

April 24, 2015

Mr. Hugh H. Hayward, P.E.  
Department of Transportation  
2800 Berlin Turnpike  
PO Box 317546  
Newington, CT 06131

Re: LOTCIP application for improvements at the Honeyspot-South-Stratford Avenue  
Intersection and Interchange 31 in Stratford, CT.

Dear Mr. Hayward:

We are pleased to submit the LOTCIP application for improvements at the Honeyspot-South-Stratford Avenue intersection as well as improvements in the vicinity of Interchange 31 in the Town of Stratford.

Please note that additional pages have been added to the application due to the limited spaces for some responses in the original document. Attachments include supplemental information such as maps, capacity analysis and conceptual renderings.

If you have any questions, please do not hesitate to contact me at 203-366-5405.

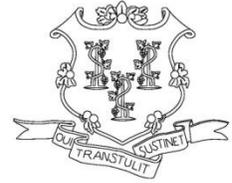
Sincerely,

A handwritten signature in cursive script, appearing to read "Meghan Sloan".

Meghan Sloan  
Interim Planning Director



# Connecticut Department of Transportation



## Local Transportation Capital Improvement Program Application

Municipality:

RPO:

Route/Road:

Project Title:

Roadway Functional  
Classification (if  
applicable):

RPO Contact  
Information:

Name

Title

Phone Number

Email

Municipal Contact  
Information:

Name

Title

Phone Number

Email

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. **You may provide your answer in the space provided below or submit separate answer sheets. It is important that the application be as thorough as possible as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

## (A) Project Information

1. Select the type of proposed improvement (select all that apply):

**Please note: The entire application must be completed for all projects in addition to any necessary supplemental sections (K through P) as determined by the type of project.**

- Roadway Geometric Improvement
- Stand-Alone Sidewalk Construction
- Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- Intersection Improvement

Provide additional information as required in section K

- Bridge Rehabilitation/Replacement

Provide additional information as required in section L

- Major Drainage Improvement

Provide additional information as required in section M

- Pavement Structure Improvement

Provide additional information as required in section N

- Traffic Signal Replacement/Upgrade/New Installation/Coordination

Provide additional information as required in section O

- Other (please specify): \_\_\_\_\_

Provide additional information as required in section P

2. Describe the purpose and need of the project. Please include specific information and describe in enough detail for those unfamiliar with the project. Provide a range of digital photographs to document the existing conditions and support the purpose and need.



3. Provide a project description and specifically describe how the proposed improvements address the purpose and need. What alternates were considered?
  
4. Provide concept plans of the proposed improvement. The plans must be sufficiently developed and provide enough detail on a scaled drawing (including aerial photography base mapping if possible) to identify the following:
  - a. Project location
  - b. Limits of project
  - c. Approximate limits and extent of any pavement widening or realignment
  - d. Proposed number of lanes, widths, and arrangements
  - e. Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.)
  - f. Structures (i.e. Retaining walls, bridges)
  - g. Watercourses
  - h. Typical Cross Section including lane and shoulder widths, pavement structure, etc.
  
5. Have the improvements at this location been submitted to the Department previously for funding?  No  Yes  
If yes, when? \_\_\_\_\_
  
6. Does the project impact any State-owned Facilities (i.e. roads, bridges, etc.)?  
 No  Yes  
If yes, describe the impacts:

7. In the area of the project, are there any known proposed developments?

No       Yes

If yes, describe the proposed developments:

8. Design Standards to be used:

Established municipal standards

AASHTO Policy on Geometric Design of Highways and Streets

Connecticut Department of Transportation Highway Design Manual

AASHTO LRFD Bridge Design Specifications and Connecticut Department of Transportation Bridge Design Manual

Other, please specify: \_\_\_\_\_

### **(B) Rights of Way**

1. Are any Right of Way (ROW) impacts anticipated?  No       Yes

If yes, describe the nature, extent, and type of impacts:

2. If ROW acquisitions will be required, who does the municipality plan to have perform acquisition activities?

Municipal staff     Consultant hired by municipality     State

3. If ROW acquisitions are to be performed by the Municipality's staff or their consultant, will the municipality be seeking reimbursement for ROW costs?

No       Yes

### (C) Utilities

1. List all utilities within the project area, including their owners.

<u>Overhead</u>	<u>Underground</u>

2. Are any utility impacts anticipated?  No  Yes

If yes, explain the nature and extent of the impacts:

**Note:** Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs.

3. Have the utility companies identified any plans to expand or improve existing utilities that would that would compromise the service life of the proposed improvements?

No  Yes

If yes, describe any proposed improvements and their schedule:

### (D) Storm water drainage system and under drains

1. Do any existing storm water drainage problems exist?  No  Yes

If yes, describe the problem(s):

2. Is any storm water drainage system work anticipated, including any new or modified drainage outlets?  No  Yes

If yes, explain the nature and extent of the improvements:

3. Are there any existing watercourse crossings that are proposed to be modified, rehabilitated, or replaced as part of the project?  No  Yes

If yes, indicate the type of improvement needed and the reason for it. Please also indicate if any existing watercourse crossings have inadequate hydraulic capacity:

### **(E) Rail Crossings**

1. Are there any railroad crossings that are likely to be impacted as part of the project?

No

Yes

At-grade

Grade separated

If yes, describe impacts and any necessary modifications:

### **(F) Pedestrian/Bicycle Safety and Mobility**

1. Complete and attach the Department's Bicycle and Pedestrian Needs Assessment Form to this application (a copy of this form is included in Appendix C). In accordance with Connecticut General Statutes, Section 13a – 153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction, and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project, regardless of funding source.

## **(G) Traffic**

The information below needs to be provided or reviewed (as specified) by the designer for all project types except for stand-alone sidewalk projects and bicycle/pedestrian improvements, and multi-use trail facilities that do not involve pedestrian crossings

### 1. Volumes

Provide existing and 20-year Projected ADTs and Turning Volumes. Refer to the Preliminary Engineering/Preliminary Design section for guidance on traffic volumes.

### 2. Accident Experience

Provide a summary of accident experience (most current three years data. An accident diagram is preferred.)

### 3. Traffic Signals

Review the existing traffic signal plans for projects involving signalized intersections

### 4. Speed Data

Provide 85<sup>th</sup> percentile speeds in the project area

Provide all posted speed limits in the project area

## **(H) Environmental Resource Involvement**

Refer to Application Process/Preliminary Project Submittals - Information Provided by the Department for more information.

### 1. Parks, Cemeteries, Historic Structures

- a. Are there any parks, cemeteries, or historic structures that are likely to be affected by the project?  No  Yes

If yes, describe the type and extent of the anticipated impact.

## 2. Wetlands

- a. Are there any wetlands that are likely to be affected by the project?

No       Yes

If yes, describe the type and extent of the anticipated impact.

## 3. Hazardous or Contaminated Sites

- a. Has the potential for hazardous or contaminated sites and materials in the project area been investigated?  No       Yes

If yes, describe the type and extent of the anticipated impact.

## **(I) Public Involvement**

Refer to Preliminary Engineering/Project Design - Public Involvement section for more information.

1. Has public involvement been conducted?  No       Yes

If yes, was there significant public opposition to the project? Describe below:

## **(J) Cost Estimate**

Attach a preliminary cost estimate identifying:

1. Rights of Way
2. Approximate quantities and assumed unit prices of the major contract items
3. An allowance for minor items

4. Standard lump sum items (i.e. clearing & grubbing, mobilization, construction staking, maintenance & protection of traffic) as applicable
5. Eligible Utility Relocation Costs (in accordance with CGS13a-98f)
6. Incidentals to Construction, i.e. construction inspection, materials testing (10% of items 2, 3, and 4 above)
7. Contingencies (10% of items 2, 3, 4 above)

Refer to the Department's most current Cost Estimating Guidelines for cost estimate guidance or use town generated unit prices. The anticipated costs for each phase of the project shall be well documented and based on reasonable anticipated costs.

The guidelines are located at: <http://www.ct.gov/dot/cwp/view.asp?a=3194&q=484094>

## **ADDITIONAL INFORMATION TO BE PROVIDED BASED ON IMPROVEMENT TYPE SELECTED IN SECTION (A)1:**

### **(K) Intersection Improvements**

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).\*

### **(L) Bridge Rehabilitation/Replacement**

Latest Condition Report

### **(M) Major Drainage Improvement**

Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

### **(N) Pavement Structure Improvement**

The level of investigation will be dependent upon the proposed improvements. Cores or test pits must be performed such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a test pit should be performed in each roadway section. Pavement thickness and type, sub-base thickness and type, and the presence of fines and/or groundwater should be noted. Attach the data obtained. If full depth reconstruction is proposed, cores or test pits are not required.

Approximate percentage of heavy vehicles: \_\_\_\_\_

What is the existing pavement type, condition, and thickness?

What is the anticipated pavement design? Describe the type and depth of each course including the base that is suitable for the ADT and percentage of heavy vehicles. Does it meet current design standards? Describe the cross-section (i.e. lanes and shoulder widths, etc.).

Describe how the service life requirement for the proposed pavement design was determined:

### **(O) Traffic Signal Replacement/Upgrade/New Installation/Coordination**

Who is/will be responsible for ownership, maintenance, and electrical costs

Age of existing signals

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).\*

Warrant Analysis for new signals

### **(P) Other**

To be determined based on type of improvement proposed

**\*Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The “Quick Estimation Method” is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a “Critical Movement Analysis.” The relevant section of the FHWA publication can be accessed at: <http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm#3.3>. This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.

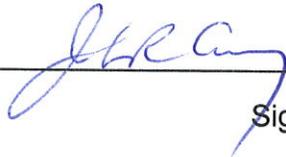
## APPLICATION SUBMISSION

This application and supporting documents must be submitted by the municipality to their RPO. At such time when the application is to be forwarded to the Department of Transportation by the RPO, it must be addressed to:

Mr. Hugh H. Hayward, P.E.  
Department of Transportation  
2800 Berlin Turnpike  
P.O. Box 317546  
Newington, CT 06131-7546

Prepared by: John Casey, P.E., Town Engineer Date: 1-26-15

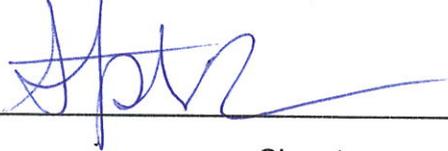
Name & Title of Responsible P.E. (Municipal or Consultant)



Signature

Reviewed/Recommended by: Stephen Nocera, CAO Date: 1-26-15

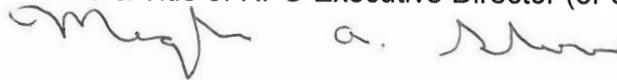
Name & Title of Municipal Chief Administrative Officer



Signature

Endorsed/Recommended by: Meghan Sloan Date: 1-27-15

Name & Title of RPO Executive Director (or equivalent)



Signature

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project. This form provides the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features. This form is not intended to dictate what features should be included in a project design - guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1-3) during the project scoping phase and fully completed no later than at the completion of the Preliminary Design and attached to the Preliminary Design Statement.

**Project Number(s):** \_\_\_\_\_  
**Type of work:** Replacement of signalized intersection with roundabout  
**Municipality(s):** Town of Stratford  
**Route(s):** Route 130  
**Planning Region(s):** GBRC

**SECTION 1 - APPLICABILITY**

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. If this project falls into this category, please explain why below, then skip to Conclusions section on the last page, sign the form, and file this form with the project documents. For all other projects, skip this section, go to Section 2 and complete the rest of the form.

NA  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

**SECTION 2 – EXISTING CONDITIONS**

1. What is the suitability of the project area for bicycle travel according to the ConnDOT Bicycle Map website (<http://www.ctbikemap.org/bikemap.html>)? For town roads, is any portion of the project located on a road identified in a Regional Planning Organization, or Municipal Bicycle Plan? If the route is designated as “less suitable” or “least suitable”, would it be feasible to include improvements in the project to improve these ratings?

~~Stratford Avenue (Route 130) is part of the East Coast Greenway. As such, the proposed roundabout is envisioned as part of a larger streetscape project on Stratford Avenue that would provide continuous bicycle lanes on both sides of the Avenue. The Exit 31 improvements include a bicycle lane along Honeyspot Rd. which would connect to the proposed roundabout.~~

2. Describe any existing bicycle and pedestrian facilities within or just beyond the project limits, including features such as sidewalks (include width and material type), shoulder widths, bicycle markings/signs, and bike racks. Also describe any current or proposed features that hinder bicycle or pedestrian travel and the practicality of removing any such obstacles.

~~Sidewalk facilities are located on the south side of the intersection of Stratford Avenue and Honeyspot Road and South Avenue. Sidewalks are concrete, 4 to 5 feet wide, and in fair condition. Marked crosswalks and curb ramps provide opportunities for crossing Stratford Avenue, although there are no east/west crosswalks nor is there a sidewalk on the north side of the intersection to connect the curb ramps. (See Attached)~~

3. Is the project located on, or in close proximity to, a route identified in the Department’s Americans with Disabilities Act (ADA) Transition Plan?

[http://www.ct.gov/dot/lib/dot/documents/ddbe/ADATransition\\_Plan\\_March\\_2011.pdf](http://www.ct.gov/dot/lib/dot/documents/ddbe/ADATransition_Plan_March_2011.pdf)

~~No~~

4. Is there a history of bicycle or pedestrian crashes/incidents in the project area? If so, provide details. In addition to ConnDOT crash records, crash information can be found at [ctcrash.uconn.edu](http://ctcrash.uconn.edu).

~~No~~

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

**SECTION 3 – ASSESSMENT OF CURRENT AND FUTURE  
NEEDS**

Using a location map or aerial photograph, indicate the location of any of the following currently existing or planned typical bicycle and/or pedestrian generators, using the letters indicated (for planned facilities, precede the letter with a P). If the preparer's knowledge of the area is insufficient, consult with appropriate municipal officials. Generally, any facilities within approximately one-half mile of the project limits should be noted. Use this information to answer the following questions.

- Residential Areas (R): Indicate any general areas of dense residential housing
- Parks (P): Include areas that would attract people, whether officially designated as a park or not
- Recreational Areas (RA): Examples include athletic fields, dog parks
- Religious Facilities (C)
- Schools (S)
- Town Centers (TC): typically would include areas where Town Halls, Libraries and other public facilities exist
- Shopping Centers (M): especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)
- Large Employment Businesses (E): Factories, large office buildings, hospitals, government offices
- Bus Stops (B)
- Public Transit Facilities (T): train/bus stations, airports
- Other (O): other known facilities expected to generate or attract non-motorized users

5. Does the project provide unique or primary access (defined as access which is not otherwise available within approximately one-half mile of the project):

- |   | Yes                                 | No                                  |
|---|-------------------------------------|-------------------------------------|
| a. Across a river, highway corridor or other natural and/or man-made barrier? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b. Into or out of any of the bicycle and pedestrian generators listed above?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Between communities?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

6. Characterize the existing and future anticipated pedestrian and bicycle travel within the study area, with emphasis on locations and corridors of high demand.

~~As an urban arterial corridor with a mixture of land uses, bicycle and pedestrian use of the roadway is present and is expected in the future. The proposed roundabout is designed to accommodate and encourage pedestrian and bicycle mobility. (See Attached)~~

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

**SECTION 4 – EVALUATION OF BICYCLE AND  
PEDESTRIAN ACCOMMODATION**

7. Describe any bicycle/pedestrian accommodation features that were considered for inclusion in the project, including benefits, approximate costs and other factors that were considered (e.g. environmental effects, feasibility).

