8.0%	8.2%	6.6%	8.7%	7.8%	7.7%	6.4%	7.9%	8.9%	7.5%	9.7%	8.1%	8.0%
14:00	10.8%	9.0%	6.3%	7.8%	8.2%	7.6%	8.8%	7.8%	7.4%	6.3%	7.2%	8.1%	6.8%	9.8%	8.0%	7.8%
15:00	8.1%	9.0%	8.4%	7.8%	7.8%	8.7%	9.4%	8.0%	8.6%	6.0%	7.4%	8.5%	7.4%	10.0%	8.2%	8.1%
16:00	10.4%	9.1%	9.2%	7.8%	8.3%	9.8%	8.9%	8.3%	8.1%	6.6%	7.6%	8.8%	7.7%	9.2%	9.3%	8.4%
17:00	5.0%	8.9%	9.8%	7.9%	7.7%	10.3%	8.5%	8.9%	7.5%	7.4%	7.2%	7.5%	8.5%	7.8%	9.3%	8.3%
18:00	3.3%	6.6%	7.2%	5.9%	6.5%	8.0%	7.3%	7.0%	6.3%	7.3%	6.7%	4.5%	7.3%	4.6%	8.6%	6.8%
19:00	1.4%	3.2%	4.6%	3.4%	3.7%	5.2%	4.0%	3.7%	3.0%	4.6%	4.5%	1.9%	3.9%	1.7%	5.5%	4.0%
20:00	0.4%	0.9%	3.4%	0.9%	1.3%	2.9%	0.9%	0.9%	1.0%	1.4%	2.1%	0.4%	1.2%	0.4%	1.8%	1.5%
21:00	0.2%	0.1%	2.9%	0.1%	0.3%	1.9%	0.3%	0.1%	0.2%	0.3%	0.7%	0.1%	0.2%	0.1%	0.1%	0.5%
22:00	0.1%	0.1%	2.7%	0.0%	0.1%	1.3%	0.2%	0.1%	0.1%	0.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.3%
23:00	0.1%	0.0%	1.7%	0.0%	0.1%	1.0%	0.1%	0.0%	0.2%	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.2%

APPENDIX N

MAT Route F Passenger Survey

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days X 5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Route 66 + N. Maple St East Hampton

   Drop off Location: Terminal Middletown

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   WORK

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 7am or 8am WORK

   Afternoon Ride: 3:45 - home

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Walked

6. **How long is your total trip? (please check your answer)**

   _____less than 15 min. X 16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   _____

   _____

   _____

ROUTE 00 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days X 5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: 227 Main St Portland

   Drop off Location: 140 East High St E. Hampton

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   Work

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 545AM - to work

   Afternoon Ride: 415pm - to home

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Walk

6. **How long is your total trip? (please check your answer)**

   _____less than 15 min. _____16-30 min. X greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   * 1. Continued availability - I depend solely on MAT to get to and from work - *
   2. Increased trips would allow me to go to Dr's appointments without having to take the day off
   3. Increased trips would mean it would no longer be a 12 HOUR day for me.

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days _____5 days ✓ 6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Ferry St

   Drop off Location: Portland rehab

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   work

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 5:45

   Afternoon Ride: 3:45

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   walk

6. **How long is your total trip? (please check your answer)**

   ✓ less than 15 min. _____16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   cost

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days _____5 days ✓ 6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Riverdale Motel in Portland

   Drop off Location: Dunkin Donuts in East Hampton or Middletown

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   work or shopping or other appointments

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 5:45 AM to work, 6:45 AM or 7:45 AM for other reasons

   Afternoon Ride: 1 PM or 3:45 PM to get home to Portland

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   picked up at Riverdale Motel, Dunkin Donuts, or at terminal

6. **How long is your total trip? (please check your answer)**

   work less than 15 min. _____16-30 min. other greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   (Very Satisfied) Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   Access to information

   Bus stop facilities

   onboard comfort

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day ___✓___3-4 days _____5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: East Hampton, West High St.

   Drop off Location: Middletown, Main St.

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   Other

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: N/A

   Afternoon Ride: Noon, 3:45PM

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Walked

6. **How long is your total trip? (please check your answer)**

   _____less than 15 min. ___✓___16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied Satisfied (Neutral) Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   Very bumpy during trip (on small bus)

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days ___✓___5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: 8.5 9.5

   Drop off Location: 95

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   S

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 8:26

   Afternoon Ride: 3:45

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   None

6. **How long is your total trip? (please check your answer)**

   ___✓___less than 15 min. _____16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied ✓ Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

_____

_____

_____

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   X 1-2 day ____ 3-4 days ____ 5 days ____ 6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Termial

   Drop off Location: Food Bag on RT 16

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   Other

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: ____

   Afternoon Ride: 3:45 PM

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Drop of by CT Transit

6. **How long is your total trip? (please check your answer)**

   ____ less than 15 min. X 16-30 min. ____ greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied (Satisfied) Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   Bus Stop Facilities

   Frequency

   COST

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days ✓ 5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Riverdale Motel 1503 Portland-Cobalt Rd Portland CT

   Drop off Location: Mcdonalds 38 E. High st, East Hampton CT

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   Work

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 8:45 am + 5:45 am

   Afternoon Ride: 3:45 pm

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Walked

6. **How long is your total trip? (please check your answer)**

   _____less than 15 min. ✓ 16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   Very Satisfied (Satisfied) Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   More Bus Frequency

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   ✓ 1-2 day ____ 3-4 days ____ 5 days ____ 6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: 208 Main St Portland CT 06480

   Drop off Location: Soup Kitchen

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   Medical Services, & other

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 7:30AM Monday & Tuesday

   Afternoon Ride: ____

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   Walk

6. **How long is your total trip? (please check your answer)**

   ✓ less than 15 min. ____ 16-30 min. ____ greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   (Very Satisfied) Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   I think we need someone on Bus to help us on or off, Specally Old people or kids with strollers & Food Carrages

ROUTE 66 CORRIDOR STUDY
PORTLAND - EAST HAMPTON

MIDDLETOWN AREA TRANSIT RIDER SURVEY

1. **How many days per week do you utilize bus service on The F Route**

   _____1-2 day _____3-4 days X 5 days _____6-7 days

2. **Where are you picked up and going to? (the stops, provide street names or landmarks)**

   Pickup Location: Middletown Bus Station

   Drop off Location: Butler Construction Portland

3. **What is the purpose of your trip? (Work/Work Related; Home; Shopping; Medical Services; Social or Religious Worship; Other)**

   work

4. **What times do you normally ride (please provide time and reason for riding)?**

   Morning Ride: 6:25 AM

   Afternoon Ride: 4:30 PM

5. **How did you get to this bus? (Walked; Dropped off by someone; Drove and Parked my own car; Rode a different bus; Carpooled with someone else; Other)**

   rode a different bus

6. **How long is your total trip? (please check your answer)**

   X less than 15 min. _____16-30 min. _____greater than 30 min.

7. **How satisfied are you with the bus service on the F Route? (circle one answer)**

   (Very Satisfied) Satisfied Neutral Dissatisfied Very Dissatisfied

8. **What aspects of bus services on the F Route, in order of importance, should be improved, pick up to three (Bus Stop Facilities; Frequency; Punctuality; Cost; Onboard Comfort; Security; Access to Information; Other)**

   nothing, it is great service

APPENDIX O

Route 66 Corridor Study Demographic and Economic Baseline (RKG Associates)

August 2018

ROUTE 66 CORRIDOR STUDY
Demographic and Economic Baseline

Towns of East Hampton &
Portland, Connecticut

RKG ASSOCIATES INC

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1. EXECUTIVE SUMMARY

SUMMARY OF FINDINGS

This section presents the summary key findings from this analysis. The research and findings on which these are based are presented in greater detail throughout other sections of this report.

- Portland and East Hampton had a combined population of over 22,000 in 2017. The combined population growth rate between the two towns from 2000 to 2017 was just 2.4 percent. Both towns are home to an ageing population, with a combined 60 percent increase in citizens over the age of 65 between 2000 and 2017. This growth is in stark contrast to the combined 20 percent decrease in residents aged 25 to 44 over the same period. Similar patterns have taken shape in Middlesex County overall.

- Both towns boast a large number of highly-educated and high-income households when compared with the County and State. Median Household Incomes have grown significantly since 2000 in both communities: $93,392 in East Hampton (+10 percent vs 2010, +41 percent vs 2000), and $88,624 in Portland (+7 percent vs 2010, +41 percent vs 2000).

- Unemployment in the two towns is low, less than 5 percent in May 2018. 82 percent of resident workers commute outside the towns for work, mostly to nearby commercial centers like Hartford and New Haven. Jobs in East Hampton and Portland are concentrated in the service industries and retail, which together comprise over 60 percent of the towns' total jobs.

- Land use patterns along the Route 66 corridor in East Hampton and Portland vary significantly. A vast majority of all parcels in East Hampton along the corridor are designated as either residential or vacant, while Portland's have a wider variety of industrial, commercial, institutional, and residential uses. Planned developments of mixed-use and multi-family projects in both towns can provide additional diversity.

- The housing stock in both towns largely consists of single-family homes, accounting for over 80 percent of the total in each. Home prices have been volatile, but overall mostly flat since the 2008 financial crisis. Median sale prices for single-family homes in East Hampton have been higher than Portland's since 2013, reaching 2017 medians of $248,250 and $240,250, respectively.

- Likely due to a small and aging rental housing stock, asking rents in Portland and East Hampton are lower than in neighboring Middletown, which has seen substantial investment in new and refurbished multi-family rental projects. A survey of current rental listings

revealed an average 1-bedroom asking rent of $1.23 per square foot in Portland and $1.35 per square foot in East Hampton.

- The commercial market (office and retail) is fairly strong with little vacancy across the Corridor. Buildings that are vacant today are either actively being considered for redevelopment or have property owners who are considering what actions to take to sell or redevelop. Industrial space continues to build out in smaller quantities along the Corridor, but remains a strong market. The Brownstone Industrial Park in Portland has very few, if any, vacancies. Discussions with Town officials indicated that demand for industrial space there and elsewhere along the corridor exists, but access to utilities is a major hurdle, costly to overcome, and constrains the build-out of future industrial space.

2. BASELINE CONDITIONS

INTRODUCTION AND PURPOSE

The following presents a summary of existing demographic, economic, real estate and market conditions, and land use and zoning regulations in the Towns of East Hampton and Portland, as well as in Middlesex County, Connecticut. This analysis and the findings form the basis of potential development opportunities that may be tied in with potential transportation improvements between the two communities along Route 66.

DEMOGRAPHIC PROFILE

Selected trends and projections in population, housing/households, and income are presented for the Town of East Hampton, the Town of Portland, and Middlesex County.

POPULATION AND POPULATION BY AGE

Between the years 2000 and 2010, the population of the Town of East Hampton decreased by approximately 400 people, or three percent. However, during the same period the population ages 65 and older increased by more than 500 people, representing nearly a 50 percent increase. This growth in the older generation caused a sharp increase in the median age of residents in town, going from 32.3 years to 42.9 years.

The estimated population of East Hampton in 2017 was 13,104, slightly lower than the population in 2000. Between 2017 and 2022, the population is expected to increase by eight percent to a total of 14,137. From an age perspective, East Hampton is projected to see some growth in residents ages 25 to 44 years (typically family formation and home buying years), and a nominal growth is projected for the population aged 20 or less. As in the prior decade, the population ages 65 and older is projected to increase the most. This population group is projected to grow by nearly 28 percent, and comprise 18 percent of East Hampton's total population.[1]

By comparison, the Portland population increased by nearly nine percent from 2000 to 2010 with a modest decline in the population under 20 years of age. Population growth occurred for those over the age of 65, but at a slower rate than what was seen in East Hampton. Portland's population of 65 and over residents increased 15 percent, compared with 50 percent in East Hampton. Portland's total population continued to grow through 2017 to a total of 9,545 residents. This trend is projected to continue through at least 2022, when the town's population is expected to reach just over 10,000 residents. Similar to East Hampton, the number of residents over the age of 65 is projected to grow by 15 percent, while other age cohorts may see minimal growth and in the case of residents under 20, a decline. The population changes in both East Hampton and Portland trend

[1] As a reference check, data offered by the Connecticut Economic Resource Center (CERC) indicated the population aged 65 and older accounted for approximately 15 percent of the East Hampton population in 2015.

closely with Middlesex County where residents over the age of 65 are projected to increase, and residents under 44 are projected to decrease.

Both East Hampton and Portland function as small towns, largely residential in character with good schools, quality services, and a large array of open land. These two communities are in the middle of a triangle of cities (Hartford, New Haven, and New London) which are between 20 and 40 minutes away and provide access to jobs and amenities at a much greater scale than what is desired in either town. This creates a setting where households in family formation years, prime earning years, and retirement years come to settle down, raise a family, and eventually retire. These factors are driving the population changes through the year 2022 and are creating interesting market dynamics for both jobs and housing.

One issue both towns may face in the coming years is the slow growth in households ages 25-44, anemic compared with the substantial growth of the senior population. If seniors sell their homes and either move elsewhere in the community, or to another community altogether, will there be enough younger households to back fill vacancies in the single-family market?

Selected Summary Demographics - Population	Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Total Population	13,356	12,959	(397)	-3.0%	13,104	14,137	7.9%
Population > 65 years	1,032	1,547	515	49.9%	1,942	2,484	27.9%
Population 25 to 44 years	3,616	3,232	(384)	-10.6%	2,959	3,170	7.1%
Population < 20 years	4,067	3,233	(834)	-20.5%	2,960	3,016	1.9%
Median Age	32.3	42.9	10.6	32.7%	44.9	45.7	1.8%
Portland, CT							
Total Population	8,747	9,508	761	8.7%	9,545	10,024	5.0%
Population > 65 years	1,274	1,465	191	15.0%	1,748	2,019	15.5%
Population 25 to 44 years	2,693	2,339	(354)	-13.1%	2,114	2,185	3.4%
Population < 20 years	2,398	2,335	(63)	-2.6%	2,151	2,140	-0.5%
Median Age	38.6	43.1	4.5	11.7%	45.4	46.2	1.8%
Middlesex County, CT							
Total Population	155,118	165,676	10,558	6.8%	165,641	171,997	3.8%
Population > 65 years	21,063	25,621	4,558	21.6%	30,166	35,121	16.4%
Population 25 to 44 years	48,558	40,082	(8,476)	-17.5%	36,935	38,692	4.8%
Population < 20 years	39,463	39,079	(384)	-1.0%	35,782	35,327	-1.3%
Median Age	38.6	43.1	4.5	11.6%	45.0	45.7	1.6%
East Hampton as % of County							
Total Population	8.6%	7.8%	(0.008)	-9.2%	7.9%	8.2%	3.9%
Population > 65 years	4.9%	6.0%	0.011	23.2%	6.4%	7.1%	9.9%
Population 25 to 44 years	7.4%	8.1%	0.006	8.3%	8.0%	8.2%	2.3%
Population < 20 years	10.3%	8.3%	(0.020)	-19.7%	8.3%	8.5%	3.2%
Total	83.7%	99.5%	0.158	18.9%	99.7%	100.0%	0.2%
Portland as % of County							
Total Population	5.6%	5.7%	0.001	1.8%	5.8%	5.8%	1.1%
Population > 65 years	6.0%	5.7%	(0.003)	-5.5%	5.8%	5.7%	-0.8%
Population 25 to 44 years	5.5%	5.8%	0.003	5.2%	5.7%	5.6%	-1.3%
Population < 20 years	6.1%	6.0%	(0.001)	-1.7%	6.0%	6.1%	0.8%
Total	100.0%	100.1%	0.001	0.1%	100.9%	101.1%	0.2%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

RACE AND ETHNICITY

Like many other places across New England, the racial and ethnic population composition of East Hampton and Portland is becoming more diverse. While both communities are over 90 percent white, the share of black, Hispanic, and residents of other races is expected to increase through the year 2022. Middlesex County is projected to follow a very similar pattern of racial and ethnic diversification as well. Based on interviews with Town of Portland staff, some of the changes in population diversity stem from new Asian and Latino residents who are working in strong employment sectors like healthcare, insurance, and advanced manufacturing.

Selected Summary Demographics - Race/Ethnicity		Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT								
Total Population		13,356	12,959	(397)	-3.0%	13,104	14,137	7.9%
	White	12,407	12,361	(46)	-0.4%	12,390	13,283	7.2%
	Black	291	137	(154)	-52.9%	158	177	12.0%
	Other	658	461	(197)	-29.9%	556	677	21.8%
Hispanic Origin		199	344	145	72.9%	465	583	25.4%
Portland, CT								
Total Population		8,747	9,508	761	8.7%	9,545	10,024	5.0%
	White	8,329	8,957	628	7.5%	8,901	9,290	4.4%
	Black	166	207	41	24.7%	227	241	6.2%
	Other	252	344	92	36.5%	417	493	18.2%
Hispanic Origin		230	310	80	34.8%	425	508	19.5%
Middlesex County, CT								
Total Population		155,118	165,676	10,558	6.8%	165,641	171,997	3.8%
	White	141,633	147,823	6,190	4.4%	144,342	148,348	2.8%
	Black	6,603	7,727	1,124	17.0%	8,785	9,276	5.6%
	Other	6,882	10,126	3,244	47.1%	12,514	14,373	14.9%
Hispanic Origin		4,561	7,834	3,273	71.8%	10,683	12,465	16.7%
East Hampton as % of County								
Total Population		8.6%	7.8%	(0.008)	-9.2%	7.9%	8.2%	3.9%
	White	8.8%	8.4%	(0.004)	-4.5%	8.6%	9.0%	4.3%
	Black	4.4%	1.8%	(0.026)	-59.8%	1.8%	1.9%	6.1%
	Other	9.6%	4.6%	(0.050)	-52.4%	4.4%	4.7%	6.0%
Hispanic Origin		4.4%	4.4%	0.000	0.6%	4.4%	4.7%	7.5%
Portland as % of County								
Total Population		5.6%	5.7%	0.001	1.8%	5.8%	5.8%	1.1%
	White	5.9%	6.1%	0.002	3.0%	6.2%	6.3%	1.6%
	Black	2.5%	2.7%	0.002	6.6%	2.6%	2.6%	0.5%
	Other	3.7%	3.4%	(0.003)	-7.2%	3.3%	3.4%	2.9%
Hispanic Origin		5.0%	4.0%	(0.011)	-21.5%	4.0%	4.1%	2.4%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

EDUCATIONAL ATTAINMENT

The educational attainment of residents in both communities grew substantially between 2010 and 2017. Residents with a bachelor's degree or higher grew by close to 30 percent in both East Hampton and Portland. This far outpaced the County, which only increased by 13.5 percent. Looking forward, educational attainment rates through the year 2022 are expected to stabilize, with the number of residents with bachelor's degrees projected to increase by about 7 percent. This too follows a very similar pattern to that of the residents in Middlesex County.

Selected Summary Demographics - Education	Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Population Aged 25+	7,442	9,225	1,783	24.0%	9,489	10,371	9.3%
High school graduate	2,381	2,827	446	18.7%	2,672	2,883	7.9%
Some college/Associate degree	2,167	2,909	742	34.2%	2,852	3,102	8.8%
Bachelor/Graduate degree(s)	2,247	2,937	690	30.7%	3,435	3,814	11.0%
No School / < High School Graduate	647	552	(95)	-14.7%	530	572	7.9%
Portland, CT							
Population Aged 25+	6,103	6,791	688	11.3%	6,945	7,368	6.1%
High school graduate	1,851	2,179	328	17.7%	2,087	2,190	4.9%
Some college/Associate degree	1,549	1,717	168	10.8%	1,723	1,824	5.9%
Bachelor/Graduate degree(s)	1,976	2,549	573	29.0%	2,789	2,997	7.5%
No School / < High School Graduate	727	346	(381)	-52.4%	346	357	3.2%
Middlesex County, CT							
Population Aged 25+	108,138	117,752	9,614	8.9%	119,748	126,248	5.4%
High school graduate	30,874	35,881	5,007	16.2%	33,941	35,335	4.1%
Some college/Associate degree	28,514	31,862	3,348	11.7%	31,535	33,168	5.2%
Bachelor/Graduate degree(s)	36,568	41,522	4,954	13.5%	46,060	49,215	6.8%
No School / < High School Graduate	12,182	8,487	(3,695)	-30.3%	8,212	8,530	3.9%
East Hampton as % of County							
Population Aged 25+	6.9%	7.8%	0.010	13.8%	7.9%	8.2%	3.7%
High school graduate	7.7%	7.9%	0.002	2.2%	7.9%	8.2%	3.6%
Some college/Associate degree	7.6%	9.1%	0.015	20.1%	9.0%	9.4%	3.4%
Bachelor/Graduate degree(s)	6.1%	7.1%	0.009	15.1%	7.5%	7.7%	3.9%
No School / < High School Graduate	5.3%	6.5%	0.012	22.5%	6.5%	6.7%	3.9%
Portland as % of County							
Population Aged 25+	5.6%	5.8%	0.001	2.2%	5.8%	5.8%	0.6%
High school graduate	6.0%	6.1%	0.001	1.3%	6.1%	6.2%	0.8%
Some college/Associate degree	5.4%	5.4%	(0.000)	-0.8%	5.5%	5.5%	0.6%
Bachelor/Graduate degree(s)	5.4%	6.1%	0.007	13.6%	6.1%	6.1%	0.6%
No School / < High School Graduate	6.0%	4.1%	(0.019)	-31.7%	4.2%	4.2%	-0.7%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

HOUSING AND HOUSEHOLDS

From 2000 to 2010, the number of housing units in East Hampton increased by more than 1,000. Owner-occupied housing comprised 990 of those new 1,000 units. The owner-occupancy rate in East Hampton exceeds 80 percent, well above the national average of around 65 percent and greater than the county average of 74 percent. Despite a loss of population in East Hampton there was growth in housing units from 2000 to 2010, despite a nominal loss of rental housing. Since 2010, housing unit growth slowed substantially with the town only adding about 115 total units. Between 2017 and 2022, it is projected that East Hampton will add another 479 housing units, most of which will be owner-occupied. If current market projections prove accurate, the Edgewater project and the potential 250-unit townhome project near the Marlborough line will absorb nearly all of the projected growth in housing units.

Similar to East Hampton, the number of housing units in Portland also increased between 2000 and 2010. Portland added about 540 housing units over that ten-year period, about half of what East Hampton produced over that same time period. Since 2010, the Town has not seen much in the way of new housing units produced, with just over 40 units added in the last seven years.

Housing unit projections through the year 2022 show an expected increase of about 250 units, which is just a bit more than the planned 240-unit Brainard Place development at the former Elmcrest site in Downtown Portland.

Selected Summary Demographics - Housing	Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Total Housing Units	4,418	5,485	1,067	24.2%	5,600	6,079	8.6%
Occupied Units	4,129	5,060	931	22.5%	5,102	5,531	8.4%
Owner Households *(% of Occ)*	3,329	4,316	987	29.6%	4,371	4,748	8.6%
Renter Households *(% of Occ)*	800	744	(56)	-7.0%	731	783	7.1%
Vacant Units	289	425	136	47.1%	506	548	8.3%
Average HH Size	2.63	2.55	(0.08)	-3.0%	2.56	2.54	-0.8%
Portland, CT							
Total Housing Units	3,534	4,077	543	15.4%	4,118	4,370	6.1%
Occupied Units	3,394	3,822	428	12.6%	3,810	4,026	5.7%
Owner Households *(% of Occ)*	2,637	3,085	448	17.0%	3,069	3,259	6.2%
Renter Household *(% of Occ)*	757	737	(20)	-2.6%	741	767	3.5%
Vacant Units	140	255	115	82.1%	314	344	9.6%
Average HH Size	2.52	2.46	(0.06)	-2.4%	2.48	2.46	-0.8%
Middlesex County, CT							
Total Housing Units	67,309	74,837	7,528	11.2%	75,266	78,904	4.8%
Occupied Units	61,362	67,202	5,840	9.5%	66,797	69,847	4.6%
Owner Households *(% of Occ)*	44,272	49,976	5,704	12.9%	49,549	51,939	4.8%
Renter Household *(% of Occ)*	17,090	17,226	136	0.8%	17,248	17,908	3.8%
Vacant Units	5,947	7,635	1,688	28.4%	8,588	9,057	5.5%
Average HH Size	2.43	2.39	(0.04)	-1.6%	2.41	2.40	-0.4%
East Hampton as % of County							
Total Housing Units	6.6%	7.3%	0.008	11.7%	7.4%	7.7%	3.5%
Occupied Units	6.7%	7.5%	0.008	11.9%	7.6%	7.9%	3.7%
Owner Households *(% of Occ)*	7.5%	8.6%	0.011	14.9%	8.8%	9.1%	3.6%
Renter Household *(% of Occ)*	4.7%	4.3%	(0.004)	-7.7%	4.2%	4.4%	3.2%
Vacant Units	4.9%	5.6%	0.007	14.5%	5.9%	6.1%	2.7%
Average HH Size	108.2%	106.7%	(0.015)	-1.4%	106.2%	105.8%	-0.4%
Portland as % of County							
Total Housing Units	5.3%	5.4%	0.002	3.8%	5.5%	5.5%	1.2%
Renter Households (% of Occ)	5.5%	5.7%	0.002	2.8%	5.7%	5.8%	1.1%
Owner Households *(% of Occ)*	6.0%	6.2%	0.002	3.6%	6.2%	6.3%	1.3%
Renter Household *(% of Occ)*	4.4%	4.3%	(0.002)	-3.4%	4.3%	4.3%	-0.3%
Vacant Units	2.4%	3.3%	0.010	41.9%	3.7%	3.8%	3.9%
Average HH Size	103.7%	102.9%	(0.008)	-0.7%	102.9%	102.5%	-0.4%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

INCOME

Median household income in East Hampton increased by a near 28 percent from 2000 to 2010, marginally less than the estimated rate of inflation. The number of households earning $100,000 or more doubled. Growth is projected for households at or above this income level, while the number of households earning less is projected to decline. The median home value in East Hampton increased by nearly $129,300 or by 86.6 percent, well above the estimated increase in median household income. The projected growth in median home value and median household income are in closer parity.

For Portland, the median household income increased by $20,000 (2000 to 2010) or by nearly 32 percent, exceeding the rate of inflation. Households earning $100,000 or more increased while those earning less decreased. Continued growth is projected for the $100,000+ households and declines for those earning less. While the median household income in Portland generally lags that for East Hampton, the median home values generally exceed those in East Hampton.

Median household income in the county increased by 23.4 percent, less than the rate of inflation, and is less than either of the two towns. By contrast median home values countywide exceeded those for either of the two towns. In the county the growth, and projected growth, in households earning $100,000 or more dominates as is the case for the two towns.

Selected Summary Demographics - Income	Census 2000	Census 2010	*Inflation per US bls.gov (28.4%)* - Change #	%	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Total Households	4,129	5,060	931	22.5%	5,102	5,531	8.4%
earning less than $50,000	1,392	1,211	(181)	-13.0%	1,133	1,072	-5.4%
earning $50,000 - $100,000	1,847	1,852	5	0.3%	1,630	1,546	-5.2%
earning more than $100,000	884	1,997	1,113	125.9%	2,339	2,913	24.5%
Median HH Income	$ 66,232	$ 84,690	$ 18,458	27.9%	$ 93,392	$ 103,897	11.2%
Median Home Value	$ 148,156	$ 276,446	$ 128,290	86.6%	$ 282,839	$ 312,337	10.4%
Portland, CT							
Total Households	3,394	3,822	428	12.6%	3,810	4,026	5.7%
earning less than $50,000	1,296	1,110	(186)	-14.4%	997	922	-7.5%
earning $50,000 - $100,000	1,403	1,372	(31)	-2.2%	1,224	1,135	-7.3%
earning more than $100,000	690	1,340	650	94.2%	1,589	1,969	23.9%
Median HH Income	$ 62,767	$ 82,759	$ 19,992	31.9%	$ 88,624	$ 98,356	11.0%
Median Home Value	$ 152,530	$ 283,005	$ 130,475	85.5%	$ 290,935	$ 317,784	9.2%
Middlesex County, CT							
Total Households	61,362	67,202	5,840	9.5%	66,797	69,847	4.6%
earning less than $50,000	25,228	22,184	(3,044)	-12.1%	20,774	19,338	-6.9%
earning $50,000 - $100,000	23,432	22,700	(732)	-3.1%	20,144	18,840	-6.5%
earning more than $100,000	12,657	22,318	9,661	76.3%	25,879	31,669	22.4%
Median HH Income	$ 59,299	$ 73,169	$ 13,870	23.4%	$ 79,370	$ 90,984	14.6%
Median Home Value	$ 162,962	$ 300,800	$ 137,838	84.6%	$ 305,556	$ 337,545	10.5%
East Hampton as % of County							
Total Households	6.7%	7.5%	0.008	11.9%	7.6%	7.9%	3.7%
earning less than $50,000	5.5%	5.5%	(0.001)	-1.1%	5.5%	5.5%	1.6%
earning $50,000 - $100,000	7.9%	8.2%	0.003	3.5%	8.1%	8.2%	1.4%
earning more than $100,000	7.0%	8.9%	0.020	28.1%	9.0%	9.2%	1.8%
Median HH Income	111.7%	115.7%	0.041	3.6%	117.7%	114.2%	-3.0%
Median Home Value	90.9%	91.9%	0.010	1.1%	92.6%	92.5%	0.0%
Portland as % of County							
Total Households	5.5%	5.7%	0.002	2.8%	5.7%	5.8%	1.1%
earning less than $50,000	5.1%	5.0%	(0.001)	-2.6%	4.8%	4.8%	-0.7%
earning $50,000 - $100,000	6.0%	6.0%	0.001	0.9%	6.1%	6.0%	-0.9%
earning more than $100,000	5.5%	6.0%	0.006	10.1%	6.1%	6.2%	1.3%
Median HH Income	105.8%	113.1%	0.073	6.9%	111.7%	108.1%	-3.2%
Median Home Value	93.6%	94.1%	0.005	0.5%	95.2%	94.1%	-1.1%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

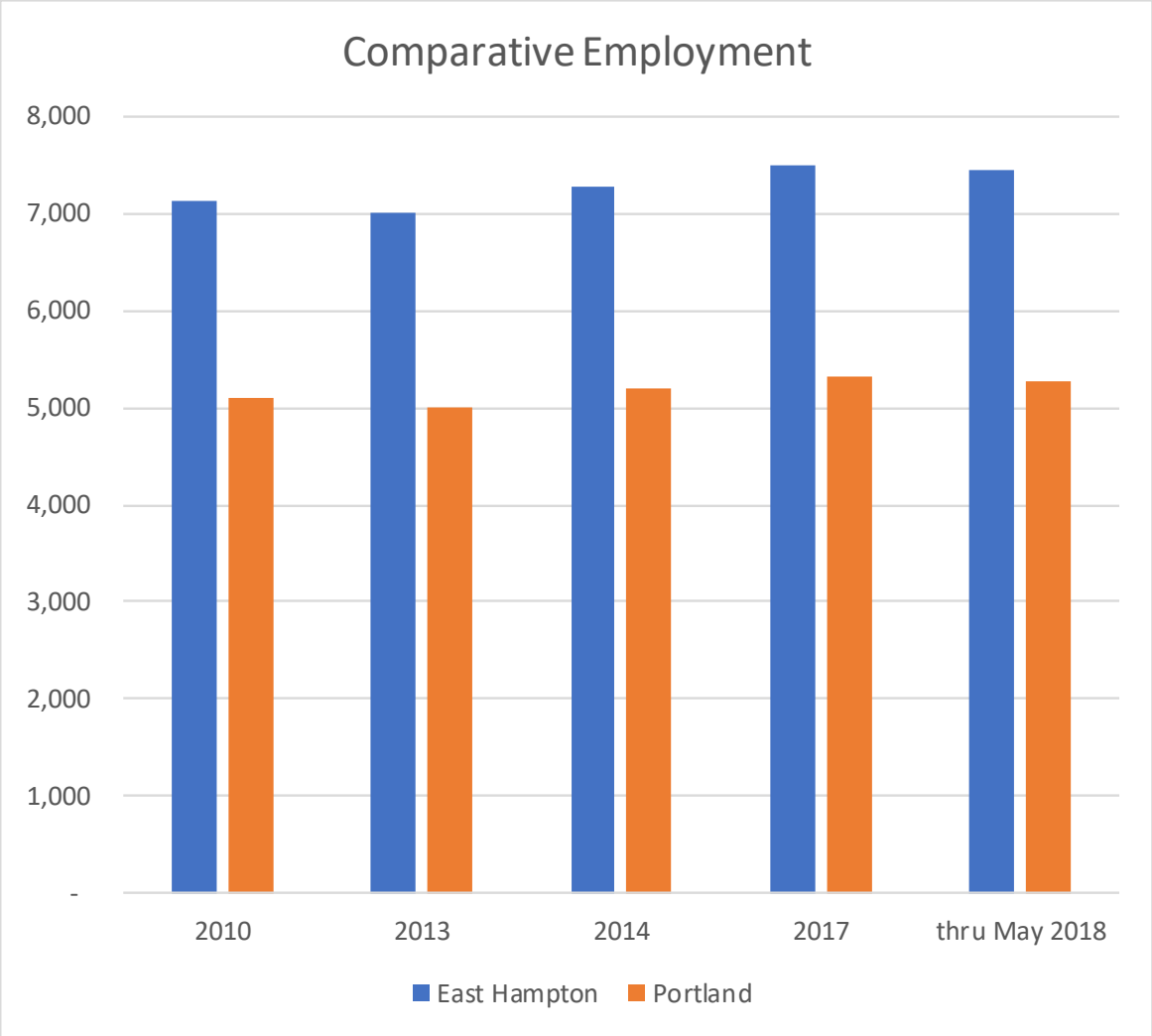
ECONOMIC PROFILE

This section presents selected economic indicators for Middlesex County and the Towns of East Hampton and Portland, including employment/employer metrics, establishment data, wage information, and commuting patterns.

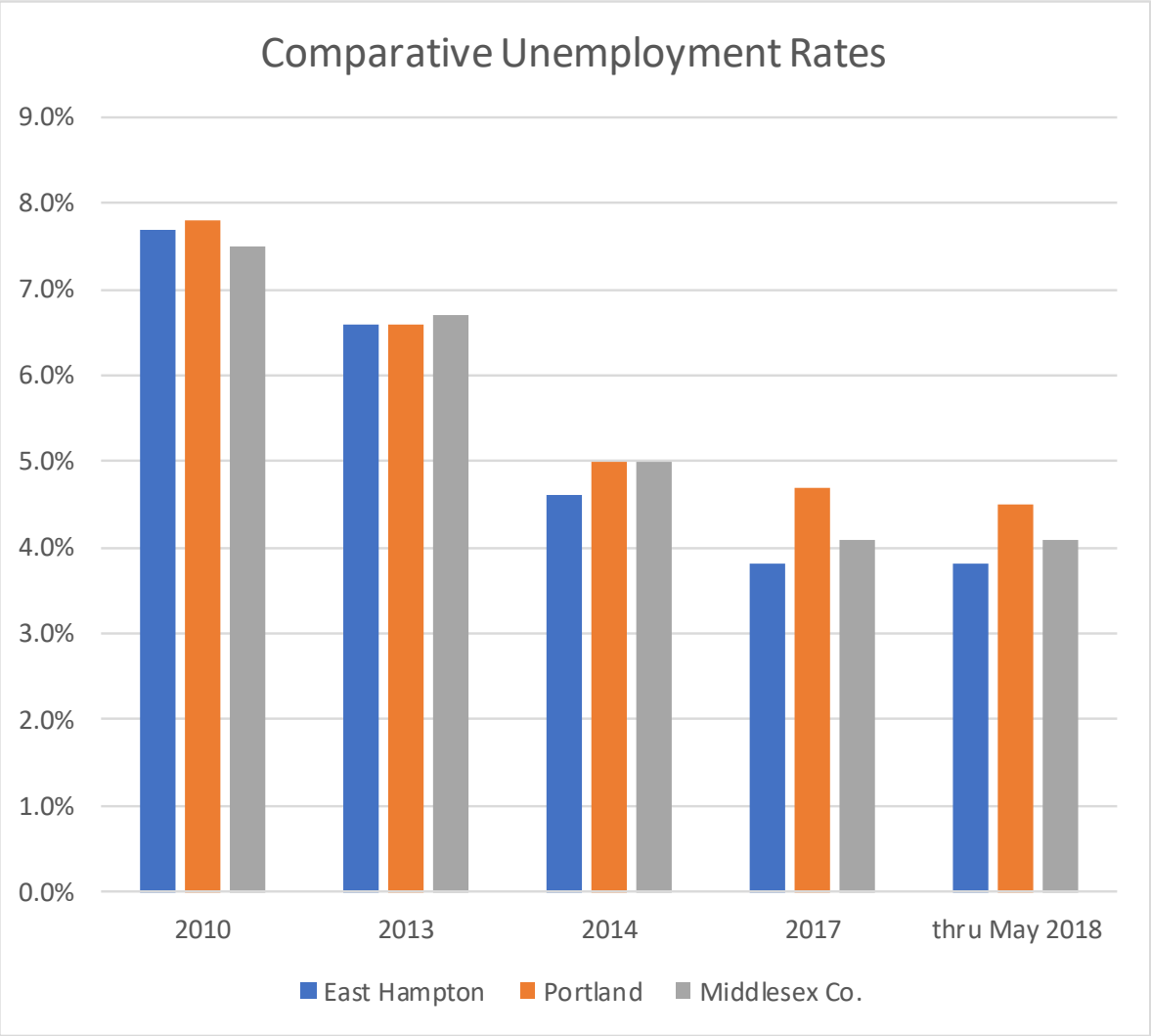
EMPLOYMENT PATTERNS

From 2010 through May of 2018, employment of the East Hampton labor force averaged nearly 7,300 employees. Overall, there has not been much fluctuation in the market, which has gone from a low of approximately 7,000 workers in 2013 to a high of nearly 7,500 in 2017. Over the same time

period, average employment of the Portland labor force was just shy of 5,200 employees. This includes a high of 5,300 in 2017 and a low of 5,000 in 2013. By comparison, the average employment of the countywide labor force was nearly 87,400 employees.



The unemployment rates for the towns and the County exhibited parity for the period between 2010 and May 2018. Unemployment declined from a high of near 8 percent in 2010 to less than 5 percent in May 2018. The fluctuations in total employment and the unemployment rates track closely with national trends through the Great Recession and the subsequent period of economic recovery into mid-2018. Economically, East Hampton is performing a bit better than Portland in terms of total employment and unemployment rates. As of 2017, Portland's unemployment rate exceeded both East Hampton's and the County's.



According to 2016 data available from Connecticut Economic Resource Center (CERC), the primary employers in East Hampton include the Town, Stop & Shop supermarket, Cobalt Lodge, American Distilling, and Eversource Energy. For Portland, CERC reports the primary employers to be the YMCA, Standard Knapp Inc., Daniels Propane LLC., Valley Oil and Promold Plastics. In East Hampton, most of the larger employers are located in and around the downtown area, while Portland's larger employers tend to be focused in the Brownstone Industrial Park.

MIDDLESEX COUNTY

More detailed economic data, by the North American Industry Classification System (NAICS) sector and for a trendline, is available at the county level and is presented in the following table, noting the following:

- **Employment** - Between 2010 and 2016, employment in Middlesex County increased by 7.5 percent, rising from approximately 64,000 employees to nearly 68,800 employees.
    - The greatest percent growth occurred in the management sector, increasing by nearly 85 percent.
    - Health care and the government sectors, combined, account for one-third of the countywide employment, both in 2010 and in 2016.
    - Some industry sector witnessed a loss of employment, notably a 22 percent decline in information services and a 19 percent decline in finance and insurance.
    - All sectors that realized an increase in employment did so at a rate exceeding the county average with the exception of manufacturing, utilities and real estate.

- **Establishments** - Between 2010 and 2016, the county gained 268 establishments representing a 5.4 percent growth from around 4,960 in 2010 to 5,200 in 2016.
    - The greatest percent growth occurred in the management sector (similar to employment), increasing by 81 percent.
    - The retail sector and other services (excluding public administration), combined, account for nearly one-fourth of the countywide establishments, despite a nominal decline in the former.
    - Not all industry sectors added establishments. In addition to the decline in the retail sector there were losses in construction, manufacturing, the transportation sector and government as examples.
    - With the exception of the health care sector, all sectors that realized a growth in the number of establishments did so at a pace greater than the countywide average.

- **Average Annual Wage** - Between 2010 and 2016, the average annual wage, all sectors, for the county increased by nearly 12 percent, slightly ahead of the estimated rate of inflation at 10.2 percent. Overall wages rose from around $48,000 to $53,700 or by $5,700.
    - Annual wage growth did not keep pace with the estimated inflation across several sectors including construction, transportation, information services and the health care sector and other services. These latter two sectors comprise approximately one-third of the countywide employment.
    - Wages declined in the management and administrative sectors with the former otherwise exhibiting the greatest percent increase in employment and in the number of establishments.

Selected Economic Trends for Middlesex County, CT (NAICS codes)	MIDDLESEX COUNTY, CT									Employment for the South Central WDA		
	Employment			Establishments			Average Annual Wage					
	2010	2016	Δ % 2010	2010	2016	Δ % 2010	2010	2016	Δ % 2010	2014	Projected 2024	Δ % 2014
11 - Agriculture, Forestry, Fishing & Hunting	-	430	0.0%	-	-	0.0%	$0	$33,782	0.0%	-	-	0.0%
21 - Mining	-	-	0.0%	-	-	0.0%	$0	$0	0.0%	-	-	0.0%
23 - Construction	2,584	3,344	29.4%	538	519	-3.5%	$58,999	$63,440	7.5%	12,271	14,415	17.5%
31-33 - Manufacturing	9,271	9,465	2.1%	270	252	-6.7%	$68,169	$78,615	15.3%	30,685	30,453	-0.8%
22 - Utilities	332	350	5.4%	6	6	0.0%	$100,009	$108,315	8.3%	1,473	1,737	17.9%
42 - Wholesale Trade	2,253	2,186	-3.0%	388	451	16.2%	$57,579	$77,529	34.6%	13,290	14,225	7.0%
44-45 - Retail Trade	7,763	8,519	9.7%	644	624	-3.1%	$27,706	$30,956	11.7%	38,143	39,387	3.3%
48-49 - Transportation and Warehousing	981	1,152	17.4%	86	70	-18.6%	$39,762	$40,729	2.4%	10,482	10,833	3.3%
51 - Information	727	565	-22.3%	61	66	8.2%	$50,754	$55,224	8.8%	4,691	3,145	-33.0%
52 - Finance and Insurance	1,926	1,557	-19.2%	199	224	12.6%	$73,358	$92,878	26.6%	10,906	10,609	-2.7%
53 - Real Estate and Rental and Leasing	459	493	7.4%	123	114	-7.3%	$38,059	$47,581	25.0%	4,889	5,500	12.5%
54 - Professional and Technical Services	2,389	2,713	13.6%	473	514	8.7%	$66,780	$77,426	15.9%	15,916	16,631	4.5%
55 - Management of Companies/Enterprises	381	703	84.5%	21	38	81.0%	$97,081	$89,085	-8.2%	3,905	4,182	7.1%
56 - Administrative and Waste Services	2,143	2,880	34.4%	289	335	15.9%	$33,046	$32,080	-2.9%	18,831	20,984	11.4%
61 - Educational Services	1,881	1,838	-2.3%	71	80	12.7%	$53,647	$63,632	18.6%	54,912	60,224	9.7%
62 - Health Care and Social Assistance	10,784	12,288	13.9%	458	479	4.6%	$44,589	$48,483	8.7%	68,255	75,528	10.7%
71 - Arts, Entertainment, and Recreation	1,153	1,258	9.1%	96	104	8.3%	$30,064	$33,620	11.8%	4,475	5,066	13.2%
72 - Accommodation and Food Services	5,487	6,298	14.8%	381	423	11.0%	$18,519	$21,876	18.1%	26,646	28,383	6.5%
81 - Other Services, Ex. Public Admin	2,299	2,595	12.9%	541	625	15.5%	$28,762	$28,905	0.5%	15,128	16,727	10.6%
Government	10,740	10,132	-5.7%	285	260	-8.8%	$56,543	$66,220	17.1%	15,118	14,528	-3.9%
TOTAL	**63,979**	**68,781**	**7.5%**	**4,954**	**5,222**	**5.4%**	**$47,961**	**$53,692**	**11.9%**	**370,819**	**395,138**	**6.6%**

Source : US Census, CT Department of Labor and RKG Associates, Inc. (2018) *(inflation 10.2%)* *for US data.bls.gov* *< inflation*

Employment projections developed by the Connecticut Department of Labor, for the South Central Workforce Development Area (WDA), which includes many of the communities in Middlesex County, indicate an overall growth of slightly more than 23,400 jobs between 2014 and 2024. This equates to a growth rate of 6.6 percent. Employment losses are projected for the manufacturing, information services and the finance/insurance sectors. One-third of the WDA employment is concentrated in the education and health services sectors.

