CRCOG
CAPITOL REGION
COUNCIL OF GOVERNMENTS

Tighe&Bond

Route 4 Transportation Safety & Improvements Study

Farmington, Connecticut

Final Report (REV 1)

Prepared for:

Capitol Region Council of Governments and Town of Farmington

May 2020

Executive Summary

Section 1 Introduction 1-1

1.1 Study Area 1-2
1.2 Study Team 1-3
1.3 Study Process 1-4
1.4 Public Outreach and Community Involvement 1-5

Section 2 Assessment of Existing Conditions 2-1

2.1 Roadway Network 2-1
2.2 Intersection Traffic Control 2-5
2.3 Traffic Volumes 2-15
2.4 Travel Speed 2-17
2.5 Existing Traffic Operations 2-18
2.6 Traffic Safety 2-22
2.7 Alternative Travel Modes 2-25
2.8 Existing Transportation System Condition 2-33
2.9 Access Management 2-33
2.10 Environmental and Natural Resources 2-35
2.11 Land Use & Economic Development 2-39
2.12 Emergency Operations Plan 2-46

Section 3 Assessment of Future Conditions 3-1

3.1 Future Traffic Forecasts 3-1
3.2 Future Traffic Operations 3-2
3.3 Future Optimized Traffic Operations 3-3
3.4 Areas of Concern 3-4

Section 4 Recommendations 4-1

4.1 Summary of Improvement Alternatives 4-1

Section 5 Implementation Plan 5-1

5.1 Transportation Improvement Program 5-1
5.2 Recommended Projects Summary 5-3
5.3 Implementation Program 5-15

Figures

Figures		Page / Follows
1-1	Study Area	1-2
2-1	Existing Traffic Control	2-5
2-2	Route 4 (Farmington Avenue) Historical Average Daily Traffic	Appendix A
2-3	Colt Highway Historical Average Daily Traffic	Appendix A
2-4	South Road Historical Average Daily Traffic	Appendix A
2-5	Other Study Area Roadways Historical Average Daily Traffic	Appendix A
2-6	Average Daily Traffic Volumes	Appendix A
2-7 & 2-8	2016 Existing Traffic Volumes – Weekday Morning Peak Hour (7:15-8:15 AM)	Appendix A
2-9 & 2-10	2016 Existing Traffic Volumes – Weekday Afternoon Peak Hour (4:30-5:30 PM)	Appendix A
2-11	Travel Speed Observations	2-17
2-12	2016 Existing Traffic Operations	2-19
2-13	Vehicle Collision History (2012-2014)	2-22
2-14	Vehicle Collision Diagram: Route 4 (Farmington Avenue) at SR 508 (Route 4 Connector)	Appendix A
2-15	Vehicle Collision Diagram: Route 4 (Farmington Avenue) at Talcott Notch Road / Old Mountain Road	Appendix A
2-16	Vehicle Collision Diagram: U.S. Route 6 (Colt Highway) at SR 549 (Birdseye Road) / Fienemann Road	Appendix A
2-17	Vehicle Collision Diagram: U.S. Route 6 (Colt Highway) at I-84 EB On-Ramp	Appendix A
2-18 to 2-24	Pedestrian, Bicycle, Transit and Commuter Facilities	2-25
2-25 to 2-31	Summary of Existing Roadway Concerns	2-33
2-32	Natural & Environmental Resources	Appendix A
2-33	Water Quality	Appendix A
2-34	Historic & Community Resources	Appendix A
2-35	Existing Land Use by Parcel	Appendix A
2-36	Existing Zoning Districts	Appendix A
2-37	Major Traffic Generators, Planning Improvements & Developments	2-46
3-1 & 3-2	2040 Future Traffic Volumes Weekday Morning Peak Hour – (7:15-8:15 AM)	Appendix A
3-3 & 3-4	2040 Future Traffic Volumes Weekday Afternoon Peak Hour – (4:30-5:30 PM)	Appendix A
3-5	2040 Future Traffic Operations	3-2

Figures		Page / Follows
3-6	2040 Future-Optimized Traffic Operations	3-3
4-1	2040 Improved Traffic Operations	4-1

Tables

Tables		Page
2-1	Study Area Intersections Traffic Control Devices	Appendix B
2-2	Study Area Intersections Characteristics	2-6
2-3	Existing Average Daily Traffic Summary	Appendix B
2-4	Travel Speed Observations (MPH)	Appendix B
2-5 to 2-8	Intersection Operational Summary – 2016 Existing Conditions	Appendix B
2-9	Study Area Collisions - Type	Appendix B
2-10	Study Area Collisions - Contributing Factors	Appendix B
2-11	Study Area Collision – Severity	Appendix B
2-12	Collisions by Study Area Intersections Summary	Appendix B
2-13	Pedestrian and Bicyclists Collisions Summary	Appendix B
2-14	Collisions Caused by Vehicles Waiting for Pedestrian and Bicyclists Summary	Appendix B
2-15	Study Area Intersections Pedestrian Control Devices	Appendix B
3-1	Peak Hour Traffic Volume Growth Summary	Appendix B
3-2 to 3-5	Intersection Operational Summary – 2040 Future Conditions	Appendix B
3-6 to 3-9	Intersection Operational Summary – 2040 Future-Optimized Conditions	Appendix B
3-10 to 3-11	Intersection Operational Summary – 2040 Future Conditions Comparison	
4-1 to 4-2	Intersection Operational Summary – 2040 Future-Improved Conditions	Appendix B
4-3 to 4-4	Intersection Operational Summary – 2040 Improved Conditions Comparison	Appendix B
5-1	Project Type Characteristics	5-1
5-2	Summary of Project Complexity Characteristics	5-2
5-3	Summary of Project Need Priority Metrics	5-3
5-4	Summary of Projects in Implementation Plan	5-13
5-5	Environmental Permitting Requirements by Concept	5-23

Appendices

Appendix A Figures (Not Included within Text)
Appendix B Tables (Not Included within Text)
Appendix C Concept Improvement Plans
Concept A – Route 4 at SR 508 (I-84 Ramps)
Concept B-1 – Route 4 at Talcott Notch Road and Old Mountain Road – Old Mountain Road Realignment
Concept B-2 – Route 4 at Talcott Notch Road and Old Mountain Road – Five-Leg Modern Roundabout
Concept C – Middle Road at Munson Road - Widening
Concept D – South Road (SR 531) at Middle Road
Concept E – Munson Road at SR 531 and 16 Munson Road
Concept F – SR 531 at Colt Highway – Four-Leg Modern Roundabout
Concept G – Overall Pedestrian, Bicycle, Transit & Commuter Facilities Improvements

Technical Appendices (Separate Electronic Versions Only)

Appendix D Traffic Control Signal Plans and Closed Loop Coordination Tables
Appendix E Intersection Turning Movement Count Data (2016)
Appendix F Automatic Traffic Recorder Data (2015)
Appendix G Collision History
Appendix H Town of Farmington Study Area School Bus Stops
Appendix I Park and Ride Plan
Appendix J OSTA Major Traffic Generator Certificates
Appendix K Southern Health Center Neighborhood Planning Study (By Others)
Appendix L Potentially Hazardous Sites
Appendix M Capacity Analyses – 2016 Existing Conditions – Weekday Morning
Appendix N Capacity Analyses – 2016 Existing Conditions – Weekday Afternoon
Appendix O Capacity Analyses–2040 Future Conditions–Weekday Morning
Appendix P Capacity Analyses–2040 Future Conditions–Weekday Afternoon
Appendix Q Capacity Analyses–2040 Future-Optimized Conditions–Weekday Morning
Appendix R Capacity Analyses–2040 Future-Optimized Conditions–Weekday Afternoon
Appendix S Capacity Analyses–2040 Future-Improved Conditions–Weekday Morning
Appendix T Capacity Analyses–2040 Future-Improved Conditions–Weekday Afternoon
Appendix U Opinions of Probable Construction Cost by Concept
Appendix V Stack Parking Lot & Transit Park & Ride Facility (Assessment Summary)

Section 1
Introduction

The Route 4 Transportation Safety and Improvements Study (Study) was administered by the Capitol Region Council of Governments (CRCOG) on behalf of the Town of Farmington (Town). CRCOG was awarded funding to conduct this Study for the Town under the State of Connecticut's Local Transportation Capital Improvement Program (LOTCIP) which is administered by the Connecticut Department of Transportation (CTDOT). This funding program provides State funds to regions and communities to enable the efficient development of transportation system improvements.