~~New sidewalks, ADA compliant curb ramps, pedestrian refuge/splitter islands, and marked crosswalks have been planned for the proposed roundabout. The roundabout, which is at the center of a planned streetscape project, would accommodate bicyclists. (See Attached)~~

8. Summarize the results of any coordination with stakeholders and general public outreach with regards to bicycle and pedestrian needs, including accommodations proposed during construction. Some of the stakeholder organizations that may be considered for coordination include: Regional Planning Organization, Local Municipalities, ConnDOT Non-Motorized Transportation Coordinator, ConnDOT Bureau of Public Transportation, CT Department of Public Health, Bike Walk Connecticut, and Board of Education Services for the Blind (BESB).

~~A public workshop and online survey was held to discuss traffic and design issues on Stratford Avenue and Honeyspot Road. Participants were supportive of measures that would enhance pedestrian and bicycle mobility along the corridor.~~

**SECTION 5 - CONCLUSION**

Describe how the anticipated bicycle/pedestrian travel, including those with disabilities, will be accommodated through existing infrastructure, project-proposed features and features that are planned for the future. If no bicycle/pedestrian features are proposed to be included, explain the reasons for not including them (e.g. project scope applicability from Section 1, excessive environmental or social impacts or costs, safety concerns, etc.).

~~The roundabout would include 5' wide concrete sidewalks along the entire perimeter, ADA compliant curb ramps with tactile warning strips would be provided at all crossings. Pedestrian refuge/splitter islands would reduce crossing distances for pedestrians. Marked crosswalks and improved lighting would increase visibility. (See Attached)~~

Prepared by: \_\_\_\_\_ Date Prepared: \_\_\_\_\_  
Project Engineer

Approved by:  \_\_\_\_\_ Date Approved: 5-8-15  
Project Manager

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

**GUIDELINES FOR COMPLETING THE FORM:**

**Section 1:** If the type of improvement does not lend itself to including bicycle and/or pedestrian improvements, describe that condition in this section. This section does not apply to reasons such as the project limits are felt to be too short to include meaningful improvements, there is an absence of need, the cost would be too high or the impacts would be too severe.

**Section 2, Question 1:** For projects on roads that are deemed suitable, designers should consider that the volume of bike traffic is already likely to be significant. For projects on roads deemed “less suitable” or “least suitable”, designers should consider what factors have led to this rating and consider whether the project could improve these ratings.

**Question 2:** Describe in general terms the existing bicycle and pedestrian facilities (i.e. “Five foot wide concrete sidewalks are provided throughout the project limits with the exception of \_\_\_\_\_ to \_\_\_\_\_ where no sidewalks exist”). Also, describe any existing hindrances to bicycle and/or pedestrian travel (such as a narrow bridge, steep side slopes, busy commercial driveways, etc.) and the feasibility of removing or improving the hindrances.

**Question 3:** If the project is on or close to a route identified in the Department’s ADA Transition Plan, coordination with those improvements is required. Leo Fontaine is in charge of the Department’s Transition Plan. Note: ADA related improvements are still required even if the project is not on one of these routes.

**Section 3, Question 6:** Based on the information provided on the map, describe where it can be reasonably expected that pedestrians and bicyclists will travel to and from and a general expectation of where these volumes will be high. For example, in an area of dense residential development relatively close to a school, high pedestrian volumes would be expected if sidewalks are present and high volumes of bicyclists could be expected between residential developments and large businesses.

**Question 7:** List bicycle and/or pedestrian features that were considered for inclusion in the project, regardless of whether or not they were actually included in the design. Describe why these features were, or were not, included.

**Question 8:** List the stakeholders the designers coordinated with regarding bicycle and pedestrian accommodations. The stakeholders listed are some suggestions. It is not necessary to contact all of these groups and there also may be other groups that could provide useful information.

**Section 5:** Summarize the results of this form by describing the methods in which bicycle and pedestrian travel is accommodated. For projects described in Section 1 as not being conducive to including these accommodations, describe why.

## Section 2:

2. At interchange 31, there are existing sidewalks on the west side of Honeyspot Rd. at the underpass to I-95. There are also existing stripped crosswalks at the intersection of Honeyspot Rd. at the off-ramp from northbound I-95.

## Section 3:

6. The bicycle and pedestrian improvements along Honeyspot Rd. in the vicinity of I-95 interchange 31 will connect the residential areas south and east of I-95 to the commercial corridor of Stratford Ave. These improvements will connect to the improvements being made as part of the roundabout construction portion of this project.

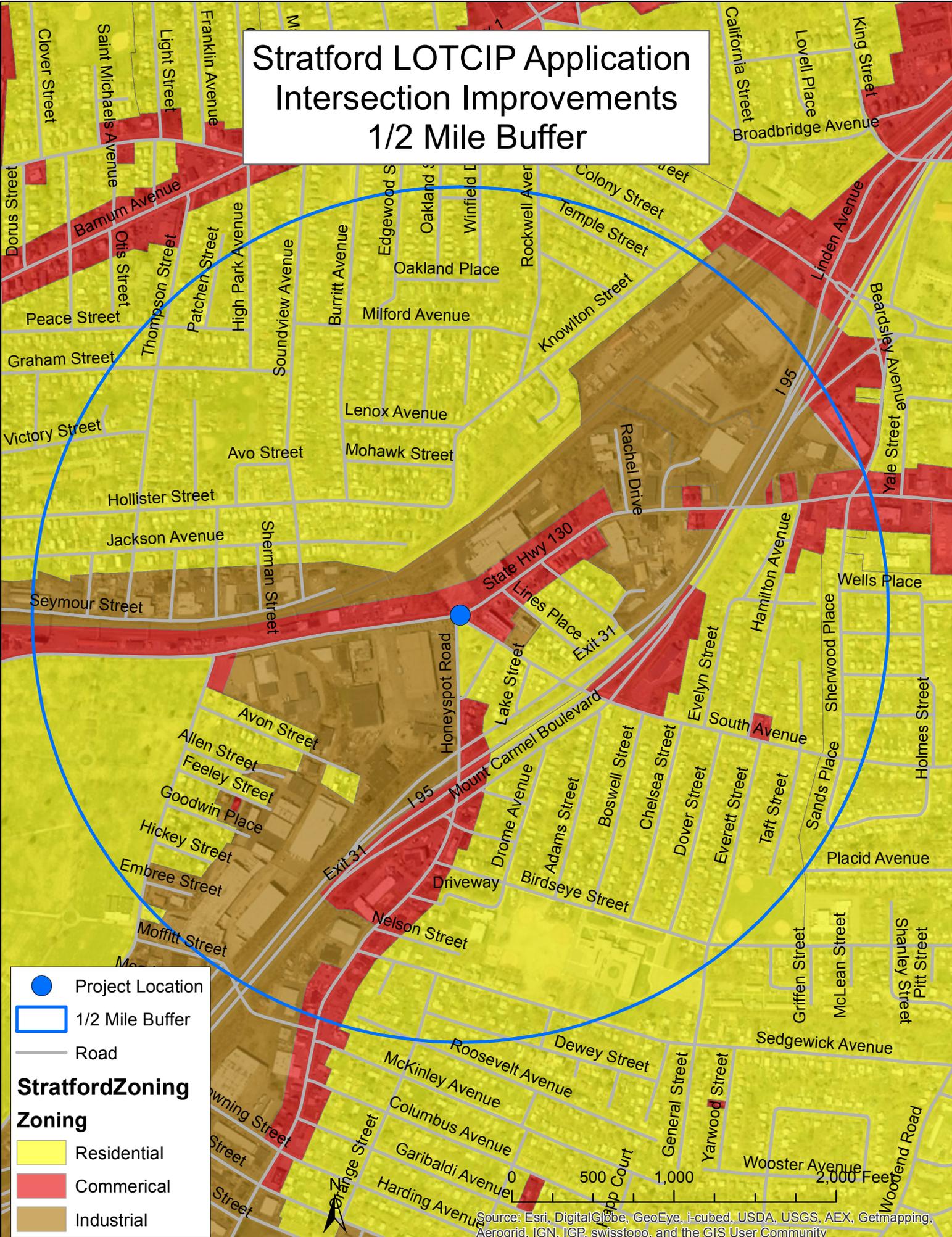
## Section 4:

7. Along with the bicycle and pedestrian improvements associated with the roundabout construction, Greater Bridgeport Transit is currently finalizing designs for the construction of transit amenities at the proposed roundabout. These amenities will include fully sheltered bus stops that will increase the potential for pedestrian usage in the area. There will be a number of pedestrian and bicycle improvements in the vicinity of interchange 31 at Honeyspot Rd. It is proposed that a stripped bicycle lane will be created along the east side of Honeyspot Rd. and will connect with the proposed bicycle facilities included in the roundabout construction. The sidewalk currently along the west side of Honeyspot Rd. will be relocated to the east side. Also, stripped crosswalks will be added to at the intersection of Honeyspot Rd. and Spada Blvd, crossing both Spada Blvd and across Honeyspot. Additional crosswalks will be added at the intersections of Honeyspot Rd. and Old Honeyspot Rd., Honeyspot Rd at Mt. Carmel Blvd, and Honeyspot Rd and Anderson St. These improvements will significantly increase pedestrian and bicycle safety by increasing visibility and keeping pedestrian traffic on away from the I-95 on and off ramps.

## Section 5:

The anticipated improvements to interchange 31 will adhere to all ADA standards. Furthermore, the improvement of roadway geometrics will decrease the crossing distance thus reducing pedestrian exposure to traffic. The addition of an actuated pedestrian signal will further improve safety and allow to people disabilities to safely navigate the area.

# Stratford LOTCIP Application Intersection Improvements 1/2 Mile Buffer



- Project Location
- 1/2 Mile Buffer
- Road

**StratfordZoning**

**Zoning**

- Residential
- Commerical
- Industrial



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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## Supplemental Information for LOTCIP Application

**To:** John Casey, Town Engineer      **Project:** Stratford Avenue Roundabout  
**From:** Francisco Gomes, FHI      **Date:** 4/15/15  
**Subject:** LOTCIP Application Supporting Information

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### Item J: Cost Estimate

The total estimated cost of the proposed roundabout improvement is approximately \$640,000. This estimate includes an assumed cost of \$50,000 for right-of-way acquisition.

The estimated cost of Honeyspot Road improvements is \$1,160,000. This cost estimate includes replacement of the existing traffic signals at the Honeyspot Road/Mount Carmel Boulevard/I-95 NB off-ramp intersection. This estimate also includes costs associated with the potential installation of a signalized intersection at the Honeyspot Road/Spada Boulevard/I-95 SB on-ramp intersection (if warranted).

The combined estimated cost of improvements for both the Honeyspot Road/Stratford Avenue roundabout and Honeyspot Road improvements is **\$1.8 million**.

The line item cost estimates are attached below. Please note the following:

- Total estimated Construction Cost does not include final design or construction administration costs.
- Unit price data is based on recent CDOT contract bids, current CDOT design projects and the latest CDOT Weighted Unit Price Guide.

Roundabout Cost Estimate

Item No.	A	Item Description	Unit	Quantity	Unit Cost	Total
0202000		Earth Excavation	CY	1,200	\$12.20	\$14,640
0209001		Formation of Subgrade	SY	3,450	\$2.20	\$7,590
0212000		Subbase	CY	1,150	\$34.00	\$39,100
0406267		Milling of HMA/Bituminous Concrete (0 to 4")	SY	-	\$2.00	\$0
0406442		Superpave 0.5" (3.5" S0.5)	Ton	449	\$78.40	\$35,215
0601020		Stamped Concrete Apron & Curb (includes concrete base)	SF	4,500	\$17.20	\$77,400
0813021		6" Granite Stone Curbing	LF	1,200	\$45.00	\$54,000
0921001		Concrete Sidewalk	SF	3,750	\$9.40	\$35,250
0922003		Decorative Bituminous Concrete Island (Pattern Type)	SF	4,000	\$8.00	\$32,000
0922500		Bituminous Concrete Driveway (Commercial)	SY	100	\$41.00	\$4,100
1001001		Trenching and Backfilling	LF	500	\$17.00	\$8,500
1002110		Decorative Light Pole Foundation	EA	5	\$746.60	\$3,733
1008127		2" Polyvinyl Chloride Conduit in Trench	LF	500	\$7.60	\$3,800
1208928		Sign Face - Sheet Aluminum (Type III Reflective Sheeting)	SF	100	\$41.40	\$4,140
1210101		4" White Epoxy Resin Pavement Markings	LF	-	\$0.20	\$0
1210102		4" Yellow Epoxy Resin Pavement Markings	LF	810	\$0.20	\$162
1210105		Epoxy Resin Pavement Markings, Symbols and Legends	SF	600	\$2.60	\$1,560
		<b>SUBTOTAL A - CONTRACT ITEMS</b>				<b>\$321,190</b>
		Minor Items - Structures @ 10%	LS	1		\$0
		Minor Items - All Others @ 20%	LS	1	\$64,237.93	\$64,238
		Detour Road	LS	-	\$0.00	\$0
		<b>SUBTOTAL B - MINOR ITEMS</b>				<b>\$64,238</b>
0201001		Clearing and Grubbing @ 1%	LS	1	\$3,854.28	\$3,854
0971001	A	Maintenance and Protection of Traffic @ 3%	LS	1	\$11,562.83	\$11,563
0975002		Mobilization @ 7.5%	LS	1	\$28,907.07	\$28,907
0980001		Construction Staking @ 1%	LS	1	\$3,854.28	\$3,854
		Utilities @ 10%	LS	1	\$38,542.76	\$38,543
		Landscape Items @ 5%	LS	1	\$19,271.38	\$19,271
		<b>SUBTOTAL C - LUMP SUM/MISC ITEMS</b>				<b>\$105,993</b>
		<b>TOTAL CONSTRUCTION COST</b>				<b>\$491,420</b>
		Contingencies @ 10% (of Total Construction Cost)	LS	1	\$49,142.02	\$49,142
		Incidentals @ 10% (of Total Construction Cost)	LS	1	\$49,142.02	\$49,142
		Right-of-Way Acquisition	EA	1	\$50,000.00	\$50,000
					<b>TOTAL</b>	<b>\$639,704</b>
					<b>SAY</b>	<b>\$640,000</b>