COMMUTING PATTERNS

According to data from the American Community Survey (ACS), there were approximately 6,780 employed residents in East Hampton (averaged 2006 through 2010). Slightly more than 17 percent of these resident workers also worked in East Hampton. Slightly more than 21 percent commuted to Middletown as their place of employment and another nine percent to Hartford. In comparisons, the ACS measured approximately 1,990 jobs in East Hampton with more than 58 percent held by resident workers. The remaining employment in East Hampton was filled by workers from neighboring communities, none predominating in terms of the percent of the employment they represented. Overall, East Hampton is a net exporter of employment by a margin of more than three to one.

Commuting information, for 2014, offered by CERC, suggests that the primary employment destinations for East Hampton residents is Middletown (21%) and Hartford (9%), a reshuffling since the ACS data. Primary commuters into town are from Colchester, Middletown and Portland, also a reshuffling since the ACS data.

WORKERS IN RESIDENCE & PLACE WHERE THEY WORK					JOBS IN PLACE & PLACE WHERE WORKERS RESIDE				
Workers in Residence	#	Workplace of East Hampton, CT - Working Residents	#	% of Residents	Local Jobs	#	Jobs in East Hampton, CT - Held by Workers from	#	% of Jobs
East Hampton, CT	6,783	East Hampton, CT	1,161	17.1%	East Hampton, CT	1,993	East Hampton, CT	1,161	58.3%
		Top Ten	3,544	52.2%			Top Ten	573	28.8%
		Middletown	1,449	21.4%			Montville	100	5.0%
		Hartford	590	8.7%			Hebron	90	4.5%
		East Hartford	274	4.0%			East Haddam	61	3.1%
		Gastonbury	254	3.7%			Old Saybrook	55	2.8%
		Portland	193	2.8%			Colchester	52	2.6%
		New Britain	187	2.8%			Marlborough	48	2.4%
		Marlborough	167	2.5%			East Hartford	44	2.2%
		Rocky Hill	158	2.3%			Middletown	43	2.2%
		Newington	149	2.2%			Portland	43	2.2%
		Manchester	123	1.8%			Glastonbury	37	1.9%
		Remainder	2,078	30.6%			Remainder	259	13.0%

Source: American Community Survey (2006-2010); & RKG Associates, Inc. (2018)

The ACS data reports 4,780 workers in residence in Portland, with 19 percent (or about 900 workers) holding jobs in Portland. In contrast, the ACS data estimates 2,860 jobs in Portland with nearly 32 percent held by Portland residents. Another 15 percent of the Portland employment is comprised of workers commuting from nearby Middletown. Portland is also a net exporter of employment but by a lesser ratio of 1.7 to one.

Commuting information for 2014 offered by CERC, suggests that the primary locations Portland residents commute to for employment are Middletown and Hartford. This is consistent with the most recent ACS data, although the CERC data shows about 250 fewer residents commuting to Middletown. The ACS data shows commuters entering Portland for employment are coming from Middletown and East Hampton. This differs from the earlier CERC data which had commuters coming in from Portland and Middletown, then East Hampton as the third highest point of origin.

WORKERS IN RESIDENCE & PLACE WHERE THEY WORK					JOBS IN PLACE & PLACE WHERE WORKERS RESIDE				
Workers in Residence	#	Workplace of Portland, CT - Working Residents	#	% of Residents	Local Jobs	#	Jobs in Portland, CT - Held by Workers from	#	% of Jobs
Portland, CT	4,781	Portland, CT	912	19.1%	Portland, CT	2,860	Portland, CT	912	31.9%
		Top Ten	2,693	56.3%			Top Ten	1,297	45.3%
		Middletown	1,060	22.2%			Middletown	419	14.7%
		Hartford	569	11.9%			East Hampton	193	6.7%
		East Hartford	230	4.8%			Meriden	156	5.5%
		Newington	186	3.9%			New Britain	125	4.4%
		Glastonbury	149	3.1%			Glastonbury	114	4.0%
		West Hartford	106	2.2%			Cromwell	72	2.5%
		Windsor	106	2.2%			Marlborough	69	2.4%
		Farmington	97	2.0%			Middlefield	62	2.2%
		Rocky Hill	96	2.0%			Naugatuck	44	1.5%
		Cromwell	94	2.0%			Haddam	43	1.5%
		Remainder	1,176	24.6%			Remainder	651	22.8%

Source: American Community Survey (2006-2010); & RKG Associates, Inc. (2018)

MARKET TRENDS

The following section presents data related to the real estate market and associated land uses in Portland, East Hampton, and in some cases Middletown, Middlesex County, and the State of Connecticut.

CORRIDOR DEVELOPMENT PATTERNS

While detailed assessors' database information is scarce in Portland and East Hampton, analyzing assessors' land use data can offer insights about basic development patterns along the

Route 66 corridor. Having roughly equivalent acreage along Route 66 (East Hampton is about 140 acres larger than Portland), Portland's corridor parcels are far more mixed-use in nature than East Hampton's. Roughly 80 percent of parcels fronting Route 66 in Portland are active, with 26 percent designated as residential, 14 percent commercial, and 5 percent industrial and the rest a mixture of institutional, infrastructural, and other uses.

The East Hampton portion of the corridor, by contrast, is nearly half residential land, with an additional 33 percent classified as vacant. Industrial, commercial, and mixed-use parcels comprise just 10 percent of East Hampton's frontage on Route 66., meaning that significant economic development would likely require changing uses or development on currently vacant parcels.

Acreage by Land Use Designation

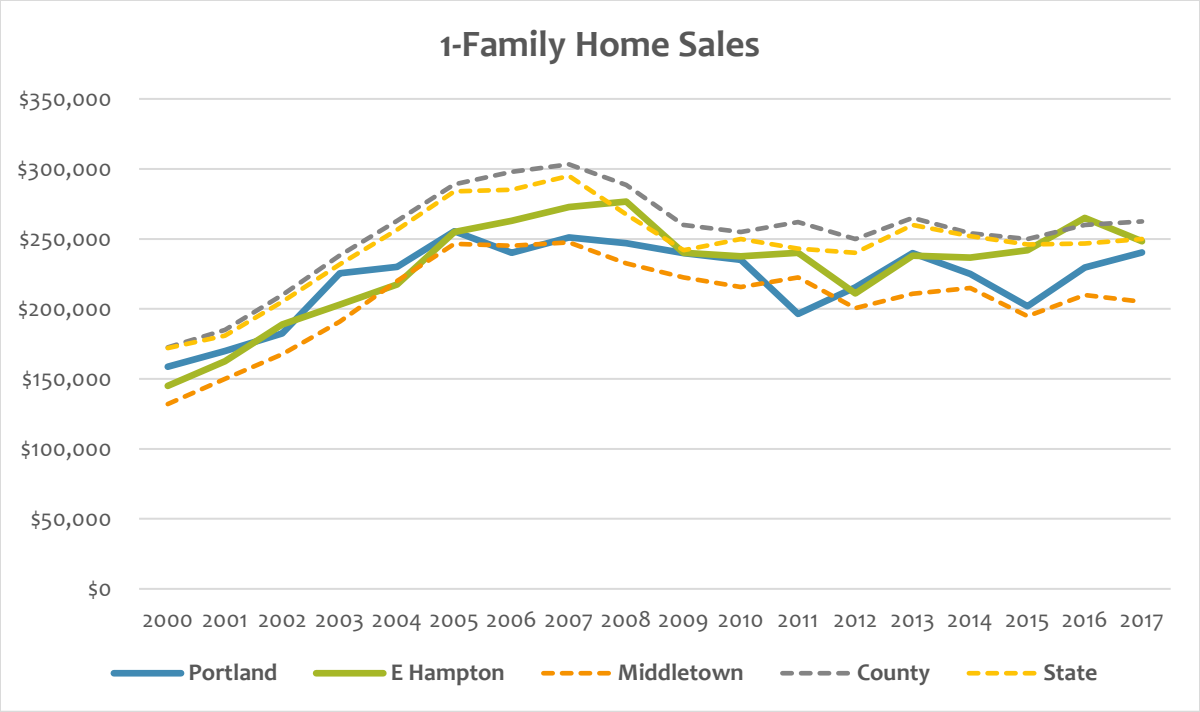
	East Hampton		Portland	
	Acres	% of Total	Acres	% of Total
Residential	641	47%	317	26%
Commercial	122	9%	170	14%
Industrial	3	0%	63	5%
Mixed-Use	1	0%	11	1%
Vacant Land	452	33%	237	19%
Other (institutional, open space, etc.)	146	11%	425	35%
Total	**1,365**	**100%**	**1,223**	**100%**

Source: Tighe & Bond, Town Assessors

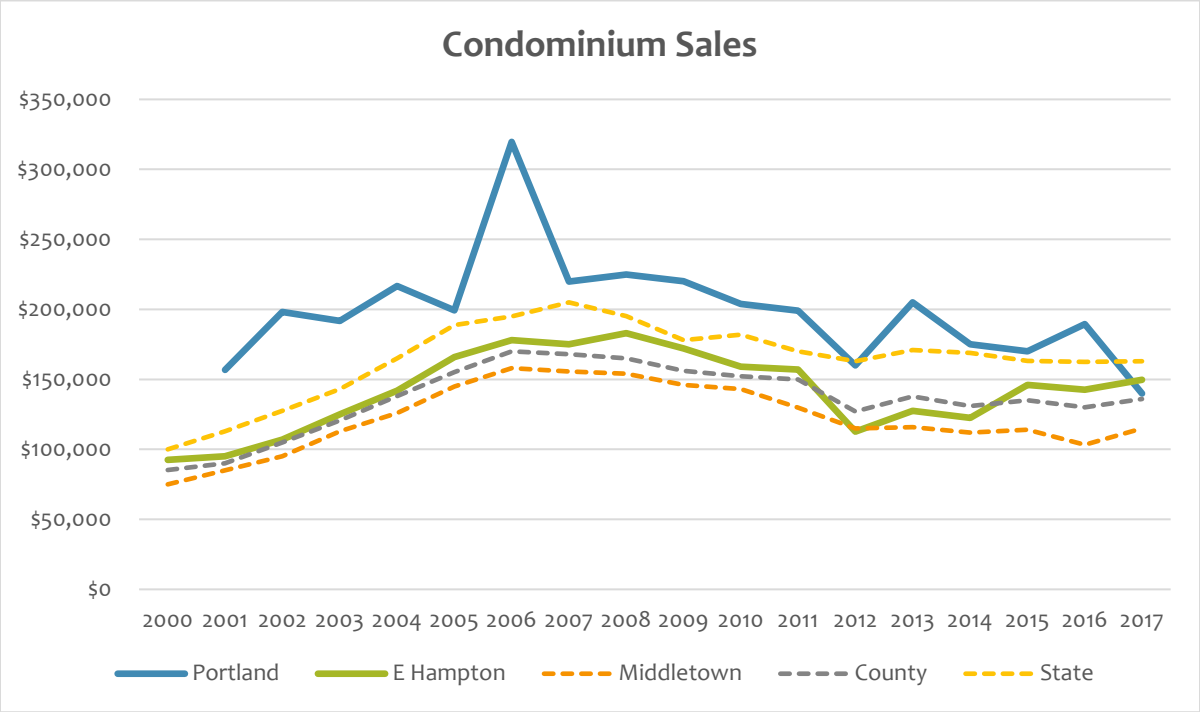
RESIDENTIAL MARKET TRENDS

HOME SALE PRICES

Portland and East Hampton have seen similar sale prices for single-family homes over the last 20 years, largely mirroring changes in median sale prices for both Middlesex County and the State of Connecticut. Of the two towns, East Hampton has seen higher prices and less volatility in home prices in most of the post-recession years. In 2017, East Hampton's median single-family home sold for $248,250, a 5 percent increase since 2010. Portland's 2017 median price for a single-family home was $240,250, 2 percent above its 2010 median. The pricing relationship between the two towns has fluctuated since 2000 (Portland having a higher single-family median in 7 years, East Hampton in 10). Portland was generally the higher-priced town from in the years from 2000 until the 2008 economic recession, while East Hampton has had generally higher median prices since the recession, possibly due to a higher rate of new development activity. Both towns have single-family home values greater than neighboring Middletown, commanding a 9 percent price premium in the average year.



Condominiums, which represent a small portion of the housing stock in both towns, have seen prices struggle to recover from the 2008 recession across the County and State. East Hampton's 2017 median condominium price was $149,750, 6 percent less than in 2010. Portland's median price was $139,900, down 31 percent from 2010 despite volatility, due in part to the town's small number of transactions.



RESIDENTIAL ASKING RENTS

A review of asking rents in June 2018 revealed a different dynamic between the Route 66 corridor municipalities, as new multifamily development and refurbishment has driven rents and rent growth in Middletown to well above those seen in East Hampton & Portland.

Online apartment listing aggregators showed 73 units available for rent in Middletown, compared with 21 in East Hampton and just 4 in Portland. Middletown's 1-bedroom units had asking rents of $1.64 per square foot, significantly higher than East Hampton's $1.35 and Portland's $1.23 (for a lone 1-bedroom listing). Most of Middletown's units are in newly constructed or refurbished multifamily buildings, with updated kitchens and various on-site amenities. East Hampton's existing listings, by contrast are typically older, less centrally located, and in many cases without having been updated with modern kitchens, bathrooms, etc. Most are in ageing multifamily developments, in more car-dependent areas than counterparts in Middletown.

Asking rent disparities are less pronounced in 3-bedroom units, which typically are entire single-family homes for rent. Portland and East Hampton's higher asking rents for 3-bedroom units may indicate a different type of renter than those in 1- and 2-bedroom units: less concerned with amenities, access, or new/refurbished interiors, and more concerned with space.

$/SF Asking Rents, June 2018

	Portland	East Hampton	Middletown
1BR	$1.23	$1.35	$1.64
2BR	$1.19	$1.16	$1.47
3BR	$1.09	$1.08	$0.97
4BR	$0.61	-	$1.01
Sample Size	*4*	*21*	*73*

Sources: Apartments.com, Trulia, Zillow

RESIDENTIAL CONTRACT RENTS

Portland's contract rents, while slowly rising, are still relative low compared to the County and State.[2] Over 70 percent of rental units in Portland were estimated to have cash rent less than $1,000 per month in 2017, with the largest cohort being units that rent for between $700 and $999 per month. 195 units, or 26 percent of the town's rental total, had monthly cash rents of over $1,000 per month; in Middlesex County overall, 31 percent of units rent for over $1,000 per month.

[2] US Census, Alteryx, RKG Associates

East Hampton, meanwhile, had higher estimated contract rents in 2017, with nearly 39 percent of all rental units renting for more than $1,000 a month – a larger share than that seen in the County.

Rental Housing Stock by Cash Rent Range, 2017 Estimates			
	East Hampton	**Portland**	**Middlesex County**
$ 0 - $99	0%	3%	2%
$ 100 - $199	1%	0%	3%
$ 200 - $299	0%	6%	3%
$ 300 - $399	0%	0%	0%
$ 400 - $499	1%	1%	3%
$ 500 - $599	6%	4%	3%
$ 600 - $699	6%	14%	11%
$ 700 - $999	**42%**	**42%**	**40%**
$1,000+	**39%**	**26%**	**31%**
No Cash Rent	6%	4%	4%
Source: Alteryx, RKG Associates			

UNITS IN STRUCTURE

Both East Hampton and Portland are predominately comprised of owner-occupied residential units, as noted previously, and as reinforced by the high percentages of single-family units as a component of the housing mix, at 85 percent and 81 percent, respectively for 2017. Both exceed the estimated 74 percent for the county. Larger rental properties (those with ten or more units) has increased for both towns, but are projected to account for five percent or less of the residential units, per town, in 2022. This is in contrast to Middlesex County where such units are projected to account ten percent of the residential housing by 2022.

Also of note, by 2022 more than 25 percent of the East Hampton housing stock will have been built post- 2000, suggesting that one-fourth of the housing stock will be comparatively new. This compares with 20 percent for Portland and a little more than 16 percent countywide.

Selected Summary Demographics - Housing by Units and Built Post 2000	Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Total Housing Units	4,418	5,485	1,067	24.2%	5,600	6,079	8.6%
Single Family	3,381	4,631	1,250	37.0%	4,772	5,189	8.7%
Two family	39	141	102	261.5%	128	140	9.4%
3 to 9 units	144	323	179	124.3%	339	366	8.0%
10 units or more	34	328	294	864.7%	297	316	6.4%
Units Built post 2000	-	917	917	0.0%	1,125	1,604	42.6%
Portland, CT							
Total Housing Units	3,534	4,077	543	15.4%	4,118	4,370	6.1%
Single Family	2,698	3,253	555	20.6%	3,343	3,569	6.8%
Two family	85	407	322	378.8%	371	383	3.2%
3 to 9 units	18	284	266	1477.8%	278	283	1.8%
10 units or more	6	133	127	2116.7%	126	135	7.1%
Units Built post 2000	-	537	537	0.0%	620	872	40.6%
Middlesex County, CT							
Total Housing Units	67,309	74,837	7,528	11.2%	75,266	78,904	4.8%
Single Family	45,168	54,383	9,215	20.4%	55,562	58,549	5.4%
Two family	924	5,358	4,434	479.9%	4,935	5,046	2.2%
3 to 9 units	1,322	5,932	4,610	348.7%	6,110	6,355	4.0%
10 units or more	2,966	8,383	5,417	182.6%	7,880	8,152	3.5%
Units Built post 2000	-	7,596	7,596	0.0%	9,072	13,134	44.8%
East Hampton as % of County							
Total Housing Units	6.6%	7.3%	0.008	11.7%	7.4%	7.7%	3.5%
Single Family	7.5%	8.5%	0.010	13.8%	8.6%	8.9%	3.2%
Two family	4.2%	2.6%	(0.016)	-37.7%	2.6%	2.8%	7.0%
3 to 9 units	10.9%	5.4%	(0.054)	-50.0%	5.5%	5.8%	3.8%
10 units or more	1.1%	3.9%	0.028	241.3%	3.8%	3.9%	2.8%
Units Built post 2000	0.0%	12.1%	0.121	0.0%	12.4%	12.2%	-1.5%
Portland as % of County							
Total Housing Units	5.3%	5.4%	0.002	3.8%	5.5%	5.5%	1.2%
Single Family	6.0%	6.0%	0.000	0.1%	6.0%	6.1%	1.3%
Two family	9.2%	7.6%	(0.016)	-17.4%	7.5%	7.6%	1.0%
3 to 9 units	1.4%	4.8%	0.034	251.6%	4.5%	4.5%	-2.1%
10 units or more	0.2%	1.6%	0.014	684.3%	1.6%	1.7%	3.6%
Units Built post 2000	0.0%	7.1%	0.071	0.0%	6.8%	6.6%	-2.9%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

UNIT VALUES

Median Home Values have risen nominally since the 2010 Census, after strong value appreciation in the years from 2000 to 2010. The median home value in Portland in 2017 was estimated to be $290,935, and in East Hampton, $282,839. That each town's median value is approximately $40,000 to $50,000 greater than 2017 median sale prices would indicate that most recent sales have been in homes below the 50th percentile in terms of value.

Home values are forecasted to increase by 9-10 percent in both towns by 2022, driven by appreciation in units worth $300,000 or more. The number of lower-value, mostly older units is projected to decrease by at least 8 percent in both Portland and East Hampton by 2022, as more units are updated and redevelopment projects take root.

Selected Summary Demographics - Housing Values	Census 2000	Census 2010	Change #	Change %	Estimated 2017	Projected 2022	% Δ 2017 to 2022
East Hampton, CT							
Total Housing Units	4,418	5,485	1,067	24.2%	5,600	6,079	8.6%
less than $50,000	67	42	(25)	-37.3%	98	98	0.0%
$50,000 to $150,000	1,651	334	(1,317)	-79.8%	396	361	-8.8%
$150,000 to $300,000	1,474	2,148	674	45.7%	1,924	1,756	-8.7%
$300,000 or more	137	1,792	1,655	1208.0%	1,953	2,533	29.7%
Median Home Value	$148,156	$ 276,446	$128,290	86.6%	$ 282,839	$ 312,337	10.4%
Portland, CT							
Total Housing Units	3,534	4,077	543	15.4%	4,118	4,370	6.1%
less than $50,000	13	15	2	15.4%	19	19	0.0%
$50,000 to $150,000	1,253	76	(1,177)	-93.9%	136	117	-14.0%
$150,000 to $300,000	1,255	1,695	440	35.1%	1,482	1,318	-11.1%
$300,000 or more	116	1,299	1,183	1019.8%	1,432	1,805	26.0%
Median Home Value	$152,530	$ 283,005	$130,475	85.5%	$ 290,935	$ 317,784	9.2%
Middlesex County, CT							
Total Housing Units	67,309	74,837	7,528	11.2%	75,266	78,904	4.8%
less than $50,000	1,093	955	(138)	-12.6%	1,331	1,210	-9.1%
$50,000 to $150,000	17,213	2,986	(14,227)	-82.7%	3,826	3,422	-10.6%
$150,000 to $300,000	21,791	20,930	(861)	-4.0%	18,891	16,687	-11.7%
$300,000 or more	4,175	25,105	20,930	501.3%	25,501	30,620	20.1%
Median Home Value	$162,962	$ 300,800	$137,838	84.6%	$ 305,556	$ 337,545	10.5%
East Hampton as % of County							
Total Housing Units	6.6%	7.3%	0.008	11.7%	7.4%	7.7%	3.5%
less than $50,000	6.1%	4.4%	(0.017)	-28.3%	7.4%	8.1%	10.0%
$50,000 to $150,000	9.6%	11.2%	0.016	16.6%	10.4%	10.5%	1.9%
$150,000 to $300,000	6.8%	10.3%	0.035	51.7%	10.2%	10.5%	3.3%
$300,000 or more	3.3%	7.1%	0.039	117.5%	7.7%	8.3%	8.0%
Median Home Value	90.9%	91.9%	0.010	0.0%	92.6%	92.5%	0.0%
Portland as % of County							
Total Housing Units	5.3%	5.4%	0.002	3.8%	5.5%	5.5%	1.2%
less than $50,000	1.2%	1.6%	0.004	32.1%	1.4%	1.6%	10.0%
$50,000 to $150,000	7.3%	2.5%	(0.047)	-65.0%	3.6%	3.4%	-3.8%
$150,000 to $300,000	5.8%	8.1%	0.023	40.6%	7.8%	7.9%	0.7%
$300,000 or more	2.8%	5.2%	0.024	86.2%	5.6%	5.9%	5.0%
Median Home Value	93.6%	94.1%	0.005	0.0%	95.2%	94.1%	-1.1%

Source: US Census; Alteryx & RKG Associates, Inc. (2018)

OFFICE & INDUSTRIAL MARKETS

The office markets in both Portland and East Hampton are reported to be extremely limited. Most of the office space along the Corridor can be found in the downtown areas of both communities and are primarily serving local professional offices. Some office spaces are attached to industrial buildings and are integrated into the operations of the entire facility.

Although not within the boundaries of the Route 66 Corridor, one of the few listings found for professional office space was in the Portland Professional Building. The building has limited space for lease between $6 and $11 per square foot per year, triple net. This building appears to

have had some basic remodeling done, potentially increasing its competitiveness in the marketplace.[3]

On the industrial side, most of the industrial space listings found were also in Portland. Much of the industrial development in Portland is located in the Brownstone Industrial Park and along Route 66 in largely undeveloped industrially-zoned land holdings. A small number of industrial spaces were listed for lease as of June 2018. The building at 91 Main Street, located directly adjacent to the Arrigoni Bridge and the river, was offering 5,000 square feet of industrial space in a larger building for $4.95 per square foot per year, triple net. On the other side of Route 66, 107,000 square feet were available for an undisclosed asking rent. Both listings were in older industrial buildings, and new additions to Portland's industrial inventory have not occurred in a substantial way although much industrial land is available.

Discussions with Portland staff indicate a very low inventory of industrial space and an ever-growing demand. The quality of the community, ease of access, and existing industrial base make Portland an ideal location. With spaces in the existing industrial park built-out and at near full occupancy, the Town is shifting focus to the industrially-zoned land in the IP zoning district along Route 66. The extension of basic utilities is currently limiting these parcels from building out, but plans are in place to extend water services to the site in the future.

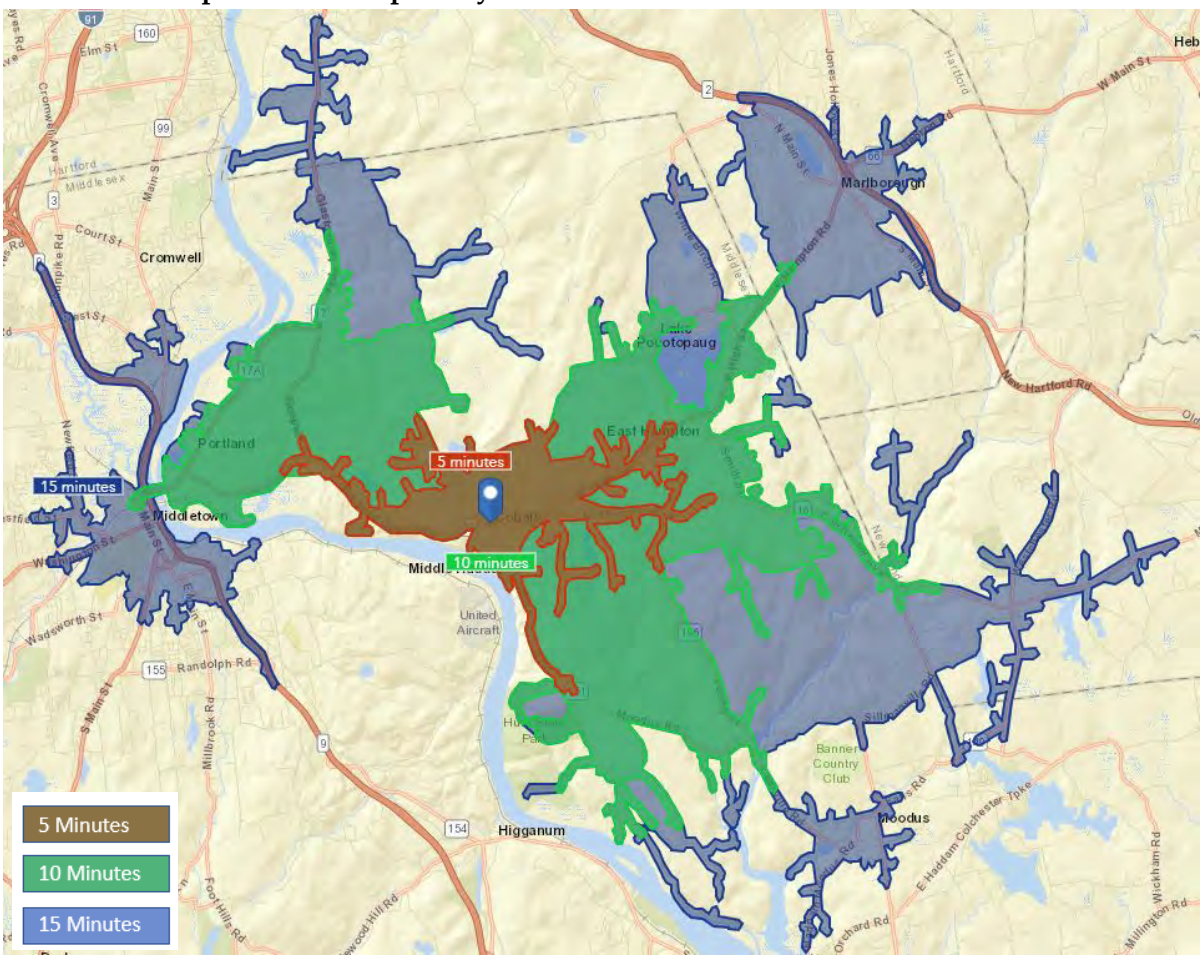
East Hampton does not have a large industrial base directly along Route 66, but does have a large industrial cluster along Skinner Street that could intensify over time. New smaller industrial spaces are being constructed in phases by Rand Development to the east of Long Crossing Road, and is expected to build out as a mix of self-storage space, small boutique office/industrial, and contractor storage. These may be the first new industrial spaces to come online in East Hampton in the near future.

RETAIL

Retail Gap Analysis is a method for measuring a geographic area's potential for additional retail development. It forecasts the area's demand for consumer spending based upon residents' demographics, incomes, and geography, and compares it with the retail sales of businesses that operate in the same area. "Leakage" is when an area has a greater demand for retail than the supply provided to it, and residents subsequently go outside the area to spend. All markets experience some sales leakage, and new opportunities are often born out of recapturing the spending of existing residents. The analysis that follows considers the demand and leakage factors within a 10-minute drive of the intersection of Route 66 and Route 151, roughly approximating the study corridor. Given that future retail opportunities in both towns would likely exist primarily along the corridor and in their town centers, this geography should represent their primary catchment area well. The map below shows the catchment areas for the intersection of Route 66 and Route 151, at 5-minute, 10-minute, and 15-minute drive time levels.

[3] LoopNet, 6/27/2017

Drive-Time Map for Retail Gap Analysis



The corridor's catchment area, which includes Downtown Middletown's shops and restaurants, shows significant sales leakage in nearly every category, meaning that the area's retail is not meeting locally-generated demand. The model counts 98 retail establishments within the 10-minute drive, with a total square footage of 268,200 SF. This equates to just under 18 retail square feet per capita, well below the national average of 25 retail square feet per capita.

The two largest leakage categories are "general merchandise" stores and grocery stores, with demand outpacing supply by at least $20 million in each. General merchandise stores capture a broad cross-section of retailers that includes big box stores like Target, Wal-Mart and others. Leakage in this category indicates that a significant percentage of corridor residents drive more than 10 minutes – likely to Newington, Cromwell, or elsewhere - to do their shopping at these types of businesses. Likewise, grocery stores present a significant supply shortfall, as Stop & Shop outposts in East Hampton and Middletown are the only large options near the corridor (others like the Adams Hometown Market and small stores in Downtown Middletown play an important role but still leak spending to other communities). Restaurants show nearly $14 million in leaked

sales, as do clothing stores – two industry sectors that can serve as anchors of walkable, vibrant town centers if done correctly. If one assumes that 20 percent of sales leakage could be recovered through new businesses or the expansion of sales in existing businesses, the corridor could support up to an additional 70,000 square feet of retail or restaurants.[4]

Estimated Retail Demand and Sales, by NAICS Sector - 10 minute drive of Route 66 @ Route 151 - Route 66 Corridor Study	NAICS Code	10-Minute Drive Time							
		Demand/HH	Demand	Sales	(Under) /Over	Store Count	Estimated SF of Retail	Estimated SF per Capita	Supportable SF through Recapture
Total		**$37,032**	**$222,227,726**	**$110,010,292**	**($112,217,434)**	**98**	**268,223**	**17.84**	**70,588**
Furniture & Home Furnishings Stores	**442**	**$1,882**	**$11,294,101**	**$1,099,370**	**($10,194,731)**	**4**	**5,541**	**0.37**	**8,421**
Furniture Stores	4421	$954	$5,723,491	$0	($5,723,491)	0	0	0.00	3,816
Home Furnishings Stores	4422	$928.28	$5,570,609	$1,080,590	($4,490,019)	4	5,541	0.37	4,605
Electronics & Appliance Stores	**443**	**$1,731**	**$10,388,106**	**$4,873,035**	**($5,515,071)**	**4**	**16,519**	**1.10**	**3,739**
Bldg Materials, Garden Equip. & Supply Stores	**444**	**$3,119**	**$18,714,288**	**$9,851,122**	**($8,863,166)**	**11**	**28,834**	**1.33**	**4,495**
Bldg Material & Supplies Dealers	4441	$2,785	$16,715,282	$7,991,656	($8,723,626)	8	19,979	1.33	4,362
Lawn & Garden Equip & Supply Stores	4442	$333	$1,999,006	$1,859,466	($139,540)	3	8,855	0.59	133
Food & Beverage Stores	**445**	**$8,641**	**$51,853,282**	**$30,184,644**	**($21,668,638)**	**11**	**50,435**	**3.35**	**7,885**
Grocery Stores	4451	$7,385	$44,319,994	$22,513,055	($21,806,939)	3	40,933	2.72	7,930
Specialty Food Stores	4452	$349	$2,095,321	$2,184,704	$89,383	2	4,326	0.29	(35)
Beer, Wine & Liquor Stores	4453	$906	$5,437,967	$5,486,885	$48,918	6	5,176	0.34	(9)
Health & Personal Care Stores	**446,4461**	**$3,023**	**$18,143,640**	**$32,815,651**	**$14,672,011**	**7**	**85,235**	**5.67**	
Clothing & Clothing Accessories Stores	**448**	**$3,489**	**$20,936,281**	**$1,890,607**	**($19,045,674)**	**6**	**3,816**	**0.25**	**12,180**
Clothing Stores	4481	$2,479	$14,879,335	$751,024	($14,128,311)	4	2,731	0.18	10,275
Shoe Stores	4482	$388	$2,330,490	$0	($2,330,490)	0	0	0.00	1,412
Jewelry, Luggage & Leather Goods Stores	4483	$621	$3,726,456	$1,139,584	($2,586,872)	2	1,085	0.07	493
Sporting Goods, Hobby, Book & Music Stores	**451**	**$1,674**	**$10,047,131**	**$2,563,997**	**($7,483,134)**	**3**	**11,107**	**0.74**	**6,469**
Sporting Goods/Hobby/Musical Instr Stores	4511	$1,484	$8,907,911	$2,290,260	($6,617,651)	2	10,179	0.68	5,882
Book, Periodical & Music Stores	4512	$190	$1,139,220	$273,737	($865,483)	1	928	0.06	587
General Merchandise Stores	**452**	**$6,757**	**$40,549,030**	**$3,586,470**	**($36,962,560)**	**3**	**9,678**	**0.64**	**16,034**
Department Stores Excluding Leased Depts.	4521	$4,553	$27,324,830	$0	($27,324,830)	0	0	0.00	10,822
Other General Merchandise Stores	4529	$2,204	$13,224,200	$3,581,034	($9,643,166)	3	9,678	0.64	5,213
Miscellaneous Store Retailers	**453**	**$1,785**	**$10,712,095**	**$5,637,900**	**($5,074,195)**	**14**	**15,017**	**1.00**	**5,109**
Florists	4531	$156	$933,988	$70,732	($863,256)	1	236	0.02	576
Office Supplies, Stationery & Gift Stores	4532	$487	$2,922,997	$1,056,737	($1,866,260)	2	4,803	0.32	1,697
Used Merchandise Stores	4533	$176	$1,055,893	$2,115,664	$1,059,771	6	7,984	0.53	
Other Miscellaneous Store Retailers	4539	$966	$5,799,217	$2,394,767	($3,404,450)	6	9,978	0.66	2,837
Food Services & Drinking Places	**722**	**$4,931**	**$29,589,772**	**$17,507,496**	**($12,082,276)**	**35**	**42,039**	**2.80**	**6,256**
Restaurants	7221	$4,711	$28,268,451	$14,662,522	($13,605,929)	31	33,707	2.24	6,256
Special Food Services	7223	$142	$853,779	$1,951,917	$1,098,138	2	6,100	0.41	
Drinking Places - Alcoholic Beverages	7224	$78	$467,542	$893,057	$425,515	2	2,233	0.15	

Source: ESRI, Dun & Bradstreet, RKG Associates, Inc. (2018)

LAND USE AND ZONING

The land use and development patterns along the Route 66 Corridor are a diverse mix of land use types ranging from open space and vacant land to town centers and industrial parks. There are wide swaths of the corridor that remain undeveloped providing natural corridors and views between East Hampton and Portland. The downtowns of both East Hampton and Portland are accessed via Route 66. In the case of East Hampton, Route 66 runs through the downtown area providing access to commercial, institutional, and residential properties as well as Pocotopaug Lake. Route 66 also provides access to East Hampton's historic town center to the south side along Main Street.

At the opposite end of the Corridor, Route 66 intersects with Main Street in Downtown Portland. While the project study area terminates at this point along Route 66, this is an important

[4] ESRI Business Analyst

destination and terminus point providing access to the commercial, industrial, civic/institutional, and recreational uses in and around Downtown Portland. Heading further west and over the Arrigoni Bridge, Main Street connects into Downtown Middletown and Wesleyan University with a plethora of restaurants, retail, and institutional uses.

LAND USE COMPOSITION

To understand how parcels fronting Route 66 are being used, RKG Associates aggregated land use data by parcel from data provided by Tighe & Bond and RiverCOG. The parcels that front Route 66 within our study area total 2,583 acres of land. Of that total, 37 percent is currently being used as residential, even more specifically single-family residential. In East Hampton, 47 percent of the land is residential, while only 28 percent is residential on the Portland side. Portland's land use composition is more diverse than East Hampton, with 15 percent of its land fronting Route 66 used as commercial and 6 percent as industrial.[5]

Both communities have frontage parcels with designations of uses other than residential, commercial, and industrial. For example, 27 percent of land along Route 66 is currently listed as vacant and 22 percent split between institutional and designated rights-of-way. In East Hampton, 33 percent of the land along Route 66 is vacant, and 8 percent is comprised of institutional and rights-of-way. In Portland, 12 percent of the land along Route 66 is used for institutional property and right-of-way.

Land Use Category	East Hampton			Portland	
	Acres	% of Total		Acres	% of Total
Residential	639	47%		317	28%
Commercial	122	9%		170	15%
Industrial	3	0.2%		63	6%
Mixed-Use	1	0.1%		11	1%
Vacant Land	452	33%		237	21%
Other (institutional, open space, etc.)	146	11%		324	29%
Total	**1,363**	**100%**		**1,122**	**100%**

ZONING DISTRICTS

Zoning is the primary regulatory tool municipalities have in place to set development policy in their jurisdiction. The Route 66 Corridor is a mix of zoning districts that closely mimic existing land use patterns and includes fourteen different zoning districts between East Hampton (7) and Portland (7). [6]

[5] See Appendix for corridor-wide land use map.

[6] See Appendix for East Hampton and Portland zoning maps.

RESIDENTIAL ZONES

East Hampton has three residential zoning districts that span Route 66. These include:

- Lakeside and Village Residential (R-1)
- Single Family Residential (R-2)
- Resource Residential (R-3)

As one progresses from R-1 to R-3, the intensity of development decreases particularly for those parcels and lots served by sewer. The R-1 district allows a minimum lot size of 20,000 square feet or roughly a half-acre. The R-2 and R-3 zones allow 40,000 and 45,000 square foot lots, respectively. Uses allowed are predominately restricted to single- and two-family homes as-of-right and institutional and active adult residential uses through Special Permit. Although the latter is only allowed in the R-1 zone.

Portland has two residential zoning districts that regulate land along Route 66. These include:

- Rural Residential (RR)
- Residential 10,000 sqft (R-10)

Rural residential zoning is Portland's least dense district which has a one-acre minimum lot size, compared to R-10 which has a 10,000-square foot minimum lot size. These two residential zones, while very different in the density of development allowed, have very similar use regulations. These districts are primarily reserved for the development single-family homes, accessory dwellings, civic and institutional uses, home occupations, and some agricultural uses.

COMMERCIAL ZONES

East Hampton has three commercial zoning districts that span Route 66. These include:

- Commercial (C)
- Professional Office / Residential (PO/R)
- Design Development (DD)

East Hampton's Commercial zone is intended to provide orderly forms of development for areas primarily intended to serve professional and business uses. As such, the Town allows retail stores of less than 25,000 square feet, business offices, professional, office and financial institutions as permitted uses with a site plan. Other large commercial uses such as a theater, hospital, restaurant, hotel/motel, etc. are allowed but by Special Permit. The Town has specific site and building guidelines in the zoning bylaw to help developers navigate the design and approval process. The Town has set a minimum lot size in the C zone at 20,000 square feet.

To encourage commercial development transition areas between the more intense Commercial Zone uses and residential districts, the Town has created the PO/R zone. This zoning district tries to supplement the Commercial Zone (C) while retaining the residential character of the area. As such, developers can build professional offices, financial institution space, and executive and

business offices on 20,000 square foot lots under site plan review. For larger-scale development of business offices, research facilities, schools/colleges, retail development, and light industrial, the Town has created the Design Development (DD) Zone. This zoning district has a minimum lot size of five acres, and encourages larger-scale coordinated development with higher aesthetic and connectivity standards than a smaller 20,000 square foot commercial lot development. To provide the Planning Board with additional control over the development proposal, the Town has made all development in the DD Zone by Special Permit.

On the Portland side of the Corridor, there are three commercial zoning districts which include:

- Designed Business (B-1)
- General Business (B-2)
- Central Business District (B-3)

Along the south side of Route 66 near the border of East Hampton, the Town of Portland designated several parcels with the B-1 Designed Business Zone. The intent of this zoning district was to have specific uses in well-designed buildings to control the limited expansion of commercial enterprise in this location. The rural nature of this section of Route 66 lends itself to a smaller-scale business look and feel that is in concert with surrounding properties and neighborhoods. The Town has included additional site plan standards in this section of the bylaw to direct property owners and developers toward a specific size, scale, and design. Permitted uses in the B-1 Zone are limited, and most development is done through Special Permit. This could include medical offices, personal services, civic buildings, restaurants, gas stations, and retail stores. The minimum lot size for development tin this district is one-acre.

The General Business Zone covers a large portion of the parcels that front along Route 66. Within the B-2 Zone many of the allowable uses are still shown as requiring a Special Permit, and many of the uses that are permitted through site plan only overlap with those in the B-1 Zone. Exceptions to this include hotels/motels, theaters, liquor stores, bowling alleys, and bed and breakfasts. Some of the larger commercial users have a bit more flexibility in the B-2 compared to the B-1. The dimensional regulations are very similar though, with a one-acre minimum lot size.

Finally, the Central Business District (B-3) Zone coves the area of Downtown Portland with parcels abutting Route 66 and Main Street. For the purposes of this corridor study, very few parcels in the B-3 Zone fall within the boundaries of this study except those at the corner of Route 66 and Main Street. The B-3 Zone is intended to permit business that would fit within a traditional town center, and even allows some modest mixed-use with residential units above commercial businesses. Many of the larger-scale business uses that are allowed in the B-2 Zone are not allowed in the B-3, and the Town has reduced the minimum lot size considerable to a 20,000-square foot minimum. This reflects the smaller, more compact parcels along Main Street typical of an older New England downtown setting.

INDUSTRIAL ZONES

East Hampton has one industrial zoning district, Industrial (I) located along Route 66 at Old West High Street. This zoning district is situated between several residential subdivisions and just south of the High School. Within the Industrial Zone most common industrial uses are permitted by site plan review including uses like research, printing, lumber yards, warehousing, and sales rooms. Special Permit requirements are used to permit uses such as manufacturing of noxious products, power plants, kennels, and storage of motor vehicles. The I Zone carries a 40,000-square foot minimum lot size and substantial front and rear setbacks.