Recent investments by the State, private sector and the University of Connecticut (UConn) within the area surrounding the UConn Health campus in Farmington established the need to study and review the surrounding transportation network to support the growth in a sustainable manner while identifying both current and future needs and deficiencies that may warrant mitigation. The Study includes a comprehensive transportation and transit planning assessment of the Route 4 corridor and other study area roadways surrounding the UConn Health campus.

The goals of the study were identified by the Study Advisory Committee which include representatives from CTDOT, CRCOG, local business owners, the Town of Farmington and UConn. The study goal includes the following:

- Assess existing and future traffic safety and operations and evaluate existing transportation improvement plans
- Improve travel safety and mitigate traffic congestion. Identify opportunities to develop multi-modal transportation options and increase the mode share of alternative transportation solutions for commuters
- Review existing and potential future land uses and projects around the UConn Health campus and assess the effect on the transportation system
- Recommend appropriate access for planned and future developments around the UConn Health campus
- Adhere to smart growth principles and identify sustainable solutions
- Develop a strategy for a safe and efficient multi-modal transportation system consisting of implementable planning-level projects capable of obtaining funding from currently available programs

The study process included seven primary work tasks in the overall scope of the project.

Task 1 - Data Collection and Development of Base Maps

Task 2 - Assessment of Existing Conditions

Task 3 - Assessment of Future Conditions

Task 4 - Identification and Analysis of Alternatives

Task 5 - Transportation Strategy and Improvement Plan

Task 6 – Final Study Report

Task 7 - GIS Data Integration

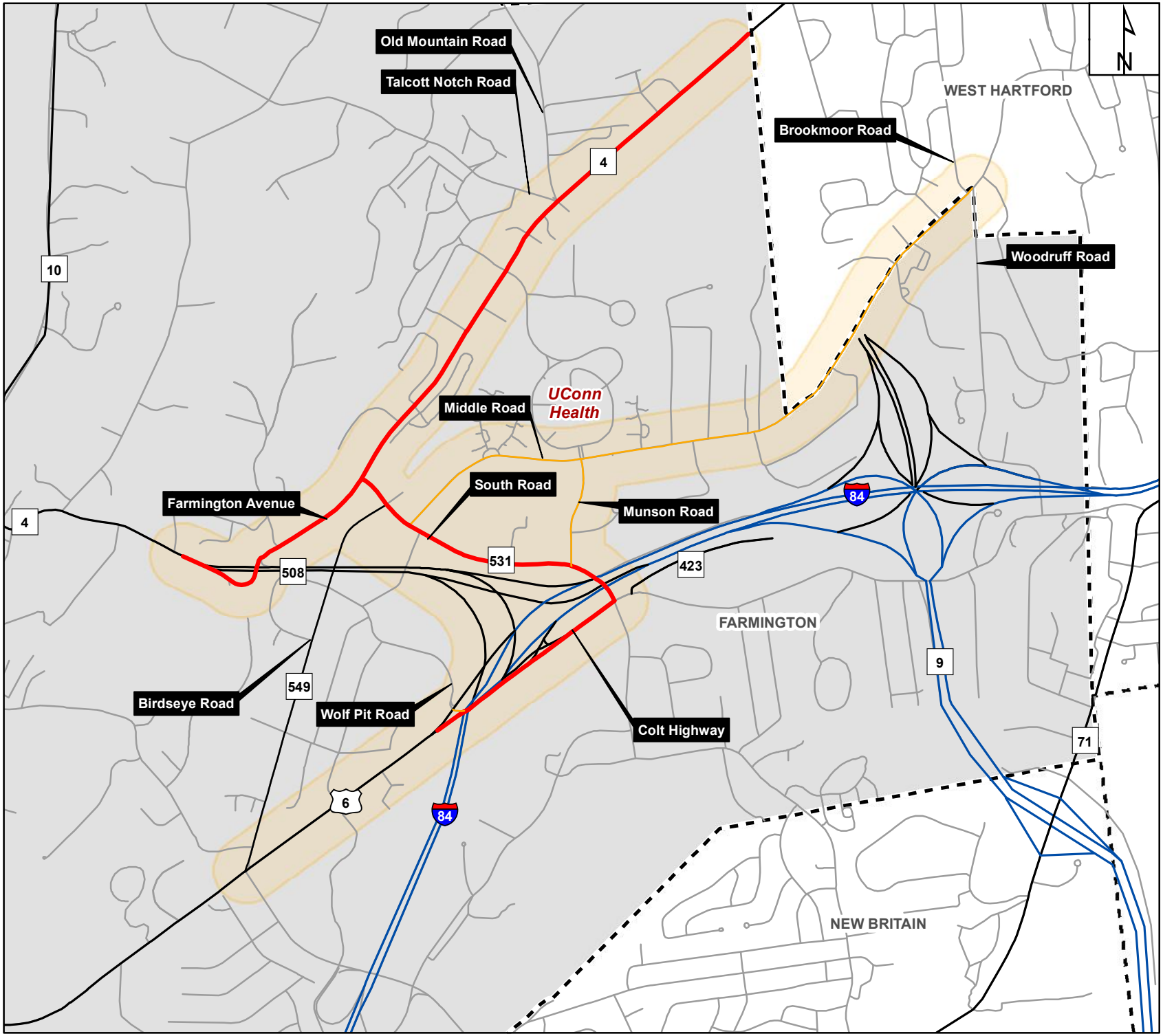
In addition to these primary work tasks, a comprehensive Public Outreach and Community Involvement Program was conducted throughout the study process to involve and obtain input from the public, local business owners, and stakeholders. The program included public information meetings, Town Council meetings, a web-based survey, a Study website, and newsletters. The Public Outreach and Community Involvement Program is described in more detail in Section 1.4.

1.1 Study Area

The study area includes Route 4 and the roadways surrounding the UConn Health campus in the eastern portion of Farmington including Interstate Ramps, State Highways and local roads. The study area and the study area roadways are illustrated on Figure 1-1. The main study area roadways include:

- Route 4 (Farmington Avenue) from the intersection with Route 508 (Farmington Avenue Connector) to the West Hartford town line
- Colt Highway from the intersection with SR 549 (Birdseye Road) and Fienemann Road to where it terminates at its intersection with South Road
- South Road from the intersection with Route 4 (Farmington Avenue) to the intersection with Colt Highway
- Portions of SR 549 (Birdseye Road), at the intersections with South Road and Colt Highway
- Middle Road, beginning at South Road to its transition to Tunxis Road as it enters West Hartford
- Munson Road, between Middle Road and South Road
- Other local roads at intersections with the study area roadways

In addition to reviewing the transportation network, the Study also reviews the existing land use, zoning and development regulations from the Town of Farmington within the study area. There are approximately 990 acres of land with a diverse mix of land uses including residential, commercial, municipal, medical office, church and pump house/tank farm within the study area. The assessment of the Town's regulations is provided in Section 2.11.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
April 2020

STUDY AREA

FIGURE 1-1

V:\Projects\C\C1072\MXDs\StudyArea_85x11.mxd

C-1072

1.2 Study Team

The study team included representatives from the Town of Farmington, CTDOT, CRCOG, UConn and UConn Health in addition to the consultant team.