Honeyspot Road Cost Estimate

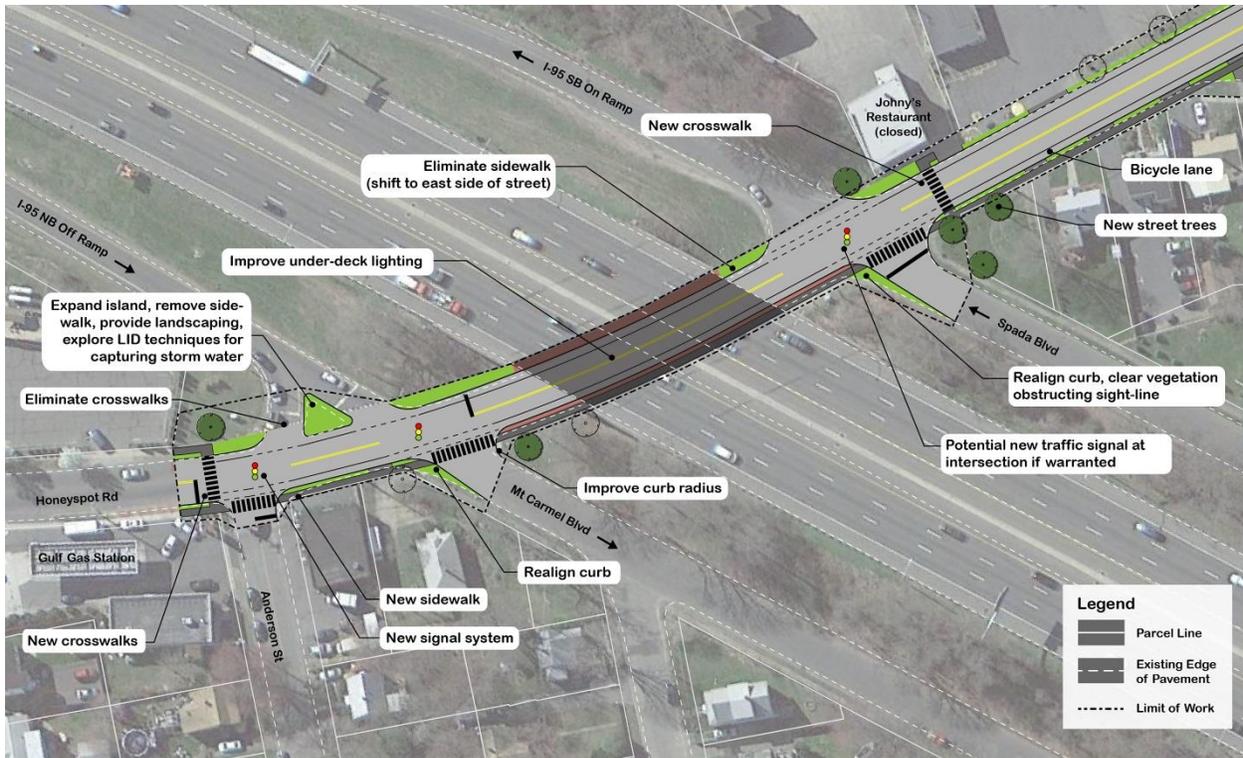
Item No.	A	Item Description	Unit	Quantity	Unit Cost	Total
0202000		Earth Excavation	CY	5	\$12.20	\$61
0209001		Formation of Subgrade	SY	3,000	\$2.20	\$6,600
0212000		Subbase	CY	1,000	\$34.00	\$34,000
0406267		Milling of HMA/Bituminous Concrete (0 to 4")	SY	2,500	\$2.00	\$5,000
0406442		Superpave 0.5" (3.5" S0.5)	Ton	650	\$78.40	\$50,960
0601020		Stamped Concrete Apron & Curb (includes concrete base)	SF	4,500	\$17.20	\$77,400
0813021		6" Granite Stone Curbing	LF	1,200	\$45.00	\$54,000
0921001		Concrete Sidewalk	SF	5,500	\$9.40	\$51,700
0922003		Decorative Bituminous Concrete Island (Pattern Type)	SF	2,000	\$8.00	\$16,000
0922500		Bituminous Concrete Driveway (Commercial)	SY	10	\$41.00	\$410
0922501		Bituminous Concrete Driveway	SY	20	\$33.80	\$676
1208928		Sign Face - Sheet Aluminum (Type III Reflective Sheeting)	SF	100	\$41.40	\$4,140
1210101		4" White Epoxy Resin Pavement Markings	LF	2,600	\$0.20	\$520
1210102		4" Yellow Epoxy Resin Pavement Markings	LF	1,900	\$0.20	\$380
1210105		Epoxy Resin Pavement Markings, Symbols and Legends	SF	950	\$2.60	\$2,470
110	A	New Traffic Signals	EA	2	\$150,000.00	\$300,000
		<b>SUBTOTAL A - CONTRACT ITEMS</b>				<b>\$604,317</b>
		Minor Items - Structures @ 10%	LS	1		\$0
		Minor Items - All Others @ 20%	LS	1	\$120,863.40	\$120,863
		<b>SUBTOTAL B - MINOR ITEMS</b>				<b>\$120,863</b>
0201001		Clearing and Grubbing @ 1%	LS	1	\$7,251.80	\$7,252
0971001	A	Maintenance and Protection of Traffic @ 3%	LS	1	\$21,755.41	\$21,755
0975002		Mobilization @ 7.5%	LS	1	\$54,388.53	\$54,389
0980001		Construction Staking @ 1%	LS	1	\$7,251.80	\$7,252
		Utilities @ 10%	LS	1	\$72,518.04	\$72,518
		Landscape Items @ 5%	LS	1	\$36,259.02	\$36,259
		<b>SUBTOTAL C - LUMP SUM/MISC ITEMS</b>				<b>\$199,425</b>
		<b>TOTAL CONSTRUCTION COST</b>				<b>\$924,605</b>
		Contingencies @ 10% (of Total Construction Cost)	LS	1	\$92,460.50	\$92,461
		Incidentals @ 10% (of Total Construction Cost)	LS	1	\$92,460.50	\$92,461
		Right-of-Way Acquisition	EA	1	\$50,000.00	\$50,000
					<b>TOTAL</b>	<b>\$1,159,526</b>
					<b>SAY</b>	<b>\$1,160,000</b>

# Conceptual Plans



Honeyspot Road/Stratford Avenue Enhancements: Sheet 1

0' 25' 50' 100' FITZGERALD & HALLIDAY, INC. Innovative Planning. Better Communities.



Honeyspot Road/Stratford Avenue Enhancements: Sheet 2

0' 25' 50' 100' FITZGERALD & HALLIDAY, INC. Innovative Planning. Better Communities.

Existing Conditions  
1: Honeyspot Rd & South Ave & Stratford Ave

Timing Plan: PM Peak

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	NWL2	NWL	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	195	166	125	117	36	120	2	103	45	122	98	5
Satd. Flow (prot)	1801	1478	0	0	1652	1801	0	1731	0	1704	0	0
Flt Permitted					0.502			0.965		0.973		
Satd. Flow (perm)	1801	1478	0	0	873	1801	0	1731	0	1704	0	0
Satd. Flow (RTOR)		84										
Lane Group Flow (vph)	247	352	0	0	203	136	0	188	0	279	0	0
Turn Type	NA	Perm		Perm	Perm	NA	Split	NA		NA		
Protected Phases	4					8	2	2		6		
Permitted Phases		4		8	8							
Total Split (s)	23.0	23.0		23.0	23.0	23.0	21.4	21.4		20.6		
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0		
Act Effct Green (s)	17.0	17.0			17.0	17.0		17.6		13.8		
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.29		0.23		
v/c Ratio	0.49	0.74			0.83	0.27		0.37		0.72		
Control Delay	22.4	26.5			51.4	19.1		21.5		33.2		
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0		
Total Delay	22.4	26.5			51.4	19.1		21.5		33.2		
LOS	C	C			D	B		C		C		
Approach Delay	24.8					38.4		21.5		33.3		
Approach LOS	C					D		C		C		
Queue Length 50th (ft)	77	90			71	40		59		98		
Queue Length 95th (ft)	119	150			77	79		96		143		
Internal Link Dist (ft)	478					420		265		255		
Turn Bay Length (ft)												
Base Capacity (vph)	571	526			277	571		503		472		
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	0.43	0.67			0.73	0.24		0.37		0.59		

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 60.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 29.3  
 Intersection Capacity Utilization 53.7%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 1: Honeyspot Rd & South Ave & Stratford Ave

φ2	φ6	φ4
21.4 s	20.6 s	23 s
		φ8
		23 s

Future No Build Conditions  
 1: Honeyspot Rd & South Ave & Stratford Ave

Timing Plan: PM Peak

Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	NWL2	NWL	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	195	166	125	117	36	120	2	103	45	122	98	5
Satd. Flow (prot)	1801	1478	0	0	1652	1801	0	1731	0	1706	0	0
Flt Permitted					0.442			0.965		0.973		
Satd. Flow (perm)	1801	1478	0	0	768	1801	0	1731	0	1706	0	0
Satd. Flow (RTOR)		68										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.80	0.87	0.84	0.56	0.88	0.50	0.78	0.87	0.78	0.85	0.63
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%					0%		0%		0%		
Adj. Flow (vph)	309	259	180	174	80	170	5	165	65	196	144	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	439	0	0	254	170	0	235	0	350	0	0
Turn Type	NA	Perm		Perm	Perm	NA	Split	NA		NA		
Protected Phases	4					8	2	2		6		
Permitted Phases		4		8	8							
Total Split (s)	34.0	34.0		34.0	34.0	34.0	23.0	23.0		23.0		
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0		
Act Effct Green (s)	27.2	27.2			27.2	27.2		19.2		18.0		
Actuated g/C Ratio	0.36	0.36			0.36	0.36		0.25		0.24		
v/c Ratio	0.48	0.77			0.93	0.27		0.54		0.87		
Control Delay	22.1	29.0			66.4	18.8		31.7		52.9		
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0		
Total Delay	22.1	29.0			66.4	18.8		31.7		52.9		
LOS	C	C			E	B		C		D		
Approach Delay	26.1					47.3		31.7		52.9		
Approach LOS	C					D		C		D		
Queue Length 50th (ft)	114	157			116	57		104		168		
Queue Length 95th (ft)	156	220			107	100		147		#244		
Internal Link Dist (ft)	478					420		265		255		
Turn Bay Length (ft)												
Base Capacity (vph)	713	626			304	713		434		427		
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	0.43	0.70			0.84	0.24		0.54		0.82		

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 76.4  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 37.3  
 Intersection Capacity Utilization 63.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.

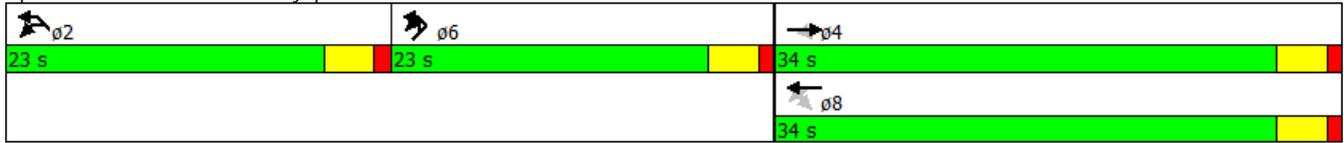
# Future No Build Conditions

## 1: Honeyspot Rd & South Ave & Stratford Ave

Timing Plan: PM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 1: Honeyspot Rd & South Ave & Stratford Ave



**Build - Future Traffic Demand**  
**1: Honeyspot Rd & Stratford Ave & South Avenue**

Timing Plan: PM Peak

Intersection				
Intersection Delay, s/veh	22.5			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	748	235	350	424
Demand Flow Rate, veh/h	763	239	357	432
Vehicles Circulating, veh/h	264	662	756	373
Vehicles Exiting, veh/h	541	451	271	528
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	30.6	12.6	23.4	13.2
Approach LOS	D	B	C	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	763	239	357	432
Cap Entry Lane, veh/h	868	583	531	778
Entry HV Adj Factor	0.980	0.982	0.981	0.982
Flow Entry, veh/h	748	235	350	424
Cap Entry, veh/h	851	572	520	764
V/C Ratio	0.879	0.410	0.673	0.555
Control Delay, s/veh	30.6	12.6	23.4	13.2
LOS	D	B	C	B
95th %tile Queue, veh	12	2	5	3

**Build - Existing Traffic Demand**  
**1: Honeyspot Rd & Stratford Ave & South Avenue**

Timing Plan: PM Peak

Intersection				
Intersection Delay, s/veh	12.6			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	599	188	279	339
Demand Flow Rate, veh/h	611	192	284	346
Vehicles Circulating, veh/h	211	528	606	298
Vehicles Exiting, veh/h	433	362	216	422
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.0	9.2	13.2	9.5
Approach LOS	C	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	611	192	284	346
Cap Entry Lane, veh/h	915	666	616	839
Entry HV Adj Factor	0.980	0.981	0.981	0.979
Flow Entry, veh/h	599	188	279	339
Cap Entry, veh/h	897	654	605	821
V/C Ratio	0.668	0.288	0.461	0.413
Control Delay, s/veh	15.0	9.2	13.2	9.5
LOS	C	A	B	A
95th %tile Queue, veh	5	1	2	2

## Supplemental Information for LOTCIP Application

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**To:** John Casey, Town Engineer      **Project:** Stratford Avenue Roundabout  
**From:** Francisco Gomes, FHI      **Date:** 10/15/14  
**Subject:** LOTCIP Application Supporting Information

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### Item G: Traffic

1. Volumes: 2010 ADT Traffic Volume (from CT DOT) on Stratford Avenue varied between 8,300 ADT west of the intersection area to 8,600 ADT east of the intersection area. Assuming 8,450 ADT at the intersection location, the 20-year projected ADT (assuming 1% annual growth) would equate to approximately 9,300 ADT.
2. Accident Experience: 18 crashes were noted at the intersection of Stratford Avenue, Honeyspot Road, and South Avenue over a four-year period between 2010 and 2013. The crash type and contributing factors were as follows:
  - Five (5) turning movement crashes with failure to grant right-of-way and improper turning maneuver as the contributing factors
  - Two (2) sideswipe crashes with improper passing maneuver and improper turning maneuver as contributing factors
  - Ten (10) rear end crashes with speeding, improper passing, and following too closely as contributing factors
  - One (1) fixed object crash with driver loss of control as the contributing factor
3. Traffic Signals: Traffic signals would be removed and replaced by a roundabout.
4. Speed Data: The posted speed limit on Stratford Avenue is 35mph. Speed data was not collected.

## Item K: Intersection Improvements

### Methodology

Manual turning movement counts at the intersection of Stratford Avenue with South Street/Honeyspot Road were collected in October 2014 on a clear day. Counts were collected during the weekday morning and afternoon peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM). A review of the traffic counts indicated higher demand during the PM peak; therefore, the analysis was completed for only the afternoon peak period. The traffic counts are included within the Appendix.

The operational analysis for the study area intersection was completed using Synchro 8.0, a computer-based intersection operations model that replicates procedures from the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000 and 2010). A conservative annual growth rate of 1% was applied over a 20-year period to project the future traffic volumes. This growth rate is consistent with recently approved projects in the area, including Steelpointe Harbor, bordering East Main Street and Seaview Avenue at the I-95 Interchange 29 in Bridgeport.

### Performance Measures

The key performance measures analyzed are intersection level of service (LOS) and queues. LOS is a qualitative measure of how effectively an intersection processes traffic. In general terms, LOS is a function of vehicle delay through an intersection. Six levels of service are defined with letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Standard traffic engineering practice allows for a LOS C, stable traffic flow, as the minimum desirable level for peak hour traffic in rural and suburban areas. LOS D and LOS E are often considered acceptable for urban areas. For this analysis, intersection operations found below a LOS D (LOS E and F) will be identified as below standard. Table 1 summarizes the LOS criteria.

**Table 1: Level of Service Criteria**

Level of Service (LOS)	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	0-10	0-10
B	>10-20	> 10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: 2000 Highway Capacity Manual (Special Report 209)

The 95th percentile queue is the probable furthest distance from the stop bar to the back of the last vehicle waiting at an intersection. The average length for a single queued vehicle is assumed to be 25 feet. Comparing the length of this line of vehicles to lane lengths available at each intersection provides a measure of how well an intersection is functioning.

### Operational Analysis Results

Results of the analysis indicate that under existing and future traffic demand, the roundabout (Build Scenario) will operate with an acceptable LOS (LOS D or better for all movements). Table 2 summarizes the No Build and Build performance measures. Overall, the roundabout is expected to operate more efficiently than the existing signalized intersection.