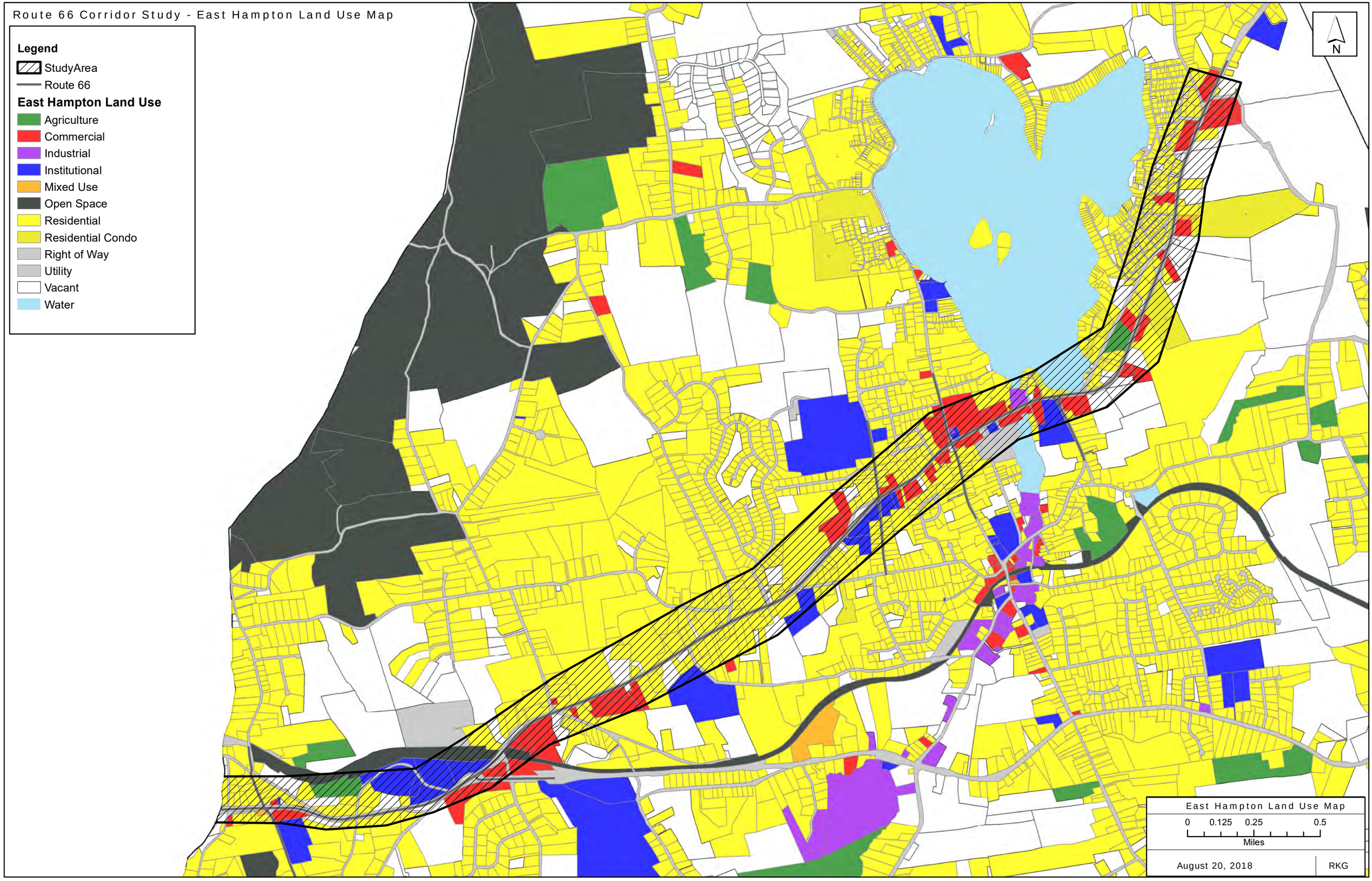
Portland has two industrial districts:

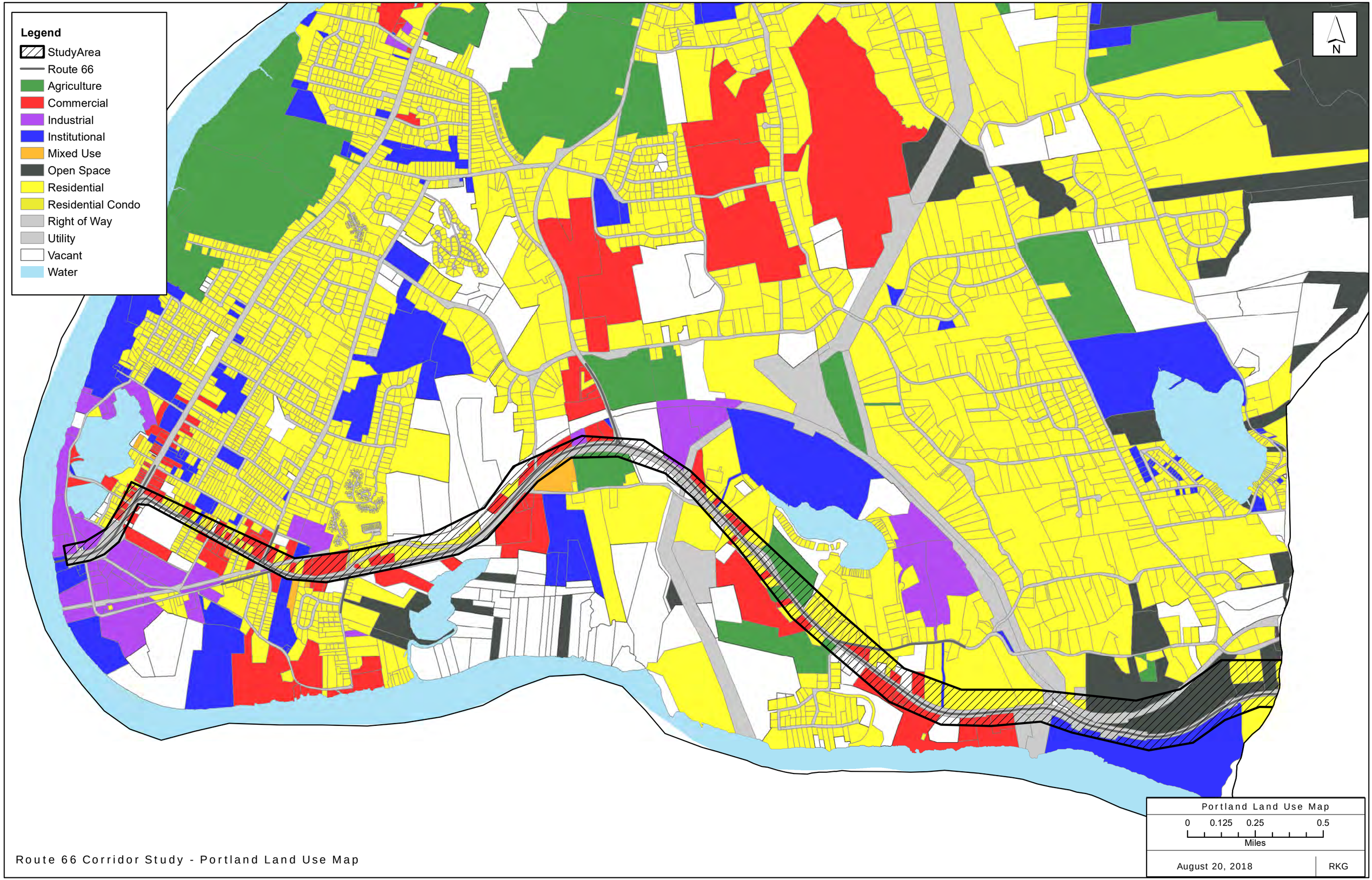
- Industrial (I)
- Planned Industrial (IP)

From a use standpoint, the two districts are quite similar in terms of what is allowed by site plan review or Special Permit. The Industrial (I) Zone is a bit more favorable toward smaller construction, contractor, and storage uses and toward the production/manufacturing of plastics, chemicals, and more noxious products. This zoning district covers the entirety of the Brownstone Industrial Park where much of the manufacturing and production-based facilities are currently located in Portland. The IP Zone, which is located between Camp Ingersol Road and Grandview Terrace, is meant to serve as an opportunity for coordinated planning of larger industrial park development. The current IP Zone along Route 66 is challenged by access to water and sewer, and the extension of utilities are critical to the success and build-out of industrial space.

3. APPENDIX

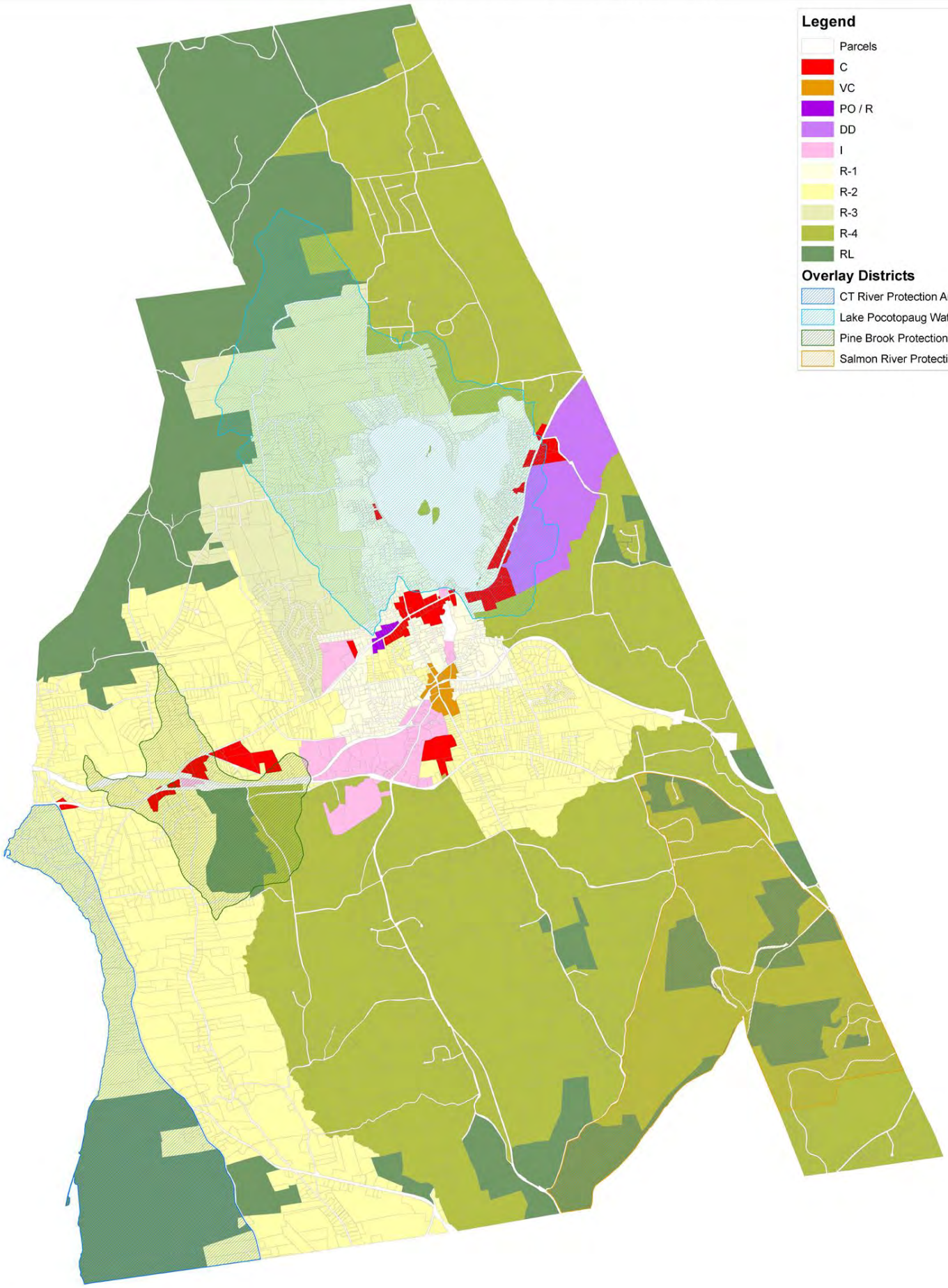
Route 66 Corridor Study - East Hampton Land Use Map





Route 66 Corridor Study - Portland Land Use Map

East Hampton Zoning Map



East Hampton Planning and Zoning Commission
Adopted: April 4, 2018
Effective: April 20, 2018

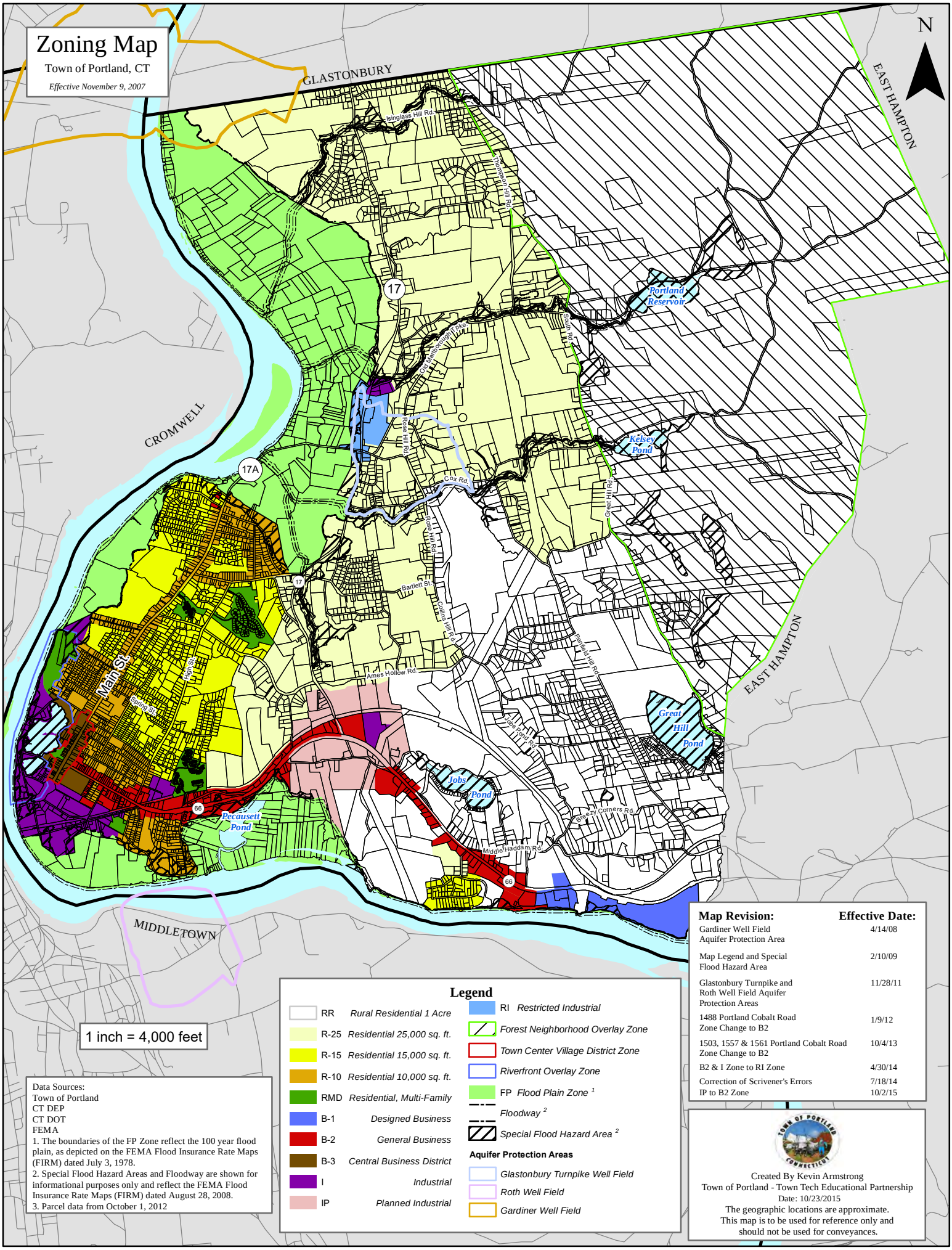
0 0.25 0.5 1 1.5 Miles

N W E S

Zoning Map

Town of Portland, CT

Effective November 9, 2007



1 inch = 4,000 feet

Legend

RR	*Rural Residential 1 Acre*	RI	*Restricted Industrial*
R-25	*Residential 25,000 sq. ft.*		*Forest Neighborhood Overlay Zone*
R-15	*Residential 15,000 sq. ft.*		*Town Center Village District Zone*
R-10	*Residential 10,000 sq. ft.*		*Riverfront Overlay Zone*
RMD	*Residential, Multi-Family*	FP	*Flood Plain Zone* [1]
B-1	*Designed Business*		*Floodway* [2]
B-2	*General Business*		*Special Flood Hazard Area* [2]
B-3	*Central Business District*	**Aquifer Protection Areas**	
I	*Industrial*		*Glastonbury Turnpike Well Field*
IP	*Planned Industrial*		*Roth Well Field*
			Gardiner Well Field

Map Revision:	Effective Date:
Gardiner Well Field Aquifer Protection Area	4/14/08
Map Legend and Special Flood Hazard Area	2/10/09
Glastonbury Turnpike and Roth Well Field Aquifer Protection Areas	11/28/11
1488 Portland Cobalt Road Zone Change to B2	1/9/12
1503, 1557 & 1561 Portland Cobalt Road Zone Change to B2	10/4/13
B2 & I Zone to RI Zone	4/30/14
Correction of Scrivener's Errors	7/18/14
IP to B2 Zone	10/2/15

Data Sources:
Town of Portland
CT DEP
CT DOT
FEMA

1. The boundaries of the FP Zone reflect the 100 year flood plain, as depicted on the FEMA Flood Insurance Rate Maps (FIRM) dated July 3, 1978.
2. Special Flood Hazard Areas and Floodway are shown for informational purposes only and reflect the FEMA Flood Insurance Rate Maps (FIRM) dated August 28, 2008.
3. Parcel data from October 1, 2012

Created By Kevin Armstrong
Town of Portland - Town Tech Educational Partnership
Date: 10/23/2015
The geographic locations are approximate.
This map is to be used for reference only and should not be used for conveyances.

APPENDIX P

Route 66 Online Public Survey Summary

Q1 What Town do you live in?

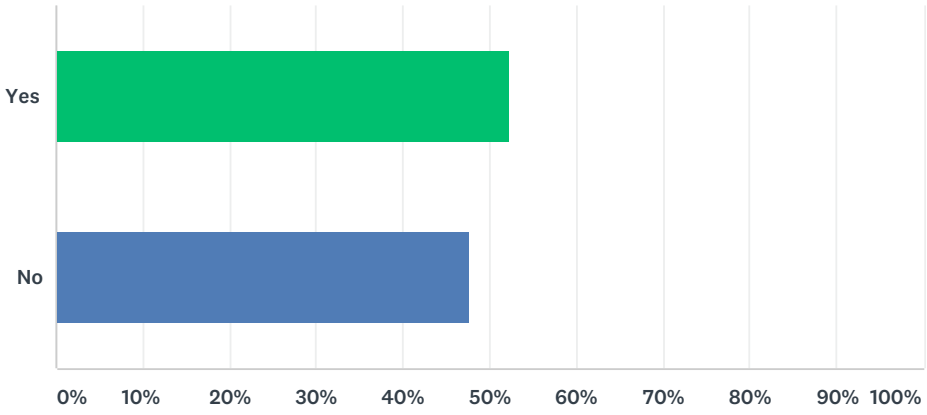
Answered: 487 Skipped: 0

Q2 What Town do you work in?

Answered: 487 Skipped: 0

Q3 Do you live along the Route 66 Corridor?

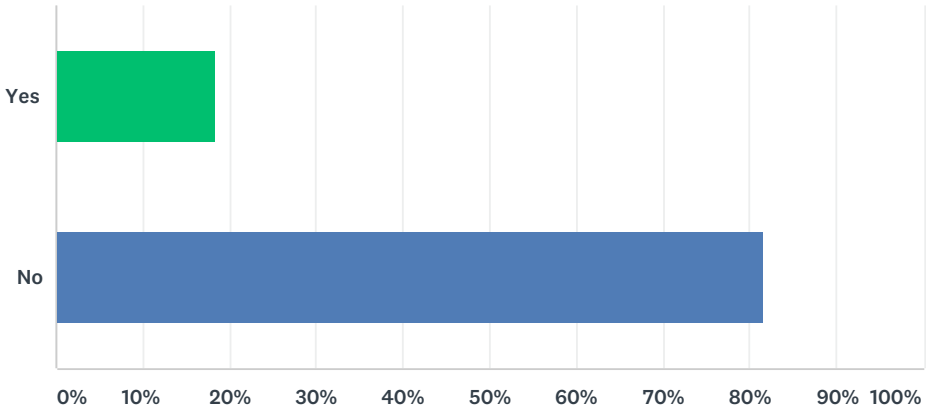
Answered: 487 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	52.36%	255
No	47.64%	232
TOTAL		487

Q4 Do you work at a business located along the Route 66 Corridor?

Answered: 487 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	18.48%	90
No	81.52%	397
TOTAL		487

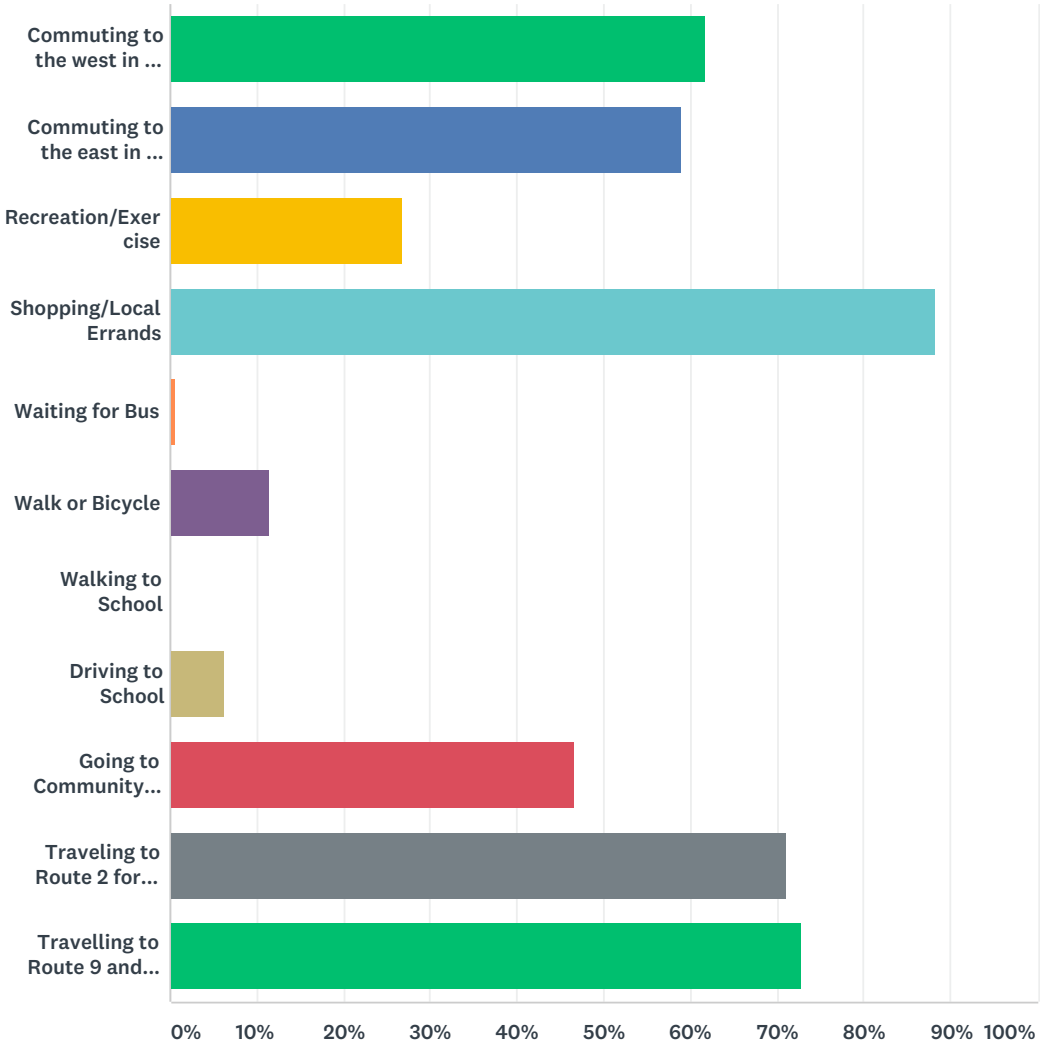
Q5 Please provide your e-mail address if you would like to be added to the Study E-mail List to receive periodic study updates.

Answered: 229 Skipped: 258

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	229
Phone Number	0.00%	0

Q6 How do you use Route 66 in Portland and/or East Hampton (Check all that apply)

Answered: 460 Skipped: 27

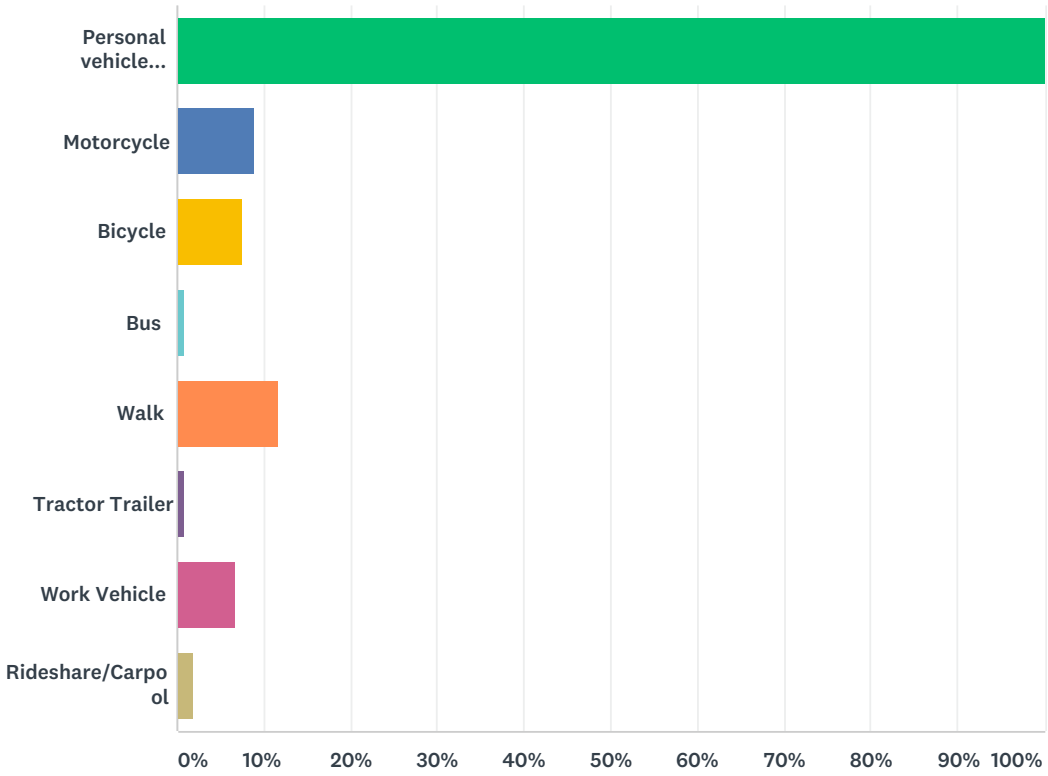


ANSWER CHOICES	RESPONSES	
Commuting to the west in the direction of Middletown	61.74%	284
Commuting to the east in the direction of Marlborough	58.91%	271
Recreation/Exercise	26.74%	123
Shopping/Local Errands	88.26%	406
Waiting for Bus	0.65%	3
Walk or Bicycle	11.52%	53
Walking to School	0.22%	1
Driving to School	6.30%	29
Going to Community Activities	46.74%	215

Traveling to Route 2 for Regional Desitinations	71.09%	327
Travelling to Route 9 and I-91 for Regional Destinations	72.83%	335
Total Respondents: 460		

Q7 How do you travel on Route 66 (Check all that apply)

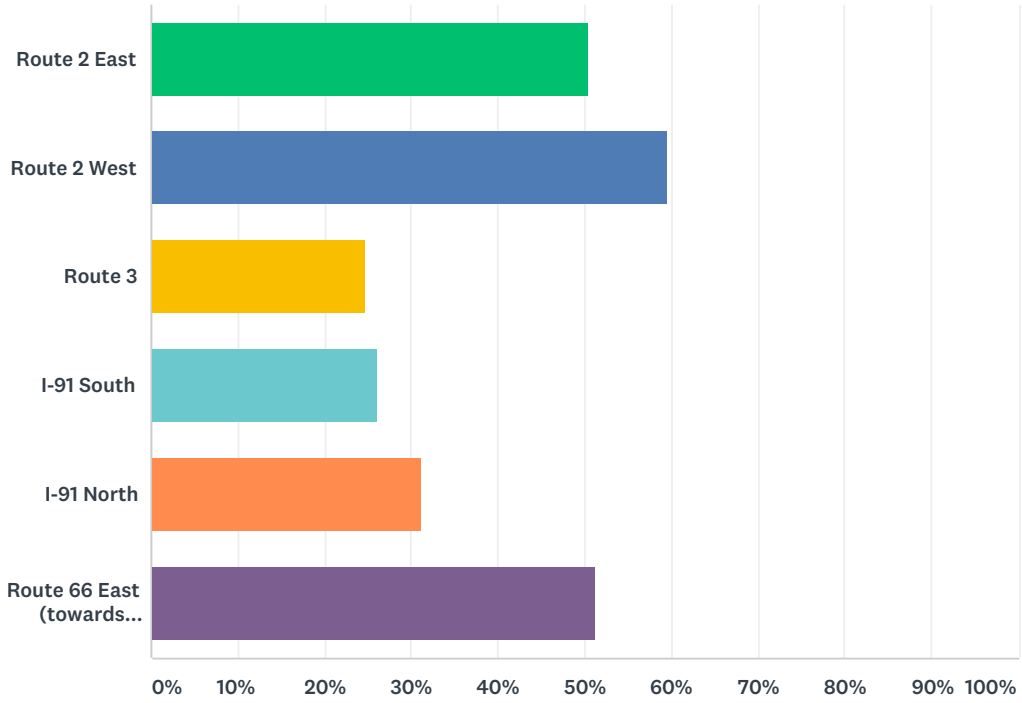
Answered: 460 Skipped: 27



ANSWER CHOICES	RESPONSES	
Personal vehicle (Car/Truck)	100.00%	460
Motorcycle	8.91%	41
Bicycle	7.61%	35
Bus	0.87%	4
Walk	11.74%	54
Tractor Trailer	0.87%	4
Work Vehicle	6.74%	31
Rideshare/Carpool	1.96%	9
Total Respondents: 460		

Q8 If you answered "Commute to the east in the Direction of Marlborough" please check all other State Roads, in addition to Route 66, that you commute on to get to your job.

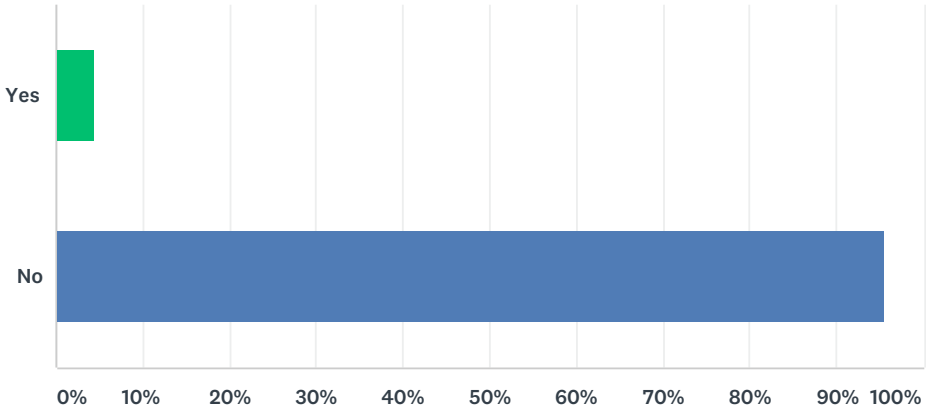
Answered: 238 Skipped: 249



ANSWER CHOICES	RESPONSES	
Route 2 East	50.42%	120
Route 2 West	59.66%	142
Route 3	24.79%	59
I-91 South	26.05%	62
I-91 North	31.09%	74
Route 66 East (towards Hebron)	51.26%	122
Total Respondents: 238		

Q9 If you answered "Commuting to the east in the direction of Marlborough", do you utilize the Park and Ride at Route 2 - Exit 12 and ride the commuter bus to Downtown Hartford

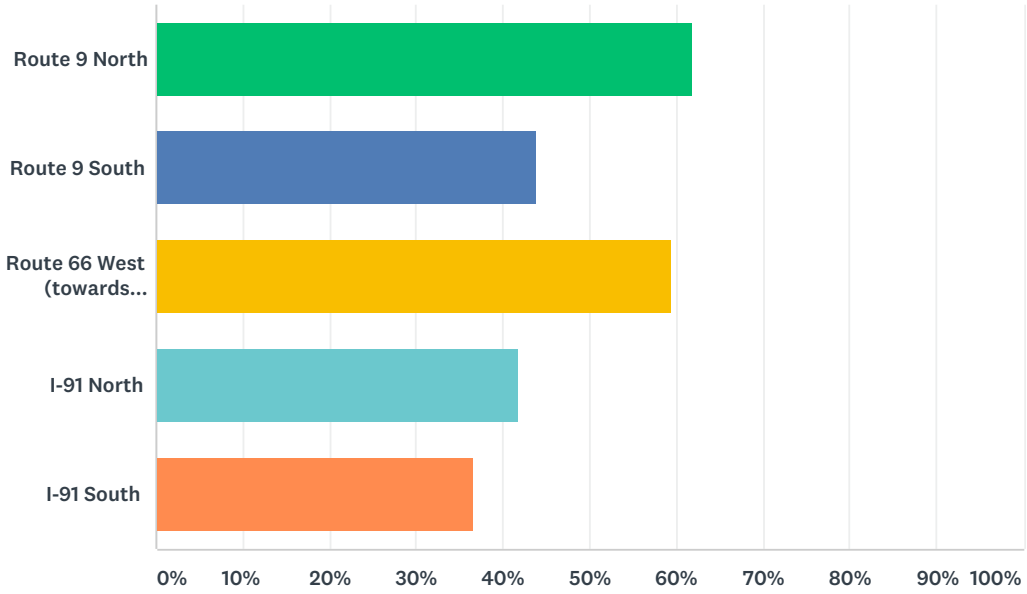
Answered: 294 Skipped: 193



ANSWER CHOICES	RESPONSES	
Yes	4.42%	13
No	95.58%	281
TOTAL		294

Q10 If you answered "Commuting to the west in the direction of Middletown" please check all other State Routes you commute on to get to your job.

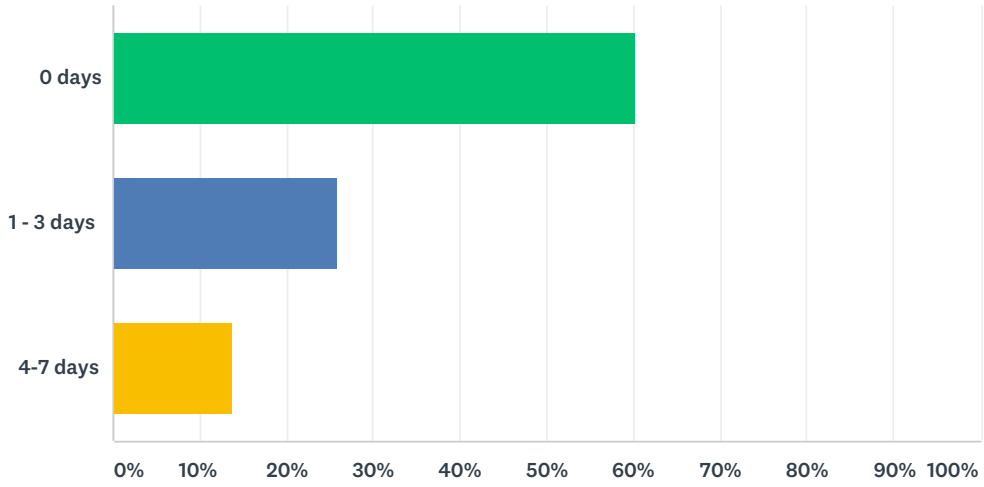
Answered: 237 Skipped: 250



ANSWER CHOICES	RESPONSES	
Route 9 North	62.03%	147
Route 9 South	43.88%	104
Route 66 West (towards Middlefield)	59.49%	141
I-91 North	41.77%	99
I-91 South	36.71%	87
Total Respondents: 237		

Q11 How many days a week do you use Route 66 for Fitness/Recreation

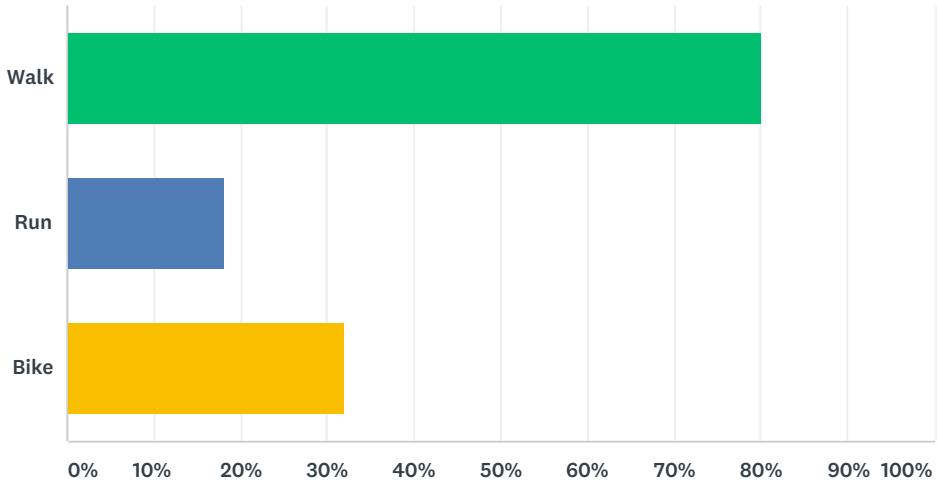
Answered: 404 Skipped: 83



ANSWER CHOICES	RESPONSES	
0 days	60.15%	243
1 - 3 days	25.99%	105
4-7 days	13.86%	56
TOTAL		404

Q12 What forms of exercise? (Check all that apply)

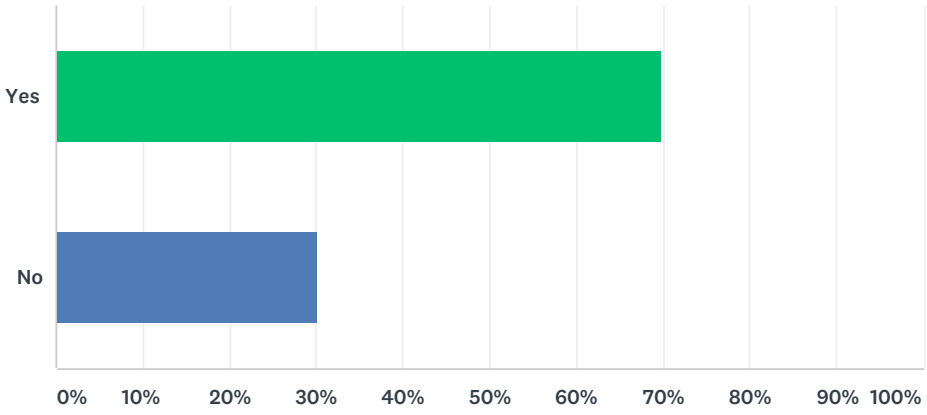
Answered: 187 Skipped: 300



ANSWER CHOICES	RESPONSES	
Walk	80.21%	150
Run	18.18%	34
Bike	32.09%	60
Total Respondents: 187		

Q13 Do you use the Airline Trail?

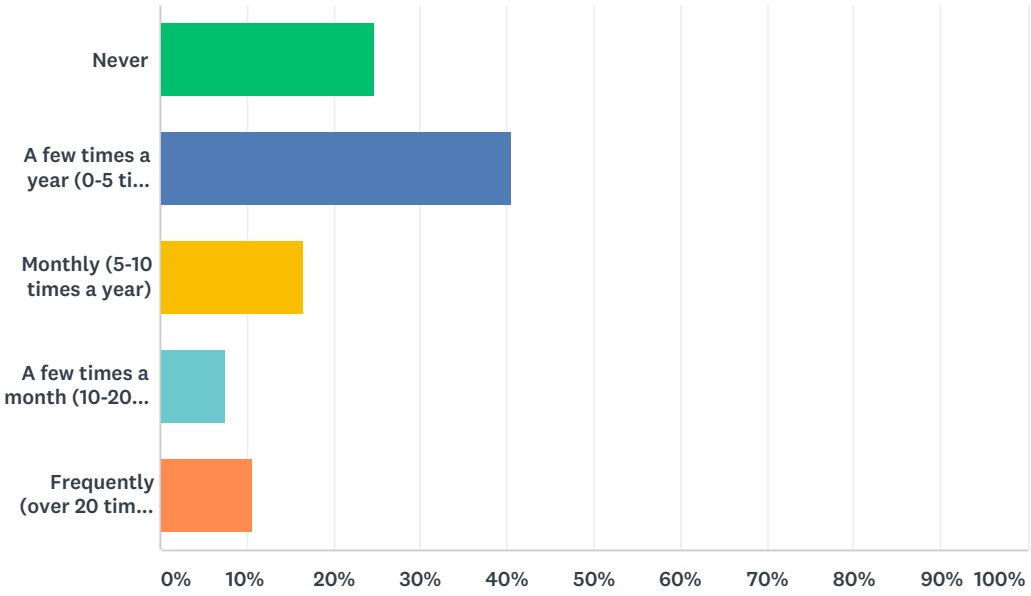
Answered: 413 Skipped: 74



ANSWER CHOICES	RESPONSES	
Yes	69.98%	289
No	30.02%	124
TOTAL		413

Q14 When weather permits I use the Airline Trail

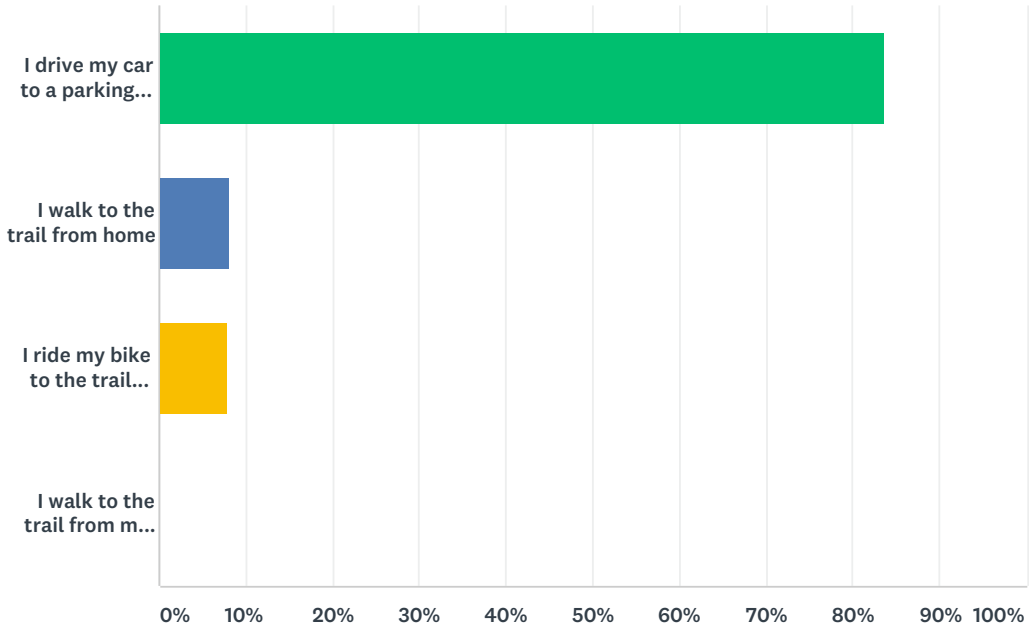
Answered: 413 Skipped: 74



ANSWER CHOICES	RESPONSES	
Never	24.70%	102
A few times a year (0-5 times a year)	40.68%	168
Monthly (5-10 times a year)	16.46%	68
A few times a month (10-20 a year)	7.51%	31
Frequently (over 20 times a year)	10.65%	44
TOTAL		413

Q15 How do you get to the Airline Trail

Answered: 331 Skipped: 156



ANSWER CHOICES	RESPONSES	
I drive my car to a parking lot	83.69%	277
I walk to the trail from home	8.16%	27
I ride my bike to the trail from home	7.85%	26
I walk to the trail from my office	0.30%	1
TOTAL		331

Q16 Where do you access the Airline Trail?