The consulting team included Tighe & Bond, the prime consultant, along with ASG Planning and Nelson Nygaard as subconsultants. Tighe & Bond provided overall project management, traffic and transportation engineering and lead the public outreach and community involvement process. ASG Planning was responsible for reviewing the transit system including existing routes, stops and amenities and providing recommendations for system improvements. They were also responsible for reviewing the existing land use and the Town of Farmington zoning and development regulations and participated in the public outreach and community involvement process. Nelson Nygaard supported the identification and development of pedestrian and bicycle alternatives.

The Town of Farmington was represented by staff from:

- **Russell M. Arnold, PE, Director of Public Works / Town Engineer (Department of Public Works/ Engineering Department)**
- **Shannon Rutherford, PE, Assistant Town Planner (Planning & Zoning Department)**

CTDOT staff from the Bureau of Policy and Planning were actively involved in the study through their participation on the Advisory Committee, in addition to their oversight role for the identification and assessment of alternatives. During the study process, CTDOT staff were engaged from various design and planning units to provide input and guidance on the study findings and recommendations.

CRCOG is the Council of Governments for the Town of Farmington. CRCOG was the overall project manager for the Study. CRCOG staff coordinated the public outreach and community involvement process, hosted the study website, and provided the 2040 future volumes using the CRCOG Travel Demand Model. CRCOG was also responsible for providing a regional planning perspective during the study development.

In total, the Study Team was represented by parties at the State, Regional, and Local levels to ensure that the planning activities conducted under this Study fit within the overall planning goals at all levels of the community.

1.3 Study Process

The Study followed a technical approach developed by CRCOG based on their success on other planning studies. The key elements of the Study included:

- Conducting technical analyses and observations of the study area to assess existing conditions and identify deficiencies and needs
- Forecasting future travel demand, analyzing future traffic conditions, and identifying potential future areas of concern within the 20-year Study horizon
- Identifying economic development opportunities within the study corridors and assessing their effect on the transportation system
- Identifying feasible improvement alternatives to mitigate the existing needs and deficiencies and effects of future traffic on the corridors
- Seeking opportunities to enhance the overall transportation system to better accommodate all modes of travel
- Conducting stakeholder meetings to obtain input on the study results at key milestones throughout the study process
- Conducting a comprehensive public outreach program to collect input and feedback on the study

This Final Study Report summarizes the comprehensive analysis of existing and future conditions and describes the transportation system improvement recommendations needed to mitigate the forecasted growth in traffic and development locally and in the region.

The Study included both an assessment of existing conditions detailing the current study area needs, deficiencies, and opportunities as well as a future conditions analysis conducted to assess the impact of local and regional growth within Route 4 study area during the 20-year study horizon. An Existing and Future Conditions Technical Memorandum was prepared that provided a detailed summary of the following tasks:

- Assessing the existing transportation system and identifying needs and deficiencies
- Observing traffic volumes, vehicle classifications, and travel speeds within the study area and developing 2016 Existing traffic volumes
- Analyzing traffic safety data and identifying areas that warrant further study for possible mitigation to improve safety
- Analyzing traffic operations during the weekday morning and afternoon peak hours
- Reviewing current multi-modal transportation services and facilities
- Evaluating existing access management along the study area roadways and identifying opportunities for improvements

- Reviewing the existing land use and the Town of Farmington zoning and development regulations
- Screening the natural and environmental resources to identify existing resources that may limit the scope and extent of physical improvements
- Forecasting 2040 traffic volumes that include both regional travel demand growth plus approved local development generated traffic
- Conducting an analysis of traffic conditions under the 2040 traffic conditions
- Identifying future areas of concern which formed the basis for the development of physical improvements to mitigate the deficiencies

The assessment of existing and future conditions provided the basis for the development of a series of improvement alternatives for the study area transportation system. The improvements were developed to provide acceptable intersection operations, mitigate the effects of projected traffic growth, address identified safety concerns, enhance bicycle and pedestrian accommodations, and increase multi-modal access in the study area. The recommended improvement plans are presented in Section 4 of this report with the complete engineering concept plans presented in Appendix C. Finally, Section 5 of the report presents the implementation plan prioritizing recommended improvements by need and complexity to help guide future decision making.

1.4 Public Outreach and Community Involvement

Community involvement and public outreach were important initiatives of this study process. A variety of techniques and methods were used to inform the public of study findings and to obtain feedback from project stakeholders throughout the study process. Residents and businesses in the study area were provided opportunities to monitor the progress of the study and offer input to the study team to help inform the decisions and guide the development of recommendations of the Study. Throughout the Study, a comprehensive public Outreach Program was conducted by the Study Team in cooperation with the State and Local agencies. The goals of the public outreach and community involvement program included:

- Obtaining input from the public and project stakeholders on study area issues and concerns to help identify and frame the study goals and objectives
- Advise the public of the study findings
- Educating the Study Team with local knowledge
- Involving stakeholders and the public in the development and refinement of recommendations that fit the character and future vision of the Town
- Facilitate review by the Town Council, Town Boards and Commissions, businesses and residents leading to an Improvement Plan that can be endorsed by the Town of Farmington to help guide future transportation improvement programming

1.4.1 Study Committees

In order to meet these public outreach and community involvement goals, the study team identified the following committees, meetings and initiatives. The public outreach and community involvement initiatives were facilitated through the Advisory Committee and Focus Groups. The following section describes the groups responsible for providing oversight and guidance throughout the development of the Study.

1.4.1.1 Advisory Committee

This committee guided the study team throughout the study process. The committee was comprised of:

- **Town Representatives:** Staff from the Engineering Department, Planning and Zoning Department and Department of Public Works included:
    - Russell M. Arnold, PE, Director of Public Works / Town Engineer, (Department of Public Works/ Engineering Department)
    - Shannon Rutherford, PE, Assistant Town Planner (Planning & Zoning Department)
- **CRCOG Representatives:** Transportation planning staff from CRCOG participated on the committee to ensure that the planning activities taking place within the study area also met regional goals and objectives. Staff included:
    - Roger Krahn, PE, Principal Transportation Planner/ Engineer
    - Robert Aloise, PE, Director of Transportation
- **CTDOT Representative:** Anna Bergeron, Transportation Planner II, from the Division of Policy and Planning represented the Department on this project and served as a liaison between the study team and other Department units.
- **UConn Representative:** Tanya Husick, Executive Director of Transportation and Parking from UConn Storrs Campus Transportation Planning Department represented the University on this project and served as a liaison between the study team and UConn Transportation Planning.
- **UConn Health Representatives & Other Local Businesses:** Staff from UConn Health Campus Planning, Design and Construction and other local businesses were included on the committee to provide the team with the needs, vision and future development goals from the medical campus and surrounding areas. Representatives included:
    - Thomas Trutter, Vice President, Facilities Development and Operations
    - Geoff Sager, President, The Metro Realty Group

Advisory Committee meetings were conducted throughout the execution of the study at key milestones to provide an update on the study progress and obtain guidance on the results and recommendations of the study.