**Table 2: Build Level of Service Results**

Scenario	PM Peak Hour		
	Intersection LOS/Delay (sec)	Worst Approach LOS/Delay (sec)	Worst 95 <sup>th</sup> Percentile Queue (vehicles)
<b>No Build – Signalized Intersection</b>			
Existing Traffic Demand	C/29.3	D/38.4	6
Future Traffic Demand	D/37.3	D/47.3	10
<b>Build - Roundabout</b>			
Existing Traffic Demand	B/12.6	C/15.0	5
Future Traffic Demand	C/22.5	D/30.6	12



## Signal Warrant Summary

Warrants 1, 2, and 3 are based on traffic volumes and Warrant 7 is based on crash experience. A summary of each Warrant<sup>1</sup> assessed for this analysis and the results are provided below:

**Warrant 1:** The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

- Condition A – Minimum Vehicle Volume: Traffic volume must exceed MUTCD thresholds for each of any 8 hours of an average day.
- Condition B – Interruption of Continuous Traffic: Excessive delays occur on the minor street and traffic volume must exceed MUTCD thresholds for each of any 8 hours of an average day.

**Warrant 2:** Traffic volume must exceed MUTCD thresholds for each of any 4 hours of an average day.

**Warrant 3:** Traffic volume must exceed MUTCD thresholds for the peak hour of an average day for the major and minor street movements, and excessive traffic delays occur on the minor street. Peak hour warrants are typically applied only in unusual circumstances – in this case at an interstate ramp junction.

The volume criteria used in the signal warrant analysis was based on the assumption of a 1-lane approach on the minor street (Spada Boulevard) and a 1-lane approach on the major street (Honeyspot Road). Therefore, all movements are shared and no adjustment was made for right turns. The investigation of Warrants 1, 2, and 3 is summarized in Table 1.

Table 1: Summary Results of Warrants 1,2, and 3

MUTCD Warrant	Satisfied?	Satisfied?
	100%	80%
Warrant 1 (8-Hour)		
Condition A	No	Yes
Condition B	No	No
Warrant 2 (4-Hour)	No	N/A
Warrant 3 (Peak-Hour)	No <sup>1</sup>	N/A

N/A: not applicable to Warrant

<sup>1</sup>Does not include stopped time delay criteria (capacity analysis)

Results from the analysis, as shown in the table, indicate the intersection does not satisfy Warrant 1 at 100%, Warrant 2 and Warrant 3. However, Condition A at 80% is satisfied under Warrant 1. Review of the traffic volume data indicates that seven of the eight

<sup>1</sup> Source: MUTCD 2009 Edition Chapter 4C. *Traffic Control Signal Needs Studies*

hours exceeded MUTCD volume thresholds needed to satisfy Condition A of Warrant 1 at 100%. Detailed signal analysis worksheets are attached to this memo.

**Warrant 7:** The intersection must experience five or more crashes over a 12 month period that are “correctable by signalization,” according to the MUTCD guidelines. This assessment considers angle and head-on collisions, but not rear-end crashes.

A total of five (5) angle and head-on collisions occurred at the study area intersection between 2008 and 2011, less than two per year, on average. Based on the number and type of crashes that occurred at the intersection, Warrant 7 is not satisfied.

## **Conclusion**

Based on the analysis results, the intersection of Honeyspot Road and Spada Boulevard does not **fully** satisfy the signal warrants pursuit to MUTCD thresholds, under existing 2015 conditions. Since seven of the eight hours needed to satisfy Condition A at 100% exceeded MUTCD volume thresholds, and Condition A was satisfied at 80%, the Connecticut Department of Transportation and City of Stratford should continue to monitor traffic volumes and operations at the intersection. An increase in background traffic over time or traffic growth resulting from nearby local development may potentially change the existing operational conditions of the intersection.

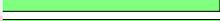
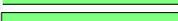
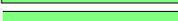
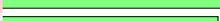
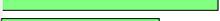
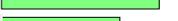
## **Traffic Operational Data**

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

I-95 SB On Ramp West of Honeyspot Road  
 Stratford, Connecticut

Site Code: 3560  
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	Mon 23-Mar-15	Tue 24-Mar-15	Wed 25-Mar-15	Thu 26-Mar-15	Fri 27-Mar-15	Average Day	Sat 28-Mar-15	Sun 29-Mar-15	Week Average
12:00 AM	*	*	47	70	*	58	*	*	58 
01:00	*	*	23	34	*	28	*	*	28 
02:00	*	*	23	17	*	20	*	*	20 
03:00	*	*	28	26	*	27	*	*	27 
04:00	*	*	42	53	*	48	*	*	48 
05:00	*	*	123	118	*	120	*	*	120 
06:00	*	*	304	277	*	290	*	*	290 
07:00	*	*	366	340	*	353	*	*	353 
08:00	*	*	<b>395</b>	<b>425</b>	*	<b>410</b>	*	*	<b>410</b> 
09:00	*	*	281	282	*	282	*	*	282 
10:00	*	*	271	289	*	280	*	*	280 
11:00	*	*	258	255	*	256	*	*	256 
12:00 PM	*	308	299	268	*	292	*	*	292 
01:00	*	291	303	280	*	291	*	*	291 
02:00	*	325	287	292	*	301	*	*	301 
03:00	*	<b>369</b>	335	319	*	341	*	*	341 
04:00	*	364	<b>366</b>	356	*	<b>362</b>	*	*	<b>362</b> 
05:00	*	353	330	<b>366</b>	*	350	*	*	350 
06:00	*	286	275	203	*	255	*	*	255 
07:00	*	211	174	*	*	192	*	*	192 
08:00	*	159	159	*	*	159	*	*	159 
09:00	*	135	110	*	*	122	*	*	122 
10:00	*	99	105	*	*	102	*	*	102 
11:00	*	60	64	*	*	62	*	*	62 
Day Total	0	2960	4968	4270	0	5001	0	0	5001
% Avg. WkDay	0.0%	59.2%	99.3%	85.4%	0.0%				
% Avg. Week	0.0%	59.2%	99.3%	85.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak			08:00	08:00		08:00			08:00
Vol.			395	425		410			410
PM Peak		15:00	16:00	17:00		16:00			16:00
Vol.		369	366	366		362			362
Grand Total	0	2960	4968	4270	0	5001	0	0	5001
ADT		ADT 5,024			AADT 5,024				

Honeyspot Road North of Spada Boulevard  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3563  
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	23-Mar-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbound	Southbo	Northbo	Southbo												
12:00 AM	*	*	*	*	15	19	13	22	15	19	*	*	*	*	14	20
01:00	*	*	*	*	12	5	8	14	10	7	*	*	*	*	10	9
02:00	*	*	*	*	13	12	13	5	10	13	*	*	*	*	12	10
03:00	*	*	*	*	12	10	8	11	12	11	*	*	*	*	11	11
04:00	*	*	*	*	16	16	14	23	17	22	*	*	*	*	16	20
05:00	*	*	*	*	23	47	22	50	24	49	*	*	*	*	23	49
06:00	*	*	*	*	90	122	95	108	69	116	*	*	*	*	85	115
07:00	*	*	*	*	119	193	135	198	144	175	*	*	*	*	133	189
08:00	*	*	*	*	190	240	205	232	180	225	*	*	*	*	192	232
09:00	*	*	*	*	175	183	210	163	182	157	*	*	*	*	189	168
10:00	*	*	*	*	153	172	170	196	*	*	*	*	*	*	162	184
11:00	*	*	*	*	236	200	171	174	*	*	*	*	*	*	204	187
12:00 PM	*	*	208	221	221	211	201	219	*	*	*	*	*	*	210	217
01:00	*	*	221	224	204	225	193	185	*	*	*	*	*	*	206	211
02:00	*	*	216	197	190	191	199	199	*	*	*	*	*	*	202	196
03:00	*	*	221	214	231	214	242	193	*	*	*	*	*	*	231	207
04:00	*	*	243	256	217	213	228	207	*	*	*	*	*	*	229	225
05:00	*	*	230	221	193	214	193	231	*	*	*	*	*	*	205	222
06:00	*	*	175	146	144	152	144	173	*	*	*	*	*	*	154	157
07:00	*	*	104	135	110	106	166	134	*	*	*	*	*	*	127	125
08:00	*	*	108	78	90	87	77	95	*	*	*	*	*	*	92	87
09:00	*	*	83	77	69	59	78	57	*	*	*	*	*	*	77	64
10:00	*	*	41	53	47	52	56	55	*	*	*	*	*	*	48	53
11:00	*	*	26	25	40	32	51	33	*	*	*	*	*	*	39	30
Lane	0	0	1876	1847	2810	2975	2892	2977	663	794	0	0	0	0	2871	2988
Day	0	0	3723		5785		5869		1457		0	0	0	0	5859	
AM Peak					11:00	08:00	09:00	08:00	09:00	08:00					11:00	08:00
Vol.					236	240	210	232	182	225					204	232
PM Peak			16:00	16:00	15:00	13:00	15:00	17:00							15:00	16:00
Vol.			243	256	231	225	242	231							231	225

Comb. Total                    0                    3723                    5785                    5869                    1457                    0                    0                    5859

ADT                    ADT 5,827                    AADT 5,827

Honeyspot Road South of Spada Blvd  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3562  
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	23-Mar-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	*	*	*	*	*	*	42	38	43	43	*	*	*	*	42	40
01:00	*	*	*	*	*	*	36	20	27	15	*	*	*	*	32	18
02:00	*	*	*	*	*	*	42	23	23	23	*	*	*	*	32	23
03:00	*	*	*	*	*	*	29	34	27	30	*	*	*	*	28	32
04:00	*	*	*	*	*	*	45	57	40	63	*	*	*	*	42	60
05:00	*	*	*	*	*	*	103	126	106	113	*	*	*	*	104	120
06:00	*	*	*	*	*	*	235	219	192	219	*	*	*	*	214	219
07:00	*	*	*	*	*	*	278	343	271	317	*	*	*	*	274	330
08:00	*	*	*	*	*	*	<b>406</b>	<b>352</b>	<b>332</b>	<b>347</b>	*	*	*	*	<b>369</b>	<b>350</b>
09:00	*	*	*	*	*	*	308	251	315	247	*	*	*	*	312	249
10:00	*	*	*	*	*	*	264	254	51	202	*	*	*	*	158	228
11:00	*	*	*	*	<b>315</b>	<b>262</b>	282	233	*	*	*	*	*	*	298	248
12:00 PM	*	*	*	*	331	248	293	291	*	*	*	*	*	*	312	270
01:00	*	*	*	*	320	272	306	244	*	*	*	*	*	*	313	258
02:00	*	*	*	*	324	282	315	270	*	*	*	*	*	*	320	276
03:00	*	*	*	*	<b>387</b>	<b>293</b>	384	300	*	*	*	*	*	*	386	<b>296</b>
04:00	*	*	*	*	382	255	<b>396</b>	270	*	*	*	*	*	*	<b>389</b>	262
05:00	*	*	*	*	330	263	363	298	*	*	*	*	*	*	346	280
06:00	*	*	*	*	259	219	259	<b>301</b>	*	*	*	*	*	*	259	260
07:00	*	*	*	*	240	177	285	178	*	*	*	*	*	*	262	178
08:00	*	*	*	*	185	181	186	152	*	*	*	*	*	*	186	166
09:00	*	*	*	*	155	119	146	98	*	*	*	*	*	*	150	108
10:00	*	*	*	*	116	73	123	75	*	*	*	*	*	*	120	74
11:00	*	*	*	*	76	66	84	82	*	*	*	*	*	*	80	74
Lane	0	0	0	0	3420	2710	5210	4509	1427	1619	0	0	0	0	5028	4419
Day	0	0	0	0	6130		9719		3046		0	0	0	0	9447	
AM Peak					11:00	11:00	08:00	08:00	08:00	08:00					08:00	08:00
Vol.					315	262	406	352	332	347					369	350
PM Peak					15:00	15:00	16:00	18:00							16:00	15:00
Vol.					387	293	396	301							389	296

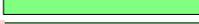
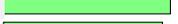
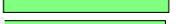
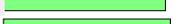
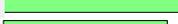
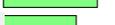
Comb. Total	0	0	6130	9719	3046	0	0	9447
ADT	ADT 9,719	AADT 9,719						

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Spada Blvd East of Honeyspot Road  
 Startford, Connecticut

Site Code: 3561  
 Station ID:

Latitude: 0' 0.000 Undefined

Start Time	Mon 23-Mar-15	Tue 24-Mar-15	Wed 25-Mar-15	Thu 26-Mar-15	Fri 27-Mar-15	Average Day	Sat 28-Mar-15	Sun 29-Mar-15	Week Average
12:00 AM	*	*	27	25	28	27	*	*	27 
01:00	*	*	11	16	12	13	*	*	13 
02:00	*	*	15	14	15	15	*	*	15 
03:00	*	*	28	38	25	30	*	*	30 
04:00	*	*	53	55	53	54	*	*	54 
05:00	*	*	107	109	104	107	*	*	107 
06:00	*	*	263	249	237	250	*	*	250 
07:00	*	*	<b>332</b>	<b>307</b>	<b>309</b>	<b>316</b>	*	*	<b>316</b> 
08:00	*	*	279	296	298	291	*	*	291 
09:00	*	*	176	236	211	208	*	*	208 
10:00	*	*	182	213	*	198	*	*	198 
11:00	*	<b>146</b>	192	190	*	176	*	*	176 
12:00 PM	*	197	204	218	*	206	*	*	206 
01:00	*	213	199	194	*	202	*	*	202 
02:00	*	210	211	204	*	208	*	*	208 
03:00	*	<b>253</b>	<b>238</b>	234	*	<b>242</b>	*	*	<b>242</b> 
04:00	*	185	216	217	*	206	*	*	206 
05:00	*	208	210	<b>246</b>	*	221	*	*	221 
06:00	*	211	188	214	*	204	*	*	204 
07:00	*	146	127	133	*	135	*	*	135 
08:00	*	112	134	106	*	117	*	*	117 
09:00	*	85	89	99	*	91	*	*	91 
10:00	*	57	58	68	*	61	*	*	61 
11:00	*	51	36	45	*	44	*	*	44 
Day Total	0	2074	3575	3726	1292	3622	0	0	3622
% Avg. WkDay	0.0%	57.3%	98.7%	102.9%	35.7%				
% Avg. Week	0.0%	57.3%	98.7%	102.9%	35.7%	100.0%	0.0%	0.0%	
AM Peak		11:00	07:00	07:00	07:00	07:00			07:00
Vol.		146	332	307	309	316			316
PM Peak		15:00	15:00	17:00		15:00			15:00
Vol.		253	238	246		242			242
Grand Total	0	2074	3575	3726	1292	3622	0	0	3622

ADT

ADT 3,650

AADT 3,650

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

I-95 SB On Ramp West of Honeyspot Road  
 Stratford, Connecticut

Site Code: 3560  
 Station ID:

Westbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
03/24/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	<b>4</b>	13	111	152	28	0	0	0	0	0	0	0	0	0	308	29	31
13:00	1	14	112	128	36	0	0	0	0	0	0	0	0	0	291	30	32
14:00	1	14	122	151	33	<b>4</b>	0	0	0	0	0	0	0	0	325	30	32
15:00	0	8	<b>152</b>	168	<b>41</b>	0	0	0	0	0	0	0	0	0	<b>369</b>	29	32
16:00	0	6	145	<b>175</b>	34	3	<b>1</b>	0	0	0	0	0	0	0	364	29	32
17:00	0	<b>16</b>	125	171	40	1	0	0	0	0	0	0	0	0	353	30	32
18:00	0	10	111	126	35	4	0	0	0	0	0	0	0	0	286	30	33
19:00	0	3	109	72	25	2	0	0	0	0	0	0	0	0	211	29	32
20:00	0	3	64	74	17	1	0	0	0	0	0	0	0	0	159	30	32
21:00	0	9	48	58	16	3	1	0	0	0	0	0	0	0	135	30	34
22:00	0	10	35	43	11	0	0	0	0	0	0	0	0	0	99	29	32
23:00	1	7	20	25	5	2	0	0	0	0	0	0	0	0	60	29	33
Total	7	113	1154	1343	321	20	2	0	0	0	0	0	0	0	2960		
Percent	0.2%	3.8%	39.0%	45.4%	10.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	12:00	17:00	15:00	16:00	15:00	14:00	16:00								15:00		
	4	16	152	175	41	4	1								369		

I-95 SB On Ramp West of Honeyspot Road  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3560  
Station ID:

Westbound															Latitude: 0' 0.000 Undefined			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/25/15	0	1	15	24	6	1	0	0	0	0	0	0	0	0	0	47	30	33
01:00	0	2	11	8	2	0	0	0	0	0	0	0	0	0	0	23	28	30
02:00	0	4	17	2	0	0	0	0	0	0	0	0	0	0	0	23	24	25
03:00	2	4	12	10	0	0	0	0	0	0	0	0	0	0	0	28	27	29
04:00	1	1	21	17	1	1	0	0	0	0	0	0	0	0	0	42	28	30
05:00	1	12	56	46	7	1	0	0	0	0	0	0	0	0	0	123	28	31
06:00	1	<b>24</b>	146	115	16	2	0	0	0	0	0	0	0	0	0	304	28	31
07:00	0	17	<b>169</b>	135	40	<b>5</b>	0	0	0	0	0	0	0	0	0	366	30	33
08:00	0	17	157	<b>164</b>	<b>55</b>	1	1	0	0	0	0	0	0	0	0	<b>395</b>	30	33
09:00	0	13	119	118	30	1	0	0	0	0	0	0	0	0	0	281	29	32
10:00	0	19	95	122	32	3	0	0	0	0	0	0	0	0	0	271	30	33
11:00	<b>4</b>	14	78	132	27	3	0	0	0	0	0	0	0	0	0	258	30	32
12 PM	0	11	116	140	28	<b>4</b>	0	0	0	0	0	0	0	0	0	299	29	33
13:00	0	19	119	128	<b>33</b>	4	0	0	0	0	0	0	0	0	0	303	30	33
14:00	1	9	116	132	28	1	0	0	0	0	0	0	0	0	0	287	29	32
15:00	0	<b>22</b>	<b>150</b>	131	28	4	0	0	0	0	0	0	0	0	0	335	29	32
16:00	1	22	148	<b>162</b>	32	1	0	0	0	0	0	0	0	0	0	<b>366</b>	29	32
17:00	0	18	135	147	27	3	0	0	0	0	0	0	0	0	0	330	29	32
18:00	1	14	103	122	33	2	0	0	0	0	0	0	0	0	0	275	30	33
19:00	0	4	78	70	22	0	0	0	0	0	0	0	0	0	0	174	30	33
20:00	0	4	74	55	25	1	0	0	0	0	0	0	0	0	0	159	30	33
21:00	0	1	46	47	14	2	0	0	0	0	0	0	0	0	0	110	30	33
22:00	<b>3</b>	3	36	48	15	0	0	0	0	0	0	0	0	0	0	105	30	33
23:00	0	1	20	29	13	1	0	0	0	0	0	0	0	0	0	64	31	34
<b>Total</b>	15	256	2037	2104	514	41	1	0	0	0	0	0	0	0	0	4968		
<b>Percent</b>	0.3%	5.2%	41.0%	42.4%	10.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	11:00	06:00	07:00	08:00	08:00	07:00	08:00									08:00		
<b>Vol.</b>	4	24	169	164	55	5	1									395		
<b>PM Peak</b>	22:00	15:00	15:00	16:00	13:00	12:00										16:00		
<b>Vol.</b>	3	22	150	162	33	4										366		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

I-95 SB On Ramp West of Honeyspot Road  
 Stratford, Connecticut

Site Code: 3560  
 Station ID:

Westbound Latitude: 0' 0.000 Undefined

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
03/26/15	2	0	25	33	7	3	0	0	0	0	0	0	0	0	70	30	34
01:00	0	3	18	10	3	0	0	0	0	0	0	0	0	0	34	28	31
02:00	0	3	6	8	0	0	0	0	0	0	0	0	0	0	17	28	30
03:00	0	1	14	7	4	0	0	0	0	0	0	0	0	0	26	30	32
04:00	1	7	19	18	6	1	1	0	0	0	0	0	0	0	53	30	33
05:00	1	11	45	53	7	1	0	0	0	0	0	0	0	0	118	29	31
06:00	0	14	117	112	30	4	0	0	0	0	0	0	0	0	277	30	33
07:00	1	17	141	134	44	3	0	0	0	0	0	0	0	0	340	30	33
08:00	2	19	198	155	45	5	1	0	0	0	0	0	0	0	425	29	33
09:00	1	32	128	100	20	1	0	0	0	0	0	0	0	0	282	28	31
10:00	0	19	100	138	32	0	0	0	0	0	0	0	0	0	289	29	32
11:00	1	18	112	99	24	1	0	0	0	0	0	0	0	0	255	29	32
12 PM	2	14	110	114	27	1	0	0	0	0	0	0	0	0	268	29	32
13:00	0	9	112	121	33	5	0	0	0	0	0	0	0	0	280	30	33
14:00	0	7	85	148	48	4	0	0	0	0	0	0	0	0	292	31	34
15:00	0	9	102	157	47	3	1	0	0	0	0	0	0	0	319	30	33
16:00	0	6	88	184	68	8	2	0	0	0	0	0	0	0	356	31	34
17:00	0	6	100	180	70	8	2	0	0	0	0	0	0	0	366	31	34
18:00	1	14	125	45	16	2	0	0	0	0	0	0	0	0	203	28	31
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>12</b>	<b>209</b>	<b>1645</b>	<b>1816</b>	<b>531</b>	<b>50</b>	<b>7</b>	<b>0</b>	<b>4270</b>								
<b>Percent</b>	<b>0.3%</b>	<b>4.9%</b>	<b>38.5%</b>	<b>42.5%</b>	<b>12.4%</b>	<b>1.2%</b>	<b>0.2%</b>	<b>0.0%</b>									
<b>AM Peak</b>	<b>00:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>04:00</b>								<b>08:00</b>		
<b>Vol.</b>	<b>2</b>	<b>32</b>	<b>198</b>	<b>155</b>	<b>45</b>	<b>5</b>	<b>1</b>								<b>425</b>		
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>18:00</b>	<b>16:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>								<b>17:00</b>		
<b>Vol.</b>	<b>2</b>	<b>14</b>	<b>125</b>	<b>184</b>	<b>70</b>	<b>8</b>	<b>2</b>								<b>366</b>		
<b>Total</b>	<b>34</b>	<b>578</b>	<b>4836</b>	<b>5263</b>	<b>1366</b>	<b>111</b>	<b>10</b>	<b>0</b>	<b>12198</b>								
<b>Percent</b>	<b>0.3%</b>	<b>4.7%</b>	<b>39.6%</b>	<b>43.1%</b>	<b>11.2%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>									

15th Percentile : 20 MPH  
 50th Percentile : 25 MPH  
 85th Percentile : 30 MPH  
 95th Percentile : 33 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 8890  
 Percent in Pace : 72.9%  
 Number of Vehicles > 35 MPH : 265  
 Percent of Vehicles > 35 MPH : 2.2%  
 Mean Speed(Average) : 26 MPH

Honeyspot Road North of Spada Boulevard  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3563  
Station ID:

Northbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
03/24/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	8	<b>34</b>	59	71	28	6	0	0	0	0	0	0	0	208	35	39
13:00	1	<b>10</b>	34	71	68	32	5	0	0	0	0	0	0	0	221	35	39
14:00	2	9	31	62	71	35	5	<b>1</b>	0	0	0	0	0	0	216	36	39
15:00	2	6	11	76	<b>86</b>	30	<b>9</b>	1	0	0	0	0	0	0	221	36	40
16:00	<b>5</b>	5	31	<b>77</b>	79	40	6	0	0	0	0	0	0	0	<b>243</b>	36	39
17:00	1	6	21	74	74	<b>48</b>	6	0	0	0	0	0	0	0	230	36	39
18:00	1	3	7	38	79	40	6	1	0	0	0	0	0	0	175	37	40
19:00	2	4	6	24	51	12	4	1	0	0	0	0	0	0	104	35	39
20:00	0	6	15	37	35	11	3	1	0	0	0	0	0	0	108	35	39
21:00	0	4	11	26	32	7	2	1	0	0	0	0	0	0	83	34	38
22:00	0	2	1	11	21	4	1	1	0	0	0	0	0	0	41	35	38
23:00	0	0	0	8	18	0	0	0	0	0	0	0	0	0	26	34	35
<b>Total</b>	<b>16</b>	<b>63</b>	<b>202</b>	<b>563</b>	<b>685</b>	<b>287</b>	<b>53</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1876</b>		
<b>Percent</b>	<b>0.9%</b>	<b>3.4%</b>	<b>10.8%</b>	<b>30.0%</b>	<b>36.5%</b>	<b>15.3%</b>	<b>2.8%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak Vol.</b>																	
<b>PM Peak Vol.</b>	<b>16:00</b>	<b>13:00</b>	<b>12:00</b>	<b>16:00</b>	<b>15:00</b>	<b>17:00</b>	<b>15:00</b>	<b>14:00</b>							<b>16:00</b>		
	5	10	34	77	86	48	9	1							243		

Honeyspot Road North of Spada Boulevard  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3563  
Station ID:

Northbound																Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/25/15	0	0	4	4	3	3	1	0	0	0	0	0	0	0	0	15	36	38
01:00	0	1	1	3	5	1	0	1	0	0	0	0	0	0	0	12	33	34
02:00	0	0	3	3	5	2	0	0	0	0	0	0	0	0	0	13	34	36
03:00	0	1	1	5	2	2	0	0	1	0	0	0	0	0	0	12	30	30
04:00	0	0	1	2	3	9	1	0	0	0	0	0	0	0	0	16	39	41
05:00	1	2	2	6	9	3	0	0	0	0	0	0	0	0	0	23	35	37
06:00	0	0	6	22	39	19	3	1	0	0	0	0	0	0	0	90	37	40
07:00	0	2	11	39	41	20	5	1	0	0	0	0	0	0	0	119	37	41
08:00	0	5	16	51	<b>72</b>	<b>41</b>	5	0	0	0	0	0	0	0	0	190	37	39
09:00	1	5	25	42	60	35	7	0	0	0	0	0	0	0	0	175	37	40
10:00	0	1	20	49	54	20	<b>8</b>	0	1	0	0	0	0	0	0	153	36	40
11:00	1	<b>8</b>	<b>42</b>	<b>93</b>	66	24	1	1	0	0	0	0	0	0	0	<b>236</b>	34	37
12 PM	2	6	<b>34</b>	77	75	20	<b>7</b>	0	0	0	0	0	0	0	0	221	34	39
13:00	<b>3</b>	4	25	78	68	22	4	0	0	0	0	0	0	0	0	204	34	38
14:00	1	4	23	59	67	<b>32</b>	3	<b>1</b>	0	0	0	0	0	0	0	190	36	39
15:00	3	4	34	<b>87</b>	<b>78</b>	22	3	0	0	0	0	0	0	0	0	<b>231</b>	34	37
16:00	3	<b>9</b>	31	68	75	24	6	0	<b>1</b>	0	0	0	0	0	0	217	35	39
17:00	1	2	18	70	75	23	4	0	0	0	0	0	0	0	0	193	35	38
18:00	1	4	12	42	53	29	3	0	0	0	0	0	0	0	0	144	36	39
19:00	0	1	7	28	42	26	6	0	0	0	0	0	0	0	0	110	37	40
20:00	0	4	14	23	32	15	2	0	0	0	0	0	0	0	0	90	35	38
21:00	0	1	9	19	26	10	4	0	0	0	0	0	0	0	0	69	36	40
22:00	2	0	6	13	20	5	1	0	0	0	0	0	0	0	0	47	35	38
23:00	0	1	4	15	15	5	0	0	0	0	0	0	0	0	0	40	35	38
<b>Total</b>	19	65	349	898	985	412	74	5	3	0	0	0	0	0	0	2810		
Percent	0.7%	2.3%	12.4%	32.0%	35.1%	14.7%	2.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	11:00	11:00	11:00	08:00	08:00	10:00	01:00	03:00							11:00		
Vol.	1	8	42	93	72	41	8	1	1							236		
PM Peak	13:00	16:00	12:00	15:00	15:00	14:00	12:00	14:00	16:00							15:00		
Vol.	3	9	34	87	78	32	7	1	1							231		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Northbound																Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/26/15	0	0	1	5	4	3	0	0	0	0	0	0	0	0	0	13	35	37
01:00	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8	34	34
02:00	0	1	5	6	0	1	0	0	0	0	0	0	0	0	0	13	28	29
03:00	0	1	1	1	5	0	0	0	0	0	0	0	0	0	0	8	34	34
04:00	0	0	2	1	8	2	1	0	0	0	0	0	0	0	0	14	35	36
05:00	1	1	3	8	6	3	0	0	0	0	0	0	0	0	0	22	35	37
06:00	1	2	7	24	35	23	3	0	0	0	0	0	0	0	0	95	37	39
07:00	0	6	11	42	54	18	2	1	1	0	0	0	0	0	0	135	35	38
08:00	0	5	20	62	<b>83</b>	<b>32</b>	2	1	0	0	0	0	0	0	0	205	35	38
09:00	2	<b>10</b>	<b>35</b>	<b>71</b>	66	21	<b>5</b>	0	0	0	0	0	0	0	0	<b>210</b>	34	38
10:00	<b>4</b>	10	27	46	59	22	2	0	0	0	0	0	0	0	0	170	35	38
11:00	2	5	25	68	55	15	1	0	0	0	0	0	0	0	0	171	34	37
12 PM	1	8	32	<b>92</b>	51	15	1	1	0	0	0	0	0	0	0	201	33	36
13:00	3	4	26	78	61	18	3	0	0	0	0	0	0	0	0	193	34	37
14:00	<b>7</b>	5	<b>41</b>	69	59	18	0	0	0	0	0	0	0	0	0	199	34	37
15:00	3	<b>10</b>	33	92	72	26	<b>6</b>	0	0	0	0	0	0	0	0	<b>242</b>	34	38
16:00	5	5	30	69	<b>92</b>	22	4	1	0	0	0	0	0	0	0	228	35	38
17:00	0	3	20	65	72	<b>27</b>	6	0	0	0	0	0	0	0	0	193	36	39
18:00	0	6	12	46	51	23	4	<b>2</b>	0	0	0	0	0	0	0	144	36	40
19:00	2	2	20	71	54	15	2	0	0	0	0	0	0	0	0	166	34	37
20:00	3	3	9	23	29	9	1	0	0	0	0	0	0	0	0	77	34	37
21:00	0	2	11	20	34	10	1	0	0	0	0	0	0	0	0	78	35	38
22:00	0	0	5	18	18	12	3	0	0	0	0	0	0	0	0	56	37	40
23:00	0	2	8	12	17	11	1	0	0	0	0	0	0	0	0	51	36	39
<b>Total</b>	<b>34</b>	<b>91</b>	<b>385</b>	<b>991</b>	<b>989</b>	<b>347</b>	<b>48</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2892</b>		
<b>Percent</b>	<b>1.2%</b>	<b>3.1%</b>	<b>13.3%</b>	<b>34.3%</b>	<b>34.2%</b>	<b>12.0%</b>	<b>1.7%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>10:00</b>	<b>09:00</b>	<b>09:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>07:00</b>	<b>07:00</b>							<b>09:00</b>		
<b>Vol.</b>	<b>4</b>	<b>10</b>	<b>35</b>	<b>71</b>	<b>83</b>	<b>32</b>	<b>5</b>	<b>1</b>	<b>1</b>							<b>210</b>		
<b>PM Peak</b>	<b>14:00</b>	<b>15:00</b>	<b>14:00</b>	<b>12:00</b>	<b>16:00</b>	<b>17:00</b>	<b>15:00</b>	<b>18:00</b>								<b>15:00</b>		
<b>Vol.</b>	<b>7</b>	<b>10</b>	<b>41</b>	<b>92</b>	<b>92</b>	<b>27</b>	<b>6</b>	<b>2</b>								<b>242</b>		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Northbound																Latitude: 0' 0.000 Undefined		
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent	
03/27/15	0	2	3	5	3	2	0	0	0	0	0	0	0	0	15	32	33	
01:00	1	0	1	3	4	1	0	0	0	0	0	0	0	0	10	33	34	
02:00	0	2	0	2	1	3	2	0	0	0	0	0	0	0	10	38	38	
03:00	1	0	0	4	5	0	1	1	0	0	0	0	0	0	12	33	34	
04:00	0	5	0	5	2	4	1	0	0	0	0	0	0	0	17	36	38	
05:00	0	0	3	6	10	5	0	0	0	0	0	0	0	0	24	36	38	
06:00	1	2	6	25	26	9	0	0	0	0	0	0	0	0	69	35	37	
07:00	0	3	14	53	51	16	7	0	0	0	0	0	0	0	144	36	40	
08:00	1	3	10	72	69	23	2	0	0	0	0	0	0	0	180	35	38	
09:00	10	11	19	57	60	20	4	1	0	0	0	0	0	0	182	35	38	
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>Total</b>	14	28	56	232	231	83	17	2	0	0	0	0	0	0	663			
<b>Percent</b>	2.1%	4.2%	8.4%	35.0%	34.8%	12.5%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
<b>AM Peak</b>	09:00	09:00	09:00	08:00	08:00	08:00	07:00	03:00							09:00			
<b>Vol.</b>	10	11	19	72	69	23	7	1							182			
<b>PM Peak</b>																		
<b>Vol.</b>																		
<b>Total</b>	83	247	992	2684	2890	1129	192	20	4	0	0	0	0	0	8241			
<b>Percent</b>	1.0%	3.0%	12.0%	32.6%	35.1%	13.7%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
			15th Percentile :		23 MPH													
			50th Percentile :		29 MPH													
			85th Percentile :		35 MPH													
			95th Percentile :		39 MPH													