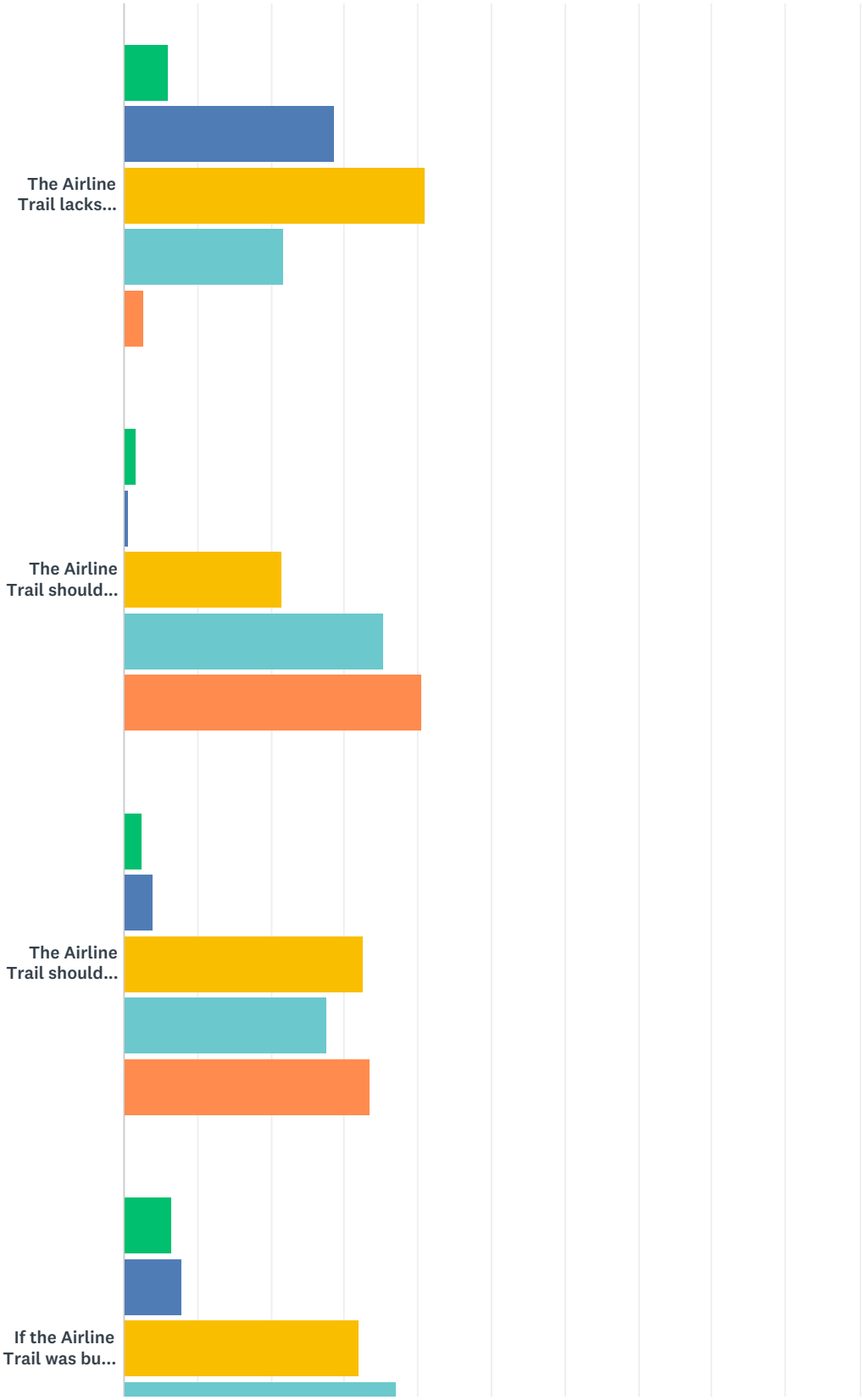
Answered: 319 Skipped: 168

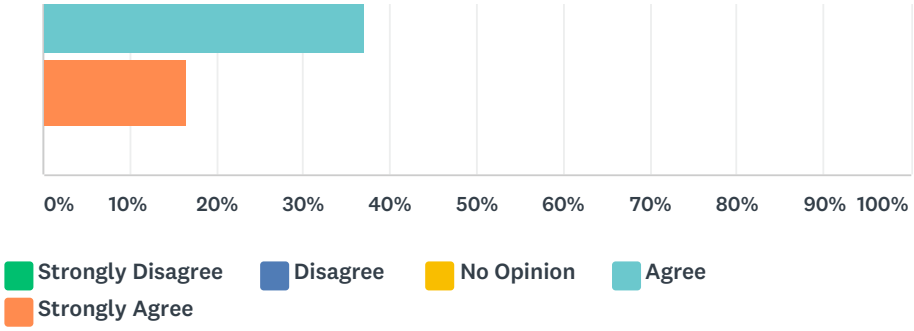
Q17 What is the most important issue with the Airline Trail that should be improved?

Answered: 224 Skipped: 263

Q18 Please rank the following statements as they relate to the Airline Trail in the Study Area

Answered: 413 Skipped: 74

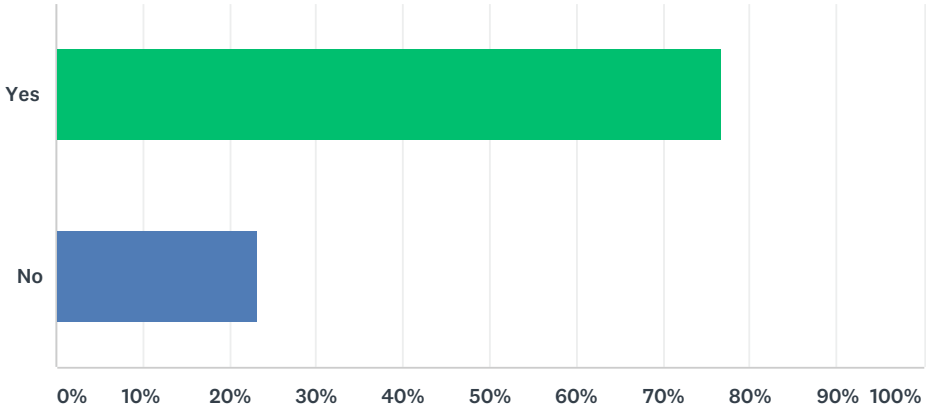




	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
The Airline Trail lacks enough parking which discourages use.	6.05% 25	28.57% 118	40.92% 169	21.79% 90	2.66% 11	413
The Airline Trail should be connected through East Hampton to the new segment of the trail in Portland	1.69% 7	0.73% 3	21.55% 89	35.35% 146	40.68% 168	413
The Airline Trail should be extended through Portland and connect to the Arrigoni Bridge	2.42% 10	3.87% 16	32.69% 135	27.60% 114	33.41% 138	413
If the Airline Trail was built as a wide paved path next to the roadway in some sections I would use it.	6.54% 27	7.99% 33	31.96% 132	37.05% 153	16.46% 68	413

Q19 Do you know that Middletown Area Transit operates bus service between East Hampton and Downtown Middletown (F Route)?

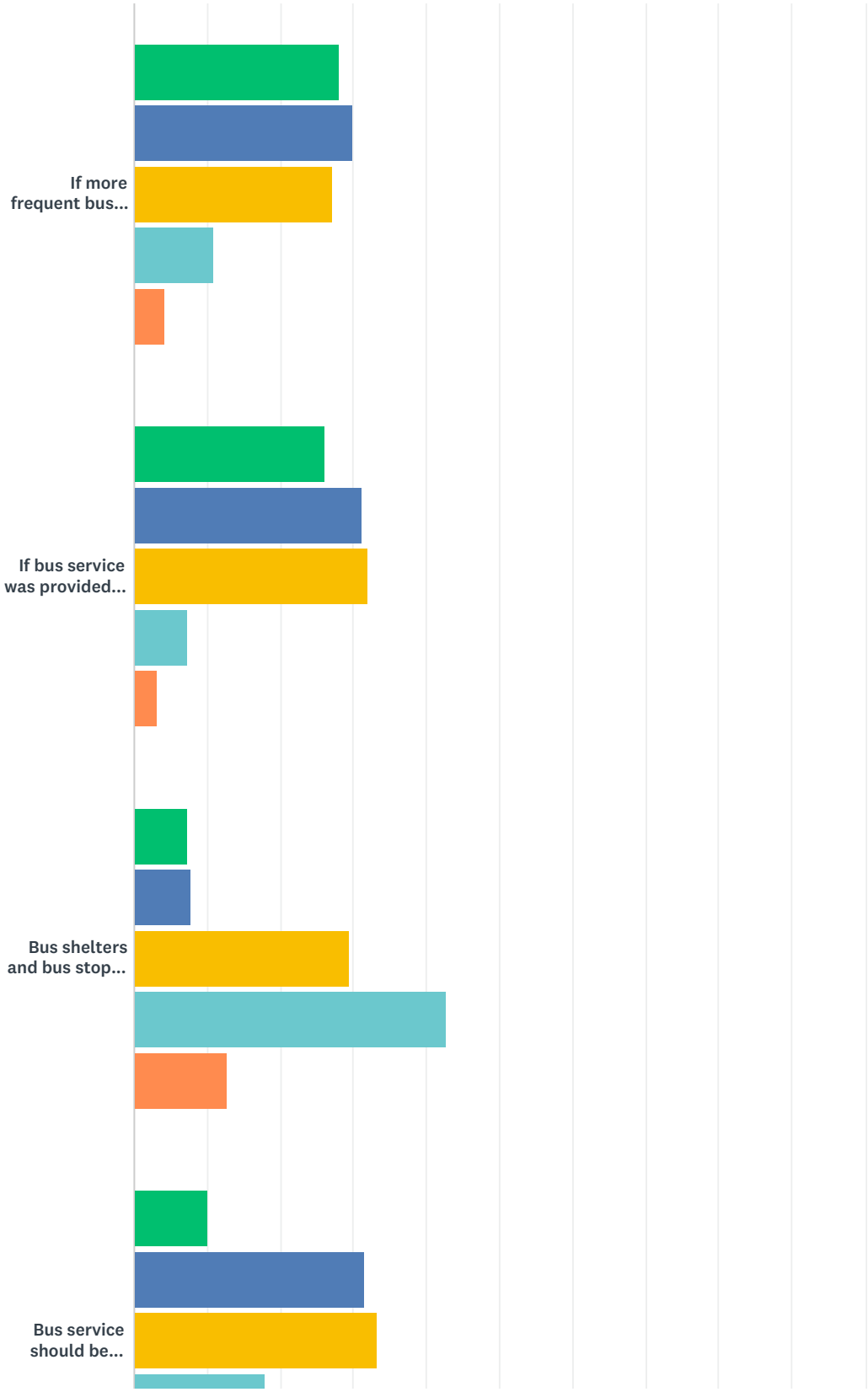
Answered: 408 Skipped: 79

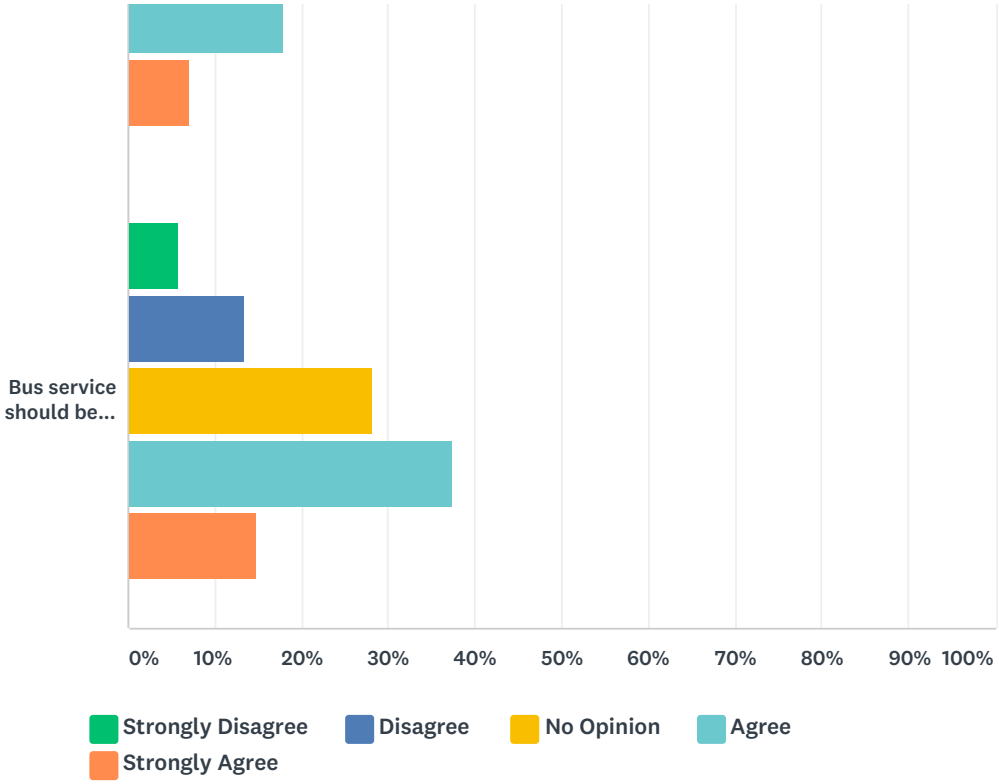


ANSWER CHOICES	RESPONSES	
Yes	76.72%	313
No	23.28%	95
TOTAL		408

Q20 Please rank the following statements as they relate to the Route 66 Corridor Study Area

Answered: 408 Skipped: 79

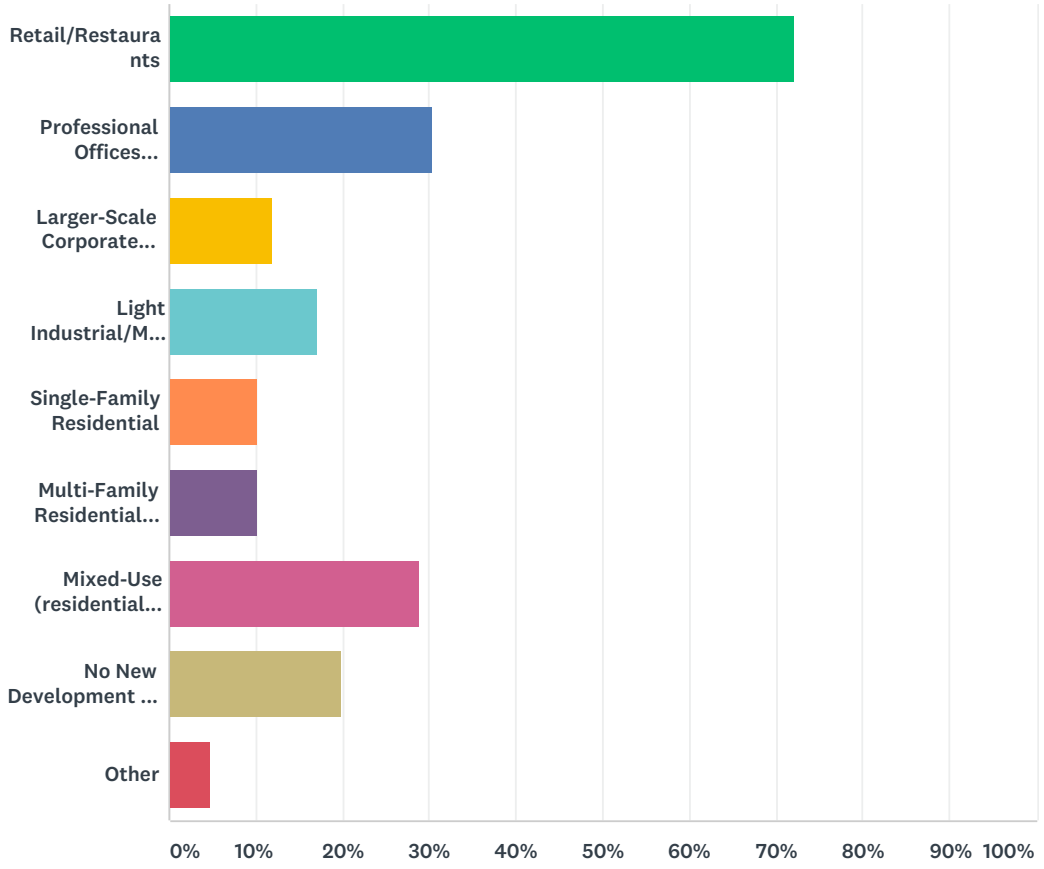




	STRONGLY DISAGREE	DISAGREE	NO OPINION	AGREE	STRONGLY AGREE	TOTAL
If more frequent bus service was provided, I would consider taking the bus towards Downtown Middletown	27.94% 114	29.90% 122	27.21% 111	10.78% 44	4.17% 17	408
If bus service was provided, I would consider taking the bus towards the Park and Ride in Marlborough to commute to Hartford	26.23% 107	31.13% 127	32.11% 131	7.35% 30	3.19% 13	408
Bus shelters and bus stop signs should be installed at marked stops and improved to encourage more bus travel.	7.35% 30	7.84% 32	29.41% 120	42.65% 174	12.75% 52	408
Bus service should be discontinued if it is too expensive to operate	10.05% 41	31.62% 129	33.33% 136	17.89% 73	7.11% 29	408
Bus service should be maintained to serve citizens that rely on it regardless of the cost	5.88% 24	13.48% 55	28.19% 115	37.50% 153	14.95% 61	408

Q21 What types of uses and development would you like to see more along Route 66 in Portland? (Check all that apply)

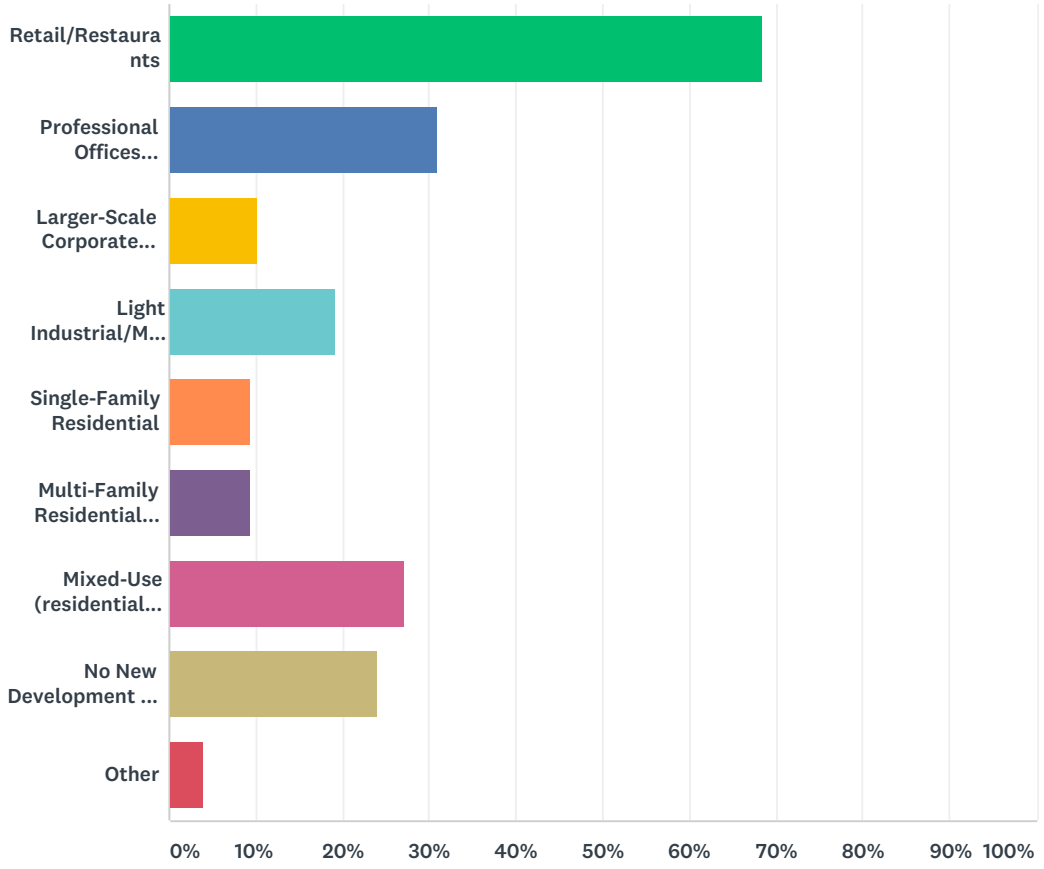
Answered: 396 Skipped: 91



ANSWER CHOICES	RESPONSES	
Retail/Restaurants	72.22%	286
Professional Offices (medical, lawyer, accountant, etc)	30.30%	120
Larger-Scale Corporate Offices	11.87%	47
Light Industrial/Manufacturing	17.17%	68
Single-Family Residential	10.35%	41
Multi-Family Residential (Townhomes, Condos, Apartments)	10.35%	41
Mixed-Use (residential above first floor commercial)	28.79%	114
No New Development in Town	19.95%	79
Other	4.80%	19
Total Respondents: 396		

Q22 What types of development would you like to see/see more of along Route 66 in East Hampton? (Check all that apply)

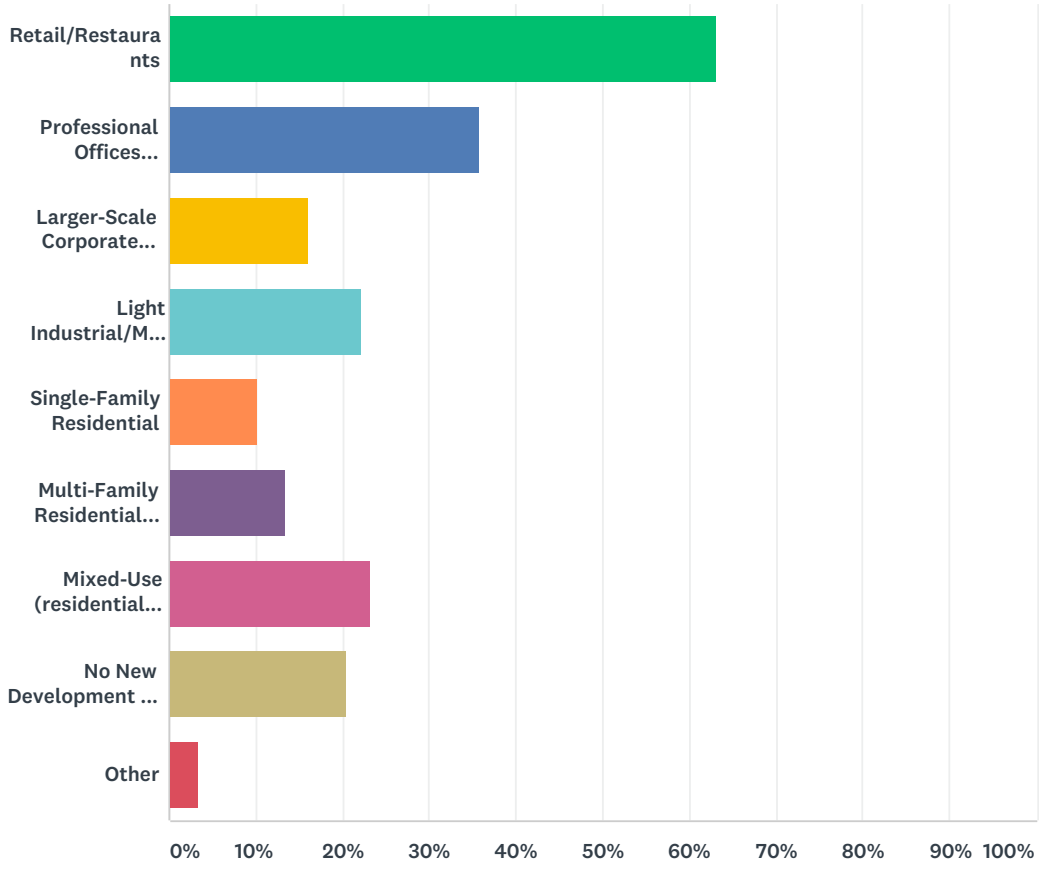
Answered: 396 Skipped: 91



ANSWER CHOICES	RESPONSES	
Retail/Restaurants	68.43%	271
Professional Offices (medical, lawyer, accountant, etc)	31.06%	123
Larger-Scale Corporate Offices	10.35%	41
Light Industrial/Manufacturing	19.19%	76
Single-Family Residential	9.34%	37
Multi-Family Residential (Townhomes, Condos, Apartments)	9.34%	37
Mixed-Use (residential above first floor commercial)	27.27%	108
No New Development in Town	23.99%	95
Other	4.04%	16
Total Respondents: 396		

Q23 What types of uses would you like to see/see more of along the Route 66 Corridor outside of the two downtowns? (Check all that apply)

Answered: 396 Skipped: 91



ANSWER CHOICES	RESPONSES	
Retail/Restaurants	63.13%	250
Professional Offices (medical, lawyer, accountant, etc)	35.86%	142
Larger-Scale Corporate Offices	16.16%	64
Light Industrial/Manufacturing	22.22%	88
Single-Family Residential	10.35%	41
Multi-Family Residential (Townhomes, Condos, Apartments)	13.38%	53
Mixed-Use (residential above first floor commercial)	23.23%	92
No New Development in Town	20.45%	81
Other	3.28%	13
Total Respondents: 396		

APPENDIX Q

Route 66 Corridor Study Future Conditions Planning Study Report (RKG Associates)

July 2019

ROUTE 66 CORRIDOR STUDY
FUTURE CONDITIONS REPORT

Towns of East Hampton &
Portland, Connecticut

RKG ASSOCIATES INC

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Employment Projections 4
Future Development 6
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Opportunity Sites on Route 66 – Portland 10
Opportunities for the Future 13
Focus Growth in Existing Activity Centers 13
Demographic Changes May Drive Market Opportunities 16
Utilities and Infrastructure 16

1. EXECUTIVE SUMMARY

SUMMARY OF KEY POINTS

This section presents the summary of key points from this analysis. The research and analysis on which these are based are presented in greater detail throughout other sections of this report.

- Between 2015 and 2040, both East Hampton and Portland are expected to see the age composition of their populations shift toward an older demographic. Although Portland is projected to see population growth, while East Hampton may see population decline; it is the aging of both communities that could have economic development and housing implications.

- Both towns are projected to see modest employment growth over the next ten years. While it is possible that employment growth could result in additional businesses and the demand for commercial/industrial space along Route 66, existing businesses could choose to expand in existing space to absorb additional employees or fill existing vacant space.

- There is a noticeable shift in the types of permitted and planned development projects along Route 66 in both towns. Developers looking to build housing are choosing to construct a range of product types from single-family homes, to townhouses, to apartments. In some instances, like Brainerd Place, the developer is creating a new mixed-use village with residential units over retail/office space. Mixed-use developments, particularly those in and around existing town centers and downtowns have become much more common over the last ten to twenty years. Municipalities, developers, and residents see the value in promoting walkable, livable extensions of downtown areas. This trend is likely to continue as it creates sustained economic value over time for the developer and the municipality, helps integrate new housing types into the community, and creates an active street frontage by placing commercial space on the ground floor with uses above.

- Development along Route 66 continues to concentrate at the ends of the corridor closer to primary transportation routes, utilities and services, and daily service needs and amenities.

- The lack of a municipal/regional water system will continue to constrain development potential and limit opportunities to lower volume water users or developments that are large enough to create their own internal systems. Plans to extend water to East Hampton and create a series of service areas are expensive and require the Metropolitan District (MDC) and Town of Portland to agree on a strategy for extending that service.

- The towns should look to concentrate development at nodes along Route 66 where transportation is safe and accessible, utilities could eventually be extended, parcels could be combined to form larger development sites, and enough development could be supported to create new activity centers where residents could live and have access to some daily service needs thereby reducing reliance on vehicles. Nodes could include Downtown Portland, Gospel Lane/Route 66, Cobalt, Downtown East Hampton, and the East Hampton Historic Village Center.

2. FUTURE CONDITIONS

INTRODUCTION AND PURPOSE

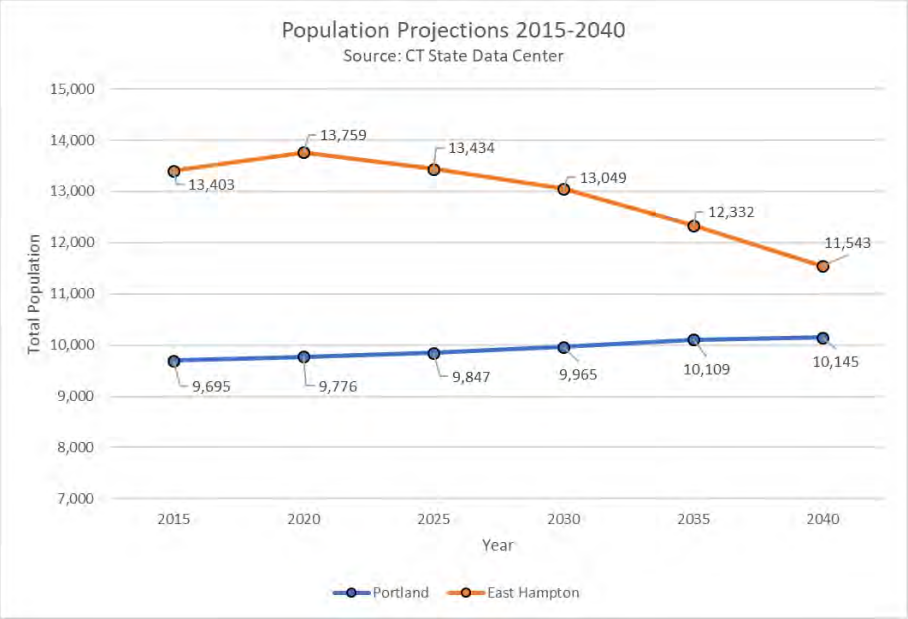
The following presents a summary of projected future conditions along the Route 66 corridor in Portland and East Hampton. This report includes a market assessment that looks at future population and employment growth and the potential to support future development along this corridor. It also includes a look at permitted and pipeline development projects in both communities, as well as a discussion of growth areas that could support future investment. Finally, the report concludes with some potential barriers and considerations to encourage development along the corridor long-term. The data and projects discussed in this report are also accounted for in the future traffic projections along the Route 66 corridor.

MARKET IMPLICATIONS

POPULATION PROJECTIONS

Looking forward over the next twenty years the story of population change is very different between East Hampton and Portland. The population of East Hampton is projected to decline by close to 14 percent while Portland's population is projected to increase by nearly 5 percent.[1] East Hampton is projected to hit a population high sometime between 2020 and 2025, with steady decline over the following fifteen years. Portland's population is projected to continue a steady climb gaining around 100 new residents every five years through 2040. Figure 1 shows the projected population changes in both communities.

Figure 1: Population Projections Through 2040



[1] Connecticut State Data Center, 2015-2040 Population Projections. Published August 2017.

One of the most significant population changes in both communities is the projected growth of residents ages fifty-five and older. In Portland, this population cohort is expected to grow by 15 percent through the year 2040. In East Hampton, where overall population decline is projected, this age cohort is expected to grow by 40 percent. At the same time, age cohorts covering children and young adults in East Hampton will decline considerably. Much of the increase in residents over the age of fifty-five is due to the aging of the existing population. This has implications for the future of housing and economic development, particularly in East Hampton.

Older adults who may be looking to downsize out of single-family homes will be looking for smaller units, possibly rentals, with minimal maintenance requirements and located in proximity to daily service needs such as grocery stores, shops, and restaurants. Older adults also tend to live in single- or two-person households which can sometimes translate into the need for more housing units even though population may be declining overall. The fact that both Portland and East Hampton are in the process of adding new housing that includes a commercial component should work to their advantage given the projected population changes. A large assisted living facility has also been approved in Portland which will provide another option for residents of both communities who may be looking to stay in the area but need an additional level of care as they age.

The declines projected for the age cohorts covering residents ages twenty to thirty-four also have implications for housing and economic development. These residents have a higher propensity to rent and spend money locally supporting restaurants, drinking establishments, and retail stores. Younger residents also help support the local workforce for existing businesses and can be an attraction for businesses looking to locate in either community. New housing options, particularly multi-family rental units, located close to the downtowns or with amenities on site will be attractive to these residents. Both communities have plans to add these types of housing options over the next five years.

EMPLOYMENT PROJECTIONS

On the employment side, both East Hampton and Portland are projected to see modest employment growth over the next ten years. East Hampton is projected to increase its employment by about 4 percent or 79 jobs, while Portland is projected to increase its employment by 7 percent or 190 jobs.[2] Most of the employment growth in East Hampton is projected to occur in industry sectors that dominate the employment landscape today. These include local government, food services and beverage stores, building material dealers and construction, and repair and maintenance shops. Some of the newly planned retail and restaurants at developments like Edgewater Hills will capture and absorb projected changes in employment. The same is true for some of the planned commercial/industrial pad sites and small buildings along Route 66 that would be well-suited for contractor storage, repair shops, or material dealers. The following table summarizes East Hampton's top ten industry sectors and the growth/decline anticipated over the next ten years.

[2] EMSI, 2018.

East Hampton Top Ten Industry Sectors			
Industry Category	2017 Jobs	2028 Jobs	% Change
Local Government	444	459	3%
Food Services and Drinking Places	207	229	11%
Food and Beverage Stores	171	175	2%
State Government	183	158	(14%)
Chemical Manufacturing	115	119	3%
Social Assistance	103	110	7%
Building Material and Garden Equipment and Supplies Dealers	59	72	22%
Construction of Buildings	60	67	12%
Repair and Maintenance	49	61	24%
Professional, Scientific, and Technical Services	81	56	(31%)
Source: EMSI, 2018.			

Portland's employment outlook is a bit more robust with a projected increase of 190 jobs over the next ten years. Similar to East Hampton, most of that growth will be captured by industry sectors that already dominate Portland's marketplace. These include restaurants, local government, machine and transportation equipment manufacturing, care facilities, contractors, and repair and maintenance. Portland has a robust manufacturing district near Downtown which could absorb some of the projected employment changes, while changes in categories like food and beverage services could be absorbed in future commercial sites along Route 66 or in Downtown. The table below summarizes Portland's top ten industry sectors and the growth/decline anticipated over the next ten years.

Portland Top Ten Industry Sectors			
Industry Category	2017 Jobs	2028 Jobs	% Change
Food Services and Drinking Places	463	471	2%
Local Government	286	295	3%
Machinery Manufacturing	221	255	15%
Nursing and Residential Care Facilities	201	232	15%
Nonstore Retailers	160	157	(2%)
Transportation Equipment Manufacturing	110	139	26%
Specialty Trade Contractors	117	132	13%
Administrative and Support Services	86	109	27%
Professional, Scientific, and Technical Services	88	108	23%
Repair and Maintenance	84	102	21%
Source: EMSI, 2018.			

FUTURE DEVELOPMENT

Over the next ten to fifteen years, the Route 66 corridor in Portland and East Hampton is projected to see several large-scale residential and commercial projects come to fruition. Several of these projects are already through the permitting process and underway, while some are a bit farther off in the future. There are also several activity centers in both communities that could see additional growth given their location, existing mix of uses, development/redevelopment potential. The following sections offer a detailed summary of pipeline projects and development sites in each community, as well as potential growth areas that could attract future investment.

OPPORTUNITY SITES ON ROUTE 66 – EAST HAMPTON

East Hampton has several prominent residential and commercial developments underway along its stretch of Route 66, and several smaller projects in the pipeline that could play out over the next decade. Much of the development activity along East Hampton's stretch of Route 66 is taking place on the eastern side closer to the Marlborough line. This part of town is close to the Downtown and Pocotopaug Lake with easier access to employment centers along Route 2 north to Hartford. Discussions with Town staff resulted in the identification of several development projects, some of which are currently underway, and could result in over 500 new housing units and over 100,000 square feet of commercial/industrial space along the corridor. The following is a summary description of each project and its anticipated development program and timeline, as well as some opportunity areas for consideration. The number next to each project description corresponds to Figure 2.

1. **207 West High Street** – This commercial parcel was recently approved for an 8,000 square foot daycare facility that is slated to open in Summer 2019.
2. **201 West High Street** – This parcel currently contains two commercial/industrial buildings which house a variety of small businesses including a Crossfit gym in the building fronting Route 66. Plans for another 18,000 square foot commercial/industrial building on the backside of the parcel have been approved with construction expected in Spring 2019. There is a proposal for storage units at the back of the property with build-out anticipated by the end of 2020.
3. **East Hampton Town Hall Site** – A new Town Hall is currently under construction as part of the Edgewater Hills development leaving the current Town Hall site up for potential redevelopment. The new Town Hall is expected to be completed and occupied in January 2020. Town staff have noted that some due diligence needs to be completed on the current Town Hall site before going out with any RFP for redevelopment. Given its location in the Downtown, this could be a candidate for a commercial or mixed-use redevelopment project.

4. **Edgewater Hills** – One of the two substantial residential and commercial developments along Route 66. Edgewater Hills is planned to include 250 residential units divided across multi-family rental apartments, townhouses, and single-family homes. There is a commercial component of approximately 80,000 square feet fronting along Route 66 with a mix of retail, restaurants, and office space. Early phases of the development are underway, and the developer is currently leasing up retail, office, and restaurant space, as well as some one- and two-bedroom apartments. The development is slated for completion by the year 2028.
5. **Future Commercial Site** – A commercial pad site next to Lakeside Automotive could build out sometime over the next two or three years. The 4.5-acre site was recently cleared with blasting to potentially start in late 2018. There are no plans or building specs for the site.
6. **Dollar General** – A 7,500 square foot Dollar General store recently opened at the Lake Drive intersection.
7. **Hampton Woods** – Hampton Woods is the second significant residential development along Route 66, just north of the Edgewater Hills development. Hampton Woods is projected to include 253 townhouses with six currently constructed. The development build-out is anticipated to take somewhere between ten and twenty years.

8. **Historic Village Center Development Area** – While not located directly on Route 66, East Hampton's historic village center area is another activity center not far off the corridor. The small-scale buildings and walkable center offer something different than what can be found along much of Route 66 in East Hampton. There are no major development plans for this area, but staff did mention a small 2,500 square foot commercial building coming online by the end of 2019. According to Town staff, this area has seen a bit of a renaissance lately and is one of the few areas in town that has access to water.
9. **Downtown Development Area** – The commercial heart of East Hampton, the Downtown area has a mix of retail, restaurants, and office space including the Stop and Shop grocery store. The Downtown has high visibility directly on Route 66, abuts the Lake, and has some opportunities for small infill or redevelopment over time. The Downtown is also the location of the current Town Hall, which will be vacated in the next few years.
10. **Cobalt Development Area** – This small commercial area at the intersection of Route 66 and Middletown Avenue includes several commercial properties, with some currently

vacant. This small redevelopment area lies directly on Route 66 on the way to Portland but is challenged by the lack of town water. The lack of a public water system is a major impediment to any large redevelopment proposals or heavy water users. If water is extended to this area, it could help with future redevelopment projects.

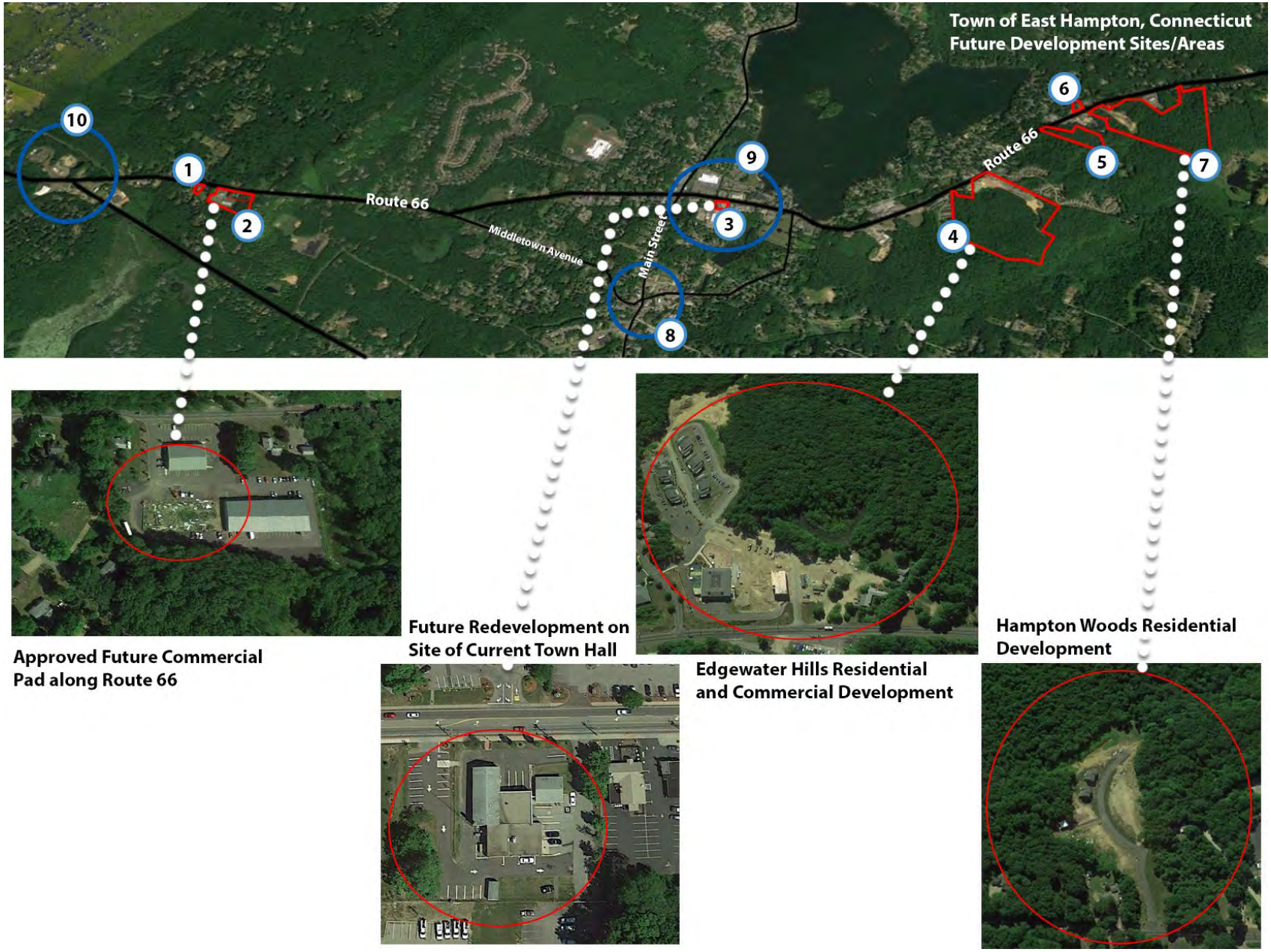


Figure 2: East Hampton Future Development Map

OPPORTUNITY SITES ON ROUTE 66 – PORTLAND

In Portland, most of the future development sites and areas are located west of the ledges with three prominent projects between Gospel Lane and Main Street in Downtown Portland. Similar to East Hampton, development projects in Portland tend to be focused on residential and commercial/retail taking advantage of easy transportation access and high visibility for businesses located on Route 66. Discussions with Town staff resulted in the identification of several development projects that could result in 360 new housing units and over 100,000 square feet of commercial space along the corridor. The following is a summary description of each project and its anticipated development program and timeline, as well as some opportunity areas for consideration. The number next to each project description corresponds to Figure 2 on the preceding page.

1. **Brainerd Place** – This development project will substantially change the face of Downtown Portland by redeveloping the former Elmcrest Psychiatric Hospital into a vibrant mixed-use development at the intersection of Route 66 and Main Street. Brainerd Place is proposed to add 240 multi-family rental apartments with 75 percent built as studios and one-bedrooms and 25 percent as two-bedrooms. Housing options will be geared toward the younger and older demographic providing a different housing option that does not really exist in Portland today. The development will also include roughly 100,000 square feet of commercial/office/retail space. Brainerd Place is anticipated to begin construction in March 2019 with completion in 2023.

2. **Assisted Living Facility** – The large parcel on the north side of Route 66 between Gospel Lane and William Street Extension was originally discussed as a future industrial development site but is now being considered for a 120-bed assisted living development. Construction is expected to start in Spring 2019 with an eighteen to twenty-four-month construction duration.

3. **Portland Commons** – A two-phase commercial development at the corner of Gospel Lane and Route 66, Portland Commons is currently approved for a 3,655 square foot Dairy Queen restaurant with a target opening date of November 2019. The second phase of the project would include an additional 99,000 square feet of retail development with a small grocery store. This development is anticipated to take place over the next ten years. Water for these developments would be supplied by on-site wells.
4. **Opticom Headquarters** – Opticom, a company that runs technology cabling and wiring services for businesses, will be constructing two commercial buildings at 1600 Portland Cobalt Road (Route 66). The company will be constructing two buildings for a total of 5,000 to 8,000 square feet of space. The full build out of the development is expected to take up to three years, beginning in 2019.
5. **Future Commercial Site** – This active sand and gravel site next to Portland Collision is expected to be a future commercial pad site that could support some auto-related use within the next five years.
6. **Downtown Portland** – No specific plans are in place for new development in Downtown Portland (other than Brainerd Place), but this is an area where the Town would like to encourage additional investment through infill or redevelopment projects. Downtown Portland is smaller and geared toward families looking for a different experience than what can be found in nearby Downtown Middletown. The draw of visitors to the Brownstone Exploration and Discovery Park during the warmer months creates another submarket of spending that could support some small retail, restaurants, and service-oriented businesses. Downtown could also be a location to encourage upper-story residential over commercial to add more small units for downsizing seniors or younger residents. The outcome of Brainerd Place will likely establish the market for smaller rental units in Portland.