1.4.2 Outreach Initiatives

In addition to the committee meetings, other methods of Public Outreach were conducted during the Study. Those methods included:

- **Public Information Meetings**: These meetings were held to provide the public with study updates and findings and to obtain their input on their issues and concerns within the study area.
- **Town Council Meetings**: The study team will meet with the Town Council to seek endorsement of the Study findings and recommendations at the direction of CRCOG.
- **Newsletters:** The newsletters summarized project efforts and findings at major study milestones and provided dates for upcoming meetings
- **Study Website:** CRCOG hosts a Route 4 Study webpage on the CRCOG website. The website provides information related to past and planned meetings, a link to subscribe to a project mailing list, and study publications as they become available
- **Public Survey:** The survey sought to obtain input from a broad range of the Public that provided input and feedback on the Study

As part of the outreach initiatives, the following meetings took place over the course of the Study:

Advisory Committee Meeting 1	May 4, 2016
Advisory Committee Meeting 2	November 16, 2016
Public Information Meeting 1 (UConn Health Center)	December 14, 2016
UConn Health Center Pop-Up Meeting	January 4, 2017
Advisory Committee Meeting 3	June 12, 2017
Advisory Committee Meeting 4	October 26, 2017
CTDOT Concepts Review Meeting	February 22, 2018
CRCOG Concepts Review Meeting	May 3, 2018
Advisory Committee Meeting 5	May 14, 2018
Public Information Meeting 2 (Farmington Community Center)	September 26, 2018

Section 2
Assessment of Existing Conditions

The assessment of existing conditions included an extensive data collection process to establish the current condition of the transportation system within the study area. The data was reviewed and analyzed by the study team, and transportation system assets, needs and deficiencies were identified through a combination of field observations and technical analysis. This section described the assessment of the existing study area transportation system and served as a baseline to which future conditions can be measured and improvement alternatives can be compared.

2.1 Roadway Network

The study area has passenger cars, trucks, buses, bicycles and pedestrians utilizing a transportation roadway network comprised of Interstate 84, several State Highways, and local town roads. The Connecticut Department of Transportation (CTDOT) functional classification system has classified roadways within the study area as principal arterials, minor arterials, collectors and local roads. A detailed field review of the study area roadways illustrated on Figure 1-1 was conducted to observe the traffic volumes, geometric conditions, lane use, traffic operations, pedestrian and bicyclist facilities and limitations or restrictions to successful multi-modal planning. The following sections summarize the primary study area roadways.

2.1.1 Route 4 (Farmington Avenue)

Farmington Avenue is classified as an Urban Principal Arterial by CTDOT and is designated Connecticut State Route 4. Route 4 runs from east to west in Farmington between the West Hartford and Burlington town lines. The roadway continues into each of the abutting Towns, providing regional access, in addition to local access in the study area.

At the commencement of the western edge of the study area Route 4 intersects with State Route 508, which serves as the connector roadway between Interstate 84 and Route 4. This is a major regional interchange in central Connecticut also providing access to Route 9 and Route 72. Further east Farmington Avenue intersects with South Road which is a north to south roadway providing connection to UConn Health, Colt Highway and the Interstate 84 Eastbound interchange, which also provides access to Route 9. The eastern most intersection along Farmington Avenue in the study area is at the intersection with Talcott Notch Road and Old Mountain Road. Both of these roadways provide connections to Route 10 to the north of the study area.

Within the study area Farmington Avenue is primarily two travel lanes in each direction with exclusive turn lanes provided at major intersections. Between Route 508 and South Road, Farmington Avenue is approximately 54 feet wide with two 12-foot travel lanes in each direction, a 4-foot shoulder on the westbound side and a 2-foot shoulder on the eastbound side.

Between South Road and approximately 600 feet east of the Talcott Notch Road and Old Mountain Road intersection, there are exclusive left and right turn lanes provided at the five signalized intersections. The travel way cross section increases to a maximum width of approximately 86 feet with two 11-foot through lanes, an 11-foot left and right turn lane, a 10-foot painted median and 5-foot shoulder in the eastbound direction with two 11-foot through lanes and an approximately 5-foot shoulder in the westbound direction.

At the eastern limit of the study area Farmington Avenue tapers down to a 38-foot cross section with a 12-foot travel lane and shoulder that varies between five feet and nine feet in each direction.

Within the study area, Farmington Avenue is approximately two miles long with a posted speed limit of 40 miles per hour throughout. The shoulders along Farmington Avenue vary between one foot and nine feet with pedestrians and bicyclists observed along its entirety. Typically, as the roadway approaches an intersection the shoulder width tapers down and turn lanes are added. The character of Route 4 within the study area is largely a commuter route servicing the UConn Health Farmington Campus and surrounding medical office developments.

2.1.2 Colt Highway

Colt Highway is classified as an Urban Principal Arterial and Urban Major Collector by CTDOT. Colt Highway eastbound is classified as an Urban Principal Arterial and designated as U.S. Route 6, between the western study area boundary and the Interstate 84 Eastbound On-Ramp and SR 531 intersection. East of the intersection Colt Highway eastbound is designated as SR 531 and is classified as an Urban Major Collector.

Colt Highway westbound is classified as an Urban Principal Arterial between the western study area boundary and its intersection with Interstate 84 Westbound Off-Ramp and Wolf Pit Road. For its remainder Colt Highway westbound is classified as an Urban Major Collector.

Colt Highway runs east to west in the southern portion of Farmington, providing regional access with connections to Interstate 84 and Route 10. The segment of Colt Highway within the study area is approximately one-mile long. East of the Interstate 84 Westbound Off-Ramp and Wolf Pit Road intersection, Colt Highway diverges into two one-way segments separated by a median. This median allows eastbound traffic to operate free from traffic control. The posted speed limit varies between 35 and 45 miles per hour. The roadway cross section varies between two lanes wide at either end of the study area, to five lanes wide at the intersection with SR 549 (Birdseye Road) and Fienemann Road.

Colt Highway, at the intersection with SR 549 (Birdseye Road) and Fienemann Road, is approximately 68 feet wide with a 12-foot left-turn lane, though lane, shared through right turn lane and 4-foot shoulder in the eastbound direction and two 12-foot through lanes and 4-foot shoulder in the westbound direction.

Colt Highway, east of the SR 549 (Birdseye Road) / Fienemann Road intersection and outside of the divided section, has a 12-foot travel lane and shoulder that varies between 5-feet and 12-feet in each direction.

The divided section of Colt Highway, 500 feet east of the Interstate 84 Westbound Off-Ramp and Wolf Pit Road intersection provides one travel lane in each direction with varying width shoulders. A similar cross section is provided for approximately 800 feet between the divided section and the intersection with South Road to the east.

The character of Colt Highway varies significantly across the one-mile corridor within the study area. The western portion of the corridor has commercial and retail development, an apartment complex, assisted living complex, office buildings and the OTIS headquarters further west. The eastern portion of the corridor is primarily undeveloped land or State of Connecticut Right-of-Way. A park-and-ride lot is proposed at the eastern intersection of Colt Highway and South Road which will include parking for 160 vehicles and CTtransit and CTfastrak bus stops, a copy of the plan is provided in Appendix I.

2.1.3 SR 531 (South Road)

South Road is classified as an Urban Major Collector by CTDOT and designated as SR 531 between Farmington Avenue and Colt Highway. South Road runs north to south between Farmington Avenue and Colt Highway with a posted speed limit of 35 miles per hour and then continues east to west to the West Hartford town line with a posted speed limit of 30 miles per hour.