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 5043  
 Percent in Pace : 61.2%  
 Number of Vehicles > 35 MPH : 1521  
 Percent of Vehicles > 35 MPH : 18.5%  
 Mean Speed(Average) : 30 MPH

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Southbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
03/24/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	<b>6</b>	<b>15</b>	<b>42</b>	<b>62</b>	<b>62</b>	<b>28</b>	<b>6</b>	0	0	0	0	0	0	0	221	35	39
13:00	2	15	33	83	68	21	2	0	0	0	0	0	0	0	224	34	37
14:00	1	11	34	73	52	23	3	0	0	0	0	0	0	0	197	34	38
15:00	1	14	26	56	90	24	3	0	0	0	0	0	0	0	214	35	38
16:00	0	12	27	<b>93</b>	<b>94</b>	26	3	1	0	0	0	0	0	0	<b>256</b>	34	37
17:00	1	10	19	71	86	28	6	0	0	0	0	0	0	0	221	35	39
18:00	1	2	21	49	43	27	2	1	0	0	0	0	0	0	146	36	38
19:00	3	7	15	37	48	19	4	<b>2</b>	0	0	0	0	0	0	135	36	40
20:00	0	0	7	29	30	10	2	0	0	0	0	0	0	0	78	35	38
21:00	0	2	8	17	34	13	2	1	0	0	0	0	0	0	77	36	39
22:00	3	1	5	10	26	7	1	0	0	0	0	0	0	0	53	35	38
23:00	0	1	1	5	12	6	0	0	0	0	0	0	0	0	25	36	38
Total	18	90	238	585	645	232	34	5	0	0	0	0	0	0	1847		
Percent	1.0%	4.9%	12.9%	31.7%	34.9%	12.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	12:00	12:00	12:00	16:00	16:00	12:00	12:00	19:00							16:00		
	6	15	42	93	94	28	6	2							256		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Southbound															Latitude: 0' 0.000 Undefined			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/25/15	0	0	2	5	7	4	1	0	0	0	0	0	0	0	0	19	37	39
01:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5	*	*
02:00	0	0	6	2	2	1	1	0	0	0	0	0	0	0	0	12	25	26
03:00	2	2	0	2	2	2	0	0	0	0	0	0	0	0	0	10	*	*
04:00	0	1	1	2	7	3	2	0	0	0	0	0	0	0	0	16	38	39
05:00	1	1	1	13	19	10	2	0	0	0	0	0	0	0	0	47	37	39
06:00	0	1	9	39	53	15	4	1	0	0	0	0	0	0	0	122	36	39
07:00	1	3	23	60	67	33	5	1	0	0	0	0	0	0	0	193	36	39
08:00	1	7	22	61	107	33	9	0	0	0	0	0	0	0	0	240	36	40
09:00	0	3	27	44	76	30	2	0	1	0	0	0	0	0	0	183	36	39
10:00	1	12	19	50	59	28	3	0	0	0	0	0	0	0	0	172	35	39
11:00	0	9	26	86	64	15	0	0	0	0	0	0	0	0	0	200	34	36
12 PM	5	11	32	81	65	13	4	0	0	0	0	0	0	0	0	211	33	36
13:00	2	14	34	94	62	16	3	0	0	0	0	0	0	0	0	225	33	37
14:00	1	7	24	72	65	19	3	0	0	0	0	0	0	0	0	191	34	37
15:00	4	11	37	69	67	26	0	0	0	0	0	0	0	0	0	214	34	37
16:00	2	9	32	73	74	21	2	0	0	0	0	0	0	0	0	213	34	37
17:00	4	14	24	85	64	19	4	0	0	0	0	0	0	0	0	214	34	37
18:00	0	7	21	48	56	15	5	0	0	0	0	0	0	0	0	152	35	39
19:00	0	2	10	47	37	9	1	0	0	0	0	0	0	0	0	106	34	37
20:00	0	0	17	31	28	9	2	0	0	0	0	0	0	0	0	87	34	38
21:00	0	2	7	28	16	5	0	1	0	0	0	0	0	0	0	59	33	37
22:00	2	1	8	17	18	5	1	0	0	0	0	0	0	0	0	52	34	37
23:00	0	1	5	15	8	3	0	0	0	0	0	0	0	0	0	32	33	36
<b>Total</b>	<b>26</b>	<b>118</b>	<b>387</b>	<b>1026</b>	<b>1024</b>	<b>335</b>	<b>55</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2975</b>		
Percent	0.9%	4.0%	13.0%	34.5%	34.4%	11.3%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	10:00	09:00	11:00	08:00	07:00	08:00	06:00	09:00							08:00		
Vol.	2	12	27	86	107	33	9	1	1							240		
PM Peak	12:00	13:00	15:00	13:00	16:00	15:00	18:00	21:00								13:00		
Vol.	5	14	37	94	74	26	5	1								225		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Southbound																Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/26/15	0	0	2	4	14	2	0	0	0	0	0	0	0	0	0	22	34	36
01:00	0	0	2	7	3	1	1	0	0	0	0	0	0	0	0	14	32	33
02:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	28	28
03:00	2	0	2	2	4	0	1	0	0	0	0	0	0	0	0	11	33	33
04:00	1	0	2	8	10	2	0	0	0	0	0	0	0	0	0	23	33	35
05:00	1	2	6	12	19	9	1	0	0	0	0	0	0	0	0	50	36	39
06:00	0	3	4	33	49	16	3	0	0	0	0	0	0	0	0	108	35	39
07:00	1	7	26	78	60	21	5	0	0	0	0	0	0	0	0	198	35	39
08:00	1	6	35	87	78	21	4	0	0	0	0	0	0	0	0	232	34	37
09:00	1	4	24	52	63	16	3	0	0	0	0	0	0	0	0	163	34	38
10:00	2	10	23	68	72	19	2	0	0	0	0	0	0	0	0	196	34	37
11:00	1	7	32	57	58	10	9	0	0	0	0	0	0	0	0	174	34	40
12 PM	3	14	38	81	74	8	1	0	0	0	0	0	0	0	0	219	33	35
13:00	1	18	30	78	40	15	3	0	0	0	0	0	0	0	0	185	33	37
14:00	4	9	43	75	48	17	2	1	0	0	0	0	0	0	0	199	33	37
15:00	0	11	21	86	58	16	1	0	0	0	0	0	0	0	0	193	34	37
16:00	0	6	19	76	71	30	5	0	0	0	0	0	0	0	0	207	35	39
17:00	3	7	40	89	76	14	2	0	0	0	0	0	0	0	0	231	33	36
18:00	1	3	18	68	60	15	6	2	0	0	0	0	0	0	0	173	35	40
19:00	2	4	16	54	40	15	3	0	0	0	0	0	0	0	0	134	34	38
20:00	0	4	17	24	34	15	0	1	0	0	0	0	0	0	0	95	35	38
21:00	0	0	2	20	27	6	2	0	0	0	0	0	0	0	0	57	35	39
22:00	0	1	7	16	21	8	1	1	0	0	0	0	0	0	0	55	35	38
23:00	0	0	2	13	14	3	1	0	0	0	0	0	0	0	0	33	34	37
<b>Total</b>	<b>24</b>	<b>116</b>	<b>412</b>	<b>1091</b>	<b>994</b>	<b>279</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>2977</b>								
<b>Percent</b>	<b>0.8%</b>	<b>3.9%</b>	<b>13.8%</b>	<b>36.6%</b>	<b>33.4%</b>	<b>9.4%</b>	<b>1.9%</b>	<b>0.2%</b>	<b>0.0%</b>									
<b>AM Peak</b>	<b>03:00</b>	<b>10:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>11:00</b>										<b>08:00</b>	
<b>Vol.</b>	<b>2</b>	<b>10</b>	<b>35</b>	<b>87</b>	<b>78</b>	<b>21</b>	<b>9</b>										<b>232</b>	
<b>PM Peak</b>	<b>14:00</b>	<b>13:00</b>	<b>14:00</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>18:00</b>	<b>18:00</b>									<b>17:00</b>	
<b>Vol.</b>	<b>4</b>	<b>18</b>	<b>43</b>	<b>89</b>	<b>76</b>	<b>30</b>	<b>6</b>	<b>2</b>									<b>231</b>	

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road North of Spada Boulevard  
 Stratford, Connecticut

Site Code: 3563  
 Station ID:

Southbound Latitude: 0' 0.000 Undefined

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
03/27/15	0	0	3	9	6	1	0	0	0	0	0	0	0	0	19	33	35
01:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7	33	33
02:00	0	0	1	3	5	2	2	0	0	0	0	0	0	0	13	35	36
03:00	0	0	2	2	7	0	0	0	0	0	0	0	0	0	11	34	35
04:00	0	0	4	9	6	2	1	0	0	0	0	0	0	0	22	34	36
05:00	0	0	3	21	18	5	2	0	0	0	0	0	0	0	49	35	39
06:00	0	2	7	38	53	16	0	0	0	0	0	0	0	0	116	35	38
07:00	1	4	22	29	<b>88</b>	<b>27</b>	<b>4</b>	0	0	0	0	0	0	0	175	36	39
08:00	0	<b>9</b>	<b>34</b>	<b>68</b>	84	27	3	0	0	0	0	0	0	0	<b>225</b>	35	38
09:00	<b>3</b>	9	21	54	47	20	3	0	0	0	0	0	0	0	157	35	38
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>4</b>	<b>24</b>	<b>98</b>	<b>235</b>	<b>318</b>	<b>100</b>	<b>15</b>	<b>0</b>	<b>794</b>								
<b>Percent</b>	<b>0.5%</b>	<b>3.0%</b>	<b>12.3%</b>	<b>29.6%</b>	<b>40.1%</b>	<b>12.6%</b>	<b>1.9%</b>	<b>0.0%</b>									
<b>AM Peak</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>								<b>08:00</b>		
<b>Vol.</b>	<b>3</b>	<b>9</b>	<b>34</b>	<b>68</b>	<b>88</b>	<b>27</b>	<b>4</b>								<b>225</b>		
<b>PM Peak</b>																	
<b>Vol.</b>																	
<b>Total</b>	<b>72</b>	<b>348</b>	<b>1135</b>	<b>2937</b>	<b>2981</b>	<b>946</b>	<b>160</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8593</b>		
<b>Percent</b>	<b>0.8%</b>	<b>4.0%</b>	<b>13.2%</b>	<b>34.2%</b>	<b>34.7%</b>	<b>11.0%</b>	<b>1.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 22 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 35 MPH  
 95th Percentile : 38 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 5314  
 Percent in Pace : 61.8%  
 Number of Vehicles > 35 MPH : 1328  
 Percent of Vehicles > 35 MPH : 15.5%  
 Mean Speed(Average) : 29 MPH

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road South of Spada Blvd  
 Stratford, Connecticut

Site Code: 3562  
 Station ID:

Northbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
03/25/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	<b>6</b>	<b>41</b>	<b>142</b>	<b>99</b>	<b>22</b>	<b>5</b>	0	0	0	0	0	0	0	0	<b>315</b>	28	32
12 PM	<b>9</b>	24	118	134	41	5	0	0	0	0	0	0	0	0	331	30	33
13:00	1	42	132	103	35	5	<b>2</b>	0	0	0	0	0	0	0	320	29	33
14:00	1	26	126	111	<b>52</b>	<b>8</b>	0	0	0	0	0	0	0	0	324	31	34
15:00	1	<b>48</b>	166	<b>141</b>	29	2	0	0	0	0	0	0	0	0	<b>387</b>	28	31
16:00	6	25	<b>187</b>	136	26	1	1	0	0	0	0	0	0	0	382	28	31
17:00	0	20	145	129	33	3	0	0	0	0	0	0	0	0	330	29	32
18:00	0	17	110	103	27	1	1	0	0	0	0	0	0	0	259	29	32
19:00	0	11	107	99	21	2	0	0	0	0	0	0	0	0	240	29	32
20:00	0	30	82	54	18	1	0	0	0	0	0	0	0	0	185	29	32
21:00	0	14	61	57	16	5	1	<b>1</b>	0	0	0	0	0	0	155	30	34
22:00	1	14	55	34	11	1	0	0	0	0	0	0	0	0	116	29	32
23:00	0	13	26	30	7	0	0	0	0	0	0	0	0	0	76	29	32
Total	25	325	1457	1230	338	39	5	1	0	0	0	0	0	0	3420		
Percent	0.7%	9.5%	42.6%	36.0%	9.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00									11:00		
Vol.	6	41	142	99	22	5									315		
PM Peak	12:00	15:00	16:00	15:00	14:00	14:00	13:00	21:00							15:00		
Vol.	9	48	187	141	52	8	2	1							387		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road South of Spada Blvd  
 Stratford, Connecticut