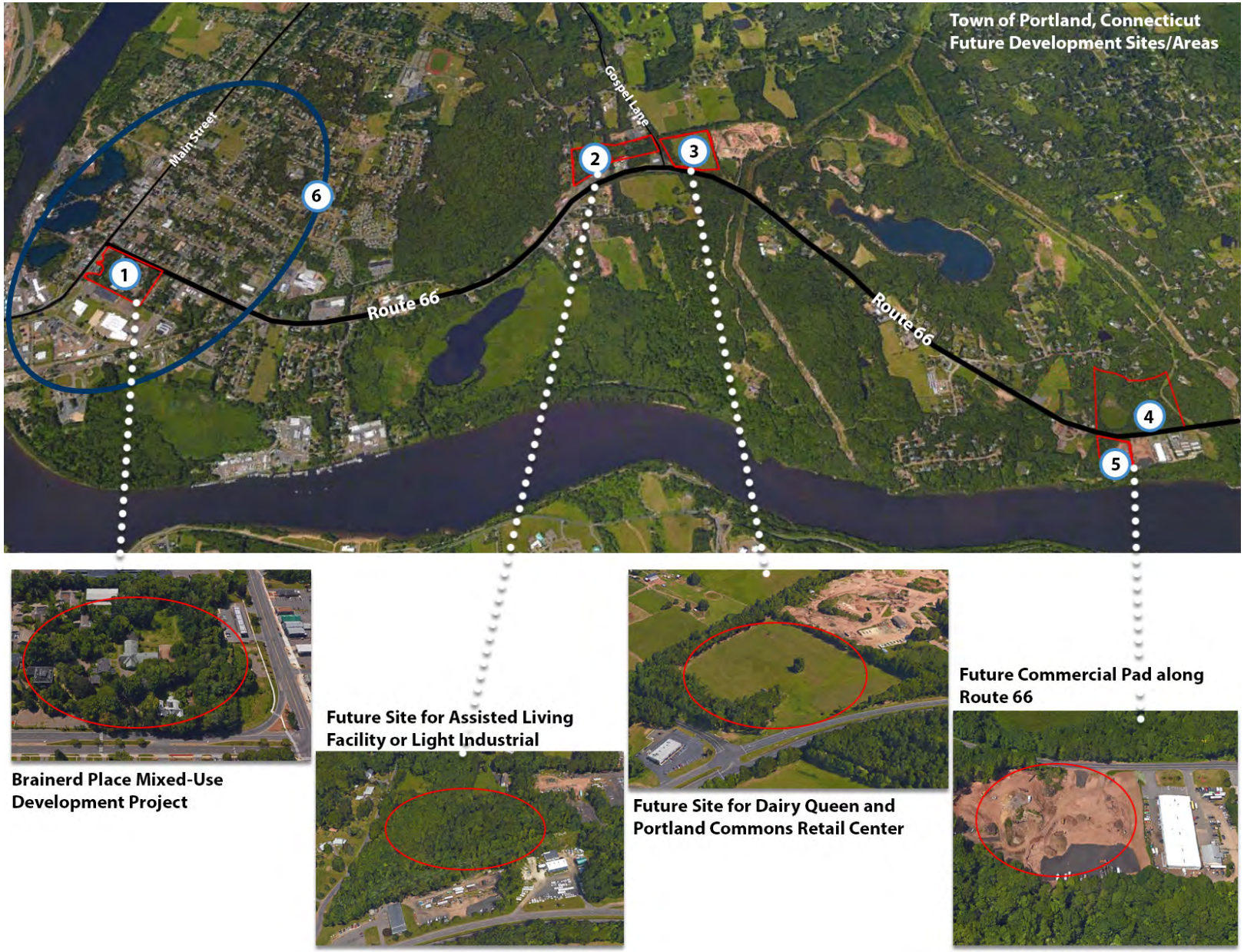


Figure 3: Portland Future Development Map

OPPORTUNITIES FOR THE FUTURE

Population and employment growth in both towns has been modest over the last decade and is projected to continue on a similar trend line in Portland, while East Hampton is projected to lose population over the next two decades. Route 66 is a busy east/west travel route through the heart of Central Connecticut, and its utility as a commuter route has created opportunities for many auto-oriented businesses. Recognizing the relatively low impact the smaller-scale commercial and industrial businesses have on overall community development, both towns have looked at ways of creating activity nodes or centers in their respective downtowns, village centers, and at key intersections along Route 66. Developers and property owners have also responded with proposals that integrate a range of uses, variety of housing types, and ideas for building on and improving existing activity centers. East Hampton and Portland remain desirable communities for those looking to own a home, have access to quality education, and locate along a primary travel corridor. With those principles well-established, it's time for the towns to take the next step in defining the next iteration of Route 66.

FOCUS GROWTH IN EXISTING ACTIVITY CENTERS

As noted in the previous section, there are several sites along Route 66 where development has been permitted or concepts are being explored. In both towns, there are also areas where coordinated land use planning and accompanying zoning regulations could contribute to a concentration of new development/redevelopment to create vibrant activity centers. For example, the concept of building smaller rental units as part of the Brainerd Place development brings residents closer to Downtown Portland and begins to create a built-in customer base for local businesses. A similar concept could be deployed for Downtown East Hampton and the Historic Village Center.

In reviewing the zoning districts and regulations that cover activity centers such as Downtown Portland, the area around the intersection of Gospel Lane and Route 66, Downtown East Hampton, and the East Hampton Historic Village Center, RKG offers the following thoughts and considerations:

East Hampton

- The existing Village Center (VC) District allows upper-story residential uses by Special Permit which can be unpredictable and lead to developer risk. The Town should consider allowing some level of mixed-use development as-of-right or with site plan approval. The Town could set a threshold of units or square feet which would trigger a Special Permit, similar to what is done for retail development in the Commercial zoning district. For example, if the proposed development were 25,000 square feet in size the Town may wish

to require a Special Permit but anything under 25,000 square feet could be permitted through a site plan review process. This small change could help add predictability and speed to the permitting process.

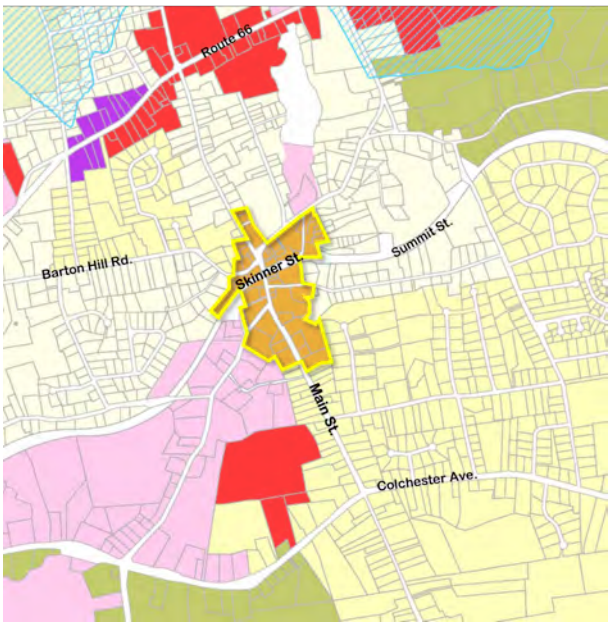


Figure 4: Village Center Zoning District

- The VC District includes a minimum lot size of 20,000 square feet with a thirty-foot building height maximum. To encourage parcel aggregation to support larger, more coordinated development efforts, the Town should consider allowing more uses or more flexible dimensional regulations.

- The Downtown is currently zoned Commercial (C) and is set up to facilitate single use structures on large parcels. This zoning district is not likely to facilitate a Downtown in the historic sense with multi-use buildings pulled closer to the street with parking located to the side or rear of a parcel. The minimum lot size of 40,000 square feet (nearly one acre in size) and fifty-foot front setback push buildings toward the middle or rear of the site encouraging parking to locate in the front. If the Town's goal is to make this activity center more of a downtown, they may want to create a new zoning district geared toward that goal as to not impact other parts of town already zoned Commercial.

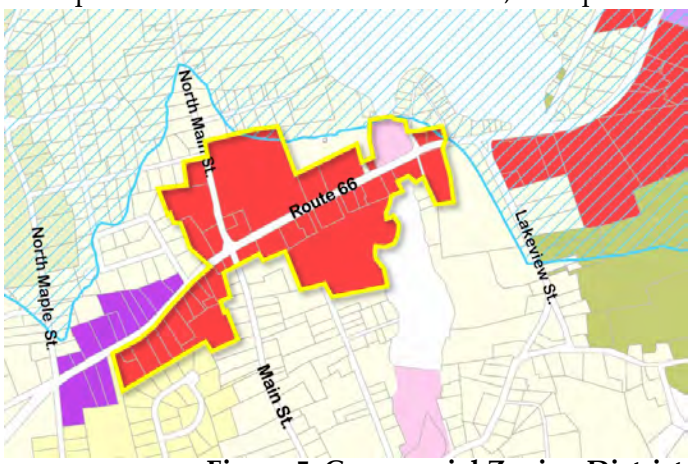


Figure 5: Commercial Zoning District

Portland

- Most of the parcels that front Main Street in Downtown Portland fall within the Central Business District Zone (B-3) and the Town Center Village District Zone. This zoning district is less restrictive than the B-1 and B-2 districts in terms of uses and dimensional requirements. To extend the positive impact of the Brainerd Place redevelopment project to the north side of Route 66, the Town may want to consider rezoning some of the parcels currently zoned B-2 and shifting them to B-3. This could help create a gateway into Downtown on both the north and south sides of Route 66 and create a nice area of transition before entering the core of Downtown.

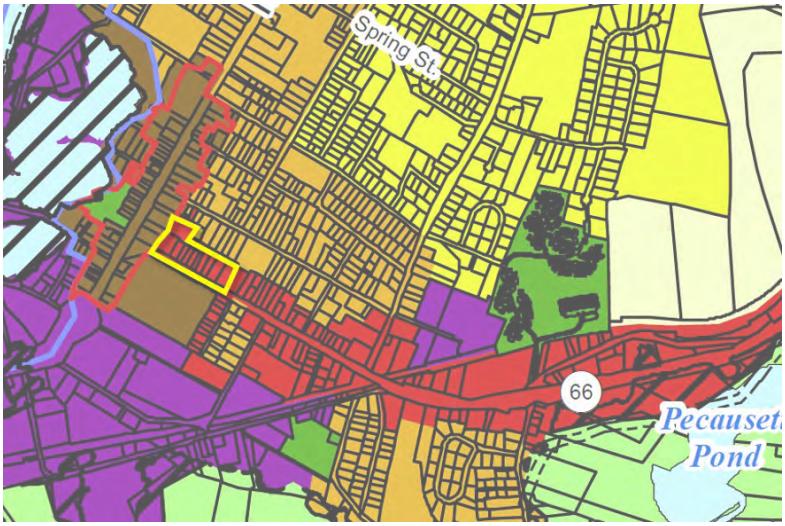


Figure 6: Downtown Zoning Districts

- In addition to rezoning some of the parcels along Route 66, the Town may also want to consider adjusting the permitted uses in the B-3 district. Currently multi-family structures containing up to four units in a building are allowed by Special Permit as are mixed-use buildings. If a goal is to have more residents living in proximity to Downtown, the Town may want to allow smaller scale residential and mixed-use development either by-right or subject to Site Plan approval. This would reduce risk and uncertainty for developers looking to invest in smaller-scale infill or redevelopment in the Downtown. The Town could set a size threshold which would trigger the need for a Special Permit if the development exceeded the threshold.

- The Town may wish to consider changing the zoning around the intersection of Gospel Lane and Route 66 if the area is going to support a broader mix of commercial, retail, and residential development than was originally anticipated. Much of the area is currently zoned Industrial (I) and Planned Industrial (IP) with the exception of parcels fronting along the north side of Route 66. Given the development interest in this area, the

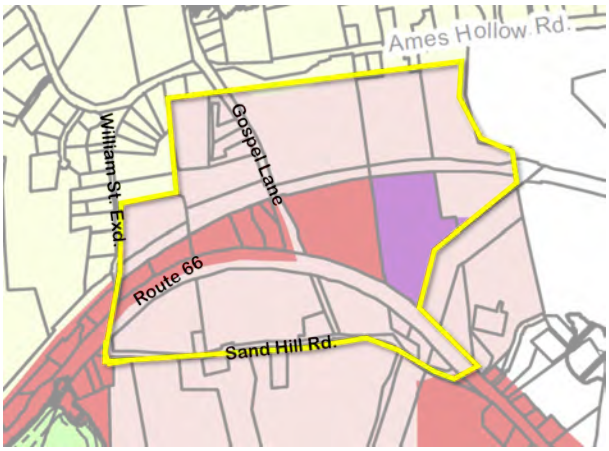


Figure 7: Industrial Zoning Districts

Town may wish to rethink this area and create zoning that encourages a different mix of uses.

DEMOGRAPHIC CHANGES MAY DRIVE MARKET OPPORTUNITIES

Recent development proposals in both East Hampton and Portland are responding to a need to bring new housing options to places that have been dominated by single-family homes for decades. Single-family homes still play an important role in the composition and fabric of both towns, but developers are seeing a hole in the responding by proposing (and constructing) smaller housing units that offer residents a new option for living. This is important as residents in both communities are getting older and may be looking for different housing options that do not currently exist in either town.

The recent proposals for rental housing in multi-story residential and mixed-use buildings will fill a need for smaller units in managed buildings with on-site amenities that younger and older residents are looking for. These new developments will anchor activity centers and integrate a mix of residential and commercial uses offering new amenities, places to eat and shop, and job opportunities.

UTILITIES AND INFRASTRUCTURE

The primary barrier to development along the Route 66 corridor is access to a reliable municipal or regional water service. Currently, neither town is a member of the MDC but Portland is a customer. Portland does receive water from MDC which is tracked by a water meter at the South Glastonbury/Portland town line. Portland has a minimum water purchase amount per month for which it is charged by the MDC. The lack of water service is a hinderance to larger developments or single users that would demand a large volume of water, such as certain types of manufacturing or bottling facilities.

East Hampton is not a member town or customer, but plans are being discussed to extend MDC water service into East Hampton via water infrastructure that the Town of Portland currently owns and maintains. These discussions of how ownership and maintenance would work are on-going between the two towns and MDC. East Hampton has plans to create a series of water line loops that would one day form a connected system. Bringing reliable water service to activity centers and sites along Route 66 would remove one additional barrier to larger-scale developments.

Safe, reliable, and efficient transportation infrastructure is also key to ensuring residents and businesses can utilize Route 66 to its fullest potential. Multi-modal travel routes that connect activity centers in both towns would help cut down on the number of short trips taken by vehicle, increase walking and biking options, and have the added benefit of improving health and wellness.

APPENDIX R

Capacity Analyses
2040 Future Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1780	100	320	680	120	880
Future Volume (vph)	1780	100	320	680	120	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.992			0.850		
Flt Protected	0.955					0.994
Satd. Flow (prot)	3358	0	3355	1501	0	3335
Flt Permitted	0.955					0.808
Satd. Flow (perm)	3358	0	3355	1501	0	2711
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	11			716		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1874	105	337	716	126	926
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1979	0	337	716	0	1052
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	48.0		24.0		8.0	
Total Split (%)	60.0%		30.0%		10.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	42.0		19.0	80.0		24.0
Actuated g/C Ratio	0.52		0.24	1.00		0.30
v/c Ratio	1.12		0.42	0.48		1.25
Control Delay	72.4		27.8	1.1		147.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	72.4		27.8	1.1		147.8
LOS	E		C	A		F
Approach Delay	72.4		9.6			147.8
Approach LOS	E		A			F

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	~613		75	0		~350
Queue Length 95th (ft)	m#552		114	0		#470
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1768		796	1501		844
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	1.12		0.42	0.48		1.25

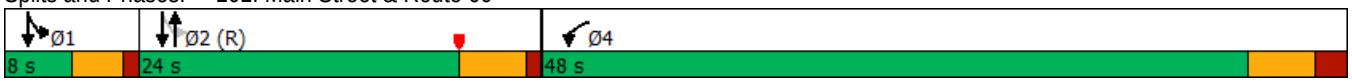
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 75.6	Intersection LOS: E
Intersection Capacity Utilization 106.7%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: Main Street & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	720	1660	190	80	160
Future Volume (vph)	160	720	1660	190	80	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.985		0.910	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1678	3355	3305	0	1854	0
Flt Permitted	0.091				0.984	
Satd. Flow (perm)	161	3355	3305	0	1854	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22		120	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	170	766	1766	202	85	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	766	1968	0	255	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	45.8	45.8		24.7	
Total Split (%)	11.9%	57.3%	57.3%		30.9%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	56.8	43.8	43.8		11.5	
Actuated g/C Ratio	0.71	0.55	0.55		0.14	
v/c Ratio	0.54	0.42	1.08		0.69	
Control Delay	18.2	10.8	53.5		26.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	18.2	10.8	53.5		26.8	
LOS	B	B	D		C	
Approach Delay		12.1	53.5		26.8	
Approach LOS		B	D		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	23	87	~553		64	
Queue Length 95th (ft)	m82	m160	m#689		129	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	315	1835	1817		553	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.54	0.42	1.08		0.46	

Intersection Summary

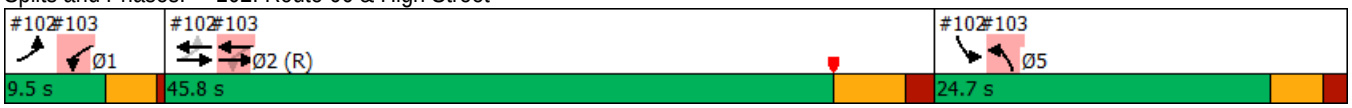
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 39.1 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street



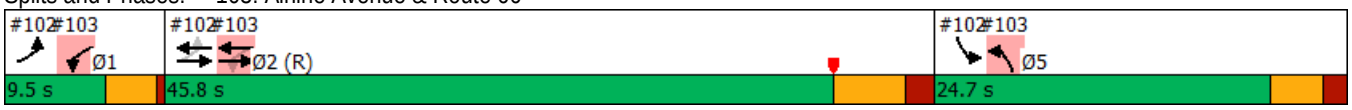
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	760	30	20	1760	60	20
Future Volume (vph)	760	30	20	1760	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.994				0.966	
Flt Protected			0.950		0.964	
Satd. Flow (prot)	3335	0	1678	3355	1701	0
Flt Permitted			0.302		0.964	
Satd. Flow (perm)	3335	0	533	3355	1701	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				20	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	784	31	21	1814	62	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	815	0	21	1814	83	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	45.8		9.5	45.8	24.7	
Total Split (%)	57.3%		11.9%	57.3%	30.9%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	43.8		56.8	43.8	11.5	
Actuated g/C Ratio	0.55		0.71	0.55	0.14	
v/c Ratio	0.45		0.04	0.99	0.32	
Control Delay	4.0		3.9	34.5	26.6	
Queue Delay	0.1		0.0	21.4	0.0	
Total Delay	4.1		3.9	55.9	26.6	
LOS	A		A	E	C	
Approach Delay	4.1			55.3	26.6	
Approach LOS	A			E	C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	27		1	424	29	
Queue Length 95th (ft)	37		m5	#735	64	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	1827		530	1835	440	
Starvation Cap Reductn	191		0	0	0	
Spillback Cap Reductn	0		0	119	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.50		0.04	1.06	0.19	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 39.2	Intersection LOS: D
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Airline Avenue & Route 66

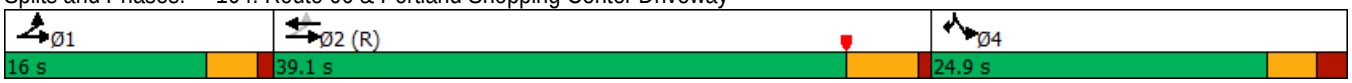


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	750	1710	30	20	10
Future Volume (vph)	30	750	1710	30	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1662	3323	3314	0	1604	1501
Flt Permitted	0.089				0.950	
Satd. Flow (perm)	156	3323	3314	0	1604	1501
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			10
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	31	781	1781	31	21	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	781	1812	0	21	10
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	16.0		39.1		24.9	24.9
Total Split (%)	20.0%		48.9%		31.1%	31.1%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	68.8	72.8	68.3		9.0	9.0
Actuated g/C Ratio	0.86	0.91	0.85		0.11	0.11
v/c Ratio	0.13	0.26	0.64		0.12	0.06
Control Delay	6.0	3.8	11.2		33.7	18.5
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	6.0	3.8	11.3		33.7	18.5
LOS	A	A	B		C	B
Approach Delay		3.9	11.3		28.8	
Approach LOS		A	B		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	1	0	0		10	0
Queue Length 95th (ft)	m21	186	599		31	14
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	363	3025	2830		401	382
Starvation Cap Reductn	0	0	238		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.09	0.26	0.70		0.05	0.03

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 56 (70%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway

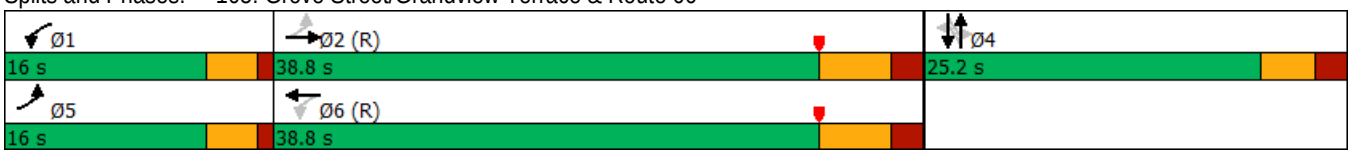


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	750	10	3	1730	1	20	0	10	10	0	0
Future Volume (vph)	10	750	10	3	1730	1	20	0	10	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.955				
Flt Protected	0.950			0.950				0.968			0.950	
Satd. Flow (prot)	1662	3317	0	1662	3323	0	0	1673	0	0	1719	0
Flt Permitted	0.081			0.341				0.901				
Satd. Flow (perm)	142	3317	0	596	3323	0	0	1557	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2						100				
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	11	815	11	3	1880	1	22	0	11	11	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	826	0	3	1881	0	0	33	0	0	11	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	16.0	38.8		16.0	38.8		25.2	25.2		25.2	25.2	
Total Split (%)	20.0%	48.5%		20.0%	48.5%		31.5%	31.5%		31.5%	31.5%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.5	67.8		68.3	67.7			6.1			6.1	
Actuated g/C Ratio	0.86	0.85		0.85	0.85			0.08			0.08	
v/c Ratio	0.05	0.29		0.01	0.67			0.16			0.08	
Control Delay	0.7	0.6		1.7	6.5			1.6			35.7	
Queue Delay	0.0	0.0		0.0	0.2			0.0			0.0	
Total Delay	0.7	0.6		1.7	6.7			1.6			35.7	
LOS	A	A		A	A			A			D	
Approach Delay		0.6			6.7			1.6			35.7	
Approach LOS		A			A			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	2		0	182			0			5	
Queue Length 95th (ft)	m0	4		1	440			0			21	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	350	2810		675	2813			464			452	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	274			8			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.29		0.00	0.74			0.07			0.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 4.9	Intersection LOS: A
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	110	580	1400	230	90	160		
Future Volume (vph)	110	580	1400	230	90	160		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1646	3292	3292	1473	1646	1473		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1646	3292	3292	1473	1646	1473		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				230		178		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%		
Adj. Flow (vph)	122	644	1556	256	100	178		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	122	644	1556	256	100	178		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	18.0				20.0	20.0	32.0	9.0
Total Split (%)	22.8%				25.3%	25.3%	41%	11%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	8.9	50.1	35.2	35.2	8.8	8.8		
Actuated g/C Ratio	0.13	0.73	0.51	0.51	0.13	0.13		
v/c Ratio	0.58	0.27	0.93	0.30	0.48	0.52		
Control Delay	39.7	3.7	28.9	3.5	36.6	11.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	39.7	3.7	28.9	3.5	36.6	11.0		
LOS	D	A	C	A	D	B		
Approach Delay		9.4	25.3		20.2			
Approach LOS		A	C		C			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 50th (ft)	49	35	297	5	40	0		
Queue Length 95th (ft)	103	68	#556	45	88	51		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	311	2348	1678	863	359	460		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.39	0.27	0.93	0.30	0.28	0.39		

Intersection Summary	
Area Type: Other	
Cycle Length: 79	
Actuated Cycle Length: 69	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	600	2	2	1460	0	30	0	10	0	3	0
Future Volume (vph)	30	600	2	2	1460	0	30	0	10	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.965				
Flt Protected	0.950			0.950				0.964				
Satd. Flow (prot)	1678	1766	0	1678	1766	0	0	1643	0	0	1766	0
Flt Permitted	0.050			0.403				0.851				
Satd. Flow (perm)	88	1766	0	712	1766	0	0	1450	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								84				
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	32	638	2	2	1553	0	32	0	11	0	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	640	0	2	1553	0	0	43	0	0	3	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	14.6	77.0		14.6	77.0		20.6	20.6		20.6	20.6	
Total Split (%)	13.0%	68.6%		13.0%	68.6%		18.4%	18.4%		18.4%	18.4%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	84.0	83.7		82.1	80.3			7.0			7.0	
Actuated g/C Ratio	0.87	0.86		0.85	0.83			0.07			0.07	
v/c Ratio	0.22	0.42		0.00	1.06			0.24			0.02	
Control Delay	5.3	4.2		1.5	57.1			5.0			43.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.3	4.2		1.5	57.1			5.0			43.3	
LOS	A	A		A	E			A			D	
Approach Delay		4.2			57.0			5.0			43.3	
Approach LOS		A			E			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	3	95		0	~1258			0			2	
Queue Length 95th (ft)	6	227		1	#1475			8			11	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	241	1527		724	1466			296			273	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.13	0.42		0.00	1.06			0.15			0.01	

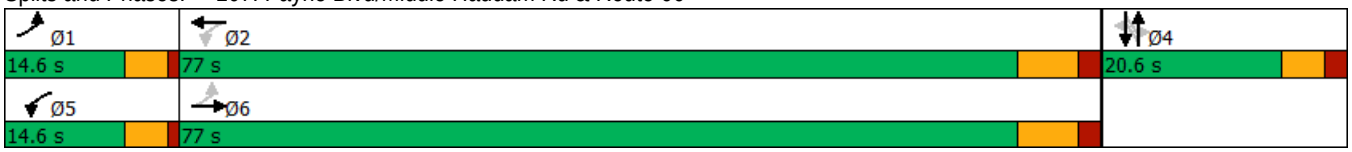
Intersection Summary

Area Type: Other
Cycle Length: 112.2
Actuated Cycle Length: 96.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 40.4 Intersection LOS: D
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Future Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987							0.850		0.946	
Flt Protected								0.954			0.975	
Satd. Flow (prot)	0	1743	0	0	1766	0	0	1801	1605	0	1741	0
Flt Permitted		0.999			0.999			0.657			0.403	
Satd. Flow (perm)	0	1741	0	0	1764	0	0	1240	1605	0	720	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		10							48		22	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	614	68	3	1330	2	239	11	3	57	11	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	683	0	0	1335	0	0	250	3	0	113	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	98.6	98.6		98.6	98.6		29.5	29.5	29.5	29.5	29.5	
Total Split (%)	77.0%	77.0%		77.0%	77.0%		23.0%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		90.0			90.0			22.0	22.0		22.0	
Actuated g/C Ratio		0.70			0.70			0.17	0.17		0.17	
v/c Ratio		0.56			1.08			1.18	0.01		0.80	
Control Delay		11.3			69.8			164.5	0.0		78.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		11.3			69.8			164.5	0.0		78.6	
LOS		B			E			F	A		E	
Approach Delay		11.3			69.8			162.5			78.6	
Approach LOS		B			E			F			E	

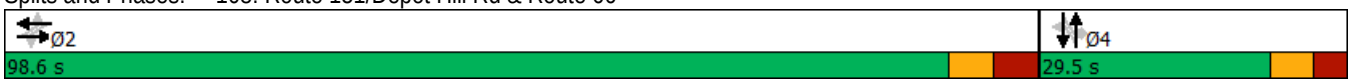
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		247			~1233			~247	0		74	
Queue Length 95th (ft)		327			#1442			#404	0		#175	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1226			1239			212	315		141	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.56			1.08			1.18	0.01		0.80	

Intersection Summary	
Area Type:	Other
Cycle Length: 128.1	
Actuated Cycle Length: 128.1	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 96.2%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



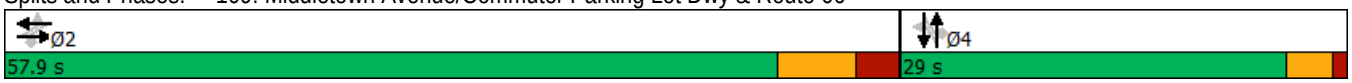
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Future Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.865	
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	1766	1501	1678	1766	0	0	1678	1501	0	1528	0
Flt Permitted				0.452				0.757				
Satd. Flow (perm)	0	1766	1501	798	1766	0	0	1337	1501	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307						62		169	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	443	307	11	818	1	580	0	2	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	307	11	819	0	0	580	2	0	1	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm		NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	57.9	57.9	57.9	57.9	57.9		29.0	29.0	29.0	29.0	29.0	
Total Split (%)	66.6%	66.6%	66.6%	66.6%	66.6%		33.4%	33.4%	33.4%	33.4%	33.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		40.2	40.2	40.2	40.2			25.4	25.4		25.4	
Actuated g/C Ratio		0.52	0.52	0.52	0.52			0.33	0.33		0.33	
v/c Ratio		0.49	0.33	0.03	0.90			1.33	0.00		0.00	
Control Delay		13.5	2.2	8.3	30.3			189.7	0.0		0.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		13.5	2.2	8.3	30.3			189.7	0.0		0.0	
LOS		B	A	A	C			F	A		A	
Approach Delay		8.9			30.1			189.0				
Approach LOS		A			C			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		127	0	2	329			~402	0		0	
Queue Length 95th (ft)		189	30	9	481			#625	0		0	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		1156	1088	522	1156			437	532		613	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.38	0.28	0.02	0.71			1.33	0.00		0.00	

Intersection Summary

Area Type: Other
Cycle Length: 86.9
Actuated Cycle Length: 77.7
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 65.5 Intersection LOS: E
Intersection Capacity Utilization 82.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	480	1	10	620	10	10	60	20	50	40	70
Future Volume (vph)	60	480	1	10	620	10	10	60	20	50	40	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.970			0.941	
Flt Protected		0.994			0.999			0.994			0.985	
Satd. Flow (prot)	0	1722	0	0	1728	0	0	1671	0	0	1606	0
Flt Permitted		0.860			0.988			0.964			0.882	
Satd. Flow (perm)	0	1490	0	0	1708	0	0	1620	0	0	1438	0
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		2724			782			976			892	
Travel Time (s)		41.3			17.8			26.6			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	71	565	1	12	729	12	12	71	24	59	47	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	753	0	0	107	0	0	188	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	32.2	32.2		32.2	32.2		16.9	16.9		16.9	16.9	
Total Split (s)	52.2	52.2		52.2	52.2		24.9	24.9		24.9	24.9	
Total Split (%)	55.8%	55.8%		55.8%	55.8%		26.6%	26.6%		26.6%	26.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.3	3.3		3.3	3.3	
All-Red Time (s)	3.2	3.2		3.2	3.2		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.2			7.2			4.9			4.9	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		41.0			41.0			13.9			13.9	
Actuated g/C Ratio		0.59			0.59			0.20			0.20	
v/c Ratio		0.73			0.75			0.33			0.66	
Control Delay		18.7			18.7			29.5			39.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.7			18.7			29.5			39.6	
LOS		B			B			C			D	
Approach Delay		18.7			18.7			29.5			39.6	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		154			186			41			77	
Queue Length 95th (ft)		#474			#551			92			157	
Internal Link Dist (ft)		2644			702			896			812	

Lane Group	SEL	SER
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	12
Lane Util. Factor	1.00	1.00
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1447	0
Flt Permitted		
Satd. Flow (perm)	1447	0
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	421	
Travel Time (s)	11.5	
Peak Hour Factor	0.85	0.85
Heavy Vehicles (%)	6%	6%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	0
Turn Type	Prot	
Protected Phases	5	
Permitted Phases		
Detector Phase	5	
Switch Phase		
Minimum Initial (s)	9.0	
Minimum Split (s)	13.5	
Total Split (s)	16.5	
Total Split (%)	17.6%	
Yellow Time (s)	3.3	
All-Red Time (s)	1.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	9.4	
Actuated g/C Ratio	0.14	
v/c Ratio	0.01	
Control Delay	34.0	
Queue Delay	0.0	
Total Delay	34.0	
LOS	C	
Approach Delay	34.0	
Approach LOS	C	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	5	
Internal Link Dist (ft)	341	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		1003			1149			484			430	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.66			0.22			0.44	

Intersection Summary

Area Type: Other
Cycle Length: 93.6
Actuated Cycle Length: 69.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 97.9% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street

Lane Group	SEL	SER
Turn Bay Length (ft)		
Base Capacity (vph)	259	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.00	

Intersection Summary

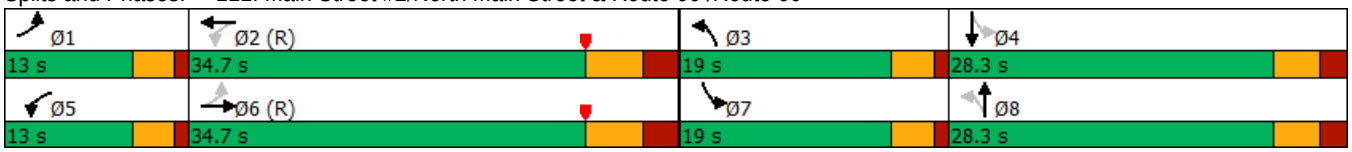
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	500	20	70	500	100	50	60	120	120	60	110
Future Volume (vph)	50	500	20	70	500	100	50	60	120	120	60	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994			0.975			0.902			0.903	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1662	1739	0	1662	1705	0	1633	1549	0	1719	1634	0
Flt Permitted	0.262			0.319			0.641	0.994		0.626		
Satd. Flow (perm)	458	1739	0	558	1705	0	1102	1541	0	1133	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11			115			92	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	54	543	22	76	543	109	54	65	130	130	65	120
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	54	565	0	76	652	0	49	200	0	130	185	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	13.0	34.7		13.0	34.7		19.0	28.3		19.0	28.3	
Total Split (%)	13.7%	36.5%		13.7%	36.5%		20.0%	29.8%		20.0%	29.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	59.1	52.0		60.0	52.4		16.7	12.7		24.2	16.1	
Actuated g/C Ratio	0.62	0.55		0.63	0.55		0.18	0.13		0.25	0.17	
v/c Ratio	0.15	0.59		0.18	0.69		0.21	0.66		0.37	0.53	
Control Delay	7.9	19.7		5.6	22.3		28.1	24.4		30.6	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.9	19.7		5.6	22.3		28.1	24.4		30.6	24.8	
LOS	A	B		A	C		C	C		C	C	
Approach Delay		18.7			20.6			25.1			27.2	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	217		24	374		24	44		64	53	
Queue Length 95th (ft)	28	405		m6	#544		49	98		103	117	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	411	952		469	945		358	516		381	465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.59		0.16	0.69		0.14	0.39		0.34	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 21.6 — Intersection LOS: C
Intersection Capacity Utilization 70.0% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



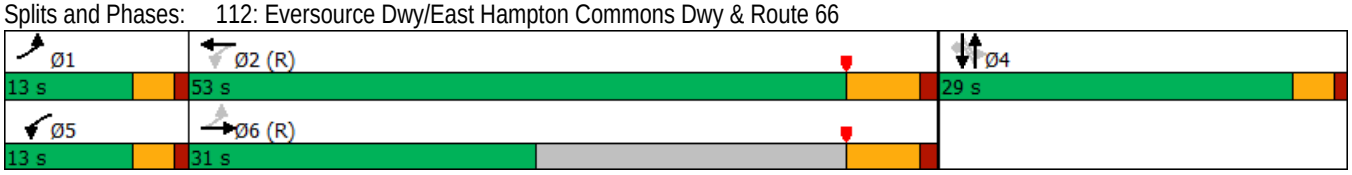
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	710	10	10	650	50	10	0	10	40	0	20
Future Volume (vph)	20	710	10	10	650	50	10	0	10	40	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.989			0.932				0.850
Flt Protected	0.950			0.950				0.976			0.950	
Satd. Flow (prot)	1662	1806	0	1662	1790	0	0	1646	0	0	1719	1538
Flt Permitted	0.310			0.314				0.851			0.743	
Satd. Flow (perm)	542	1806	0	549	1790	0	0	1435	0	0	1344	1538
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			6							86
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	22	772	11	11	707	54	11	0	11	43	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	783	0	11	761	0	0	22	0	0	43	22
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0	31.0		13.0	53.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	13.7%	32.6%		13.7%	55.8%		30.5%	30.5%		30.5%	30.5%	30.5%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	79.0	76.8		78.1	74.9			9.8			9.8	9.8
Actuated g/C Ratio	0.83	0.81		0.82	0.79			0.10			0.10	0.10
v/c Ratio	0.04	0.54		0.02	0.54			0.15			0.31	0.09
Control Delay	3.5	10.0		2.1	7.7			40.6			45.2	0.8
Queue Delay	0.0	0.4		0.0	0.0			0.0			0.0	0.0
Total Delay	3.5	10.3		2.1	7.7			40.6			45.2	0.8
LOS	A	B		A	A			D			D	A
Approach Delay		10.1			7.6			40.6			30.2	
Approach LOS		B			A			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	233		1	123			12			25	0
Queue Length 95th (ft)	m7	402		4	352			35			56	0
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	561	1459		565	1412			377			353	468
Starvation Cap Reductn	0	237		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.04	0.64		0.02	0.54			0.06			0.12	0.05

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 64.3% — ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



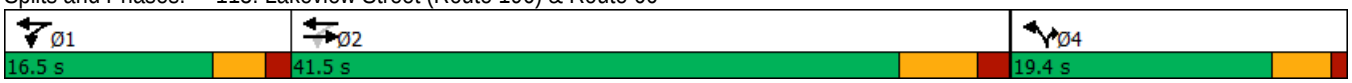
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	610	50	150	560	100	310
Future Volume (vph)	610	50	150	560	100	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1791	0	1662	1749	1662	1538
Flt Permitted			0.185		0.950	
Satd. Flow (perm)	1791	0	324	1749	1662	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					323
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	635	52	156	583	104	323
Shared Lane Traffic (%)						
Lane Group Flow (vph)	687	0	156	583	104	323
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	41.5		16.5		19.4	19.4
Total Split (%)	53.6%		21.3%		25.1%	25.1%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	30.1		42.8	47.4	10.9	10.9
Actuated g/C Ratio	0.45		0.64	0.70	0.16	0.16
v/c Ratio	0.86		0.37	0.47	0.39	0.62
Control Delay	29.5		6.4	6.0	32.2	9.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.5		6.4	6.0	32.2	9.6
LOS	C		A	A	C	A
Approach Delay	29.5			6.1	15.1	
Approach LOS	C			A	B	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	239		15	77	43	0
Queue Length 95th (ft)	#486		39	171	87	66
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	955		457	1364	379	599
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.72		0.34	0.43	0.27	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 77.4	
Actuated Cycle Length: 67.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	890	150	740	1680	160	620
Future Volume (vph)	890	150	740	1680	160	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.978			0.850		
Flt Protected	0.959					0.990
Satd. Flow (prot)	3389	0	3421	1531	0	3387
Flt Permitted	0.959					0.551
Satd. Flow (perm)	3389	0	3421	1531	0	1885
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	37			898		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	918	155	763	1732	165	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	763	1732	0	804
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	48.0		24.0		8.0	
Total Split (%)	60.0%		30.0%		10.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	32.8		19.0	80.0		33.2
Actuated g/C Ratio	0.41		0.24	1.00		0.42
v/c Ratio	0.76		0.94	1.13		0.78
Control Delay	15.1		51.4	75.0		26.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	15.1		51.4	75.0		26.4
LOS	B		D	E		C
Approach Delay	15.1		67.8			26.4
Approach LOS	B		E			C
Queue Length 50th (ft)	253		197	~212		142

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	41		#308	#466		#328
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1796		812	1531		1030
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.60		0.94	1.13		0.78

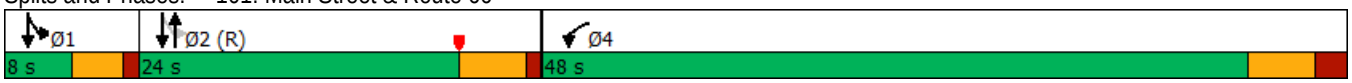
Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 47.3 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	210	1710	860	190	160	130
Future Volume (vph)	210	1710	860	190	160	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.973		0.939	
Flt Protected	0.950				0.973	
Satd. Flow (prot)	1711	3421	3329	0	1929	0
Flt Permitted	0.188				0.973	
Satd. Flow (perm)	339	3421	3329	0	1929	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			47		49	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	214	1745	878	194	163	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	1745	1072	0	296	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	9.5	45.8	45.8		24.7	
Total Split (%)	11.9%	57.3%	57.3%		30.9%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	53.7	40.7	40.7		14.6	
Actuated g/C Ratio	0.67	0.51	0.51		0.18	
v/c Ratio	0.52	1.00	0.62		0.76	
Control Delay	6.5	29.9	6.5		37.9	
Queue Delay	0.0	36.1	0.0		0.0	
Total Delay	6.5	66.0	6.6		37.9	
LOS	A	E	A		D	
Approach Delay		59.5	6.6		37.9	
Approach LOS		E	A		D	
Queue Length 50th (ft)	26	~438	24		118	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m33	m#543	#80		184	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	410	1740	1716		521	
Starvation Cap Reductn	0	0	8		0	
Spillback Cap Reductn	0	216	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.52	1.15	0.63		0.57	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 40.5 Intersection LOS: D
Intersection Capacity Utilization 73.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1770	90	20	1010	60	60
Future Volume (vph)	1770	90	20	1010	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.993				0.932	
Flt Protected			0.950		0.976	
Satd. Flow (prot)	3397	0	1711	3421	1694	0
Flt Permitted			0.098		0.976	
Satd. Flow (perm)	3397	0	176	3421	1694	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9				60	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1825	93	21	1041	62	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1918	0	21	1041	124	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	45.8		9.5	45.8	24.7	
Total Split (%)	57.3%		11.9%	57.3%	30.9%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	40.7		53.7	40.7	14.6	
Actuated g/C Ratio	0.51		0.67	0.51	0.18	
v/c Ratio	1.11		0.07	0.60	0.35	
Control Delay	66.2		1.3	6.0	17.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	66.2		1.3	6.0	17.4	
LOS	E		A	A	B	
Approach Delay	66.2			6.0	17.4	
Approach LOS	E			A	B	
Queue Length 50th (ft)	~563		0	21	28	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	m#693		m1	#32	67	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	1732		322	1740	470	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	1.11		0.07	0.60	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 43.6 Intersection LOS: D
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

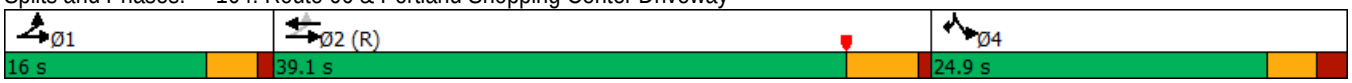
Splits and Phases: 103: Airline Avenue & Route 66

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	190	1600	990	70	110	50
Future Volume (vph)	190	1600	990	70	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	3388	3354	0	1636	1516
Flt Permitted	0.205				0.950	
Satd. Flow (perm)	366	3388	3354	0	1636	1516
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			11			51
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	194	1633	1010	71	112	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	1633	1081	0	112	51
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	16.0		39.1		24.9	24.9
Total Split (%)	20.0%		48.9%		31.1%	31.1%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	58.3	63.1	47.6		11.6	11.6
Actuated g/C Ratio	0.73	0.79	0.60		0.14	0.14
v/c Ratio	0.45	0.61	0.54		0.47	0.19
Control Delay	7.9	16.6	10.3		37.6	10.6
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	7.9	16.6	10.4		37.6	10.6
LOS	A	B	B		D	B
Approach Delay		15.7	10.4		29.1	
Approach LOS		B	B		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	46	424	172		53	0
Queue Length 95th (ft)	m51	m431	305		96	28
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	484	2672	1998		409	417
Starvation Cap Reductn	0	0	157		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.40	0.61	0.59		0.27	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 44 (55%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway

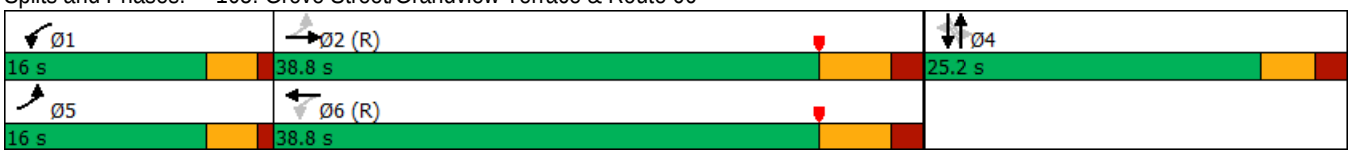


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1650	50	10	1010	3	20	0	20	2	1	30
Future Volume (vph)	20	1650	50	10	1010	3	20	0	20	2	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.932			0.877	
Flt Protected	0.950			0.950				0.976			0.997	
Satd. Flow (prot)	1694	3374	0	1694	3388	0	0	1678	0	0	1613	0
Flt Permitted	0.253			0.099				0.824			0.975	
Satd. Flow (perm)	451	3374	0	177	3388	0	0	1417	0	0	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						100			31	
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	21	1719	52	10	1052	3	21	0	21	2	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1771	0	10	1055	0	0	42	0	0	34	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	16.0	38.8		16.0	38.8		25.2	25.2		25.2	25.2	
Total Split (%)	20.0%	48.5%		20.0%	48.5%		31.5%	31.5%		31.5%	31.5%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	68.4	67.7		67.4	65.9			6.1			6.1	
Actuated g/C Ratio	0.86	0.85		0.84	0.82			0.08			0.08	
v/c Ratio	0.05	0.62		0.04	0.38			0.21			0.23	
Control Delay	1.1	2.7		2.0	4.3			2.4			18.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	1.1	2.7		2.0	4.3			2.4			18.5	
LOS	A	A		A	A			A			B	
Approach Delay		2.7			4.2			2.4			18.5	
Approach LOS		A			A			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	3		1	64			0			1	
Queue Length 95th (ft)	m3	152		3	155			1			28	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	575	2855		380	2791			429			417	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	63			1			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.62		0.03	0.39			0.10			0.08	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



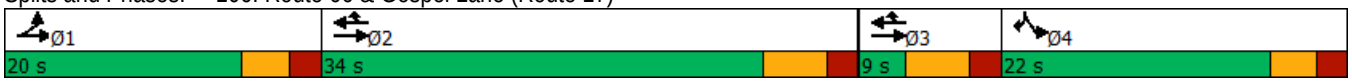
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	200	1450	800	140	160	140		
Future Volume (vph)	200	1450	800	140	160	140		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	3421	3421	1531	1711	1531		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1711	3421	3421	1531	1711	1531		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				146		146		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	208	1510	833	146	167	146		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	208	1510	833	146	167	146		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	20.0				22.0	22.0	34.0	9.0
Total Split (%)	23.5%				25.9%	25.9%	40%	11%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	15.0	58.1	37.1	37.1	11.7	11.7		
Actuated g/C Ratio	0.19	0.73	0.46	0.46	0.15	0.15		
v/c Ratio	0.65	0.61	0.52	0.19	0.67	0.42		
Control Delay	41.7	7.1	17.2	3.3	45.4	9.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	41.7	7.1	17.2	3.3	45.4	9.4		
LOS	D	A	B	A	D	A		
Approach Delay		11.3	15.1		28.6			
Approach LOS		B	B		C			
Queue Length 50th (ft)	97	155	147	0	80	0		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 95th (ft)	#197	270	225	32	141	47		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	322	2489	1588	788	364	441		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.65	0.61	0.52	0.19	0.46	0.33		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 79.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.3 — Intersection LOS: B
Intersection Capacity Utilization 57.3% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1420	20	3	790	2	20	2	3	3	0	80
Future Volume (vph)	150	1420	20	3	790	2	20	2	3	3	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.984			0.870	
Flt Protected	0.950			0.950				0.961			0.998	
Satd. Flow (prot)	1711	1797	0	1711	1801	0	0	1703	0	0	1563	0
Flt Permitted	0.243			0.059				0.698			0.986	
Satd. Flow (perm)	438	1797	0	106	1801	0	0	1237	0	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						3			84	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1495	21	3	832	2	21	2	3	3	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1516	0	3	834	0	0	26	0	0	87	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	14.6	77.0		14.6	77.0		20.6	20.6		20.6	20.6	
Total Split (%)	13.0%	68.6%		13.0%	68.6%		18.4%	18.4%		18.4%	18.4%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	75.6	73.4		69.9	63.5			7.5			7.5	
Actuated g/C Ratio	0.83	0.81		0.77	0.70			0.08			0.08	
v/c Ratio	0.36	1.04		0.02	0.66			0.25			0.43	
Control Delay	4.2	50.6		2.3	12.1			43.4			17.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.2	50.6		2.3	12.1			43.4			17.3	
LOS	A	D		A	B			D			B	
Approach Delay		46.3			12.0			43.4			17.3	
Approach LOS		D			B			D			B	
Queue Length 50th (ft)	14	~971		0	254			12			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	29	#1469		2	437			41			48	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	505	1452		265	1391			207			325	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	1.04		0.01	0.60			0.13			0.27	

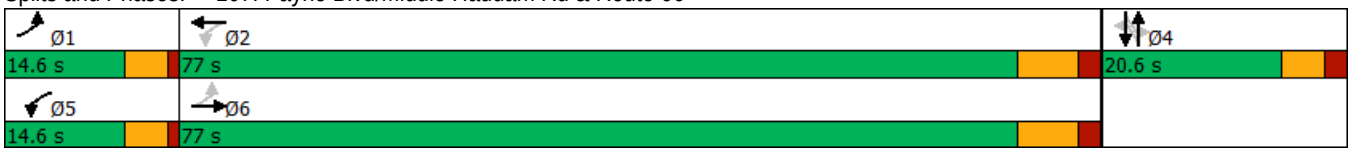
Intersection Summary

Area Type: Other
Cycle Length: 112.2
Actuated Cycle Length: 90.9
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 34.4 — Intersection LOS: C
Intersection Capacity Utilization 101.7% — ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



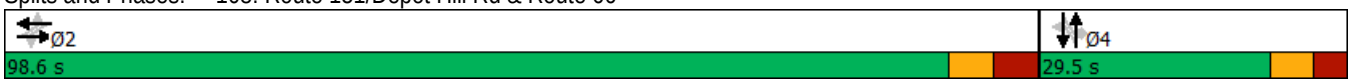
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Future Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.999				0.850		0.985	
Flt Protected		0.999			0.999			0.954			0.968	
Satd. Flow (prot)	0	1768	0	0	1797	0	0	1836	1636	0	1835	0
Flt Permitted		0.963			0.964			0.695			0.732	
Satd. Flow (perm)	0	1705	0	0	1734	0	0	1338	1636	0	1388	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							48		4	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1370	207	11	728	5	109	4	3	65	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1620	0	0	744	0	0	113	3	0	98	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	98.6	98.6		98.6	98.6		29.5	29.5	29.5	29.5	29.5	
Total Split (%)	77.0%	77.0%		77.0%	77.0%		23.0%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		91.4			91.4			14.3	14.3		14.3	
Actuated g/C Ratio		0.75			0.75			0.12	0.12		0.12	
v/c Ratio		1.26			0.57			0.72	0.01		0.59	
Control Delay		144.4			9.5			76.0	0.0		62.5	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		144.4			9.5			76.0	0.0		62.5	
LOS		F			A			E	A		E	
Approach Delay		144.4			9.5			74.0			62.5	
Approach LOS		F			A			E			E	
Queue Length 50th (ft)		~1591			220			86	0		70	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#2030			400			149	0		128	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1282			1300			241	335		254	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		1.26			0.57			0.47	0.01		0.39	

Intersection Summary

Area Type: Other
Cycle Length: 128.1
Actuated Cycle Length: 121.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 99.2 Intersection LOS: F
Intersection Capacity Utilization 125.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



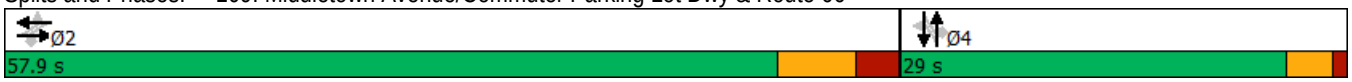
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Future Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.955	
Flt Protected				0.950				0.954			0.984	
Satd. Flow (prot)	0	1801	1531	1711	1799	0	0	1718	1531	0	1692	0
Flt Permitted		0.998		0.172				0.729			0.930	
Satd. Flow (perm)	0	1797	1531	310	1799	0	0	1313	1531	0	1599	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			598						62		2	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	825	598	3	515	2	320	10	10	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	598	3	517	0	0	330	10	0	6	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	57.9	57.9	57.9	57.9	57.9		29.0	29.0	29.0	29.0	29.0	
Total Split (%)	66.6%	66.6%	66.6%	66.6%	66.6%		33.4%	33.4%	33.4%	33.4%	33.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		40.9	40.9	40.9	40.9			22.0	22.0		22.0	
Actuated g/C Ratio		0.54	0.54	0.54	0.54			0.29	0.29		0.29	
v/c Ratio		0.85	0.54	0.02	0.53			0.86	0.02		0.01	
Control Delay		24.6	2.9	8.3	13.4			51.3	0.1		19.3	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		24.6	2.9	8.3	13.4			51.3	0.1		19.3	
LOS		C	A	A	B			D	A		B	
Approach Delay		15.5			13.3			49.8			19.3	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)		330	0	1	156			164	0		2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		507	42	4	236			#324	0		11	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		1240	1242	214	1242			457	573		558	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.67	0.48	0.01	0.42			0.72	0.02		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 86.9
Actuated Cycle Length: 75.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	60	670	2	10	620	1	20	10	20	10	50	40
Future Volume (vph)	60	670	2	10	620	1	20	10	20	10	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.965			0.952
Flt Protected		0.996			0.999				0.987			0.983
Satd. Flow (prot)	0	1793	0	0	1792	0	0	0	1715	0	0	1685
Flt Permitted		0.900			0.987				0.926			0.865
Satd. Flow (perm)	0	1621	0	0	1770	0	0	0	1609	0	0	1483
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45			30				25			25
Link Distance (ft)		2724			782				976			892
Travel Time (s)		41.3			17.8				26.6			24.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	713	2	11	660	1	21	11	21	11	53	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	779	0	0	693	0	0	0	43	0	0	149
Turn Type	Perm	NA		Perm	NA			Perm	NA		Perm	NA
Protected Phases		2			2				4			4
Permitted Phases	2			2				4			4	
Detector Phase	2	2		2	2			4	4		4	4
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0			9.0	9.0		9.0	9.0
Minimum Split (s)	32.2	32.2		32.2	32.2			16.9	16.9		16.9	16.9
Total Split (s)	52.2	52.2		52.2	52.2			24.9	24.9		24.9	24.9
Total Split (%)	55.8%	55.8%		55.8%	55.8%			26.6%	26.6%		26.6%	26.6%
Yellow Time (s)	4.0	4.0		4.0	4.0			3.3	3.3		3.3	3.3
All-Red Time (s)	3.2	3.2		3.2	3.2			1.6	1.6		1.6	1.6
Lost Time Adjust (s)		0.0			0.0				0.0			0.0
Total Lost Time (s)		7.2			7.2				4.9			4.9
Lead/Lag								Lead	Lead		Lead	Lead
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Recall Mode	Min	Min		Min	Min			None	None		None	None
Act Effct Green (s)		47.9			47.9				12.0			12.0
Actuated g/C Ratio		0.66			0.66				0.17			0.17
v/c Ratio		0.72			0.59				0.16			0.60
Control Delay		13.9			9.9				25.3			37.5
Queue Delay		0.0			0.0				0.0			0.0
Total Delay		13.9			9.9				25.3			37.5
LOS		B			A				C			D
Approach Delay		13.9			9.9				25.3			37.5
Approach LOS		B			A				C			D
Queue Length 50th (ft)		183			139				16			59
Queue Length 95th (ft)		401			285				40			112
Internal Link Dist (ft)		2644			702				896			812
Turn Bay Length (ft)												

Lane Group	SBR	SEL
Lane Configurations		
Traffic Volume (vph)	50	0
Future Volume (vph)	50	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	10
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	0	1739
Flt Permitted		
Satd. Flow (perm)	0	1739
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		25
Link Distance (ft)		421
Travel Time (s)		11.5
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	53	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Turn Type		Prot
Protected Phases		5
Permitted Phases		
Detector Phase		5
Switch Phase		
Minimum Initial (s)		9.0
Minimum Split (s)		13.5
Total Split (s)		16.5
Total Split (%)		17.6%
Yellow Time (s)		3.3
All-Red Time (s)		1.2
Lost Time Adjust (s)		0.0
Total Lost Time (s)		4.5
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode		None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		341
Turn Bay Length (ft)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Base Capacity (vph)		1077			1175				448			413
Starvation Cap Reductn		0			0				0			0
Spillback Cap Reductn		0			0				0			0
Storage Cap Reductn		0			0				0			0
Reduced v/c Ratio		0.72			0.59				0.10			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 93.6	
Actuated Cycle Length: 72.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street

Lane Group	SBR	SEL
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

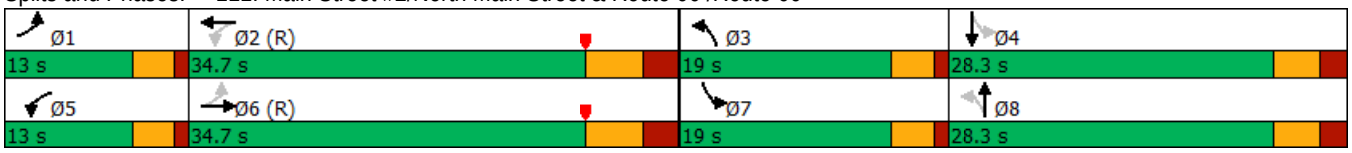
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	550	60	170	530	170	40	140	100	110	110	100
Future Volume (vph)	170	550	60	170	530	170	40	140	100	110	110	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.985			0.964			0.939			0.929	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1711	1774	0	1711	1736	0	1681	1660	0	1770	1730	0
Flt Permitted	0.098			0.174			0.611	0.996		0.592		
Satd. Flow (perm)	176	1774	0	313	1736	0	1081	1655	0	1103	1730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			17			43			45	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	181	585	64	181	564	181	43	149	106	117	117	106
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	181	649	0	181	745	0	39	259	0	117	223	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	13.0	34.7		13.0	34.7		19.0	28.3		19.0	28.3	
Total Split (%)	13.7%	36.5%		13.7%	36.5%		20.0%	29.8%		20.0%	29.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	55.2	42.3		54.0	41.7		21.3	17.4		28.2	20.7	
Actuated g/C Ratio	0.58	0.45		0.57	0.44		0.22	0.18		0.30	0.22	
v/c Ratio	0.68	0.82		0.57	0.97		0.14	0.77		0.30	0.54	
Control Delay	28.9	35.6		17.7	42.0		23.2	43.1		25.7	31.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.9	35.6		17.7	42.0		23.2	43.1		25.7	31.7	
LOS	C	D		B	D		C	D		C	C	
Approach Delay		34.1			37.3			40.5			29.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	47	315		13	406		17	115		54	101	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	128	#678		m52	#801		37	172		86	165	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	282	792		334	771		416	488		435	466	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.82		0.54	0.97		0.09	0.53		0.27	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 35.5 — Intersection LOS: D
Intersection Capacity Utilization 85.1% — ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	710	1	4	770	120	10	0	2	100	0	80
Future Volume (vph)	50	710	1	4	770	120	10	0	2	100	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.980			0.979				0.850
Flt Protected	0.950			0.950				0.959			0.950	
Satd. Flow (prot)	1711	1863	0	1711	1825	0	0	1749	0	0	1770	1583
Flt Permitted	0.168			0.320				0.801			0.749	
Satd. Flow (perm)	303	1863	0	576	1825	0	0	1461	0	0	1395	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					12							86
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	747	1	4	811	126	11	0	2	105	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	748	0	4	937	0	0	13	0	0	105	84
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0	53.0		13.0	53.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	13.7%	55.8%		13.7%	55.8%		30.5%	30.5%		30.5%	30.5%	30.5%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	73.5	69.8		70.4	63.9			12.9			12.9	12.9
Actuated g/C Ratio	0.77	0.73		0.74	0.67			0.14			0.14	0.14
v/c Ratio	0.17	0.55		0.01	0.76			0.07			0.55	0.29
Control Delay	6.0	12.8		3.2	17.6			34.2			48.8	10.3
Queue Delay	0.0	0.5		0.0	0.0			0.0			0.0	0.0
Total Delay	6.0	13.3		3.2	17.6			34.2			48.8	10.3
LOS	A	B		A	B			C			D	B
Approach Delay		12.8			17.5			34.2			31.7	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	5	180		1	348			7			60	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m21	m467		3	#732			23			107	38
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	369	1367		553	1231			384			367	479
Starvation Cap Reductn	0	244		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.14	0.67		0.01	0.76			0.03			0.29	0.18

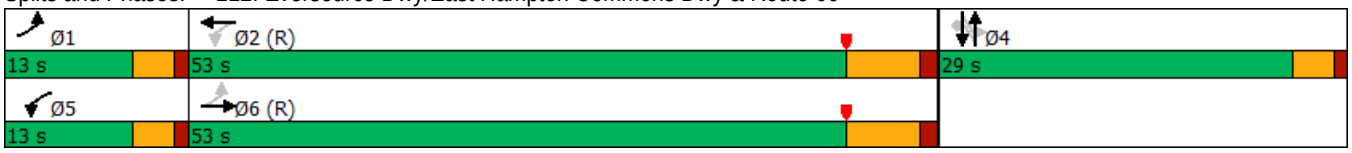
Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 74.9% — ICU Level of Service D
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



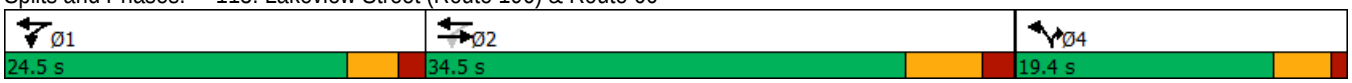
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	650	120	320	740	110	170
Future Volume (vph)	650	120	320	740	110	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1824	0	1711	1801	1711	1583
Flt Permitted			0.142		0.950	
Satd. Flow (perm)	1824	0	256	1801	1711	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					179
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	684	126	337	779	116	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	810	0	337	779	116	179
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	34.5		24.5		19.4	19.4
Total Split (%)	44.0%		31.3%		24.7%	24.7%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	28.1		47.8	52.4	10.9	10.9
Actuated g/C Ratio	0.39		0.66	0.73	0.15	0.15
v/c Ratio	1.13		0.64	0.60	0.45	0.46
Control Delay	99.8		18.4	7.5	34.5	9.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	99.8		18.4	7.5	34.5	9.1
LOS	F		B	A	C	A
Approach Delay	99.8			10.8	19.1	
Approach LOS	F			B	B	
Queue Length 50th (ft)	~443		72	125	50	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#710		173	264	96	50
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	718		580	1297	356	472
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.13		0.58	0.60	0.33	0.38

Intersection Summary

Area Type: Other
Cycle Length: 78.4
Actuated Cycle Length: 72.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 44.3 Intersection LOS: D
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



APPENDIX S

Capacity Analyses
2040 Future Optimized Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1780	100	320	680	120	880
Future Volume (vph)	1780	100	320	680	120	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.992			0.850		
Flt Protected	0.955					0.994
Satd. Flow (prot)	3358	0	3355	1501	0	3335
Flt Permitted	0.955					0.712
Satd. Flow (perm)	3358	0	3355	1501	0	2389
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	8			716		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1874	105	337	716	126	926
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1979	0	337	716	0	1052
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	75.0		24.0		21.0	
Total Split (%)	62.5%		20.0%		17.5%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	69.0		19.0	120.0		37.0
Actuated g/C Ratio	0.58		0.16	1.00		0.31
v/c Ratio	1.02		0.63	0.48		1.21
Control Delay	52.4		53.3	1.1		139.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	52.4		53.3	1.1		139.3
LOS	D		D	A		F
Approach Delay	52.4		17.8			139.3
Approach LOS	D		B			F

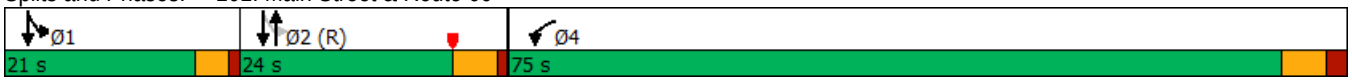
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	~839		130	0		~523
Queue Length 95th (ft)	#977		181	0		#484
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1934		531	1501		870
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	1.02		0.63	0.48		1.21

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 65.9	Intersection LOS: E
Intersection Capacity Utilization 106.7%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	720	1660	190	80	160
Future Volume (vph)	160	720	1660	190	80	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.985		0.910	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1678	3355	3305	0	1854	0
Flt Permitted	0.069				0.984	
Satd. Flow (perm)	122	3355	3305	0	1854	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			24		82	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	170	766	1766	202	85	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	766	1968	0	255	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	13.0	70.0	70.0		17.0	
Total Split (%)	13.0%	70.0%	70.0%		17.0%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	73.4	57.7	57.7		14.9	
Actuated g/C Ratio	0.73	0.58	0.58		0.15	
v/c Ratio	0.58	0.40	1.03		0.74	
Control Delay	25.3	13.8	32.8		40.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	25.3	13.8	32.8		40.0	
LOS	C	B	C		D	
Approach Delay		15.9	32.8		40.0	
Approach LOS		B	C		D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	50	133	~725		106	
Queue Length 95th (ft)	118	222	m#902		182	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	302	1936	1917		356	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.56	0.40	1.03		0.72	

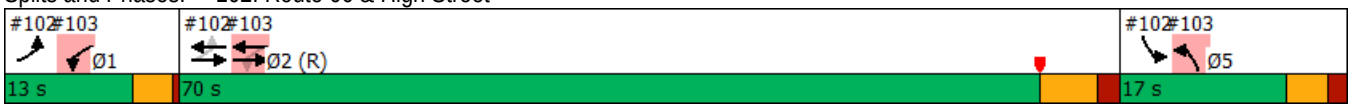
Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street



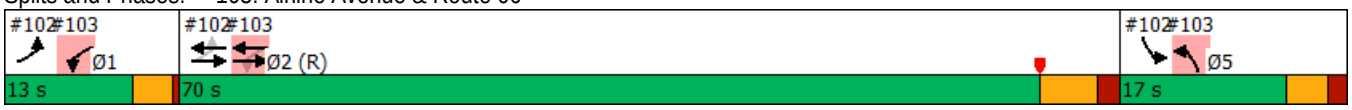
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	760	30	20	1760	60	20
Future Volume (vph)	760	30	20	1760	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.994				0.966	
Flt Protected			0.950		0.964	
Satd. Flow (prot)	3335	0	1678	3355	1701	0
Flt Permitted			0.301		0.964	
Satd. Flow (perm)	3335	0	532	3355	1701	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8				14	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	784	31	21	1814	62	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	815	0	21	1814	83	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	70.0		13.0	70.0	17.0	
Total Split (%)	70.0%		13.0%	70.0%	17.0%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	57.7		73.4	57.7	14.9	
Actuated g/C Ratio	0.58		0.73	0.58	0.15	
v/c Ratio	0.42		0.04	0.94	0.31	
Control Delay	4.6		6.0	37.2	33.3	
Queue Delay	0.1		0.0	10.0	0.0	
Total Delay	4.7		6.0	47.2	33.3	
LOS	A		A	D	C	
Approach Delay	4.7			46.8	33.3	
Approach LOS	A			D	C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	35		5	591	39	
Queue Length 95th (ft)	45		m8	#849	80	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	1928		549	1936	275	
Starvation Cap Reductn	243		0	0	0	
Spillback Cap Reductn	0		0	137	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.48		0.04	1.01	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Airline Avenue & Route 66



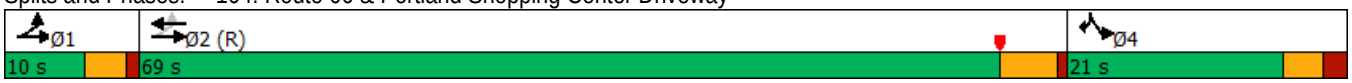
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	750	1710	30	20	10
Future Volume (vph)	30	750	1710	30	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1662	3323	3314	0	1604	1501
Flt Permitted	0.092				0.950	
Satd. Flow (perm)	161	3323	3314	0	1604	1501
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			10
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	4%
Adj. Flow (vph)	31	781	1781	31	21	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	781	1812	0	21	10
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	10.0		69.0		21.0	21.0
Total Split (%)	10.0%		69.0%		21.0%	21.0%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	85.2	89.2	82.5		9.0	9.0
Actuated g/C Ratio	0.85	0.89	0.82		0.09	0.09
v/c Ratio	0.14	0.26	0.66		0.14	0.07
Control Delay	4.0	0.2	10.5		44.5	23.1
Queue Delay	0.0	0.0	1.6		0.0	0.0
Total Delay	4.0	0.2	12.1		44.5	23.1
LOS	A	A	B		D	C
Approach Delay		0.4	12.1		37.6	
Approach LOS		A	B		D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	0	1	333		13	0
Queue Length 95th (ft)	m8	1	583		36	16
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	229	2965	2734		258	250
Starvation Cap Reductn	0	0	690		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.26	0.89		0.08	0.04

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway



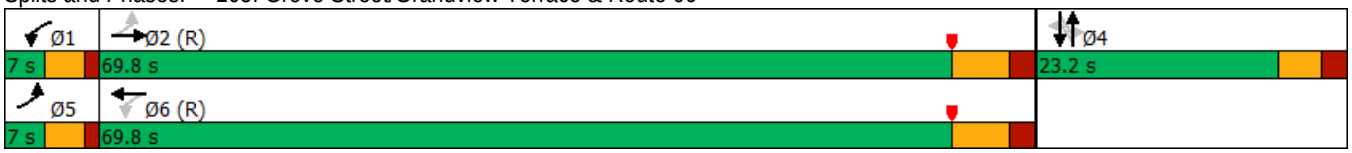
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	750	10	3	1730	1	20	0	10	10	0	0
Future Volume (vph)	10	750	10	3	1730	1	20	0	10	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.955				
Flt Protected	0.950			0.950				0.968			0.950	
Satd. Flow (prot)	1662	3317	0	1662	3323	0	0	1673	0	0	1719	0
Flt Permitted	0.090			0.341				0.877				
Satd. Flow (perm)	157	3317	0	596	3323	0	0	1516	0	0	1810	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						80				
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	11	815	11	3	1880	1	22	0	11	11	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	826	0	3	1881	0	0	33	0	0	11	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	7.0	69.8		7.0	69.8		23.2	23.2		23.2	23.2	
Total Split (%)	7.0%	69.8%		7.0%	69.8%		23.2%	23.2%		23.2%	23.2%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	88.4	87.7		88.3	87.6			6.2			6.2	
Actuated g/C Ratio	0.88	0.88		0.88	0.88			0.06			0.06	
v/c Ratio	0.05	0.28		0.01	0.65			0.20			0.10	
Control Delay	2.9	4.6		1.3	5.2			2.6			46.2	
Queue Delay	0.0	0.1		0.0	0.3			0.0			0.0	
Total Delay	2.9	4.7		1.3	5.5			2.6			46.2	
LOS	A	A		A	A			A			D	
Approach Delay		4.7			5.5			2.6			46.2	
Approach LOS		A			A			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	40		0	182			0			7	
Queue Length 95th (ft)	9	206		1	422			1			25	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	203	2909		569	2912			338			325	
Starvation Cap Reductn	0	1022		0	0			0			0	
Spillback Cap Reductn	0	0		0	435			10			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.44		0.01	0.76			0.10			0.03	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 5.4 — Intersection LOS: A
Intersection Capacity Utilization 62.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	110	580	1400	230	90	160		
Future Volume (vph)	110	580	1400	230	90	160		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1646	3292	3292	1473	1646	1473		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1646	3292	3292	1473	1646	1473		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				230		178		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%		
Adj. Flow (vph)	122	644	1556	256	100	178		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	122	644	1556	256	100	178		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	18.0				20.0	20.0	32.0	9.0
Total Split (%)	22.8%				25.3%	25.3%	41%	11%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	8.9	50.1	35.2	35.2	8.8	8.8		
Actuated g/C Ratio	0.13	0.73	0.51	0.51	0.13	0.13		
v/c Ratio	0.58	0.27	0.93	0.30	0.48	0.52		
Control Delay	39.7	3.7	28.9	3.5	36.6	11.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	39.7	3.7	28.9	3.5	36.6	11.0		
LOS	D	A	C	A	D	B		
Approach Delay		9.4	25.3		20.2			
Approach LOS		A	C		C			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 50th (ft)	49	35	297	5	40	0		
Queue Length 95th (ft)	103	68	#556	45	88	51		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	311	2348	1678	863	359	460		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.39	0.27	0.93	0.30	0.28	0.39		

Intersection Summary	
Area Type: Other	
Cycle Length: 79	
Actuated Cycle Length: 69	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	600	2	2	1460	0	30	0	10	0	3	0
Future Volume (vph)	30	600	2	2	1460	0	30	0	10	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.965				
Flt Protected	0.950			0.950				0.964				
Satd. Flow (prot)	1678	1766	0	1678	1766	0	0	1643	0	0	1766	0
Flt Permitted	0.047			0.403				0.851				
Satd. Flow (perm)	83	1766	0	712	1766	0	0	1450	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								85				
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	32	638	2	2	1553	0	32	0	11	0	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	640	0	2	1553	0	0	43	0	0	3	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA			NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	8.6	81.8		8.6	81.8		19.6	19.6		19.6	19.6	
Total Split (%)	7.8%	74.4%		7.8%	74.4%		17.8%	17.8%		17.8%	17.8%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	88.7	88.5		87.0	85.2			7.0			7.0	
Actuated g/C Ratio	0.87	0.87		0.86	0.84			0.07			0.07	
v/c Ratio	0.24	0.42		0.00	1.05			0.24			0.02	
Control Delay	5.9	4.0		1.5	53.1			4.8			45.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.9	4.0		1.5	53.1			4.8			45.7	
LOS	A	A		A	D			A			D	
Approach Delay		4.1			53.0			4.8			45.7	
Approach LOS		A			D			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	3	95		0	~1303			0			2	
Queue Length 95th (ft)	6	224		1	#1514			7			11	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	135	1538		647	1480			273			244	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.24	0.42		0.00	1.05			0.16			0.01	

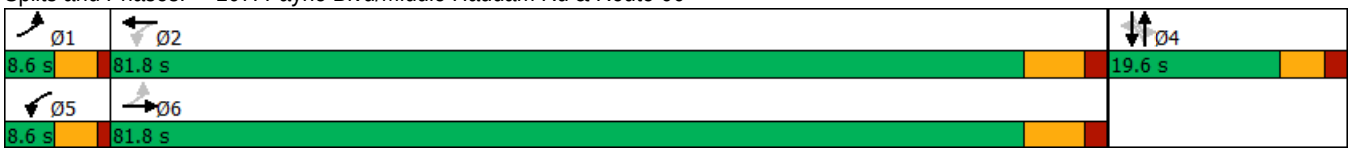
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 101.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 37.6 — Intersection LOS: D
Intersection Capacity Utilization 96.3% — ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



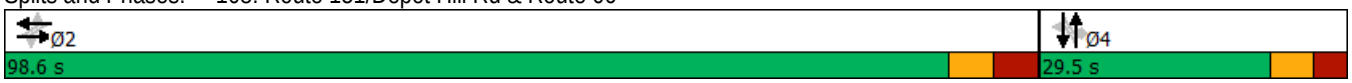
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Future Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987							0.850		0.946	
Flt Protected								0.954			0.975	
Satd. Flow (prot)	0	1743	0	0	1766	0	0	1801	1605	0	1741	0
Flt Permitted		0.999			0.999			0.657			0.403	
Satd. Flow (perm)	0	1741	0	0	1764	0	0	1240	1605	0	720	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		10							48		22	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	614	68	3	1330	2	239	11	3	57	11	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	683	0	0	1335	0	0	250	3	0	113	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	98.6	98.6		98.6	98.6		29.5	29.5	29.5	29.5	29.5	
Total Split (%)	77.0%	77.0%		77.0%	77.0%		23.0%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		90.0			90.0			22.0	22.0		22.0	
Actuated g/C Ratio		0.70			0.70			0.17	0.17		0.17	
v/c Ratio		0.56			1.08			1.18	0.01		0.80	
Control Delay		11.3			69.8			164.5	0.0		78.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		11.3			69.8			164.5	0.0		78.6	
LOS		B			E			F	A		E	
Approach Delay		11.3			69.8			162.5			78.6	
Approach LOS		B			E			F			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		247			~1233			~247	0		74	
Queue Length 95th (ft)		327			#1442			#404	0		#175	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1226			1239			212	315		141	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.56			1.08			1.18	0.01		0.80	

Intersection Summary	
Area Type:	Other
Cycle Length: 128.1	
Actuated Cycle Length: 128.1	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 63.3	Intersection LOS: E
Intersection Capacity Utilization 96.2%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



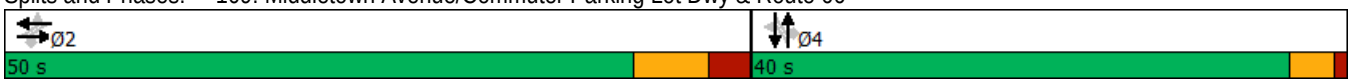
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Future Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.865	
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	1766	1501	1678	1766	0	0	1678	1501	0	1528	0
Flt Permitted				0.413				0.757				
Satd. Flow (perm)	0	1766	1501	729	1766	0	0	1337	1501	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307						59		108	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	443	307	11	818	1	580	0	2	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	307	11	819	0	0	580	2	0	1	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm		NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	50.0	50.0	50.0	50.0	50.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%		44.4%	44.4%	44.4%	44.4%	44.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		42.1	42.1	42.1	42.1			36.0	36.0		36.0	
Actuated g/C Ratio		0.47	0.47	0.47	0.47			0.40	0.40		0.40	
v/c Ratio		0.54	0.35	0.03	0.99			1.09	0.00		0.00	
Control Delay		20.0	3.0	13.4	54.9			92.8	0.0		0.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		20.0	3.0	13.4	54.9			92.8	0.0		0.0	
LOS		C	A	B	D			F	A		A	
Approach Delay		13.1			54.3			92.5				
Approach LOS		B			D			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		172	0	3	445			~374	0		0	
Queue Length 95th (ft)		254	39	12	#681			#554	0		0	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		826	865	341	826			534	635		676	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.54	0.35	0.03	0.99			1.09	0.00		0.00	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 50.3	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	480	1	10	620	10	10	60	20	50	40	70
Future Volume (vph)	60	480	1	10	620	10	10	60	20	50	40	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.970			0.941	
Flt Protected		0.994			0.999			0.994			0.985	
Satd. Flow (prot)	0	1722	0	0	1728	0	0	1671	0	0	1606	0
Flt Permitted		0.860			0.988			0.964			0.882	
Satd. Flow (perm)	0	1490	0	0	1708	0	0	1620	0	0	1438	0
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		2724			782			976			892	
Travel Time (s)		41.3			17.8			26.6			24.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	71	565	1	12	729	12	12	71	24	59	47	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	753	0	0	107	0	0	188	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	32.2	32.2		32.2	32.2		16.9	16.9		16.9	16.9	
Total Split (s)	52.2	52.2		52.2	52.2		24.9	24.9		24.9	24.9	
Total Split (%)	55.8%	55.8%		55.8%	55.8%		26.6%	26.6%		26.6%	26.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.3	3.3		3.3	3.3	
All-Red Time (s)	3.2	3.2		3.2	3.2		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.2			7.2			4.9			4.9	
Lead/Lag							Lead	Lead		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		41.0			41.0			13.9			13.9	
Actuated g/C Ratio		0.59			0.59			0.20			0.20	
v/c Ratio		0.73			0.75			0.33			0.66	
Control Delay		18.7			18.7			29.5			39.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.7			18.7			29.5			39.6	
LOS		B			B			C			D	
Approach Delay		18.7			18.7			29.5			39.6	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		154			186			41			77	
Queue Length 95th (ft)		#474			#551			92			157	
Internal Link Dist (ft)		2644			702			896			812	

Lane Group	SEL	SER
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	12
Lane Util. Factor	1.00	1.00
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1447	0
Flt Permitted		
Satd. Flow (perm)	1447	0
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	421	
Travel Time (s)	11.5	
Peak Hour Factor	0.85	0.85
Heavy Vehicles (%)	6%	6%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1	0
Turn Type	Prot	
Protected Phases	5	
Permitted Phases		
Detector Phase	5	
Switch Phase		
Minimum Initial (s)	9.0	
Minimum Split (s)	13.5	
Total Split (s)	16.5	
Total Split (%)	17.6%	
Yellow Time (s)	3.3	
All-Red Time (s)	1.2	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	9.4	
Actuated g/C Ratio	0.14	
v/c Ratio	0.01	
Control Delay	34.0	
Queue Delay	0.0	
Total Delay	34.0	
LOS	C	
Approach Delay	34.0	
Approach LOS	C	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	5	
Internal Link Dist (ft)	341	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		1003			1149			484			430	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.66			0.22			0.44	

Intersection Summary

Area Type: Other
Cycle Length: 93.6
Actuated Cycle Length: 69.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 97.9% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street

Lane Group	SEL	SER
Turn Bay Length (ft)		
Base Capacity (vph)	259	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.00	

Intersection Summary

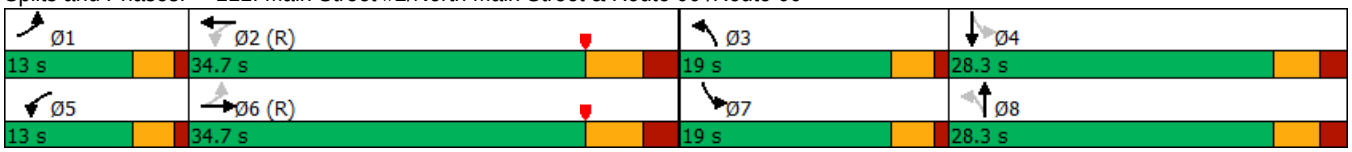
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	500	20	70	500	100	50	60	120	120	60	110
Future Volume (vph)	50	500	20	70	500	100	50	60	120	120	60	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.994			0.975			0.902			0.903	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1662	1739	0	1662	1705	0	1633	1549	0	1719	1634	0
Flt Permitted	0.262			0.319			0.641	0.994		0.626		
Satd. Flow (perm)	458	1739	0	558	1705	0	1102	1541	0	1133	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11			115			92	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	54	543	22	76	543	109	54	65	130	130	65	120
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	54	565	0	76	652	0	49	200	0	130	185	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	13.0	34.7		13.0	34.7		19.0	28.3		19.0	28.3	
Total Split (%)	13.7%	36.5%		13.7%	36.5%		20.0%	29.8%		20.0%	29.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	59.1	52.0		60.0	52.4		16.7	12.7		24.2	16.1	
Actuated g/C Ratio	0.62	0.55		0.63	0.55		0.18	0.13		0.25	0.17	
v/c Ratio	0.15	0.59		0.18	0.69		0.21	0.66		0.37	0.53	
Control Delay	7.9	19.7		5.6	22.3		28.1	24.4		30.6	24.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.9	19.7		5.6	22.3		28.1	24.4		30.6	24.8	
LOS	A	B		A	C		C	C		C	C	
Approach Delay		18.7			20.6			25.1			27.2	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	217		24	374		24	44		64	53	
Queue Length 95th (ft)	28	405		m6	#544		49	98		103	117	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	411	952		469	945		358	516		381	465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.59		0.16	0.69		0.14	0.39		0.34	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	710	10	10	650	50	10	0	10	40	0	20
Future Volume (vph)	20	710	10	10	650	50	10	0	10	40	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.989			0.932				0.850
Flt Protected	0.950			0.950				0.976			0.950	
Satd. Flow (prot)	1662	1806	0	1662	1790	0	0	1646	0	0	1719	1538
Flt Permitted	0.310			0.314				0.851			0.743	
Satd. Flow (perm)	542	1806	0	549	1790	0	0	1435	0	0	1344	1538
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			6							86
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	22	772	11	11	707	54	11	0	11	43	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	783	0	11	761	0	0	22	0	0	43	22
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0	31.0		13.0	53.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	13.7%	32.6%		13.7%	55.8%		30.5%	30.5%		30.5%	30.5%	30.5%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	79.0	76.8		78.1	74.9			9.8			9.8	9.8
Actuated g/C Ratio	0.83	0.81		0.82	0.79			0.10			0.10	0.10
v/c Ratio	0.04	0.54		0.02	0.54			0.15			0.31	0.09
Control Delay	3.5	10.0		2.1	7.7			40.6			45.2	0.8
Queue Delay	0.0	0.4		0.0	0.0			0.0			0.0	0.0
Total Delay	3.5	10.3		2.1	7.7			40.6			45.2	0.8
LOS	A	B		A	A			D			D	A
Approach Delay		10.1			7.6			40.6			30.2	
Approach LOS		B			A			D			C	

Lanes, Volumes, Timings

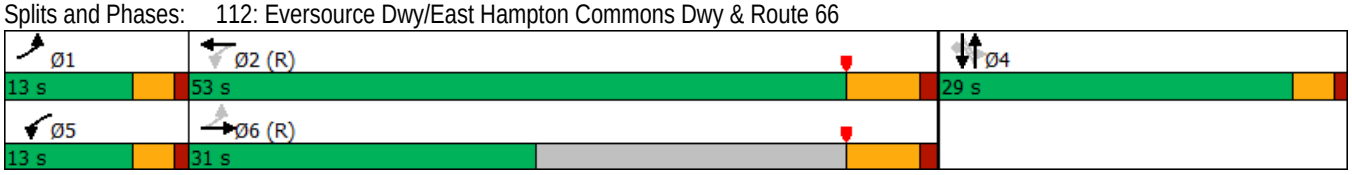
Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	233		1	123			12			25	0
Queue Length 95th (ft)	m7	402		4	352			35			56	0
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	561	1459		565	1412			377			353	468
Starvation Cap Reductn	0	237		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.04	0.64		0.02	0.54			0.06			0.12	0.05

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



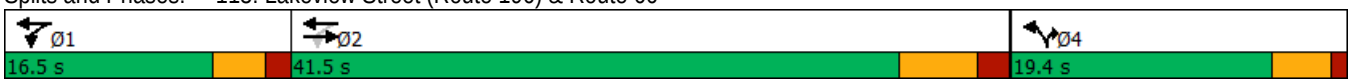
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	610	50	150	560	100	310
Future Volume (vph)	610	50	150	560	100	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1791	0	1662	1749	1662	1538
Flt Permitted			0.185		0.950	
Satd. Flow (perm)	1791	0	324	1749	1662	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					323
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	635	52	156	583	104	323
Shared Lane Traffic (%)						
Lane Group Flow (vph)	687	0	156	583	104	323
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	41.5		16.5		19.4	19.4
Total Split (%)	53.6%		21.3%		25.1%	25.1%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	30.1		42.8	47.4	10.9	10.9
Actuated g/C Ratio	0.45		0.64	0.70	0.16	0.16
v/c Ratio	0.86		0.37	0.47	0.39	0.62
Control Delay	29.5		6.4	6.0	32.2	9.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.5		6.4	6.0	32.2	9.6
LOS	C		A	A	C	A
Approach Delay	29.5			6.1	15.1	
Approach LOS	C			A	B	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	239		15	77	43	0
Queue Length 95th (ft)	#486		39	171	87	66
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	955		457	1364	379	599
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.72		0.34	0.43	0.27	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 77.4	
Actuated Cycle Length: 67.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



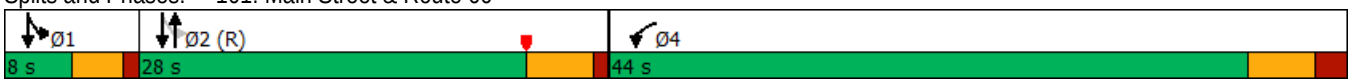
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	890	150	740	1680	160	620
Future Volume (vph)	890	150	740	1680	160	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95
Frt	0.978			0.850		
Flt Protected	0.959					0.990
Satd. Flow (prot)	3389	0	3421	1531	0	3387
Flt Permitted	0.959					0.550
Satd. Flow (perm)	3389	0	3421	1531	0	1882
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			887		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	918	155	763	1732	165	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	763	1732	0	804
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	44.0		28.0		8.0	
Total Split (%)	55.0%		35.0%		10.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	6.0		5.0			
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	32.0		23.0	80.0		34.0
Actuated g/C Ratio	0.40		0.29	1.00		0.42
v/c Ratio	0.78		0.78	1.13		0.81
Control Delay	24.3		32.6	75.0		28.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.3		32.6	75.0		28.3
LOS	C		C	E		C
Approach Delay	24.3		62.1			28.3
Approach LOS	C		E			C
Queue Length 50th (ft)	226		183	~212		139

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	260		249	#466		#317
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1627		983	1531		989
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.66		0.78	1.13		0.81

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 46.6 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