The northern portion of South Road serves as a feeder roadway to many medical office buildings and UCONN Health Farmington; with turn lanes provided at every intersection. At the Farmington Avenue intersection, South Road is approximately 90 feet wide and provides two southbound lanes away from the intersection that vary between 11 feet and 19 feet, a 6-foot landscaped median, two 11-foot northbound left turn lanes and two 11-foot northbound right turn lanes. The shoulders vary between one and four feet.

South of Middle Road the cross section of South Road varies between approximately 28 and 38 feet wide with one travel lane in each direction. The shoulder widths transition between three and nine feet.

The character of the northern portion of South Road is primarily a commercial corridor with medical office uses abutting both sides of the road. South of Middle Road the development becomes less dense and includes office space, single family homes, churches and the East Farmington Fire Station.

2.1.4 Middle Road / Tunxis Road

Middle Road / Tunxis Road is classified as an Urban Major Collector by CTDOT. Middle Road runs east to west in Farmington beginning at its intersection with South Road and continuing into West Hartford where it becomes Tunxis Road.

Middle Road / Tunxis Road has one travel lane in each direction and the overall width varies between 28 feet and 36 feet. The posted speed limit is 35 miles per hour on Middle Road and decreases to 25 miles per hour along Tunxis Road in West Hartford.

Middle Road provides access to the UCONN Health Farmington Campus along with several high and very-high density residential communities (as defined by the Town's 2007 Plan of Conservation and Development). These higher density residential developments include single-family cluster subdivisions, assisted living facilities and apartments. Many of which are age restricted to people 55 years old and over. Further east, the development along Middle Road and Tunxis Road is comprised of primarily single-family homes. A Village at Yorkshire 94-unit residential development is currently under construction near 430 Middle Road.

2.1.5 Munson Road

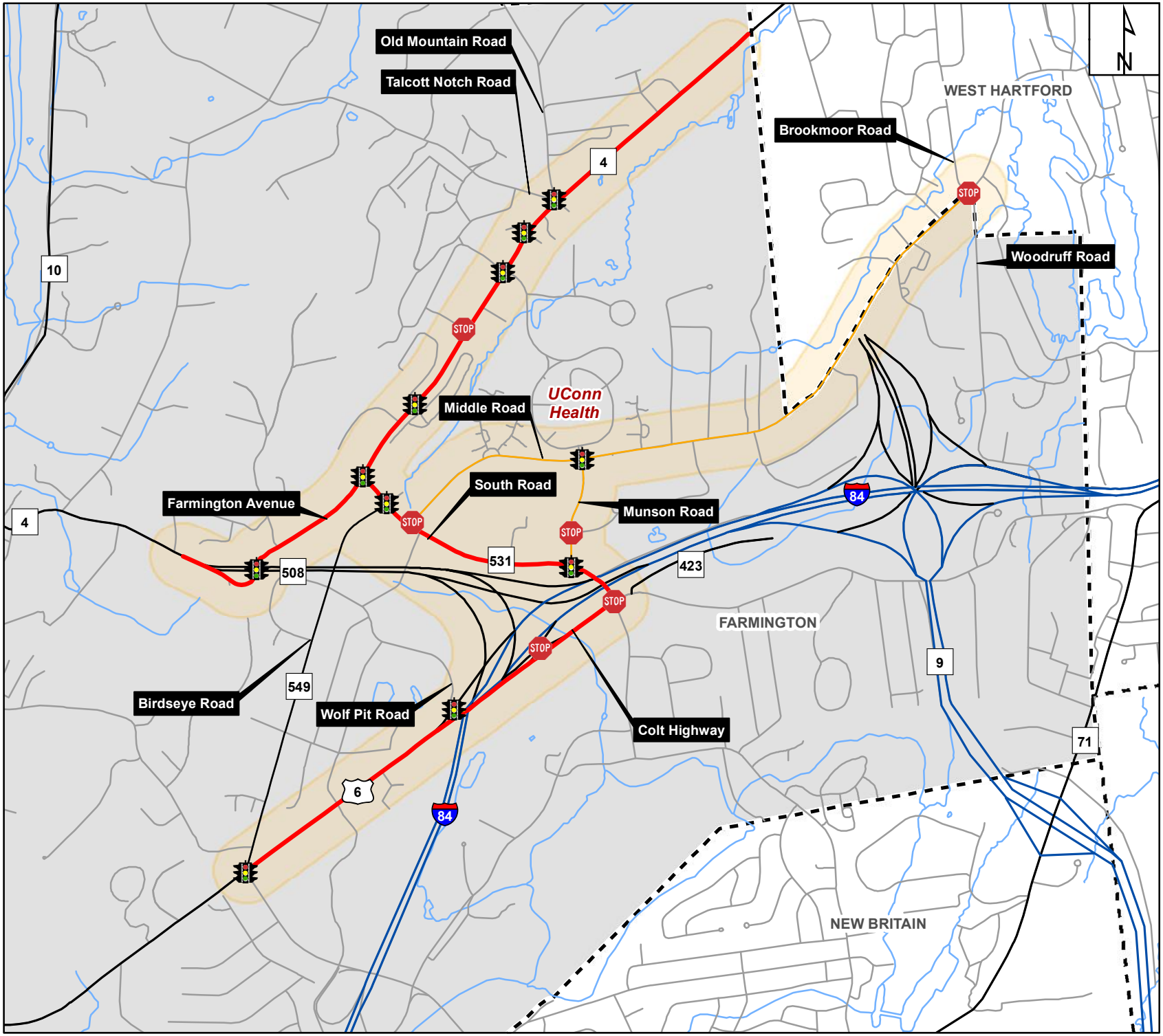
Munson Road is classified as an Urban Local Road by CTDOT. It runs north to south between Middle Road and South Road servicing the UConn Health Farmington Campus, the UConn Health facility on Munson Road and eight single family homes. Munson Road has one travel lane in each direction with a 24-foot cross section. The posted speed limit is 25 miles per hour.

2.2 Intersection Traffic Control

Within the study area, there are 11 signalized intersections and six unsignalized intersections. Seven traffic control signals along Farmington Avenue along with the signal at South Road at SR 549 (Birdseye Road) operate within a closed loop traffic control signal system owned and operated by CTDOT. The system's function is to provide coordination between the intersections to promote efficient traffic operations between the Study Area and the regional highways accessed along Colt Highway to the south and Route 4 to the west. Closed loop signal system settings related to cycle lengths, time of day signal patterns, and traffic control signal phasing information were obtained from the CTDOT. The system settings were used in the traffic model to analyze existing traffic control signal operations. The results of the analysis are summarized in Section 2.5 – Traffic Operations. Table 2-1 in Appendix B summarizes the study area intersection traffic control. Figure 2-1 illustrates the traffic control devices at all the intersections within the study area, in addition to those listed in Table 2-1, which were included in the traffic operations analysis.

The intersection of Farmington Avenue and Route 508 (Route 4 Connector) while part of the closed loop signal system does not operate as part of the system, rather it runs under free operation as an isolated traffic control signal. This is due in part to the large volume at the intersection, the longer cycle length at this intersection needed to process the traffic volumes and distance from other traffic control signals in the system.