Site Code: 3562  
 Station ID:

Northbound															Latitude: 0' 0.000 Undefined			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/26/15	1	2	19	17	2	1	0	0	0	0	0	0	0	0	0	42	28	30
01:00	0	6	21	5	4	0	0	0	0	0	0	0	0	0	0	36	28	32
02:00	2	12	20	6	2	0	0	0	0	0	0	0	0	0	0	42	25	29
03:00	0	3	13	7	5	1	0	0	0	0	0	0	0	0	0	29	31	33
04:00	0	1	12	21	9	2	0	0	0	0	0	0	0	0	0	45	32	34
05:00	0	10	34	46	13	0	0	0	0	0	0	0	0	0	0	103	29	32
06:00	0	24	115	79	16	1	0	0	0	0	0	0	0	0	0	235	28	31
07:00	0	22	128	107	18	3	0	0	0	0	0	0	0	0	0	278	29	31
08:00	<b>5</b>	<b>29</b>	<b>179</b>	<b>164</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>406</b>	29	31								
09:00	3	<b>33</b>	139	105	23	<b>4</b>	0	<b>1</b>	0	0	0	0	0	0	0	308	29	32
10:00	0	20	123	106	13	2	0	0	0	0	0	0	0	0	0	264	28	31
11:00	0	21	131	104	22	3	<b>1</b>	0	0	0	0	0	0	0	0	282	29	32
12 PM	3	26	132	97	33	2	0	0	0	0	0	0	0	0	0	293	29	32
13:00	1	24	133	110	34	4	0	0	0	0	0	0	0	0	0	306	29	33
14:00	0	18	147	119	27	4	0	0	0	0	0	0	0	0	0	315	29	32
15:00	7	48	163	125	<b>38</b>	3	0	0	0	0	0	0	0	0	0	384	29	32
16:00	1	46	<b>236</b>	97	14	1	0	0	0	<b>1</b>	0	0	0	0	0	<b>396</b>	27	30
17:00	0	19	143	<b>160</b>	37	4	0	0	0	0	0	0	0	0	0	363	29	32
18:00	0	25	108	89	29	<b>7</b>	<b>1</b>	0	0	0	0	0	0	0	0	259	30	34
19:00	<b>14</b>	<b>97</b>	126	41	5	2	0	0	0	0	0	0	0	0	0	285	25	28
20:00	1	10	100	62	12	1	0	0	0	0	0	0	0	0	0	186	28	31
21:00	0	2	71	57	13	2	1	0	0	0	0	0	0	0	0	146	29	32
22:00	1	16	39	50	11	6	0	0	0	0	0	0	0	0	0	123	30	34
23:00	0	11	34	26	12	1	0	0	0	0	0	0	0	0	0	84	30	33
<b>Total</b>	<b>39</b>	<b>525</b>	<b>2366</b>	<b>1800</b>	<b>418</b>	<b>57</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5210</b>		
Percent	0.7%	10.1%	45.4%	34.5%	8.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	08:00	08:00	09:00	11:00	09:00								08:00		
Vol.	5	33	179	164	26	4	1	1								406		
PM Peak	19:00	19:00	16:00	17:00	15:00	18:00	18:00			16:00						16:00		
Vol.	14	97	236	160	38	7	1			1						396		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road South of Spada Blvd  
 Stratford, Connecticut

Site Code: 3562  
 Station ID:

Northbound Latitude: 0' 0.000 Undefined

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/27/15	0	3	15	12	12	1	0	0	0	0	0	0	0	0	0	43	32	35
01:00	0	4	12	6	4	1	0	0	0	0	0	0	0	0	0	27	30	33
02:00	0	5	6	7	2	3	0	0	0	0	0	0	0	0	0	23	30	36
03:00	0	1	10	13	3	0	0	0	0	0	0	0	0	0	0	27	29	31
04:00	1	4	14	12	8	1	0	0	0	0	0	0	0	0	0	40	31	34
05:00	1	6	44	40	13	2	0	0	0	0	0	0	0	0	0	106	30	33
06:00	1	27	90	56	16	2	0	0	0	0	0	0	0	0	0	192	28	31
07:00	4	24	152	74	17	0	0	0	0	0	0	0	0	0	0	271	28	31
08:00	6	38	162	110	16	0	0	0	0	0	0	0	0	0	0	332	28	30
09:00	2	23	127	123	37	2	1	0	0	0	0	0	0	0	0	315	29	32
10:00	1	4	30	13	2	1	0	0	0	0	0	0	0	0	0	51	27	29
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	16	139	662	466	130	13	1	0	0	0	0	0	0	0	0	1427		
<b>Percent</b>	1.1%	9.7%	46.4%	32.7%	9.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	08:00	08:00	08:00	09:00	09:00	02:00	09:00									08:00		
<b>Vol.</b>	6	38	162	123	37	3	1									332		
<b>PM Peak</b>																		
<b>Vol.</b>																		
<b>Total</b>	80	989	4485	3496	886	109	9	2	0	1	0	0	0	0	0	10057		
<b>Percent</b>	0.8%	9.8%	44.6%	34.8%	8.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 19 MPH  
 50th Percentile : 24 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 32 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 6867  
 Percent in Pace : 68.3%  
 Number of Vehicles > 35 MPH : 203  
 Percent of Vehicles > 35 MPH : 2.0%  
 Mean Speed(Average) : 25 MPH

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Honeyspot Road South of Spada Blvd  
 Stratford, Connecticut

Site Code: 3562  
 Station ID:

Southbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
03/25/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	<b>35</b>	<b>29</b>	<b>108</b>	<b>73</b>	<b>14</b>	<b>2</b>	<b>1</b>	0	0	0	0	0	0	0	<b>262</b>	27	30
12 PM	36	29	92	71	<b>18</b>	1	<b>1</b>	0	0	0	0	0	0	0	248	28	31
13:00	52	<b>46</b>	100	55	17	2	0	0	0	0	0	0	0	0	272	27	30
14:00	44	43	107	71	15	2	0	0	0	0	0	0	0	0	282	27	30
15:00	44	34	<b>144</b>	52	15	<b>4</b>	0	0	0	0	0	0	0	0	<b>293</b>	26	31
16:00	44	34	122	50	3	2	0	0	0	0	0	0	0	0	255	25	28
17:00	<b>53</b>	30	114	58	6	2	0	0	0	0	0	0	0	0	263	26	29
18:00	36	20	63	<b>80</b>	16	4	0	0	0	0	0	0	0	0	219	28	32
19:00	25	17	83	46	4	1	1	0	0	0	0	0	0	0	177	27	29
20:00	45	34	74	25	3	0	0	0	0	0	0	0	0	0	181	24	28
21:00	21	15	55	26	2	0	0	0	0	0	0	0	0	0	119	26	29
22:00	18	9	27	16	3	0	0	0	0	0	0	0	0	0	73	26	29
23:00	10	6	27	22	1	0	0	0	0	0	0	0	0	0	66	27	29
Total	463	346	1116	645	117	20	3	0	0	0	0	0	0	0	2710		
Percent	17.1%	12.8%	41.2%	23.8%	4.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00								11:00		
Vol.	35	29	108	73	14	2	1								262		
PM Peak	17:00	13:00	15:00	18:00	12:00	15:00	12:00								15:00		
Vol.	53	46	144	80	18	4	1								293		

Honeyspot Road South of Spada Blvd  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3562  
Station ID:

Southbound															Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th	95th	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
03/26/15	8	3	16	9	2	0	0	0	0	0	0	0	0	0	38	26	30
01:00	5	2	9	4	0	0	0	0	0	0	0	0	0	0	20	25	27
02:00	1	1	17	3	1	0	0	0	0	0	0	0	0	0	23	25	27
03:00	3	8	15	4	4	0	0	0	0	0	0	0	0	0	34	28	32
04:00	8	0	11	27	9	1	1	0	0	0	0	0	0	0	57	30	33
05:00	21	7	47	40	10	1	0	0	0	0	0	0	0	0	126	28	31
06:00	40	35	98	40	4	2	0	0	0	0	0	0	0	0	219	25	29
07:00	<b>55</b>	<b>55</b>	148	66	15	<b>4</b>	0	0	0	0	0	0	0	0	343	26	30
08:00	43	42	<b>161</b>	<b>91</b>	14	1	0	0	0	0	0	0	0	0	<b>352</b>	27	30
09:00	37	27	102	75	9	1	0	0	0	0	0	0	0	0	251	27	30
10:00	39	31	105	61	<b>16</b>	2	0	0	0	0	0	0	0	0	254	27	31
11:00	48	26	85	56	15	3	0	0	0	0	0	0	0	0	233	27	31
12 PM	38	35	131	74	11	1	1	0	0	0	0	0	0	0	291	27	30
13:00	31	37	123	49	4	0	0	0	0	0	0	0	0	0	244	26	29
14:00	40	24	128	64	12	2	0	0	0	0	0	0	0	0	270	27	30
15:00	30	52	133	76	6	<b>3</b>	0	0	0	0	0	0	0	0	300	27	29
16:00	43	44	<b>139</b>	34	10	0	0	0	0	0	0	0	0	0	270	25	29
17:00	<b>48</b>	30	112	<b>90</b>	<b>16</b>	2	0	0	0	0	0	0	0	0	298	28	30
18:00	48	60	132	53	5	2	1	0	0	0	0	0	0	0	<b>301</b>	25	29
19:00	33	<b>64</b>	69	9	3	0	0	0	0	0	0	0	0	0	178	23	25
20:00	23	18	67	33	9	2	0	0	0	0	0	0	0	0	152	27	31
21:00	22	5	36	29	5	1	0	0	0	0	0	0	0	0	98	27	31
22:00	16	7	22	27	3	0	0	0	0	0	0	0	0	0	75	27	29
23:00	17	10	31	15	6	1	<b>2</b>	0	0	0	0	0	0	0	82	27	31
<b>Total</b>	<b>697</b>	<b>623</b>	<b>1937</b>	<b>1029</b>	<b>189</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>4509</b>								
<b>Percent</b>	<b>15.5%</b>	<b>13.8%</b>	<b>43.0%</b>	<b>22.8%</b>	<b>4.2%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>									
<b>AM Peak</b>	<b>07:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>07:00</b>	<b>04:00</b>									<b>08:00</b>	
<b>Vol.</b>	<b>55</b>	<b>55</b>	<b>161</b>	<b>91</b>	<b>16</b>	<b>4</b>	<b>1</b>									<b>352</b>	
<b>PM Peak</b>	<b>17:00</b>	<b>19:00</b>	<b>16:00</b>	<b>17:00</b>	<b>17:00</b>	<b>15:00</b>	<b>23:00</b>									<b>18:00</b>	
<b>Vol.</b>	<b>48</b>	<b>64</b>	<b>139</b>	<b>90</b>	<b>16</b>	<b>3</b>	<b>2</b>									<b>301</b>	

Honeyspot Road South of Spada Blvd  
Stratford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3562  
Station ID:

Southbound Latitude: 0' 0.000 Undefined

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/27/15	8	11	17	6	1	0	0	0	0	0	0	0	0	0	0	43	24	27
01:00	4	2	6	2	0	0	1	0	0	0	0	0	0	0	0	15	24	25
02:00	5	5	6	7	0	0	0	0	0	0	0	0	0	0	0	23	26	28
03:00	4	7	14	5	0	0	0	0	0	0	0	0	0	0	0	30	24	27
04:00	8	8	20	19	8	0	0	0	0	0	0	0	0	0	0	63	29	33
05:00	15	11	49	32	3	3	0	0	0	0	0	0	0	0	0	113	28	32
06:00	37	40	111	22	8	1	0	0	0	0	0	0	0	0	0	219	25	29
07:00	46	44	163	50	14	0	0	0	0	0	0	0	0	0	0	317	26	29
08:00	30	47	170	93	7	0	0	0	0	0	0	0	0	0	0	347	27	29
09:00	33	28	106	67	10	3	0	0	0	0	0	0	0	0	0	247	27	30
10:00	15	30	101	50	5	1	0	0	0	0	0	0	0	0	0	202	27	29
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>205</b>	<b>233</b>	<b>763</b>	<b>353</b>	<b>56</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1619</b>									
<b>Percent</b>	<b>12.7%</b>	<b>14.4%</b>	<b>47.1%</b>	<b>21.8%</b>	<b>3.5%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>										
<b>AM Peak</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>05:00</b>	<b>01:00</b>										<b>08:00</b>	
<b>Vol.</b>	<b>46</b>	<b>47</b>	<b>170</b>	<b>93</b>	<b>14</b>	<b>3</b>	<b>1</b>										<b>347</b>	
<b>PM Peak</b>																		
<b>Vol.</b>																		
<b>Total</b>	<b>1365</b>	<b>1202</b>	<b>3816</b>	<b>2027</b>	<b>362</b>	<b>57</b>	<b>9</b>	<b>0</b>	<b>8838</b>									
<b>Percent</b>	<b>15.4%</b>	<b>13.6%</b>	<b>43.2%</b>	<b>22.9%</b>	<b>4.1%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>										

15th Percentile : 9 MPH  
50th Percentile : 21 MPH  
85th Percentile : 27 MPH  
95th Percentile : 30 MPH

Stats  
10 MPH Pace Speed : 19-28 MPH  
Number in Pace : 4627  
Percent in Pace : 52.4%  
Number of Vehicles > 35 MPH : 86  
Percent of Vehicles > 35 MPH : 1.0%  
Mean Speed(Average) : 20 MPH

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Spada Blvd East of Honeyspot Road  
 Startford, Connecticut

Site Code: 3561  
 Station ID:

Westbound																Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/24/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	<b>2</b>	<b>3</b>	<b>13</b>	<b>55</b>	<b>58</b>	<b>12</b>	<b>3</b>	0	0	0	0	0	0	0	<b>146</b>	34	37	
12 PM	1	<b>13</b>	27	69	69	18	0	0	0	0	0	0	0	0	197	34	37	
13:00	0	5	24	<b>101</b>	61	22	0	0	0	0	0	0	0	0	213	34	37	
14:00	0	10	18	83	74	21	4	0	0	0	0	0	0	0	210	34	38	
15:00	0	7	<b>37</b>	92	93	23	1	0	0	0	0	0	0	0	<b>253</b>	34	37	
16:00	<b>3</b>	2	18	65	70	24	3	0	0	0	0	0	0	0	185	35	38	
17:00	0	4	13	70	<b>83</b>	<b>33</b>	<b>5</b>	0	0	0	0	0	0	0	208	36	39	
18:00	0	0	24	65	<b>94</b>	24	4	0	0	0	0	0	0	0	211	35	38	
19:00	1	2	16	42	60	23	2	0	0	0	0	0	0	0	146	36	38	
20:00	1	1	19	50	33	6	2	0	0	0	0	0	0	0	112	33	36	
21:00	0	3	10	23	33	13	2	<b>1</b>	0	0	0	0	0	0	85	35	38	
22:00	0	0	5	21	19	11	1	0	0	0	0	0	0	0	57	36	39	
23:00	0	1	9	11	22	8	0	0	0	0	0	0	0	0	51	35	38	
<b>Total</b>	<b>8</b>	<b>51</b>	<b>233</b>	<b>747</b>	<b>769</b>	<b>238</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2074</b>			
Percent	0.4%	2.5%	11.2%	36.0%	37.1%	11.5%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00									11:00		
Vol.	2	3	13	55	58	12	3									146		
PM Peak	16:00	12:00	15:00	13:00	18:00	17:00	17:00	21:00								15:00		
Vol.	3	13	37	101	94	33	5	1								253		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Spada Blvd East of Honeyspot Road  
 Startford, Connecticut