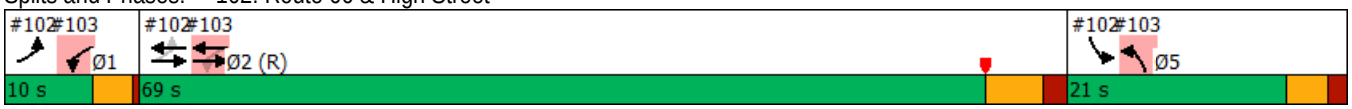
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	210	1710	860	190	160	130
Future Volume (vph)	210	1710	860	190	160	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	11
Storage Length (ft)	225			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.973		0.939	
Flt Protected	0.950				0.973	
Satd. Flow (prot)	1711	3421	3329	0	1929	0
Flt Permitted	0.196				0.973	
Satd. Flow (perm)	353	3421	3329	0	1929	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			51		35	
Link Speed (mph)		35	35		30	
Link Distance (ft)		2739	241		643	
Travel Time (s)		53.4	4.7		14.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	214	1745	878	194	163	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	1745	1072	0	296	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	2	2		5	
Permitted Phases	2					
Detector Phase	1				5	
Switch Phase						
Minimum Initial (s)	3.0	20.0	20.0		9.0	
Minimum Split (s)	6.5	26.0	26.0		13.7	
Total Split (s)	10.0	69.0	69.0		21.0	
Total Split (%)	10.0%	69.0%	69.0%		21.0%	
Yellow Time (s)	3.0	4.3	4.3		3.2	
All-Red Time (s)	0.5	1.7	1.7		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	6.0		4.7	
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min		None	
Act Effct Green (s)	69.7	54.9	54.9		18.6	
Actuated g/C Ratio	0.70	0.55	0.55		0.19	
v/c Ratio	0.52	0.93	0.58		0.76	
Control Delay	9.8	33.3	3.4		46.7	
Queue Delay	0.0	9.1	0.0		0.0	
Total Delay	9.8	42.4	3.4		46.7	
LOS	A	D	A		D	
Approach Delay		38.8	3.4		46.7	
Approach LOS		D	A		D	
Queue Length 50th (ft)	37	514	12		159	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	72	#854	16		237	
Internal Link Dist (ft)		2659	161		563	
Turn Bay Length (ft)	225					
Base Capacity (vph)	416	1878	1850		402	
Starvation Cap Reductn	0	0	9		0	
Spillback Cap Reductn	0	138	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.51	1.00	0.58		0.74	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 73.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 66 & High Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1770	90	20	1010	60	60
Future Volume (vph)	1770	90	20	1010	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.993				0.932	
Flt Protected			0.950		0.976	
Satd. Flow (prot)	3397	0	1711	3421	1694	0
Flt Permitted			0.073		0.976	
Satd. Flow (perm)	3397	0	131	3421	1694	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10				43	
Link Speed (mph)	35			35	25	
Link Distance (ft)	241			1093	405	
Travel Time (s)	4.7			21.3	11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1825	93	21	1041	62	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1918	0	21	1041	124	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	2		1	2	5	
Permitted Phases			2			
Detector Phase			1		5	
Switch Phase						
Minimum Initial (s)	20.0		3.0	20.0	9.0	
Minimum Split (s)	26.0		6.5	26.0	13.7	
Total Split (s)	69.0		10.0	69.0	21.0	
Total Split (%)	69.0%		10.0%	69.0%	21.0%	
Yellow Time (s)	4.3		3.0	4.3	3.2	
All-Red Time (s)	1.7		0.5	1.7	1.5	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		3.5	6.0	4.7	
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	54.9		69.7	54.9	18.6	
Actuated g/C Ratio	0.55		0.70	0.55	0.19	
v/c Ratio	1.03		0.07	0.55	0.35	
Control Delay	33.8		8.7	30.2	24.8	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	33.8		8.7	30.2	24.8	
LOS	C		A	C	C	
Approach Delay	33.8			29.7	24.8	
Approach LOS	C			C	C	
Queue Length 50th (ft)	~688		0	374	44	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	m#918		m11	445	92	
Internal Link Dist (ft)	161			1013	325	
Turn Bay Length (ft)			175			
Base Capacity (vph)	1869		289	1878	363	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	1.03		0.07	0.55	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Airline Avenue & Route 66

Lanes, Volumes, Timings

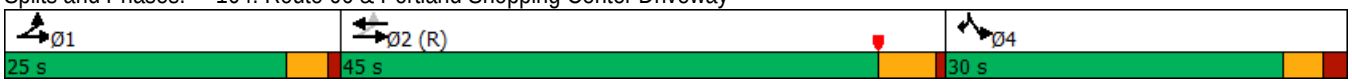
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	190	1600	990	70	110	50
Future Volume (vph)	190	1600	990	70	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	11
Storage Length (ft)	350			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	3388	3354	0	1636	1516
Flt Permitted	0.209				0.950	
Satd. Flow (perm)	373	3388	3354	0	1636	1516
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			51
Link Speed (mph)		35	35		10	
Link Distance (ft)		1093	417		223	
Travel Time (s)		21.3	8.1		15.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	194	1633	1010	71	112	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	1633	1081	0	112	51
Turn Type	D.P+P	NA	NA		Prot	Prot
Protected Phases	1	1 2	2		4	4
Permitted Phases	2					
Detector Phase	1				4	4
Switch Phase						
Minimum Initial (s)	5.0		15.0		9.0	9.0
Minimum Split (s)	9.0		20.0		21.0	21.0
Total Split (s)	25.0		45.0		30.0	30.0
Total Split (%)	25.0%		45.0%		30.0%	30.0%
Yellow Time (s)	3.0		4.3		3.0	3.0
All-Red Time (s)	1.0		0.7		1.9	1.9
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		5.0		4.9	4.9
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		C-Max		None	None
Act Effct Green (s)	74.3	78.3	61.2		12.8	12.8
Actuated g/C Ratio	0.74	0.78	0.61		0.13	0.13
v/c Ratio	0.44	0.62	0.53		0.54	0.21
Control Delay	8.0	2.5	14.0		49.7	12.7
Queue Delay	0.0	0.7	0.4		0.0	0.0
Total Delay	8.0	3.2	14.4		49.7	12.7
LOS	A	A	B		D	B
Approach Delay		3.8	14.4		38.1	
Approach LOS		A	B		D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	1	2	187		68	0
Queue Length 95th (ft)	m24	m38	305		117	32
Internal Link Dist (ft)		1013	337		143	
Turn Bay Length (ft)	350					
Base Capacity (vph)	568	2652	2055		410	418
Starvation Cap Reductn	0	0	453		0	0
Spillback Cap Reductn	0	608	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.34	0.80	0.67		0.27	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 66 & Portland Shopping Center Driveway



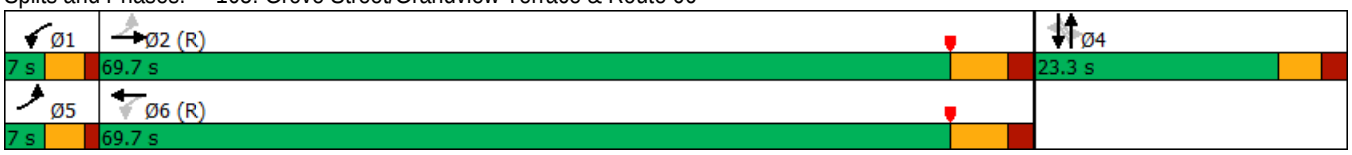
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1650	50	10	1010	3	20	0	20	2	1	30
Future Volume (vph)	20	1650	50	10	1010	3	20	0	20	2	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.932			0.877	
Flt Protected	0.950			0.950				0.976			0.997	
Satd. Flow (prot)	1694	3374	0	1694	3388	0	0	1678	0	0	1613	0
Flt Permitted	0.256			0.104				0.824			0.976	
Satd. Flow (perm)	456	3374	0	185	3388	0	0	1417	0	0	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			1			80			31	
Link Speed (mph)		35			45			25			25	
Link Distance (ft)		417			1869			435			271	
Travel Time (s)		8.1			28.3			11.9			7.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	21	1719	52	10	1052	3	21	0	21	2	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1771	0	10	1055	0	0	42	0	0	34	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Detector Phase	5			1			4	4		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	7.0	21.3		7.0	21.3		23.2	23.2		23.2	23.2	
Total Split (s)	7.0	69.7		7.0	69.7		23.3	23.3		23.3	23.3	
Total Split (%)	7.0%	69.7%		7.0%	69.7%		23.3%	23.3%		23.3%	23.3%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3			5.2			5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	86.0	84.0		85.2	82.3			6.2			6.2	
Actuated g/C Ratio	0.86	0.84		0.85	0.82			0.06			0.06	
v/c Ratio	0.05	0.62		0.05	0.38			0.26			0.27	
Control Delay	2.5	11.8		1.7	3.8			6.2			22.9	
Queue Delay	0.0	0.6		0.0	0.0			0.0			0.0	
Total Delay	2.5	12.3		1.7	3.8			6.2			22.9	
LOS	A	B		A	A			A			C	
Approach Delay		12.2			3.8			6.2			22.9	
Approach LOS		B			A			A			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	376		1	64			0			2	
Queue Length 95th (ft)	m4	616		3	152			9			32	
Internal Link Dist (ft)		337			1789			355			191	
Turn Bay Length (ft)	125			150								
Base Capacity (vph)	446	2835		222	2790			321			311	
Starvation Cap Reductn	0	581		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.05	0.79		0.05	0.38			0.13			0.11	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.2 — Intersection LOS: A
Intersection Capacity Utilization 65.8% — ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Grove Street/Grandview Terrace & Route 66



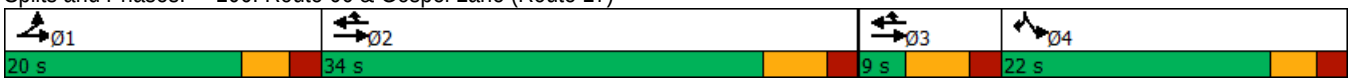
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	200	1450	800	140	160	140		
Future Volume (vph)	200	1450	800	140	160	140		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	200			200	0	100		
Storage Lanes	1			1	1	1		
Taper Length (ft)	50				25			
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt				0.850		0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	3421	3421	1531	1711	1531		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1711	3421	3421	1531	1711	1531		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)				146		146		
Link Speed (mph)		45	35		45			
Link Distance (ft)		1735	1238		958			
Travel Time (s)		26.3	24.1		14.5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Adj. Flow (vph)	208	1510	833	146	167	146		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	208	1510	833	146	167	146		
Turn Type	Prot	NA	NA	Prot	Prot	Prot		
Protected Phases	1	1 2 3	2 3	2 3	4	4	2	3
Permitted Phases								
Detector Phase	1	1 2 3	2 3	2 3	4	4		
Switch Phase								
Minimum Initial (s)	5.0				7.0	7.0	15.0	3.0
Minimum Split (s)	10.0				20.0	20.0	21.0	9.0
Total Split (s)	20.0				22.0	22.0	34.0	9.0
Total Split (%)	23.5%				25.9%	25.9%	40%	11%
Yellow Time (s)	3.0				3.0	3.0	4.0	4.0
All-Red Time (s)	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0	0.0		
Total Lost Time (s)	5.0				5.0	5.0		
Lead/Lag	Lead				Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes
Recall Mode	None				None	None	Min	None
Act Effct Green (s)	15.0	58.1	37.1	37.1	11.7	11.7		
Actuated g/C Ratio	0.19	0.73	0.46	0.46	0.15	0.15		
v/c Ratio	0.65	0.61	0.52	0.19	0.67	0.42		
Control Delay	41.7	7.1	17.2	3.3	45.4	9.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	41.7	7.1	17.2	3.3	45.4	9.4		
LOS	D	A	B	A	D	A		
Approach Delay		11.3	15.1		28.6			
Approach LOS		B	B		C			
Queue Length 50th (ft)	97	155	147	0	80	0		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3
Queue Length 95th (ft)	#197	270	225	32	141	47		
Internal Link Dist (ft)		1655	1158		878			
Turn Bay Length (ft)	200			200		100		
Base Capacity (vph)	322	2489	1588	788	364	441		
Starvation Cap Reductn	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.65	0.61	0.52	0.19	0.46	0.33		

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 79.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 57.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 66 & Gospel Lane (Route 17)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1420	20	3	790	2	20	2	3	3	0	80
Future Volume (vph)	150	1420	20	3	790	2	20	2	3	3	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	193		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.984			0.870	
Flt Protected	0.950			0.950				0.961			0.998	
Satd. Flow (prot)	1711	1797	0	1711	1801	0	0	1703	0	0	1563	0
Flt Permitted	0.251			0.055				0.660			0.986	
Satd. Flow (perm)	452	1797	0	99	1801	0	0	1169	0	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						3			131	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		293			793			336			474	
Travel Time (s)		4.4			12.0			9.2			12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1495	21	3	832	2	21	2	3	3	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1516	0	3	834	0	0	26	0	0	87	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	8.6	22.0		8.6	22.0		19.6	19.6		19.6	19.6	
Total Split (s)	13.9	81.8		8.6	76.5		19.6	19.6		19.6	19.6	
Total Split (%)	12.6%	74.4%		7.8%	69.5%		17.8%	17.8%		17.8%	17.8%	
Yellow Time (s)	3.6	5.0		3.6	5.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.6	7.0		4.6	7.0			5.6			5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	80.4	78.2		74.8	68.4			7.4			7.4	
Actuated g/C Ratio	0.84	0.82		0.78	0.72			0.08			0.08	
v/c Ratio	0.35	1.03		0.02	0.65			0.28			0.36	
Control Delay	3.9	46.0		2.3	11.2			47.6			7.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.9	46.0		2.3	11.2			47.6			7.0	
LOS	A	D		A	B			D			A	
Approach Delay		42.0			11.2			47.6			7.0	
Approach LOS		D			B			D			A	
Queue Length 50th (ft)	14	~1012		0	254			13			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	27	#1499		2	422			43			18	
Internal Link Dist (ft)		213			713			256			394	
Turn Bay Length (ft)	193			300								
Base Capacity (vph)	504	1470		145	1340			173			338	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.31	1.03		0.02	0.62			0.15			0.26	

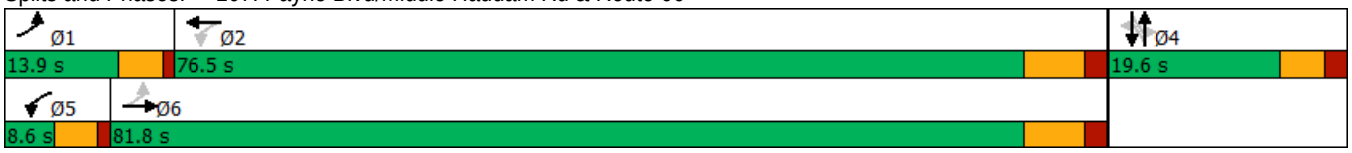
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 95.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 31.1 — Intersection LOS: C
Intersection Capacity Utilization 101.7% — ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 107: Payne Blvd/Middle Haddam Rd & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Future Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.999				0.850		0.985	
Flt Protected		0.999			0.999			0.954			0.968	
Satd. Flow (prot)	0	1768	0	0	1797	0	0	1836	1636	0	1835	0
Flt Permitted		0.963			0.964			0.695			0.732	
Satd. Flow (perm)	0	1705	0	0	1734	0	0	1338	1636	0	1388	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							48		4	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1370	207	11	728	5	109	4	3	65	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1620	0	0	744	0	0	113	3	0	98	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4		4	4		
Detector Phase	2	2		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.6	23.6		23.6	23.6		12.5	12.5	12.5	12.5	12.5	
Total Split (s)	98.6	98.6		98.6	98.6		29.5	29.5	29.5	29.5	29.5	
Total Split (%)	77.0%	77.0%		77.0%	77.0%		23.0%	23.0%	23.0%	23.0%	23.0%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.2	4.2	4.2	4.2	4.2	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		8.6			8.6			7.5	7.5		7.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None	None	None	None	
Act Effct Green (s)		91.4			91.4			14.3	14.3		14.3	
Actuated g/C Ratio		0.75			0.75			0.12	0.12		0.12	
v/c Ratio		1.26			0.57			0.72	0.01		0.59	
Control Delay		144.4			9.5			76.0	0.0		62.5	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		144.4			9.5			76.0	0.0		62.5	
LOS		F			A			E	A		E	
Approach Delay		144.4			9.5			74.0			62.5	
Approach LOS		F			A			E			E	
Queue Length 50th (ft)		~1591			220			86	0		70	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#2030			400			149	0		128	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)									100			
Base Capacity (vph)		1282			1300			241	335		254	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		1.26			0.57			0.47	0.01		0.39	

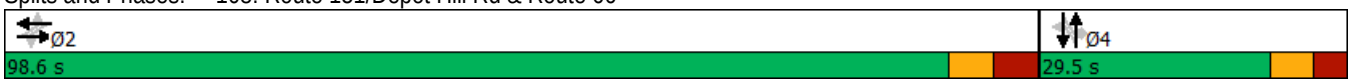
Intersection Summary

Area Type: Other
Cycle Length: 128.1
Actuated Cycle Length: 121.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 99.2 — Intersection LOS: F
Intersection Capacity Utilization 125.9% — ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



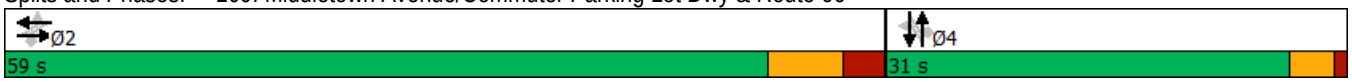
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Future Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850		0.955	
Flt Protected				0.950				0.954			0.984	
Satd. Flow (prot)	0	1801	1531	1711	1799	0	0	1718	1531	0	1692	0
Flt Permitted		0.998		0.171				0.729			0.932	
Satd. Flow (perm)	0	1797	1531	308	1799	0	0	1313	1531	0	1603	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			598						59		2	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	825	598	3	515	2	320	10	10	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	598	3	517	0	0	330	10	0	6	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4		4	4		
Detector Phase	2	2	2	2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	59.0	59.0	59.0	59.0	59.0		31.0	31.0	31.0	31.0	31.0	
Total Split (%)	65.6%	65.6%	65.6%	65.6%	65.6%		34.4%	34.4%	34.4%	34.4%	34.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	
Act Effct Green (s)		42.0	42.0	42.0	42.0			22.9	22.9		22.9	
Actuated g/C Ratio		0.54	0.54	0.54	0.54			0.30	0.30		0.30	
v/c Ratio		0.85	0.54	0.02	0.53			0.85	0.02		0.01	
Control Delay		25.4	2.9	9.0	13.9			49.7	0.1		19.3	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		25.4	2.9	9.0	13.9			49.7	0.1		19.3	
LOS		C	A	A	B			D	A		B	
Approach Delay		15.9			13.9			48.2			19.3	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)		351	0	1	166			170	0		2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		532	44	5	249			#323	0		11	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125					100			
Base Capacity (vph)		1237	1240	211	1238			482	600		591	
Starvation Cap Reductn		0	0	0	0			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.67	0.48	0.01	0.42			0.68	0.02		0.01	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 77.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	60	670	2	10	620	1	20	10	20	10	50	40
Future Volume (vph)	60	670	2	10	620	1	20	10	20	10	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.965			0.952
Flt Protected		0.996			0.999				0.987			0.983
Satd. Flow (prot)	0	1793	0	0	1792	0	0	0	1715	0	0	1685
Flt Permitted		0.900			0.987				0.926			0.865
Satd. Flow (perm)	0	1621	0	0	1770	0	0	0	1609	0	0	1483
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		45			30				25			25
Link Distance (ft)		2724			782				976			892
Travel Time (s)		41.3			17.8				26.6			24.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	713	2	11	660	1	21	11	21	11	53	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	779	0	0	693	0	0	0	43	0	0	149
Turn Type	Perm	NA		Perm	NA			Perm	NA		Perm	NA
Protected Phases		2			2				4			4
Permitted Phases	2			2				4			4	
Detector Phase	2	2		2	2			4	4		4	4
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0			9.0	9.0		9.0	9.0
Minimum Split (s)	32.2	32.2		32.2	32.2			16.9	16.9		16.9	16.9
Total Split (s)	52.2	52.2		52.2	52.2			24.9	24.9		24.9	24.9
Total Split (%)	55.8%	55.8%		55.8%	55.8%			26.6%	26.6%		26.6%	26.6%
Yellow Time (s)	4.0	4.0		4.0	4.0			3.3	3.3		3.3	3.3
All-Red Time (s)	3.2	3.2		3.2	3.2			1.6	1.6		1.6	1.6
Lost Time Adjust (s)		0.0			0.0				0.0			0.0
Total Lost Time (s)		7.2			7.2				4.9			4.9
Lead/Lag								Lead	Lead		Lead	Lead
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Recall Mode	Min	Min		Min	Min			None	None		None	None
Act Effct Green (s)		47.9			47.9				12.0			12.0
Actuated g/C Ratio		0.66			0.66				0.17			0.17
v/c Ratio		0.72			0.59				0.16			0.60
Control Delay		13.9			9.9				25.3			37.5
Queue Delay		0.0			0.0				0.0			0.0
Total Delay		13.9			9.9				25.3			37.5
LOS		B			A				C			D
Approach Delay		13.9			9.9				25.3			37.5
Approach LOS		B			A				C			D
Queue Length 50th (ft)		183			139				16			59
Queue Length 95th (ft)		401			285				40			112
Internal Link Dist (ft)		2644			702				896			812
Turn Bay Length (ft)												

Lane Group	SBR	SEL
Lane Configurations		
Traffic Volume (vph)	50	0
Future Volume (vph)	50	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	10
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	0	1739
Flt Permitted		
Satd. Flow (perm)	0	1739
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		25
Link Distance (ft)		421
Travel Time (s)		11.5
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	53	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Turn Type		Prot
Protected Phases		5
Permitted Phases		
Detector Phase		5
Switch Phase		
Minimum Initial (s)		9.0
Minimum Split (s)		13.5
Total Split (s)		16.5
Total Split (%)		17.6%
Yellow Time (s)		3.3
All-Red Time (s)		1.2
Lost Time Adjust (s)		0.0
Total Lost Time (s)		4.5
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode		None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		341
Turn Bay Length (ft)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBT
Base Capacity (vph)		1077			1175				448			413
Starvation Cap Reductn		0			0				0			0
Spillback Cap Reductn		0			0				0			0
Storage Cap Reductn		0			0				0			0
Reduced v/c Ratio		0.72			0.59				0.10			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 93.6	
Actuated Cycle Length: 72.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 110: Maple Street/North Maple Street & Route 66 & Old West High Street

Lane Group	SBR	SEL
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	550	60	170	530	170	40	140	100	110	110	100
Future Volume (vph)	170	550	60	170	530	170	40	140	100	110	110	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	275		0	225		0	225		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.985			0.964			0.939			0.929	
Flt Protected	0.950			0.950			0.950	0.999		0.950		
Satd. Flow (prot)	1711	1774	0	1711	1736	0	1681	1660	0	1770	1730	0
Flt Permitted	0.098			0.174			0.611	0.996		0.592		
Satd. Flow (perm)	176	1774	0	313	1736	0	1081	1655	0	1103	1730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			17			43			45	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		594			597			644			540	
Travel Time (s)		13.5			13.6			14.6			14.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	181	585	64	181	564	181	43	149	106	117	117	106
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	181	649	0	181	745	0	39	259	0	117	223	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	8.0	21.6		8.0	21.6		8.0	13.3		8.0	13.3	
Total Split (s)	13.0	34.7		13.0	34.7		19.0	28.3		19.0	28.3	
Total Split (%)	13.7%	36.5%		13.7%	36.5%		20.0%	29.8%		20.0%	29.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.3		3.0	3.3	
All-Red Time (s)	1.0	2.6		1.0	2.6		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.6		4.0	6.6		4.0	5.3		4.0	5.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	55.2	42.3		54.0	41.7		21.3	17.4		28.2	20.7	
Actuated g/C Ratio	0.58	0.45		0.57	0.44		0.22	0.18		0.30	0.22	
v/c Ratio	0.68	0.82		0.57	0.97		0.14	0.77		0.30	0.54	
Control Delay	28.9	35.6		17.7	42.0		23.2	43.1		25.7	31.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.9	35.6		17.7	42.0		23.2	43.1		25.7	31.7	
LOS	C	D		B	D		C	D		C	C	
Approach Delay		34.1			37.3			40.5			29.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	47	315		13	406		17	115		54	101	

Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	128	#678		m52	#801		37	172		86	165	
Internal Link Dist (ft)		514			517			564			460	
Turn Bay Length (ft)	275			225			225			175		
Base Capacity (vph)	282	792		334	771		416	488		435	466	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.82		0.54	0.97		0.09	0.53		0.27	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.5 Intersection LOS: D

Intersection Capacity Utilization 85.1% ICU Level of Service E

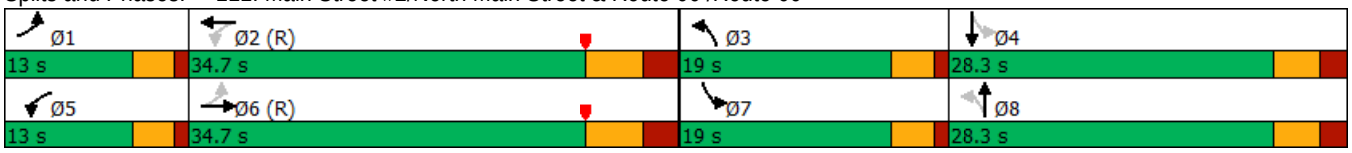
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: Main Street #2/North Main Street & Route 66 /Route 66



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	710	1	4	770	120	10	0	2	100	0	80
Future Volume (vph)	50	710	1	4	770	120	10	0	2	100	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	225		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.980			0.979				0.850
Flt Protected	0.950			0.950				0.959			0.950	
Satd. Flow (prot)	1711	1863	0	1711	1825	0	0	1749	0	0	1770	1583
Flt Permitted	0.168			0.320				0.801			0.749	
Satd. Flow (perm)	303	1863	0	576	1825	0	0	1461	0	0	1395	1583
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					12							86
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		597			1042			185			376	
Travel Time (s)		13.6			23.7			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	747	1	4	811	126	11	0	2	105	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	748	0	4	937	0	0	13	0	0	105	84
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		4
Detector Phase	1	6		5	2		4	4		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	24.5		9.0	24.5		13.0	13.0		13.0	13.0	13.0
Total Split (s)	13.0	53.0		13.0	53.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	13.7%	55.8%		13.7%	55.8%		30.5%	30.5%		30.5%	30.5%	30.5%
Yellow Time (s)	3.0	5.2		3.0	5.2		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.3		1.0	1.3		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5			4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	73.5	69.8		70.4	63.9			12.9			12.9	12.9
Actuated g/C Ratio	0.77	0.73		0.74	0.67			0.14			0.14	0.14
v/c Ratio	0.17	0.55		0.01	0.76			0.07			0.55	0.29
Control Delay	6.0	12.8		3.2	17.6			34.2			48.8	10.3
Queue Delay	0.0	0.5		0.0	0.0			0.0			0.0	0.0
Total Delay	6.0	13.3		3.2	17.6			34.2			48.8	10.3
LOS	A	B		A	B			C			D	B
Approach Delay		12.8			17.5			34.2			31.7	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	5	180		1	348			7			60	0

Lanes, Volumes, Timings

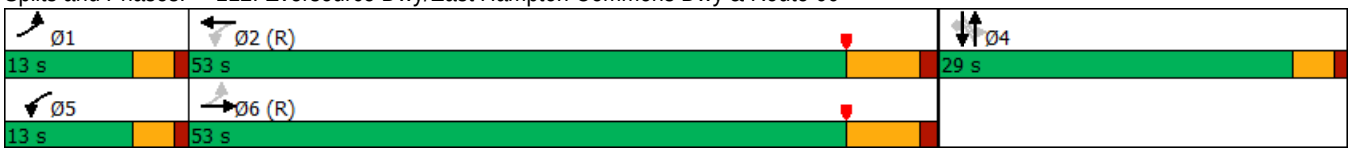
Timing Plan: Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m21	m467		3	#732			23			107	38
Internal Link Dist (ft)		517			962			105			296	
Turn Bay Length (ft)	225			125								
Base Capacity (vph)	369	1367		553	1231			384			367	479
Starvation Cap Reductn	0	244		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.14	0.67		0.01	0.76			0.03			0.29	0.18

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 112: Eversource Dwy/East Hampton Commons Dwy & Route 66



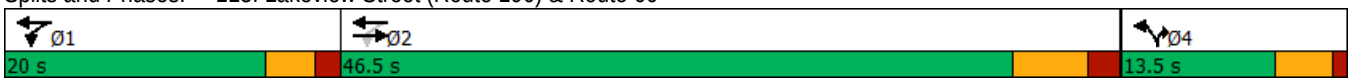
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	650	120	320	740	110	170
Future Volume (vph)	650	120	320	740	110	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			40		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1824	0	1711	1801	1711	1583
Flt Permitted			0.110		0.950	
Satd. Flow (perm)	1824	0	198	1801	1711	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					179
Link Speed (mph)	30			30	25	
Link Distance (ft)	628			459	953	
Travel Time (s)	14.3			10.4	26.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	684	126	337	779	116	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	810	0	337	779	116	179
Turn Type	NA		D.P+P	NA	Prot	Prot
Protected Phases	2		1	1 2	4	4
Permitted Phases			2			
Detector Phase	2		1	1 2	4	4
Switch Phase						
Minimum Initial (s)	15.0		5.0		9.0	9.0
Minimum Split (s)	21.5		9.5		13.4	13.4
Total Split (s)	46.5		20.0		13.5	13.5
Total Split (%)	58.1%		25.0%		16.9%	16.9%
Yellow Time (s)	4.5		3.0		3.4	3.4
All-Red Time (s)	2.0		1.5		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		4.5		4.4	4.4
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None		None	None
Act Effct Green (s)	37.1		53.9	58.5	9.2	9.2
Actuated g/C Ratio	0.48		0.70	0.76	0.12	0.12
v/c Ratio	0.91		0.78	0.57	0.57	0.52
Control Delay	33.7		31.3	5.6	45.9	11.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	33.7		31.3	5.6	45.9	11.6
LOS	C		C	A	D	B
Approach Delay	33.7			13.3	25.1	
Approach LOS	C			B	C	
Queue Length 50th (ft)	336		98	115	56	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#581		#227	179	#121	56
Internal Link Dist (ft)	548			379	873	
Turn Bay Length (ft)			250			
Base Capacity (vph)	968		450	1444	204	347
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.84		0.75	0.54	0.57	0.52

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 22.3 — Intersection LOS: C
Intersection Capacity Utilization 79.6% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 113: Lakeview Street (Route 196) & Route 66



APPENDIX T

Capacity Analyses

2040 Future Improved Conditions

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	293	100	320	124	120	880
Future Volume (vph)	293	100	320	124	120	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		0	75	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.962			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1531	1732	0	1711	1801
Flt Permitted	0.950				0.283	
Satd. Flow (perm)	1770	1531	1732	0	510	1801
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103	35			
Link Speed (mph)	35		35			30
Link Distance (ft)	733		450			825
Travel Time (s)	14.3		8.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	302	103	330	128	124	907
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	103	458	0	124	907
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases		4			2	
Detector Phase	4	4			1	
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0		4.0	
Minimum Split (s)	16.0	16.0	20.0		8.0	
Total Split (s)	18.0	18.0	25.0		17.0	
Total Split (%)	30.0%	30.0%	41.7%		28.3%	
Yellow Time (s)	4.0	4.0	4.0		3.0	
All-Red Time (s)	2.0	2.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	5.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	C-Max		Max	
Act Effct Green (s)	11.8	11.8	20.0		34.2	38.2
Actuated g/C Ratio	0.20	0.20	0.33		0.57	0.64
v/c Ratio	0.87	0.27	0.76		0.22	0.79
Control Delay	50.4	7.3	27.1		5.6	15.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	50.4	7.3	27.1		5.6	15.0
LOS	D	A	C		A	B
Approach Delay	39.4		27.1			13.9
Approach LOS	D		C			B
Queue Length 50th (ft)	106	0	134		15	204

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	#229	33	#270		31	#385
Internal Link Dist (ft)	653		370			745
Turn Bay Length (ft)					75	
Base Capacity (vph)	354	388	600		554	1145
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.85	0.27	0.76		0.22	0.79

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Marlborough Street

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	160	582	1780	190	75	165				
Future Volume (vph)	160	582	1780	190	75	165				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	11	12	12	12				
Storage Length (ft)	0			100	0	0				
Storage Lanes	1			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00				
Frt				0.850	0.907					
Flt Protected	0.950				0.985					
Satd. Flow (prot)	1770	3539	3421	1583	1664	0				
Flt Permitted	0.950				0.985					
Satd. Flow (perm)	1770	3539	3421	1583	1664	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				92	103					
Link Speed (mph)		25	35		30					
Link Distance (ft)		338	740		710					
Travel Time (s)		9.2	14.4		16.1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	174	633	1935	207	82	179				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	174	633	1935	207	261	0				
Turn Type	Prot	NA	NA	Perm	Prot					
Protected Phases	2 3	1 2	1		4 5		2	3	4	5
Permitted Phases				1						
Detector Phase	2 3	1 2	1	1	4 5					
Switch Phase										
Minimum Initial (s)			7.0	7.0			5.0	5.0	5.0	5.0
Minimum Split (s)			11.0	11.0			9.0	9.0	9.0	9.0
Total Split (s)			54.0	54.0			9.0	9.0	9.0	9.0
Total Split (%)			60.0%	60.0%			10%	10%	10%	10%
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			4.0	4.0						
Lead/Lag			Lead	Lead			Lag	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes	
Recall Mode			C-Max	C-Max			Max	None	None	None
Act Effct Green (s)	14.0	59.0	50.0	50.0	14.0					
Actuated g/C Ratio	0.16	0.66	0.56	0.56	0.16					
v/c Ratio	0.63	0.27	1.02	0.23	0.76					
Control Delay	52.2	2.5	46.7	6.2	37.3					
Queue Delay	0.0	0.2	6.5	0.0	0.1					
Total Delay	52.2	2.7	53.2	6.2	37.4					
LOS	D	A	D	A	D					
Approach Delay		13.4	48.7		37.4					
Approach LOS		B	D		D					
Queue Length 50th (ft)	107	50	~577	29	86					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø4	Ø5
Queue Length 95th (ft)	m#173	42	#757	63	#201					
Internal Link Dist (ft)		258	660		630					
Turn Bay Length (ft)				100						
Base Capacity (vph)	275	2320	1900	920	345					
Starvation Cap Reductn	0	870	0	0	0					
Spillback Cap Reductn	0	0	35	0	1					
Storage Cap Reductn	0	0	0	0	0					
Reduced v/c Ratio	0.63	0.44	1.04	0.23	0.76					

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 38.9 Intersection LOS: D
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	498	10	10	1628	307	10	10	10	239	5	20
Future Volume (vph)	25	498	10	10	1628	307	10	10	10	239	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	70		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.976			0.955			0.878	
Flt Protected		0.998						0.984		0.950		
Satd. Flow (prot)	0	3522	0	0	3454	0	0	1750	0	3433	1635	0
Flt Permitted		0.672			0.952			0.878				
Satd. Flow (perm)	0	2371	0	0	3288	0	0	1562	0	3614	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			44			11			22	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		795			338			532			334	
Travel Time (s)		21.7			7.7			12.1			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	541	11	11	1770	334	11	11	11	260	5	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	579	0	0	2115	0	0	33	0	260	27	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		pm+pt	NA	
Protected Phases		1		2	1 2			5		4	5	
Permitted Phases	1			1			5			5		
Detector Phase	1	1		2	1 2		5	5		4	5	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		9.0			9.0	9.0		9.0	9.0	
Total Split (s)	54.0	54.0		9.0			9.0	9.0		9.0	9.0	
Total Split (%)	60.0%	60.0%		10.0%			10.0%	10.0%		10.0%	10.0%	
Yellow Time (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag	Lead	Lead		Lag						Lag		
Lead-Lag Optimize?	Yes	Yes		Yes						Yes		
Recall Mode	C-Max	C-Max		Max			None	None		None	None	
Act Effct Green (s)		50.0			55.0			5.0		10.0	5.0	
Actuated g/C Ratio		0.56			0.61			0.06		0.11	0.06	
v/c Ratio		0.44			1.04			0.34		0.66	0.24	
Control Delay		13.0			29.8			40.6		42.8	24.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		13.0			29.8			40.6		42.8	24.3	
LOS		B			C			D		D	C	
Approach Delay		13.0			29.8			40.6			41.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)		94			~125			12		64	3	
Queue Length 95th (ft)		134			m#92			42		105	30	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	10%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lanes, Volumes, Timings

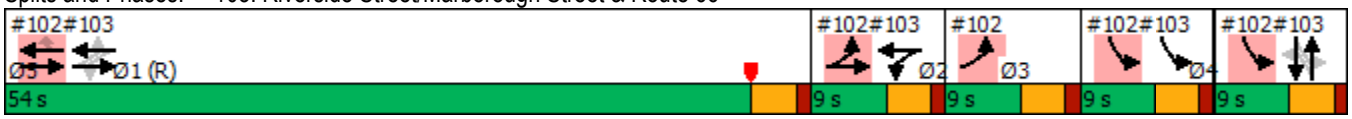
Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		715			258			452			254	
Turn Bay Length (ft)												
Base Capacity (vph)		1318			2035			97		391	111	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.44			1.04			0.34		0.66	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Riverside Street/Marborough Street & Route 66



Lane Group	Ø3
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	197	150	740	254	160	620
Future Volume (vph)	197	150	740	254	160	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		0	75	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.965			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1531	1738	0	1711	1801
Flt Permitted	0.950				0.074	
Satd. Flow (perm)	1770	1531	1738	0	133	1801
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155	34			
Link Speed (mph)	35		35			30
Link Distance (ft)	733		450			825
Travel Time (s)	14.3		8.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	203	155	763	262	165	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	155	1025	0	165	639
Turn Type	Prot	Perm	NA		D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases		4			2	
Detector Phase	4	4			1	
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0		4.0	
Minimum Split (s)	16.0	16.0	20.0		8.0	
Total Split (s)	20.0	20.0	59.0		11.0	
Total Split (%)	22.2%	22.2%	65.6%		12.2%	
Yellow Time (s)	4.0	4.0	4.0		3.0	
All-Red Time (s)	2.0	2.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	5.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	C-Max		Max	
Act Effct Green (s)	13.2	13.2	54.0		62.8	66.8
Actuated g/C Ratio	0.15	0.15	0.60		0.70	0.74
v/c Ratio	0.78	0.43	0.97		0.72	0.48
Control Delay	50.2	9.0	39.9		35.7	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	50.2	9.0	39.9		35.7	6.2
LOS	D	A	D		D	A
Approach Delay	32.4		39.9			12.2
Approach LOS	C		D			B
Queue Length 50th (ft)	99	2	501		42	124

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	m140	m15	#825		#144	185
Internal Link Dist (ft)	653		370			745
Turn Bay Length (ft)					75	
Base Capacity (vph)	275	369	1056		229	1336
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.74	0.42	0.97		0.72	0.48

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 86.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: Main Street & Marlborough Street

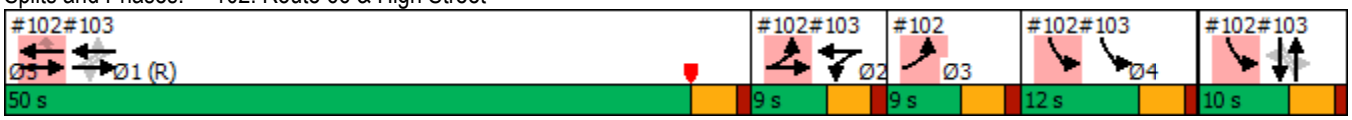
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	215	1525	1040	190	160	135				
Future Volume (vph)	215	1525	1040	190	160	135				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	11	12	12	12				
Storage Length (ft)	0			100	0	0				
Storage Lanes	1			1	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00				
Frt				0.850	0.938					
Flt Protected	0.950				0.974					
Satd. Flow (prot)	1770	3539	3421	1583	1702	0				
Flt Permitted	0.950				0.974					
Satd. Flow (perm)	1770	3539	3421	1583	1702	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				142	42					
Link Speed (mph)		25	35		30					
Link Distance (ft)		338	740		710					
Travel Time (s)		9.2	14.4		16.1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	234	1658	1130	207	174	147				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	234	1658	1130	207	321	0				
Turn Type	Prot	NA	NA	Perm	Prot					
Protected Phases	2 3	1 2	1		4 5		2	3	4	5
Permitted Phases				1						
Detector Phase	2 3	1 2	1	1	4 5					
Switch Phase										
Minimum Initial (s)			7.0	7.0			5.0	5.0	5.0	5.0
Minimum Split (s)			11.0	11.0			9.0	9.0	9.0	9.0
Total Split (s)			50.0	50.0			9.0	9.0	12.0	10.0
Total Split (%)			55.6%	55.6%			10%	10%	13%	11%
Yellow Time (s)			3.0	3.0			3.0	3.0	3.0	3.0
All-Red Time (s)			1.0	1.0			1.0	1.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0						
Total Lost Time (s)			4.0	4.0						
Lead/Lag			Lead	Lead			Lag	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes			Yes	Yes	Yes	
Recall Mode			C-Max	C-Max			Max	None	None	None
Act Effct Green (s)	14.0	55.0	46.0	46.0	18.0					
Actuated g/C Ratio	0.16	0.61	0.51	0.51	0.20					
v/c Ratio	0.85	0.77	0.65	0.24	0.86					
Control Delay	46.6	3.2	18.2	5.0	53.5					
Queue Delay	0.0	1.4	0.0	0.0	0.0					
Total Delay	46.6	4.7	18.2	5.0	53.5					
LOS	D	A	B	A	D					
Approach Delay		9.9	16.2		53.5					
Approach LOS		A	B		D					
Queue Length 50th (ft)	146	96	234	18	156					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø3	Ø4	Ø5
Queue Length 95th (ft)	m163	m71	303	53	#303					
Internal Link Dist (ft)		258	660		630					
Turn Bay Length (ft)				100						
Base Capacity (vph)	275	2162	1748	878	374					
Starvation Cap Reductn	0	301	0	0	0					
Spillback Cap Reductn	0	0	0	0	0					
Storage Cap Reductn	0	0	0	0	0					
Reduced v/c Ratio	0.85	0.89	0.65	0.24	0.86					

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 67.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 66 & High Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1418	10	10	912	253	10	10	10	312	5	40
Future Volume (vph)	25	1418	10	10	912	253	10	10	10	312	5	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.999			0.968			0.955			0.866	
Flt Protected		0.999						0.984		0.950		
Satd. Flow (prot)	0	3532	0	0	3426	0	0	1750	0	3433	1613	0
Flt Permitted		0.910			0.922			0.872		0.736		
Satd. Flow (perm)	0	3217	0	0	3159	0	0	1551	0	2660	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			64			11			43	
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		795			338			532			334	
Travel Time (s)		21.7			7.7			12.1			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	1541	11	11	991	275	11	11	11	339	5	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1579	0	0	1277	0	0	33	0	339	48	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		pm+pt	NA	
Protected Phases		1		2	1 2			5		4	5	
Permitted Phases	1			1			5			5		
Detector Phase	1	1		2	1 2		5	5		4	5	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		9.0			9.0	9.0		9.0	9.0	
Total Split (s)	50.0	50.0		9.0			10.0	10.0		12.0	10.0	
Total Split (%)	55.6%	55.6%		10.0%			11.1%	11.1%		13.3%	11.1%	
Yellow Time (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag	Lead	Lead		Lag						Lag		
Lead-Lag Optimize?	Yes	Yes		Yes						Yes		
Recall Mode	C-Max	C-Max		Max			None	None		None	None	
Act Effct Green (s)		46.0			51.0			6.0		14.0	6.0	
Actuated g/C Ratio		0.51			0.57			0.07		0.16	0.07	
v/c Ratio		0.96			0.70			0.29		0.70	0.33	
Control Delay		36.8			3.3			37.0		34.1	17.2	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		36.8			3.3			37.0		34.1	17.2	
LOS		D			A			D		C	B	
Approach Delay		36.8			3.3			37.0			32.0	
Approach LOS		D			A			D			C	
Queue Length 50th (ft)		430			27			12		65	5	
Queue Length 95th (ft)		#612			27			42		117	m20	

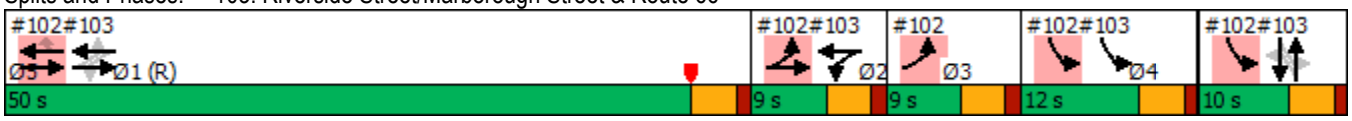
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	10%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		715			258			452			254	
Turn Bay Length (ft)												
Base Capacity (vph)		1644			1832			113		482	147	
Starvation Cap Reductn		0			2			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.96			0.70			0.29		0.70	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 79.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Riverside Street/Marborough Street & Route 66