As part of the existing conditions assessment an analysis of each study area intersection was conducted. This included reviewing the existing data provided by the Town of Farmington, CTDOT, CRCOG and conducting a field review of each intersection. The results of this assessment are summarized in Table 2-2, identifying the intersection characteristics, features and other observations at each location.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Traffic Signal
- Stop Sign
- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
April 2020

EXISTING INTERSECTION TRAFFIC CONTROL

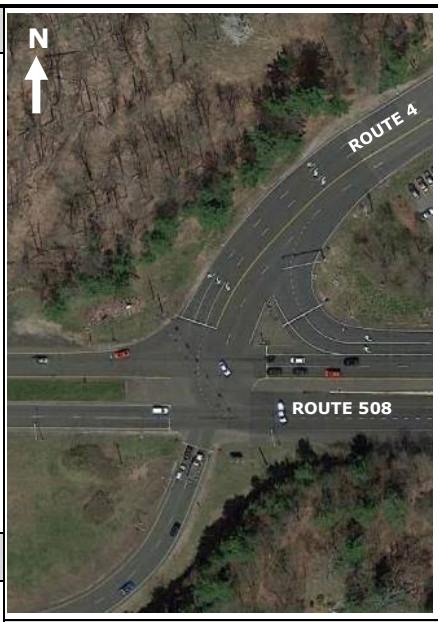
FIGURE 2-1

V:\Projects\C\C1072\MXDs\ExistingConditions.mxd

C-1072

TABLE 2-2

Study Area Intersections Characteristics

Intersection Characteristics/Features:	
• Signalized Intersection (Route 4 Closed Loop Signal System), Four-Legged Intersection • Runs Free from Route 4 Coordinated System • Emergency Vehicle Pre-Emption All Approaches • Side Street Green Pedestrian Crossing Timing • Pedestrian Push Buttons on NW & SW Corners, Supplemental 8" Pedestrian Signal Head • No Sidewalks or Sidewalk Ramps • EB Approach: Two Through Lanes • WB Approach: Two Through Lanes & Two Channelized Right Turn Lanes • NB Approach: Two Through Lanes • SB Approach: Two Left Turn Lanes & One Right Turn Lane	
Other Observations:	**Route 4 (Farmington Avenue) at Route 508 (I-84 Ramps)**
• 66 Collisions (2012-2014), 79% Rear-End • Bicyclist Violation of Traffic Signal Control • Extreme Congestion EB & WB During Afternoon Peak Hours	

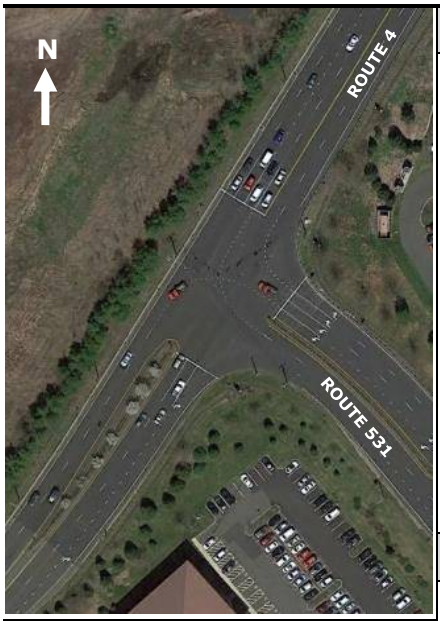
	**Intersection Characteristics/Features:**
	• Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Three-Legged Intersection • Emergency Vehicle Pre-Emption All Approaches • Side Street Green Pedestrian Crossing Timing • Pedestrian Push Button on SE Corner (Inaccessible), Supplemental 8" Pedestrian Signal Heads • No Sidewalks or Ramps • EB Approach: Two Through Lanes & One Right Turn Lane • WB Approach: Two Left Turn Lanes & Two Through Lanes • NB Approach: Two Left Turn Lanes & Two Right Turn Lanes
Route 4 (Farmington Avenue) at Route 531 (South Road)	**Other Observations:**
	• 28 Collisions (2012-2014), 68% Rear-End • Steep Slope & Non-Standard Wood Posts Along EB Approach

TABLE 2-2 (Continued)
Study Area Intersections Characteristics

Route 4 (Farmington Avenue) at Farm Glen Boulevard

Intersection Characteristics/Features:

- Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Four-Legged Intersection
- Emergency Vehicle Pre-Emption All Approaches
- Side Street Green Pedestrian Crossing Timing
- Pedestrian Push Buttons on NE & SE Corners with ramps, Crosswalk on East Side across Farmington Avenue, Maximum Crossing Distance 70'
- Sidewalk Along East Side of Farm Glen Blvd
- EB Approach: Left Turn Lane & Two Through Lanes
- WB Approach: Left Turn Lane, One Through Lane, One Shared Through-Right Lane
- NB Approach: Two Shared Through Lanes
- SB Approach: One Shared Through Lane

Other Observations:

- 7 Collisions (2012-2014), 43% Rear-End
- 1 Pedestrian Fatality, 29% Injury
- Decorative boulders located within NE clear zone
- Wetland area along UConn Health Cell & Genome frontage

Intersection Characteristics/Features:

- Unsignalized, Three-Legged Intersection
- No Pedestrian Facilities or Crossings
- Sidewalk Along EB Side of Farmington Avenue
- EB & WB Approach: Two Through Lanes
- SB Approach: One Lane, Stop Control on Park Drive

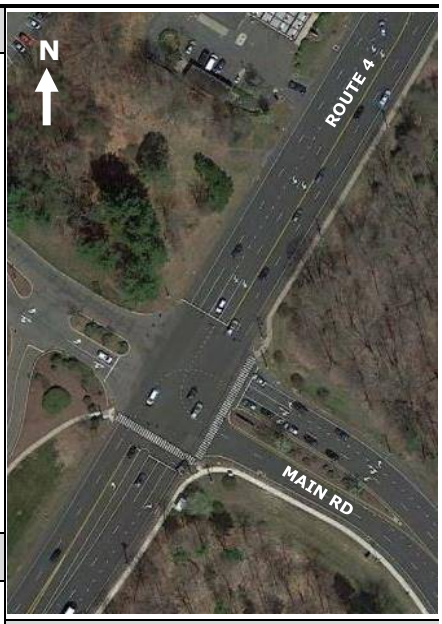
Other Observations:

- No Collisions (2012-2014)

Route 4 (Farmington Avenue) at Park Drive

TABLE 2-2 (Continued)

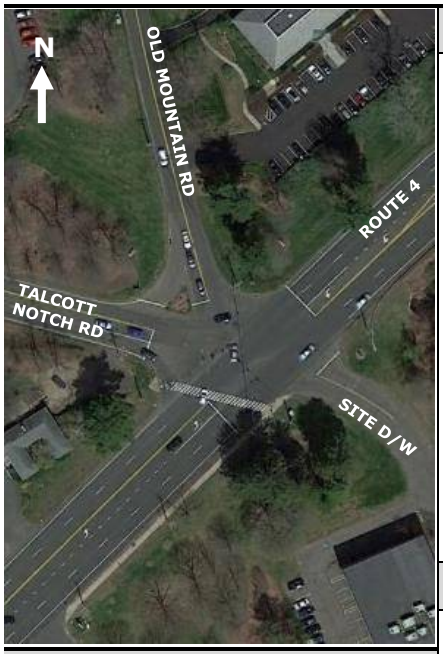
Study Area Intersections Characteristics