Site Code: 3561  
 Station ID:

Westbound																Latitude: 0' 0.000 Undefined		
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/25/15	1	0	3	5	15	1	2	0	0	0	0	0	0	0	0	27	34	35
01:00	0	1	2	6	1	1	0	0	0	0	0	0	0	0	0	11	29	30
02:00	0	3	3	2	5	2	0	0	0	0	0	0	0	0	0	15	33	35
03:00	0	1	4	10	11	1	1	0	0	0	0	0	0	0	0	28	33	35
04:00	0	3	7	16	15	10	2	0	0	0	0	0	0	0	0	53	36	39
05:00	0	1	7	37	44	17	1	0	0	0	0	0	0	0	0	107	35	38
06:00	<b>2</b>	4	21	96	100	31	<b>8</b>	<b>1</b>	0	0	0	0	0	0	0	263	35	39
07:00	2	5	19	<b>114</b>	<b>147</b>	39	4	1	<b>1</b>	0	0	0	0	0	0	<b>332</b>	35	38
08:00	1	3	24	90	103	<b>53</b>	5	0	0	0	0	0	0	0	0	279	36	39
09:00	0	1	18	69	63	24	1	0	0	0	0	0	0	0	0	176	35	38
10:00	1	1	22	65	66	23	3	1	0	0	0	0	0	0	0	182	35	38
11:00	1	<b>8</b>	<b>27</b>	75	60	18	3	0	0	0	0	0	0	0	0	192	34	37
12 PM	<b>2</b>	8	<b>31</b>	82	63	17	1	0	0	0	0	0	0	0	0	204	34	37
13:00	0	<b>9</b>	22	65	78	21	<b>4</b>	0	0	0	0	0	0	0	0	199	35	38
14:00	0	7	18	90	74	20	2	0	0	0	0	0	0	0	0	211	34	37
15:00	1	2	17	<b>98</b>	<b>95</b>	23	2	0	0	0	0	0	0	0	0	<b>238</b>	34	37
16:00	0	7	28	75	77	<b>27</b>	2	0	0	0	0	0	0	0	0	216	34	37
17:00	1	2	17	82	82	24	2	0	0	0	0	0	0	0	0	210	35	37
18:00	0	5	26	73	69	13	2	0	0	0	0	0	0	0	0	188	34	36
19:00	0	1	12	50	45	16	3	0	0	0	0	0	0	0	0	127	35	38
20:00	0	2	15	51	47	19	0	0	0	0	0	0	0	0	0	134	35	38
21:00	0	3	10	28	33	14	1	0	0	0	0	0	0	0	0	89	35	38
22:00	0	0	8	18	24	7	0	<b>1</b>	0	0	0	0	0	0	0	58	35	38
23:00	0	1	4	13	13	4	1	0	0	0	0	0	0	0	0	36	34	38
<b>Total</b>	12	78	365	1310	1330	425	50	4	1	0	0	0	0	0	0	3575		
<b>Percent</b>	0.3%	2.2%	10.2%	36.6%	37.2%	11.9%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	06:00	11:00	11:00	07:00	07:00	08:00	06:00	06:00	07:00							07:00		
<b>Vol.</b>	2	8	27	114	147	53	8	1	1							332		
<b>PM Peak</b>	12:00	13:00	12:00	15:00	15:00	16:00	13:00	22:00								15:00		
<b>Vol.</b>	2	9	31	98	95	27	4	1								238		

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Spada Blvd East of Honeyspot Road  
 Startford, Connecticut

Site Code: 3561  
 Station ID:

Westbound															Latitude: 0' 0.000 Undefined			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
03/26/15	1	1	4	8	6	4	1	0	0	0	0	0	0	0	0	25	36	38
01:00	0	0	4	6	5	1	0	0	0	0	0	0	0	0	0	16	33	35
02:00	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	14	35	36
03:00	0	3	7	11	10	6	1	0	0	0	0	0	0	0	0	38	35	39
04:00	0	2	7	14	22	9	1	0	0	0	0	0	0	0	0	55	36	39
05:00	0	4	9	35	44	15	2	0	0	0	0	0	0	0	0	109	35	38
06:00	1	2	27	92	97	26	3	1	0	0	0	0	0	0	0	249	35	38
07:00	0	2	31	106	134	32	2	0	0	0	0	0	0	0	0	307	34	37
08:00	1	6	32	107	112	34	3	1	0	0	0	0	0	0	0	296	35	38
09:00	1	4	29	85	87	25	4	1	0	0	0	0	0	0	0	236	35	38
10:00	0	1	24	73	87	26	2	0	0	0	0	0	0	0	0	213	35	37
11:00	0	8	25	72	71	13	1	0	0	0	0	0	0	0	0	190	34	36
12 PM	1	2	42	79	74	19	1	0	0	0	0	0	0	0	0	218	34	37
13:00	0	5	27	74	63	23	2	0	0	0	0	0	0	0	0	194	35	38
14:00	0	3	28	80	71	20	2	0	0	0	0	0	0	0	0	204	34	37
15:00	1	8	32	96	81	15	1	0	0	0	0	0	0	0	0	234	33	36
16:00	1	8	25	87	73	20	3	0	0	0	0	0	0	0	0	217	34	37
17:00	1	1	16	99	101	21	6	1	0	0	0	0	0	0	0	246	35	38
18:00	0	0	22	79	92	18	1	2	0	0	0	0	0	0	0	214	34	37
19:00	0	4	18	46	54	7	4	0	0	0	0	0	0	0	0	133	34	37
20:00	1	4	14	38	41	8	0	0	0	0	0	0	0	0	0	106	34	36
21:00	0	1	13	37	37	11	0	0	0	0	0	0	0	0	0	99	34	37
22:00	1	0	8	18	36	5	0	0	0	0	0	0	0	0	0	68	34	36
23:00	1	5	3	9	19	7	0	1	0	0	0	0	0	0	0	45	35	38
<b>Total</b>	11	74	448	1356	1423	367	40	7	0	0	0	0	0	0	0	3726		
Percent	0.3%	2.0%	12.0%	36.4%	38.2%	9.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	11:00	08:00	08:00	07:00	08:00	09:00	06:00								07:00		
Vol.	1	8	32	107	134	34	4	1								307		
PM Peak	12:00	15:00	12:00	17:00	17:00	13:00	17:00	18:00								17:00		
Vol.	1	8	42	99	101	23	6	2								246		

Spada Blvd East of Honeyspot Road  
 Startford, Connecticut

**Connecticut Counts LLC**  
**63 Sugar Maple Lane**  
**Kensington, Connecticut 06037**  
**(860) 828-1693**

Site Code: 3561  
 Station ID:

Latitude: 0' 0.000 Undefined

Westbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th	95th	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
03/27/15	0	3	2	6	13	2	2	0	0	0	0	0	0	0	28	34	35
01:00	0	0	3	5	2	1	0	0	1	0	0	0	0	0	12	30	31
02:00	0	0	4	4	7	0	0	0	0	0	0	0	0	0	15	33	35
03:00	0	1	6	8	8	1	1	0	0	0	0	0	0	0	25	32	34
04:00	0	2	4	17	23	6	1	0	0	0	0	0	0	0	53	35	38
05:00	0	1	9	36	42	13	3	0	0	0	0	0	0	0	104	35	38
06:00	1	4	24	97	92	17	2	0	0	0	0	0	0	0	237	34	36
07:00	0	3	27	120	128	29	1	1	0	0	0	0	0	0	309	34	37
08:00	1	7	31	119	114	26	0	0	0	0	0	0	0	0	298	34	37
09:00	1	8	34	82	71	10	5	0	0	0	0	0	0	0	211	33	37
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	3	29	144	494	500	105	15	1	1	0	0	0	0	0	1292		
Percent	0.2%	2.2%	11.1%	38.2%	38.7%	8.1%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	09:00	09:00	07:00	07:00	07:00	09:00	07:00	01:00						07:00		
Vol.	1	8	34	120	128	29	5	1	1						309		
PM Peak																	
Vol.																	
Total	34	232	1190	3907	4022	1135	132	13	2	0	0	0	0	0	10667		
Percent	0.3%	2.2%	11.2%	36.6%	37.7%	10.6%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 24 MPH  
 50th Percentile : 29 MPH  
 85th Percentile : 35 MPH  
 95th Percentile : 38 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 7160  
 Percent in Pace : 67.1%  
 Number of Vehicles > 35 MPH : 1607  
 Percent of Vehicles > 35 MPH : 15.1%  
 Mean Speed(Average) : 30 MPH

Crash ID	Crash Date	Crash Time	Crash Severity	Number of Vehicles Involved	Number of Pedestrians Involved	Road Name	Crash Type
2654891	8/10/2009	13:18:00	PDO	2	0	HONEYSPOT RD	Turning-Intersecting Path
2648388	7/5/2009	5:23:00	PDO	2	0	HONEYSPOT RD	Sideswipe-Same Direction
2517641	4/2/2008	8:51:00	PDO	2	0	SPADA BLVD	Rear End
2583606	12/1/2008	8:36:00	PDO	2	0	SPADA BLVD	Rear End
2738590	6/15/2010	14:58:00	Injury	2	0	SPADA BLVD	Turning-Intersecting Path
2844295	10/23/2011	17:36:00	Injury	2	0	SPADA BLVD	Angle
2855088	7/10/2011	15:33:00	Injury	2	0	SPADA BLVD	Angle

# Signal Warrant Worksheets

# TRAFFIC SIGNAL WARRANT SUMMARY

**Volume Level Criteria**

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ?  Yes  No
2. Is the intersection in a built-up area of isolated community of <10,000 population?  Yes  No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level  70%  100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.  
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.*

- Applicable:  Yes  No  
Satisfied:  Yes  No

**Condition A - Minimum Vehicular Volume**

- 100% Satisfied:  Yes  No  
80% Satisfied:  Yes  No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					1		2 or more					
	Approach Lanes	100%	70%	100%	70%							
Both Approaches on Major Street	500 (400)	350	600 (480)	420	463	601	529	524	516	593	614	568
Highest Approach on Minor Street	150 (120)	105	200 (160)	140	316	291	206	202	208	242	206	221

*Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.*

**Condition B - Interruption of Continuous Traffic**

*Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.*

- Applicable:  Yes  No  
Excessive Delay:  Yes  No  
100% Satisfied:  Yes  No  
80% Satisfied:  Yes  No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					1		2 or more					
	Approach Lanes	100%	70%	100%	70%							
Both Approaches on Major Street	750 (600)	525	900 (720)	630	463	601	529	524	516	593	614	568
Highest Approach on Minor Street	75 (60)	53	100 (80)	70	316	291	206	202	208	242	206	221

*Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.*

# TRAFFIC SIGNAL WARRANT SUMMARY

**Volume Level Criteria**

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ?  Yes  No
2. Is the intersection in a built-up area of isolated community of <10,000 population?  Yes  No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level  70%  100%

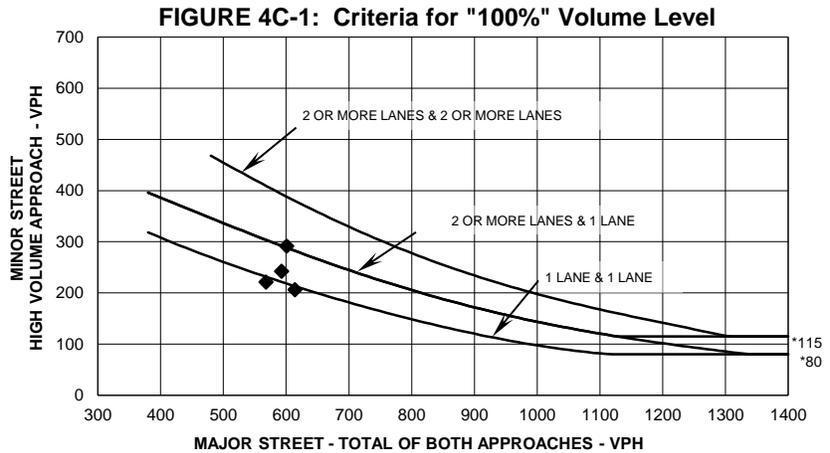
**WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME**

*If all four points lie above the appropriate line, then the warrant is satisfied.*

- Applicable:  Yes  No  
 Satisfied:  Yes  No

*Plot four volume combinations on the applicable figure below.*

Highest Volumes	
Major Street	Minor Street
601	291
593	242
614	206
568	221



*\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

# TRAFFIC SIGNAL WARRANT SUMMARY

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ?  Yes  No
2. Is the intersection in a built-up area of isolated community of <10,000 population?  Yes  No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level  70%  100%

## WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable:  Yes  No  
Satisfied:  Yes  No

Unusual condition justifying use of warrant:  
Interstate Ramp Junction

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
8:00	601	291

### Criteria

#### 1. Delay on Minor Approach \*(vehicle-hours)

Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

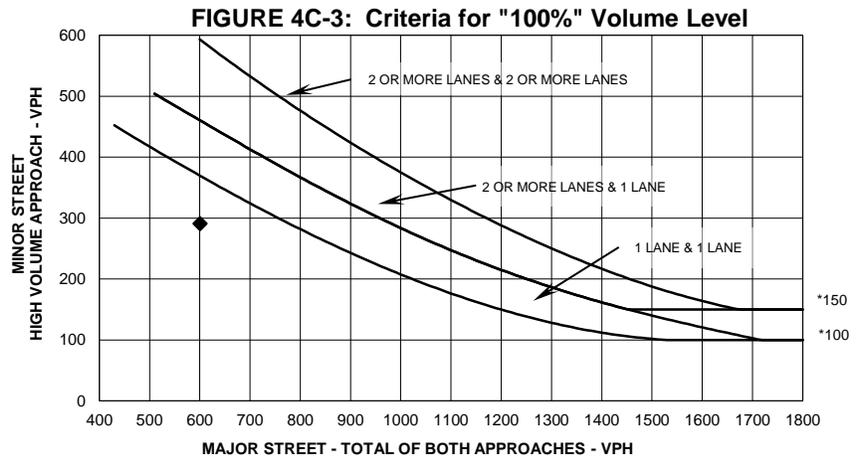
#### 2. Volume on Minor Approach \*(vehicles per hour)

Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	291	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

#### 3. Total Entering Volume \*(vehicles per hour)

No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	892	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Plot volume combination on the applicable figure below.



\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

## TRAFFIC SIGNAL WARRANT SUMMARY

### WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable:  Yes  No  
 Satisfied:  Yes  No

	Criteria	Hour	Volume	Met?		Fulfilled?	
				Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Warrant 1, Condition B (80% satisfied)				<input checked="" type="checkbox"/>		
	Warrant 4, Pedestrian Volume at 80% of volume requirements:				<input checked="" type="checkbox"/>		
	80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:		N/A				<input checked="" type="checkbox"/>
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.			Number of crashes per 12 months:				<input checked="" type="checkbox"/>