Lane Group	Ø3
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1780	100	320	680	120	880
Future Volume (vph)	1780	100	320	680	120	880
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.95
Frt	0.992			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	3358	0	3355	1501	1678	3355
Flt Permitted	0.955				0.472	
Satd. Flow (perm)	3358	0	3355	1501	834	3355
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	11			716		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1874	105	337	716	126	926
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1979	0	337	716	126	926
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	49.0		20.0		11.0	
Total Split (%)	61.3%		25.0%		13.8%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		5.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	43.0		15.0	80.0	23.0	27.0
Actuated g/C Ratio	0.54		0.19	1.00	0.29	0.34
v/c Ratio	1.09		0.54	0.48	0.40	0.82
Control Delay	60.7		33.0	1.1	23.6	31.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	60.7		33.0	1.1	23.6	31.6
LOS	E		C	A	C	C
Approach Delay	60.7		11.3			30.6
Approach LOS	E		B			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	~605		80	0	45	220
Queue Length 95th (ft)	m#540		122	0	85	#296
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1810		629	1501	313	1132
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.09		0.54	0.48	0.40	0.82

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 40.2	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: Main Street & Route 66

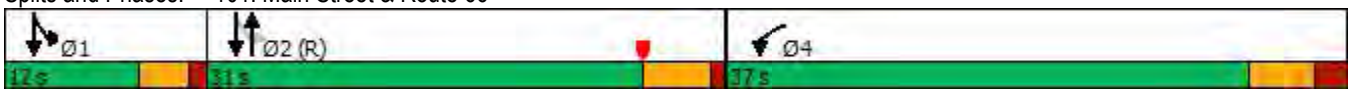
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	890	150	740	1680	160	620
Future Volume (vph)	890	150	740	1680	160	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11
Storage Length (ft)	0	0		200	0	
Storage Lanes	2	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.95
Frt	0.978			0.850		
Flt Protected	0.959				0.950	
Satd. Flow (prot)	3389	0	3421	1531	1711	3421
Flt Permitted	0.959				0.216	
Satd. Flow (perm)	3389	0	3421	1531	389	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			893		
Link Speed (mph)	35		35			30
Link Distance (ft)	2739		813			825
Travel Time (s)	53.4		15.8			18.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	918	155	763	1732	165	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	763	1732	165	639
Turn Type	Prot		NA	Free	D.P+P	NA
Protected Phases	4		2		1	1 2
Permitted Phases				Free	2	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	10.0		15.0		4.0	
Minimum Split (s)	16.0		20.0		8.0	
Total Split (s)	37.0		31.0		12.0	
Total Split (%)	46.3%		38.8%		15.0%	
Yellow Time (s)	4.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		1.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		5.0		4.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max		Max	
Act Effct Green (s)	29.2		26.0	80.0	36.8	40.8
Actuated g/C Ratio	0.36		0.32	1.00	0.46	0.51
v/c Ratio	0.85		0.69	1.13	0.49	0.37
Control Delay	19.8		27.3	75.0	16.6	13.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.8		27.3	75.0	16.6	13.0
LOS	B		C	E	B	B
Approach Delay	19.8		60.4			13.7
Approach LOS	B		E			B
Queue Length 50th (ft)	255		172	~212	44	100

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	58		234	#466	80	139
Internal Link Dist (ft)	2659		733			745
Turn Bay Length (ft)				200		
Base Capacity (vph)	1331		1111	1531	340	1743
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.81		0.69	1.13	0.49	0.37

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 71.9% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Main Street & Route 66



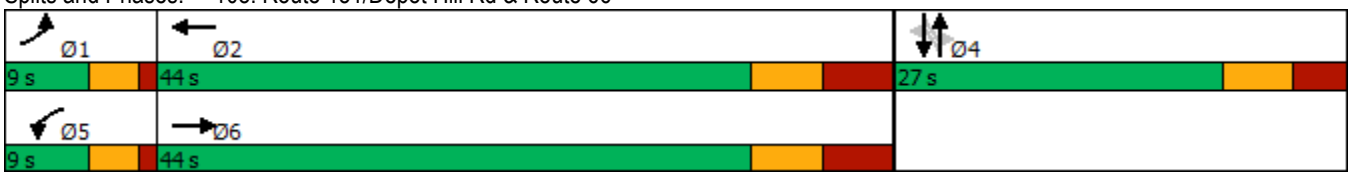
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Future Volume (vph)	1	540	60	3	1170	2	210	10	3	50	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	75		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985						0.998			0.946	
Flt Protected	0.950			0.950				0.955			0.975	
Satd. Flow (prot)	1678	3305	0	1678	3355	0	0	1799	0	0	1741	0
Flt Permitted	0.950			0.950				0.658			0.797	
Satd. Flow (perm)	1678	3305	0	1678	3355	0	0	1240	0	0	1423	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		19						1			39	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	614	68	3	1330	2	239	11	3	57	11	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	682	0	3	1332	0	0	253	0	0	113	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.6		9.0	23.6		12.5	12.5		12.5	12.5	
Total Split (s)	9.0	44.0		9.0	44.0		27.0	27.0		27.0	27.0	
Total Split (%)	11.3%	55.0%		11.3%	55.0%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.0	4.3		3.0	4.3		4.2	4.2		4.2	4.2	
All-Red Time (s)	1.0	4.3		1.0	4.3		3.3	3.3		3.3	3.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	8.6		4.0	8.6			7.5			7.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	5.0	35.6		5.0	35.6			17.3			17.3	
Actuated g/C Ratio	0.07	0.50		0.07	0.50			0.24			0.24	
v/c Ratio	0.01	0.41		0.03	0.79			0.83			0.30	
Control Delay	34.0	12.4		34.0	20.2			50.5			17.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	34.0	12.4		34.0	20.2			50.5			17.8	
LOS	C	B		C	C			D			B	
Approach Delay		12.5			20.3			50.5			17.8	
Approach LOS		B			C			D			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	90		1	239			100			25	
Queue Length 95th (ft)	5	158		9	#436			#241			70	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)	75			75								
Base Capacity (vph)	119	1674		119	1690			344			423	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.41		0.03	0.79			0.74			0.27	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 70.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



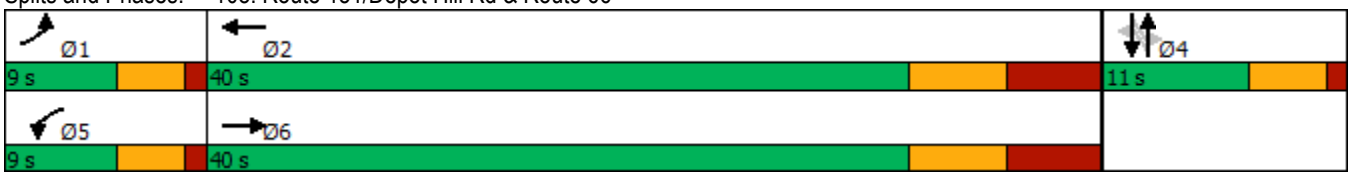
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Future Volume (vph)	40	1260	190	10	670	5	100	4	3	60	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	13	13	12	13	12
Storage Length (ft)	75		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.999			0.997			0.985	
Flt Protected	0.950			0.950				0.955			0.968	
Satd. Flow (prot)	1711	3353	0	1711	3418	0	0	1833	0	0	1835	0
Flt Permitted	0.950			0.950				0.797			0.863	
Satd. Flow (perm)	1711	3353	0	1711	3418	0	0	1529	0	0	1636	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		42						2			9	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1284			1455			649			549	
Travel Time (s)		25.0			28.3			12.6			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1370	207	11	728	5	109	4	3	65	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1577	0	11	733	0	0	116	0	0	98	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Detector Phase	1	6		5	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	23.6		9.0	23.6		9.5	9.5		9.5	9.5	
Total Split (s)	9.0	40.0		9.0	40.0		11.0	11.0		11.0	11.0	
Total Split (%)	15.0%	66.7%		15.0%	66.7%		18.3%	18.3%		18.3%	18.3%	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	4.3		1.0	4.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	8.6		4.0	8.6			4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	5.0	38.0		5.0	36.3			6.5			6.5	
Actuated g/C Ratio	0.09	0.69		0.09	0.66			0.12			0.12	
v/c Ratio	0.28	0.68		0.07	0.33			0.64			0.49	
Control Delay	29.8	10.2		25.9	6.9			43.5			31.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.8	10.2		25.9	6.9			43.5			31.8	
LOS	C	B		C	A			D			C	
Approach Delay		10.7			7.1			43.5			31.8	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	12	143		3	46			33			25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	42	#401		17	112			#113			#82	
Internal Link Dist (ft)		1204			1375			569			469	
Turn Bay Length (ft)	75			75								
Base Capacity (vph)	155	2312		155	2240			182			201	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.28	0.68		0.07	0.33			0.64			0.49	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 55.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 108: Route 151/Depot Hill Rd & Route 66



Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Future Volume (vph)	0	390	270	10	720	1	510	0	2	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	150		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850					0.999			0.865	
Flt Protected				0.950			0.950	0.953				
Satd. Flow (prot)	0	1766	1501	1678	1766	0	1594	1597	0	0	1528	0
Flt Permitted				0.485			0.757	0.728				
Satd. Flow (perm)	0	1766	1501	857	1766	0	1270	1220	0	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307					89			117	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	443	307	11	818	1	580	0	2	0	0	1
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	0	443	307	11	819	0	290	292	0	0	1	0
Turn Type		NA	Perm	Perm	NA		Perm	NA			NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0		21.0	21.0	
Total Split (s)	37.0	37.0	37.0	37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%	61.7%	61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		27.7	27.7	27.7	27.7		15.8	15.8			15.8	
Actuated g/C Ratio		0.50	0.50	0.50	0.50		0.28	0.28			0.28	
v/c Ratio		0.50	0.34	0.03	0.93		0.81	0.71			0.00	
Control Delay		12.5	2.5	8.3	34.4		37.9	23.5			0.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		12.5	2.5	8.3	34.4		37.9	23.5			0.0	
LOS		B	A	A	C		D	C			A	
Approach Delay		8.4			34.1			30.7				
Approach LOS		A			C			C				

Lanes, Volumes, Timings

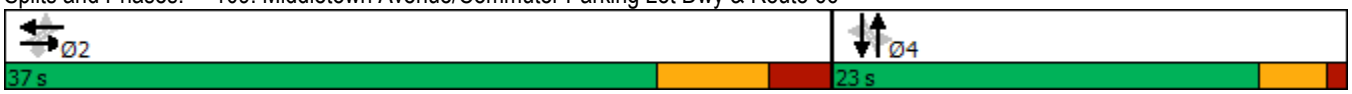
Timing Plan: Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		99	0	2	256		96	63			0	
Queue Length 95th (ft)		168	31	9	#478		#201	#141			0	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125			150					
Base Capacity (vph)		939	942	456	939		441	481			606	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.47	0.33	0.02	0.87		0.66	0.61			0.00	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 55.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Future Volume (vph)	3	800	580	3	500	2	310	10	10	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	0		250	125		0	150		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.991			0.955	
Flt Protected				0.950			0.950	0.958			0.984	
Satd. Flow (prot)	0	1801	1531	1711	1799	0	1625	1624	0	0	1692	0
Flt Permitted		0.998		0.216			0.754	0.747			0.919	
Satd. Flow (perm)	0	1797	1531	389	1799	0	1290	1266	0	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			598					5			2	
Link Speed (mph)		45			45			50			15	
Link Distance (ft)		546			525			823			174	
Travel Time (s)		8.3			8.0			11.2			7.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	825	598	3	515	2	320	10	10	2	2	2
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	0	828	598	3	517	0	170	170	0	0	6	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9		21.0	21.0		21.0	21.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0		21.0	21.0		21.0	21.0	
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		7.9	7.9	7.9	7.9		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	
Act Effct Green (s)		30.3	30.3	30.3	30.3		11.2	11.2			11.2	
Actuated g/C Ratio		0.57	0.57	0.57	0.57		0.21	0.21			0.21	
v/c Ratio		0.81	0.53	0.01	0.51		0.63	0.63			0.02	
Control Delay		19.7	2.8	6.7	10.2		30.1	29.7			14.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		19.7	2.8	6.7	10.2		30.1	29.7			14.2	
LOS		B	A	A	B		C	C			B	
Approach Delay		12.6			10.1			29.9			14.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		185	0	0	87		52	51			1	

Lanes, Volumes, Timings

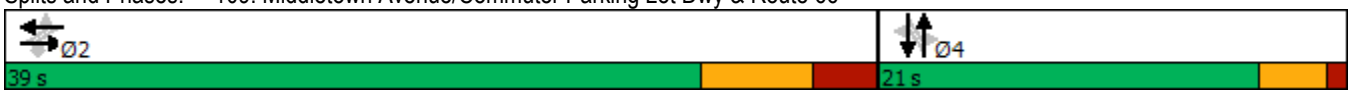
Timing Plan: Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#475	41	4	194		106	105			8	
Internal Link Dist (ft)		466			445			743			94	
Turn Bay Length (ft)			250	125			150					
Base Capacity (vph)		1052	1144	227	1053		412	408			507	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.79	0.52	0.01	0.49		0.41	0.42			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 53.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 109: Middletown Avenue/Commuter Parking Lot Dwy & Route 66



APPENDIX U

Lower Connecticut River Valley Proposed Route
586 Bus Route (Formerly Route F)

Route 586 (Formerly F)

Figure 23 | Figure 586 - Existing

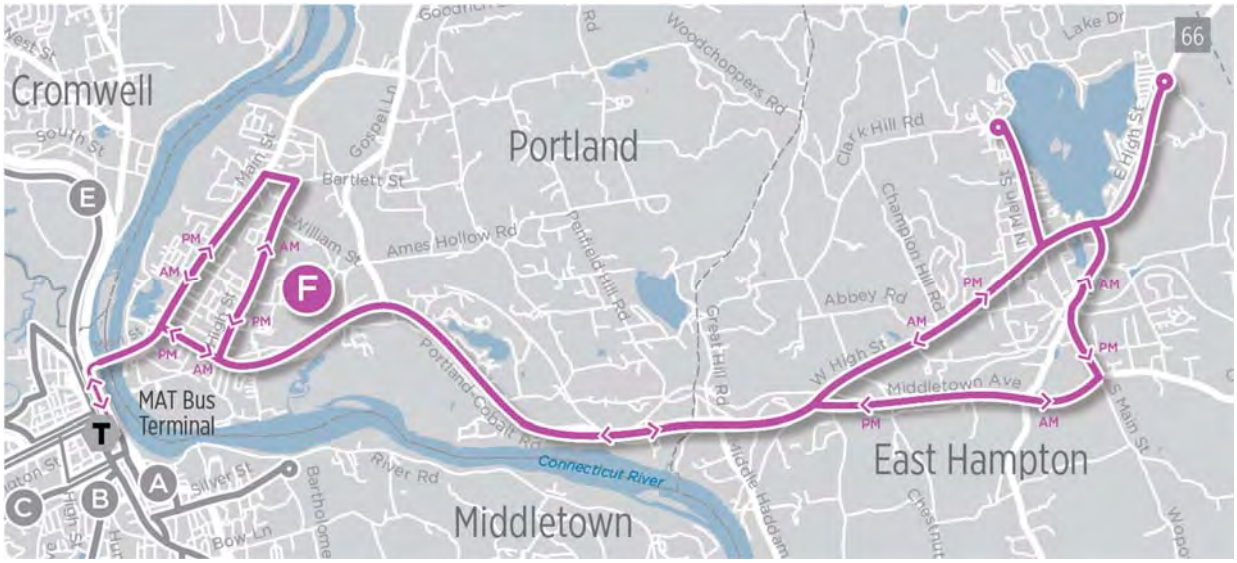
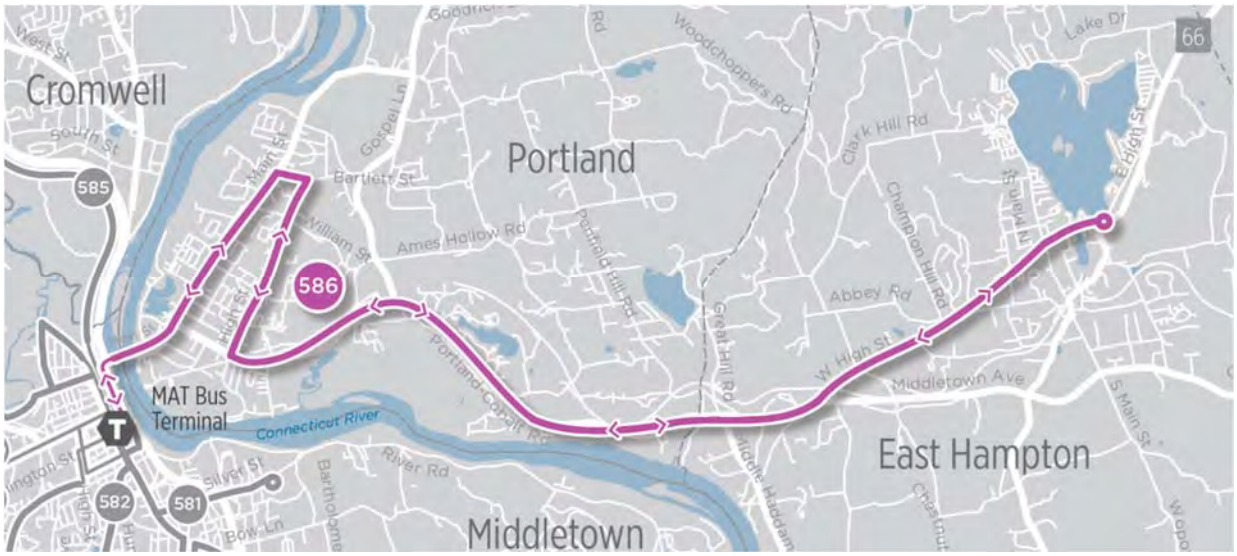


Figure 24 | Figure 586 - Scenarios 1, 2, 3



APPENDIX V

Opinions of Probable Construction Cost
by Concept

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	3/23/2020	By	A. Weber
Ch'kd Date	4/10/2020	By	M. Stoutz
Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept A-3 - Main Street at Marlborough Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	300	$35.00	$10,500
Rock Excavation	CY	30	$135.00	$4,050
Formation of Subgrade	SY	500	$5.00	$2,500
Subbase	CY	200	$50.00	$10,000
Sedimentation Control System	LF	300	$6.00	$1,800
HMA S1.0	TN	150	$150.00	$22,500
HMA S0.50	TN	2,200	$155.00	$341,000
Milling of Bituminous Concrete 0-4"	SY	18,000	$16.00	$288,000
12″ R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	3,500	$35.00	$122,500
Concrete Sidewalk	SF	6,100	$20.00	$122,000
Concrete Sidewalk Ramp	EA	12	$1,350.00	$16,200
Furnishing And Placing Topsoil	SY	1,000	$8.00	$8,000
Turf Establishment	SY	1,000	$2.00	$2,000
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	1	$10,000.00	$10,000
Type "C" Catch Basin	EA	1	$3,750.00	$3,750
Manhole	EA	1	$3,750.00	$3,750
8' Aluminum Pedestal	EA	8	$600.00	$4,800
1 Way Pedestrian Signal Pedestal Mounted	EA	8	$600.00	$4,800
2" Rigid Metal Conduit In Trench/ Roadway	LF	200	$13.00	$2,600
Pedestrian Push Button and Sign	EA	4	$340.00	$1,360
New Traffic Signal	LS	1	$450,000.00	$450,000
Major Signal Modification	LS	1	$100,000.00	$100,000
Sub-Total				$1,606,000
Lump Sum Items				
Clearing and Grubbing (3%)				$48,200
M&P of Traffic (5%)				$80,300
Mobilization (7%)				$112,400
Construction Staking (2%)				$32,100
Minor Items (25%)				$402,000
Incidentals (25%)				$470,000
Contingencies (25%)				$470,000
Total				$3,221,000

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Prep'd Date	3/23/2020	By	A. Weber
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Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept B - Portland Pedestrian Mobility Improvements

Item	Unit	Quantity	Price	Amount
Concrete Sidewalk	SF	14,300	$20.00	$286,000
Concrete Sidewalk Ramp	EA	17	$1,350.00	$22,950
Concrete Driveway	CY	175	$700.00	$122,500
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Utility Pole Relocation	EA	14	$10,000.00	$140,000
8' Aluminum Pedestal	EA	12	$600.00	$7,200
1 Way Pedestrian Signal Pedestal Mounted	EA	10	$600.00	$6,000
2 Way Pedestrian Signal Pedestal Mounted	EA	2	$1,200.00	$2,400
2" Rigid Metal Conduit In Trench/ Roadway	LF	700	$13.00	$9,100
Pedestrian Push Button and Sign	EA	14	$340.00	$4,760
Minor Signal Modification	LS	3	$50,000.00	$150,000
Sub-Total				$752,000
Lump Sum Items				
Clearing and Grubbing (3%)				$22,600
M&P of Traffic (5%)				$37,600
Mobilization (7%)				$52,600
Construction Staking (2%)				$15,000
Minor Items (25%)				$188,000
Incidentals (25%)				$220,000
Contingencies (25%)				$220,000
Total				$1,508,000

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Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept D - Route 66 Eastbound Merge & Left-Turn Pocket

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	200	$35.00	$7,000
Rock Excavation	CY	20	$135.00	$2,700
Formation of Subgrade	SY	300	$5.00	$1,500
Subbase	CY	100	$50.00	$5,000
HMA S1.0	TN	75	$150.00	$11,250
HMA S0.50	TN	210	$155.00	$32,550
Milling of Bituminous Concrete 0-4"	SY	1,400	$16.00	$22,400
Sub-Total				$82,000
Lump Sum Items				
Clearing and Grubbing (3%)				$2,500
M&P of Traffic (5%)				$4,100
Mobilization (7%)				$5,700
Construction Staking (2%)				$1,600
Minor Items (25%)				$21,000
Incidentals (25%)				$24,000
Contingencies (25%)				$24,000
Total				$165,000

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Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept E - Left-Turn Pockets at Citgo and Opticom Driveways

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	800	$35.00	$28,000
Rock Excavation	CY	80	$135.00	$10,800
Formation of Subgrade	SY	1,300	$5.00	$6,500
Subbase	CY	500	$50.00	$25,000
Sedimentation Control System	LF	900	$6.00	$5,400
HMA S1.0	TN	400	$150.00	$60,000
HMA S0.50	TN	800	$155.00	$124,000
Milling of Bituminous Concrete 0-4"	SY	3,900	$16.00	$62,400
Bituminous Concrete Lip Curbing	LF	1,900	$15.00	$28,500
Sub-Total				$351,000
Lump Sum Items				
Clearing and Grubbing (3%)				$10,500
M&P of Traffic (5%)				$17,600
Mobilization (7%)				$24,600
Construction Staking (2%)				$7,000
Minor Items (25%)				$88,000
Incidentals (25%)				$103,000
Contingencies (25%)				$103,000
Total				$705,000

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Prep'd Date	3/23/2020	By	
Ch'kd Date	X/X/XXXX	By	
Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1	of	1

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept G - Route 66 at Route 151 Intersection Widening

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,200	$35.00	$77,000
Rock Excavation	CY	200	$135.00	$27,000
Formation of Subgrade	SY	4,000	$5.00	$20,000
Subbase	CY	1,000	$50.00	$50,000
Sedimentation Control System	LF	1,500	$6.00	$9,000
HMA S1.0	TN	1,150	$150.00	$172,500
HMA S0.50	TN	1,800	$155.00	$279,000
Milling of Bituminous Concrete 0-4"	SY	8,000	$16.00	$128,000
12″ R.C. Pipe	LF	100	$75.00	$7,500
15″ R.C. Pipe	LF	50	$90.00	$4,500
Bituminous Concrete Lip Curbing	LF	2,400	$15.00	$36,000
Concrete Sidewalk	SF	11,226	$20.00	$224,520
Concrete Driveway	CY	1,000	$700.00	$700,000
Concrete Sidewalk Ramp	EA	6	$1,350.00	$8,100
Bituminous Concrete Driveway	SY	100	$50.00	$5,000
Turf Establishment	SY	150	$2.00	$300
Utility Pole Relocation	EA	4	$10,000.00	$40,000
Landscaping	LS	1	$10,000.00	$10,000
Type "C" Catch Basin	EA	3	$3,750.00	$11,250
New Traffic Signal	LS	1	$450,000.00	$450,000
Sub-Total				$2,260,000
Lump Sum Items				
Clearing and Grubbing (3%)				$67,800
M&P of Traffic (5%)				$113,000
Mobilization (7%)				$158,200
Construction Staking (2%)				$45,200
Minor Items (25%)				$565,000
Incidentals (25%)				$661,000
Contingencies (25%)				$661,000
Total				$4,531,000

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Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept H - Route 66 at Route 16 Intersection Improvements

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	600	$35.00	$21,000
Rock Excavation	CY	60	$135.00	$8,100
Formation of Subgrade	SY	900	$5.00	$4,500
Subbase	CY	300	$50.00	$15,000
Sedimentation Control System	LF	1,000	$6.00	$6,000
HMA S1.0	TN	300	$150.00	$45,000
HMA S0.50	TN	900	$155.00	$139,500
Milling of Bituminous Concrete 0-4"	SY	6,100	$16.00	$97,600
12″ R.C. Pipe	LF	20	$75.00	$1,500
Bituminous Concrete Lip Curbing	LF	2,400	$15.00	$36,000
Type "C" Catch Basin	EA	2	$3,750.00	$7,500
Manhole	EA	2	$3,750.00	$7,500
Minor Signal Modification	LS	1	$50,000.00	$50,000
Sub-Total				$439,000
Lump Sum Items				
Clearing and Grubbing (3%)				$13,200
M&P of Traffic (5%)				$22,000
Mobilization (7%)				$30,700
Construction Staking (2%)				$8,800
Minor Items (25%)				$110,000
Incidentals (25%)				$128,000
Contingencies (25%)				$128,000
Total				$880,000

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Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept I - East Hampton Middle School Driveway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	400	$35.00	$14,000
Rock Excavation	CY	40	$135.00	$5,400
Formation of Subgrade	SY	700	$5.00	$3,500
Subbase	CY	400	$50.00	$20,000
Sedimentation Control System	LF	1,400	$6.00	$8,400
HMA S1.0	TN	200	$150.00	$30,000
HMA S0.50	TN	500	$155.00	$77,500
Milling of Bituminous Concrete 0-4"	SY	2,700	$16.00	$43,200
Bituminous Concrete Lip Curbing	LF	1,400	$15.00	$21,000
Utility Pole Relocation	EA	5	$10,000.00	$50,000
Sub-Total				$273,000
Lump Sum Items				
Clearing and Grubbing (3%)				$8,200
M&P of Traffic (5%)				$13,700
Mobilization (7%)				$19,100
Construction Staking (2%)				$5,500
Minor Items (25%)				$68,000
Incidentals (25%)				$80,000
Contingencies (25%)				$80,000
Total				$548,000

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Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept J - East Hampton Commercial Center Improvements

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	10	$35.00	$350
HMA S0.50	TN	200	$155.00	$31,000
Milling of Bituminous Concrete 0-4"	SY	1,400	$16.00	$22,400
Concrete Sidewalk	SF	3,300	$20.00	$66,000
Concrete Sidewalk Ramp	EA	6	$1,350.00	$8,100
Concrete Driveway	CY	50	$700.00	$35,000
Furnishing And Placing Topsoil	SY	50	$8.00	$400
Turf Establishment	SY	50	$2.00	$100
Trafficperson (Municipal Police Officer)	EST		$0.00	$0
Trafficperson (Uniformed Flagger)	HR		$0.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,750.00	$0
Type "C-L" Catch Basin	EA	0	$4,200.00	$0
Manhole	EA	0	$3,750.00	$0
8' Aluminum Pedestal	EA		$600.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA		$600.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF		$13.00	$0
Pedestrian Push Button and Sign	EA		$340.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$620.00	$0
New Traffic Signal	LS	0	$450,000.00	$0
Minor Signal Modification	LS	1	$50,000.00	$50,000
Rectangular Rapid Flash Beacon (RRFB)	EA	2	$10,000.00	$20,000
Sub-Total				$233,000
Lump Sum Items				
Clearing and Grubbing (3%)				$7,000
M&P of Traffic (5%)				$11,700
Mobilization (7%)				$16,300
Construction Staking (2%)				$4,700
Minor Items (25%)				$58,000
Incidentals (25%)				$68,000
Contingencies (25%)				$68,000
Total				$467,000

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Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept K - Paul's & Sandy's Too Safety Improvements

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,500	$35.00	$122,500
Rock Excavation	CY	350	$135.00	$47,250
Formation of Subgrade	SY	6,000	$5.00	$30,000
Subbase	CY	2,000	$50.00	$100,000
Sedimentation Control System	LF	2,500	$6.00	$15,000
HMA S1.0	TN	1,600	$150.00	$240,000
HMA S0.50	TN	1,300	$155.00	$201,500
12″ R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	1,400	$35.00	$49,000
Bituminous Concrete Lip Curbing	LF	2,500	$15.00	$37,500
Concrete Sidewalk	SF	10,795	$20.00	$215,900
Concrete Sidewalk Ramp	EA	2	$1,350.00	$2,700
Furnishing And Placing Topsoil	SY	1,100	$8.00	$8,800
Turf Establishment	SY	1,100	$2.00	$2,200
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	1	$20,000.00	$20,000
Type "C" Catch Basin	EA	3	$3,750.00	$11,250
Manhole	EA	3	$3,750.00	$11,250
Sub-Total				$1,139,000
Lump Sum Items				
Clearing and Grubbing (3%)				$34,200
M&P of Traffic (5%)				$57,000
Mobilization (7%)				$79,700
Construction Staking (2%)				$22,800
Minor Items (25%)				$285,000
Incidentals (25%)				$333,000
Contingencies (25%)				$333,000
Total				$2,284,000

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Engineers | Environmental Specialists

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Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept L-1 - Route 66 at Edgewater Hill Driveway Improvements

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	550	$35.00	$19,250
Rock Excavation	CY	60	$135.00	$8,100
Formation of Subgrade	SY	550	$5.00	$2,750
Subbase	CY	500	$50.00	$25,000
Sedimentation Control System	LF	300	$6.00	$1,800
HMA S1.0	TN	110	$150.00	$16,500
HMA S0.50	TN	300	$155.00	$46,500
Milling of Bituminous Concrete 0-4"	SY	1,800	$16.00	$28,800
Concrete Sidewalk	SF	8,090	$20.00	$161,800
Concrete Sidewalk Ramp	EA	11	$1,350.00	$14,850
Bituminous Concrete Driveway	SY	200	$50.00	$10,000
Concrete Driveway	CY	15	$700.00	$10,500
Furnishing And Placing Topsoil	SY	900	$8.00	$7,200
Turf Establishment	SY	900	$2.00	$1,800
Utility Pole Relocation	EA	5	$10,000.00	$50,000
Landscaping	LS	1	$5,000.00	$5,000
Sub-Total				$434,000
Lump Sum Items				
Clearing and Grubbing (3%)				$13,000
M&P of Traffic (5%)				$21,700
Mobilization (7%)				$30,400
Construction Staking (2%)				$8,700
Minor Items (25%)				$109,000
Incidentals (25%)				$127,000
Contingencies (25%)				$127,000
Total				$871,000

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	3/23/2020	By	A. Weber
Ch'kd Date	6/16/2020	By	J. Wang
Town of	Portland & East Hampton, CT		
Project No.	21-5001-001		
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Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept L-2 - Route 66 at Edgewater Hill Driveway Roundabout

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,000	$35.00	$105,000
Rock Excavation	CY	300	$135.00	$40,500
Formation of Subgrade	SY	3,700	$5.00	$18,500
Subbase	CY	1,500	$50.00	$75,000
Sedimentation Control System	LF	1,000	$6.00	$6,000
HMA S1.0	TN	1,100	$150.00	$165,000
HMA S0.50	TN	900	$155.00	$139,500
Stamped Concrete	SF	3,100	$32.00	$99,200
12″ R.C. Pipe	LF	400	$75.00	$30,000
Concrete Curbing	LF	1,400	$35.00	$49,000
Curved Mountable Granite Stone Curbing	LF	600	$100.00	$60,000
Bituminous Concrete Lip Curbing	LF	1,800	$15.00	$27,000
Concrete Sidewalk	SF	8,800	$20.00	$176,000
Concrete Sidewalk Ramp	EA	18	$1,350.00	$24,300
Concrete Driveway	CY	15	$700.00	$10,500
Furnishing And Placing Topsoil	SY	2,200	$8.00	$17,600
Turf Establishment	SY	2,200	$2.00	$4,400
Utility Pole Relocation	EA	5	$10,000.00	$50,000
Landscaping	LS	1	$20,000.00	$20,000
Type "C" Catch Basin	EA	4	$3,750.00	$15,000
Manhole	EA	4	$3,750.00	$15,000
Sub-Total				$1,148,000
Lump Sum Items				
Clearing and Grubbing (3%)				$34,400
M&P of Traffic (5%)				$57,400
Mobilization (7%)				$80,400
Construction Staking (2%)				$23,000
Minor Items (25%)				$287,000
Incidentals (25%)				$336,000
Contingencies (25%)				$336,000

Total $2,302,000

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Engineers | Environmental Specialists

Prep'd Date	3/23/2020	By	A. Weber
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Project No.	21-5001-001		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept M - Route 66 at Lake Drive Realignment

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,100	$35.00	$38,500
Rock Excavation	CY	100	$135.00	$13,500
Formation of Subgrade	SY	550	$5.00	$2,750
Subbase	CY	200	$50.00	$10,000
Sedimentation Control System	LF	300	$6.00	$1,800
HMA S1.0	TN	175	$150.00	$26,250
HMA S0.50	TN	375	$155.00	$58,125
Milling of Bituminous Concrete 0-4"	SY	700	$16.00	$11,200
Bituminous Concrete Driveway	SY	50	$50.00	$2,500
Furnishing And Placing Topsoil	SY	1,200	$8.00	$9,600
Turf Establishment	SY	1,200	$2.00	$2,400
Landscaping	LS	1	$10,000.00	$10,000
Sub-Total				$187,000
Lump Sum Items				
Clearing and Grubbing (3%)				$5,600
M&P of Traffic (5%)				$9,400
Mobilization (7%)				$13,100
Construction Staking (2%)				$3,700
Minor Items (25%)				$47,000
Incidentals (25%)				$55,000
Contingencies (25%)				$55,000

Total $376,000

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	3/23/2020	By	A. Weber
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Project No.	21-5001-001		
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Opinion of Probable Cost for the Construction of
Route 66 Transportation Planning Study Improvements
Concept N - Transit Improvements

Item	Unit	Quantity	Price	Amount
Bus Shelter	EA	5	$25,000.00	$125,000
Sub-Total				$125,000
Lump Sum Items				
Clearing and Grubbing (3%)				$3,800
M&P of Traffic (5%)				$6,300
Mobilization (7%)				$8,800
Construction Staking (2%)				$2,500
Minor Items (25%)				$31,000
Incidentals (25%)				$37,000
Contingencies (25%)				$37,000

Total $251,000

APPENDIX W

Response to CTDOT Comments

Response to CTDOT Division of Traffic Comments

The following is provided in response to the CTDOT Division of Traffic review comments received via email on March 6, 2020 regarding the Route 66 Transportation Study Alternative Analysis Technical Memorandum.

Comment 1: *Concept A-1 & A-2:* Should consideration be given to providing additional details in the memo of the feasibility/infeasibility of the Route 66 Bypass concept given the geometric challenges, access control impacts, and the right of way constraints discussed at the 2/18/2020 meeting?

Response: The challenges associated with the Route 66 Bypass concept will be mentioned in the Final Report.

Comment 2: *Concept E:* Please address the alignment of the left-turn lanes and the double yellow centerline bubble at the Opticom Headquarters driveway as discussed at the 2/18/2020 meeting.

Response: Concept E was revised to show broken double yellow centerline at the proposed Opticom Driveway and Citgo Driveway left-turn ingress.

Comment 3: Should consideration be given to removing the roundabout design from the Memo or providing additional explanation of its infeasibility at Depot Hill Road and Middle Haddam Road given the geometric and right of way constraints discussed at the 2/18/2020 meeting?

Response: The Cobalt roundabout will not be included in the Final Report recommendations.

Comment 4: *Concept G-1:* Please provide left turn lanes for Route 66 at Middle Haddam Road and Depot Hill Road. Currently, there is bypass provided for left turning vehicles. In addition, the Division has safety concerns with the addition of a second through lane and merge concept since it introduces additional conflict points. The northbound Middle Haddam Road channelized right-turn lane should be converted to a "normal" right turn lane without the island and be controlled by the signal.

Response: Concept G was revised to include center opposed left-turn lanes in addition to two travel lanes in each direction on Route 66. The concept was also revised to show the removal of the existing northbound Middle Haddam Road channelized right-turn lane to provide a shared northbound travel lane controlled by the signal.

Comment 5: *Concept J:* The proposed RRFB would need to be further reviewed. Data supporting its need would be required. RRFB's are typically reserved for midblock crossings. Bridge Project No. 0041-0118 is currently designed to install sidewalk only on the south side of Route 66 (opposite American Distilling Inc.).

Response: The proposed RRFB was recommended in Route 66 Corridor Planning Study to improve pedestrian crossing safety on Route 66 between the East Hampton Mall Shopping Center Driveway and Lakeview Street. A

detailed engineering study will be required for the design of the proposed RRFB.

Comment 6: *Concept L-1:* Should ramps and a crosswalk be provided across Edgewater Hill Driveway at Route 66?

Response: Concept L-1 was updated to include ramps and a crosswalk across Edgewater Hill Driveway at Route 66.

Comment 7: *Concepts M & N:* It is suggested that the proposed bus stops and bus shelters be presented to the Department's Public Transit Unit for review and comment.

Response: Noted.

Response to CTDOT Highway Management Unit Comments

The following is provided in response to the CTDOT Highway Management Unit's review comments received via email on March 6, 2020 regarding the Route 66 Transportation Study Alternative Analysis Technical Memorandum.

Comment 9: What design vehicle was used to lay out the radii for the proposed exits to the new alignment for Route 66? Route 66 is currently classified as a Principal Arterial on the National Highway System (NHS), therefore the proposed bypass should be able to accommodate large vehicles (including the ability for a WB-67 to physical be able to compete the turning movements).

Response: The Route 66 Bypass Concept was investigated at a planning level only to identify potential routing, associated impacts, and to conduct a feasibility assessment of the viability of developing this concept. Based on the work conducted under this study, it was determined that the development of a new Route 66 Bypass would require a significant investment to develop and that if the Town and Region supported further development of this concept that a more detailed study that focused on the area of the terminus of the Arrigoni Bridge east approach would be required. The bypass concept is being included in the final report as documentation of the efforts that were conducted during this project.

Comment 10: The proposed grade separation from the exits at Route 66 to the Route 66 bypass needs to be further investigated to determine proposed roadway geometry, approximate cross section, and the approximate height and length of retaining wall, where required. In addition, the proposed bridge location and approximate length should be depicted in the concept.

While it is understood that significant design work would be necessary to fully develop a bridge and retaining wall layout for this concept, additional detail is still needed to vet the feasibility of this layout. Specifically, what approximate grade would be necessary to accommodate the needed vertical separation? Is that achievable within the CTDOT Design Standards? Has any consideration been given to the multiple driveway impacts associated with the proposed retaining wall? How might that access be revised or addressed?

Response: Approximate limits of a potential retaining wall were estimated based on existing grades. These limits are now shown on Concepts A-1 and A-2. Also not the response to Comment 9.

Comment 11: Where there are impacts to businesses the concept should depict potential solutions such as new driveways with reconfigured parking lots that demonstrates traffic circulation. If no solution is proposed, the impacts need to be documented as "unresolved" and identified as a potential obstacle to successful implementation of the concept.

Response: Limited details to reconfigure impacted driveways are shown on the concept plans. Right-of-way obstacles are documented in the report.

Comment 12: The new alignment of Route 66 is within the ROW of the Railroad and Airline Avenue and it appears there will be many impacts to the surrounding properties which will involve full or partial ROW acquisitions. Documentation of all the apparent impacted properties and the anticipated type of ROW involvement—full or partial take—should be included in the report. A high level summary table is acceptable for minor impacts but more detail should be provided for any property with significant impact.

Response: Significant property impacts would be associated with a new Route 66 corridor and noted in the Final Report. Approximate property lines are depicted on the concept plans for reference only.

Comment 13: Verify that the roundabout through movement on Route 66 will be able to accommodate a WB 67 and SU 30 traveling side by side in the two travel lanes.

Response: The roundabout was not designed to that level of detail. The ability for the WB-67 and SU-30 design vehicles to travel side by side was not analyzed at this time and may be analyzed if the project is pursued further.

Comment 14: As noted with the comment regarding the proposed overpass, it is understood that an accurate and comprehensive cost estimate may not be feasible given the level of detail currently available. However, in order to effectively evaluate the merits of these alternatives, cost estimates will be needed. It is acceptable to provide a range of costs and make note of the unknown or undetermined factors.

Response: Due to the complexity and number of unknowns associated with the bypass concept, an estimated project cost was not able to be determined at this time and will require further analysis.

APPENDIX X

Pedestrian Safety Countermeasures at Marked Uncontrolled Crosswalks

Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks

The Table below should be used after an engineering study has been performed and determined that a marked uncontrolled crosswalk is appropriate. Countermeasures shown in the chart are not mandated or required, and should be based on engineering judgment.

Town:	# of Lanes/Crosswalk Length:	ADT:	Presence of Lighting:	Median Presence:
Location:	Ped. Generator Nearby:	Posted Speed:	# of Pedestrians/Hour:	Sightline:

	Roadway Average Daily Traffic (ADT) and Posted Speed Limit*								
	1,500 < ADT < 9,000			9,000 < ADT < 15,000			ADT ≥ 15,000		
# of Lanes	**≤ 30 MPH**	**35 MPH**	**≥ 40 MPH**	**≤ 30 MPH**	**35 MPH**	**≥ 40 MPH**	**≤ 30 MPH**	**35 MPH**	**≥ 40 MPH**
2	**A**	**A**	**C/D**	**A**	**A**	**C/D**	**A**	**A**	**D**
3 (w/ raised median)**	**A**	**A**	**C/D**	**A**	**C/D**	**C/D**	**A**	**C/D**	**D**
3 (w/o median)	**A**	**A**	**D**	**A**	**C/D**	**D**	**A**	**D**	**D**
4+ (w/ raised median)**	**A**	**A**	**D**	**A**	**C/D**	**D**	**C/D**	**D**	**D**
4+ (w/o median)	**A/B**	**B**	**B/D**	**B**	**B/C/D**	**B/D**	**B/C/D**	**B/D**	**B/D**

Countermeasures (include A at a minimum):

A - High-Visibility Crosswalk with markings, signage (*consider including overhead lighting*)

B - Pedestrian Refuge Island

C - Rectangular Rapid Flashing Beacon (RRFB) – Minimum crossing volume of 20 pedestrians/hour recommended; or 10 pedestrians/hour if there are a high number of vulnerable users, or if the reduced volume is met for three consecutive hours

D - Pedestrian Hybrid Beacon (PHB; previously HAWK) – Refer to MUTCD Figures 4F-1 and 4F-2 for minimum criteria conditions

Additional countermeasures (less commonly used):

Curb Extensions

Road Diet – Consider this countermeasure for all roadways with four or more lanes without a raised median; typically, Road Diets are considered for roadways with current and future ADT equal to or less than about 20,000 vehicles per day

In-Street Pedestrian Crossing Sign – Towns may request this countermeasure on State roads under encroachment permit

Raised Crosswalk – Not used on State roads but can be installed by municipalities on local roads

Crossing treatments are generally not installed at locations where the ADT is lower than 1,500 vehicles per day. Exceptions may be made at school and trail crossing locations where the peak hour vehicle traffic exceeds 10% of the ADT; school crossings are defined as locations where 10 or more student pedestrians are crossing per hour.

For questions or guidance about using this form, please contact TrafficSafety.DOT@CT.gov.
For questions regarding installation of countermeasures on State roads, please contact DOT.TrafficEngineering@CT.gov.

This Table was created using the Federal Highway Administration's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.

*if available, 85th percentile speed should be used instead of the posted speed
**assumes raised median is at least 4' wide and 6' long to adequately serve as a refuge area for pedestrians

Rev. 02/05/2020