Intersection Characteristics/Features:	
• Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Four-Legged Intersection • Emergency Vehicle Pre-Emption All Approaches • Countdown Pedestrian Signalized Crossing • Crosswalks on West Side and South Side of intersection, Maximum Crossing Distance 128' • Sidewalk Along EB Side of Farmington Avenue • EB Approach: One Left Turn Lane, Two Through Lanes & One Right Turn Lane • WB Approach: Two Left Turn Lanes & Two Through Lanes • NB Approach: One Left Turn Lane, One Shared Through-Left Lane & One Right Turn Lane • SB Approach: One Left Turn Lane & One Shared Through Lane	
Other Observations:	**Route 4 (Farmington Avenue) at Main Road (Driveway to UConn Health)**
• 10 Collisions (2012-2014), 50% Rear-End • 40% Reported an Injury • Consistent Vehicular "No Turn on Red" Violations EB Approach	

Intersection Characteristics/Features:	
• Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Four-Legged Intersection • Emergency Vehicle Pre-Emption All Approaches • Countdown Pedestrian Signalized Crossing • Pedestrian Push Button on NW & SW Corners, Crosswalk on West Side of intersection, Maximum Crossing Distance 75' • Sidewalk Along EB Side of Farmington Avenue • EB Approach: One Left Turn Lane & Two Through Lanes • WB Approach: One Left Turn Lane & Two Through Lanes • NB Approach: One Shared Through Lane • SB Approach: One Shared Through Lane	
Other Observations:	**Route 4 (Farmington Avenue) at 230 Farmington Avenue Driveway**
• 4 Collisions (2012-2014), 50% Sideswipe – Same Direction • 25% Reported an Injury	

TABLE 2-2 (Continued)

Study Area Intersections Characteristics



Route 4 (Farmington Avenue) at Talcott Notch Road / Old Mountain Road / Site Driveway

Intersection Characteristics/Features:

- Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Five-Legged Intersection
- Emergency Vehicle Pre-Emption All Approaches
- Countdown Pedestrian Signalized Crossing
- Pedestrian Push Button on NW & SW Corners, Crosswalk on Western Side of Farmington Avenue, Maximum Crossing Distance 105'
- Sidewalk Along EB Farmington Avenue Ending at Crosswalk
- EB Approach: One Left Turn Lane & Two Through Lanes
- WB Approach: One Left Turn Lane & Two Through Lanes
- NB Approach: One Shared Through Lane
- SWB Approach: One Shared Through Lane with a Channelized Stop Controlled Right Turn Lane
- SEB Approach: One Shared Through-Left Lane & One Right Turn Lane

Other Observations:

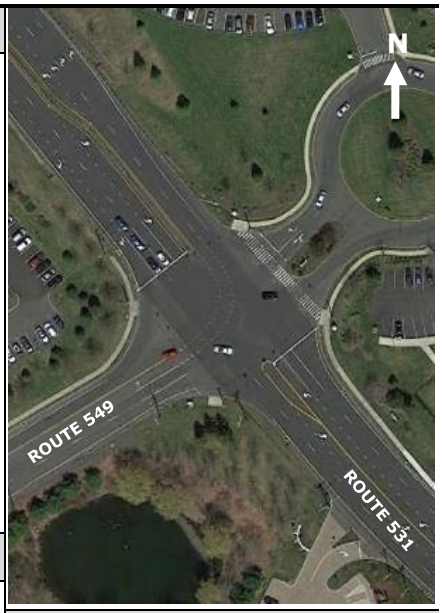
- 27 Collisions (2012-2014), 59% Rear-End
- Bicyclist Violation of Traffic Signal Control
- Heavy Left Turn Volume onto Talcott Notch Road & Old Mountain Road from Route 4
- WB 85th Percentile Speed - 51 mph, Posted Speed - 40 mph

Intersection Characteristics/Features:

- Signalized Coordinated Intersection (Route 4 Closed Loop Signal System), Four-Legged Intersection
- Emergency Vehicle Pre-Emption All Approaches
- Side Street Green Pedestrian Crossing Timing
- Crosswalk on Eastern Side of South Road, Maximum Crossing Distance 110'
- Sidewalks on Corners, Leading to Developments
- EB Approach: Two Left Turn Lanes & One Shared Through Lane
- WB Approach: One Shared Through Lane & One Right Turn Lane
- NB Approach: One Left Turn Lane & Two Through Lanes
- SB Approach: One Left Turn Lane, Two Through Lanes & One Right Turn Lane

Other Observations:

- 13 Collisions (2012-2014), 38% Rear-End & 31% Turning – Intersecting Paths



Route 531 (South Road) at Route 549 (Birdseye Road)

TABLE 2-2 (Continued)

Study Area Intersections Characteristics

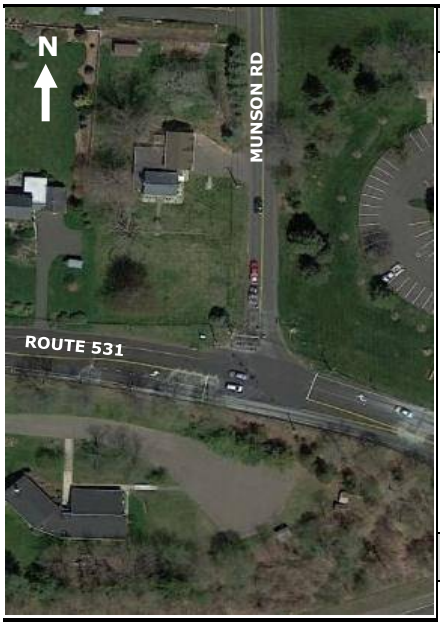
Intersection Characteristics/Features:

- Unsignalized, Three-Legged Intersection
- Crosswalk on East side of South Road, Maximum Crossing Distance 70'
- Sidewalk Along East Side of South Road
- WB Approach: One Left Turn Lane & One Right Turn Lane under Stop Controlled on Middle Road
- NB Approach: One Through Lane
- SB Approach: One Left Turn Lane & One Through Lane

Other Observations:

- 8 Collisions (2012-2014), 50% Rear-End
- 25% Injury
- Confusing Lane Configuration with Merge and Turn Pockets
- WB 85th Percentile Speed is 45 mph, Posted Speed is 35 mph

Route 531 (South Road) at Middle Road



Route 531 (South Road) at Munson Road

Intersection Characteristics/Features:

- Signalized, Three-Legged Intersection
- Emergency Vehicle Pre-Emption All Approaches
- No Sidewalks
- Pedestrian Crossing Restricted
- WB Approach: One Left Turn Lane & One Right Turn Lane
- NB Approach: One Through Lane & One Right Turn Lane
- SB Approach: One Left Turn Lane & One Through Lane

Other Observations:

- 6 Collisions (2012-2014), 83% Rear-End
- ISD to Right is Constrained by Controller, Utility Pole and Span Pole

TABLE 2-2 (Continued)

Study Area Intersections Characteristics

Route 531 (South Road) at Colt Highway

Intersection Characteristics/Features:

- Unsignalized, All-way stop controlled, Four-Legged Intersection
- No Pedestrian Crossing
- No Sidewalks
- EB Approach: One Lane
- WB Approach: One Lane
- NB Approach: One Left Turn Lane & One Shared Through-Right Lane
- SB Approach: One Left Turn Lane, One Through Lane & One Channelized Right Turn Lane under Yield Control onto Colt Highway

Other Observations:

- 16 Collisions (2012-2014), 50% Rear-End, 31% Injury
- All Way Stop Controlled Vehicles Do Not Alternate Well, Confusion with Channelized SB Right Turn Lane
- Bus Stops Present, No Sidewalks or Crosswalks
- EB 85th Percentile Speed is 51 mph, Posted Speed is 35 mph

Intersection Characteristics/Features:

- Signalized, Four-Legged Intersection
- Emergency Vehicle Pre-Emption All Approaches
- Countdown Pedestrian Signalized Crossing
- Crosswalks on North Side and East Side of Intersection
- Sidewalk Along North Side of Middle Road and East Side of Munson Road
- EB Approach: One Shared Through Lane
- WB Approach: One Shared Through Lane
- NB Approach: One Shared Through Lane
- SB Approach: One Shared Through-Left Lane and One Right Turn Lane

Other Observations:

- 9 Collisions (2012-2014), 67% Angle
- Heavy Pedestrian Presence
- EB 85th Percentile Speed is 35 mph & WB 85th Percentile Speed is 37 mph, Posted Speed is 25 mph
- SB 85th Percentile Speed is 46 mph, Posted Speed is 35 mph

Middle Road at Munson Road

TABLE 2-2 (Continued)

Study Area Intersections Characteristics

Intersection Characteristics/Features:	
• Unsignalized Intersection • No Pedestrian Crossing • No Sidewalks • EB Approach: Through Lane – Free Flow • WB Approach: Through Lane, Stop Controlled & Channelized Right Turn Lane under Stop Controlled • NB Approach: Through Lane	
Other Observations:	**Colt Highway at I-84 Eastbound On-Ramp**
• 42 Collisions (2012-2014) • Extreme Congestion During Afternoon Peak Hours – Channelized Right Turn Lane Backs up onto South Road I-84 overpass, approximately 1,400'	

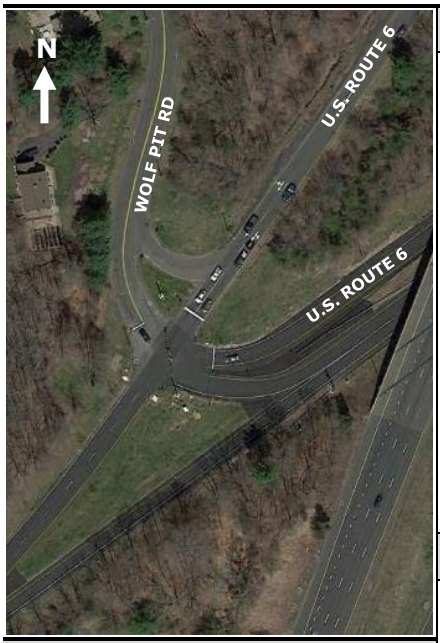
	**Intersection Characteristics/Features:**
	• Signalized, Three-Legged Intersection • Emergency Vehicle Pre-Emption All Approaches • Side Street Green Pedestrian Crossing Timing, Pedestrian Push Buttons on NW & SW Corners, Supplemental 8" Pedestrian Signal Heads • No Sidewalks • WB Approach: One Through Lane, One Shared Through Lane & Channelized Right Turn Lane • NB Approach: Shared Through Lane SB Approach: Shared Through Lane
U.S. Route 6 (Colt Highway) at I-84 Westbound Off-Ramp / Wolf Pit Road	**Other Observations:**
	• 28 Collisions (2012-2014) • Inconsistent Sign Sizes for I-84 & U.S. Route 6 • Pedestrian Crossing Only for U.S Route 6 WB • Video Detection for Wolf Pit Road Only • SB 85th Percentile Speed is 36 mph, Posted Speed is 25 mph

TABLE 2-2 (Continued)

Study Area Intersections Characteristics

Munson Road at 16 Munson Road (Driveway)

Intersection Characteristics/Features:

- Unsignalized, All-Way Stop Controlled, Three-Legged Intersection
- No Pedestrian Crossing
- Sidewalk Along East Side of Munson Road north of Intersection and into Site
- WB Approach: One Left Turn Lane & One Right Turn
- NB Approach: One Through Lane
- SB Approach: One Through Lane

Other Observations:

- No Collisions (2012-2014)
- Bus Stop Blocks SB Lane & Prevents Bypass Due to Poor Sight Lines
- ISD to the Left and Right is Restricted Due to Vertical Curvature of Munson Road

Intersection Characteristics/Features:

- Unsignalized, Four-Legged Intersection
- No Pedestrian Crossing, Sidewalk and Ramp Substandard
- Sidewalk Along Northern Side of Middle Road, Eastern Side of Brookmoor Road and Western Side of Woodruff Road
- EB Approach: One Shared Through Lane
- WB Approach: One Shared Through Lane
- NB Approach: One Shared Lane, Stop Controlled on Woodruff Road
- SB Approach: One Shared Lane, Stop Controlled on Brookmoor Road

Other Observations:

- 2 Injury Collisions (2012-2014), 50% Turning – Opposite Direction, 50% Turning – Interesting Paths

Tunxis Road at Woodruff Road / Brookmoor Road

TABLE 2-2 (Continued)

Study Area Intersections Characteristics

Intersection Characteristics/Features:

- Signalized, Four-Legged Intersection
- Side Street Green Pedestrian Crossing Timing
- No Emergency Vehicle Pre-Emption
- Pedestrian Push Buttons on NW & SW Corners Inaccessible
- No Sidewalk or Ramps
- EB Approach: One Left Turn Lane & Two Through Lanes
- WB Approach: One Left Turn Lane, Two Through Lanes & One Channelized Right Turn Lane
- NB Approach: One Left Turn Lane & Two Through Lanes
- SB Approach: One Left Turn Lane & Two Through Lanes

Other Observations:

- 61 Collisions (2012-2014), 57% Rear-End
- Substandard Extension of Additional Through Lane Downstream of Intersection
- SB - ISD looking Left Restricted by Utility Poles and Signage
- Difficult to Exit Site Driveways, High Volumes and Speeds

U.S. Route 6 (Colt Highway) at SR 549 (Birdseye Road) / Fienemann Road

2.3 Traffic Volumes

Historical traffic volume data was obtained from CTDOT and several traffic counts were conducted to supplement the available data during the Data Collection task. Data sources include:

- CTDOT triennial automatic traffic recorder (ATR) data between 2001 and 2015. The most recent count year for Talcott Notch Road, Middle Road, Route 4 at the West Hartford town line, and SR 531 east of Munson Road was 2012. All other stations in the study area have count data from 2015.

- Manual turning movement counts at 17 study area intersections conducted in December 2015 and supplemented in February 2016 as part of the study's data collection effort. Raw turning movement count data is included in Appendix E.

- ATR counts at 12 different locations on Route 4 and other study area roadways in December 2015 as part of the Study data collection effort. Raw data is included in Appendix F.

2.3.1 Historical & Current Average Daily Traffic

2.3.1.1 Route 4 (Farmington Avenue)

A review of the historic average daily traffic volume data from CTDOT indicates that traffic volumes on Route 4 have increased modestly between 2000 and 2015 with an average growth rate of just under half a percent, with a slight decrease in traffic volume levels between 2006 and 2009, which is coincident with the economic downturn that started in 2007 and continued on for several years. For the past 15 years Route 4, east of Route 508 and west of the West Hartford town line, carried an average of 20,000 vehicles per day; 19,300 vehicles in 2000, 19,900 vehicles in 2003, 20,320 vehicles in 2006, 19,500 vehicles in 2009 and 20,260 vehicles in 2015. Figure 2-2 in Appendix A shows the historical change in average daily traffic at multiple count locations along Route 4 as recorded under the CTDOT triennial traffic counting program.

2.3.1.2 Colt Highway

Colt Highway west of the Interstate 84 ramps carries approximately 21,000 vehicles per day with an average increase of just over a half percent between 2000 and 2005. East of the Interstate 84 EB On-Ramp Colt Highway eastbound carries approximately 2,900 vehicles per day and Colt Highway westbound, west of the Interstate On-Ramp carries approximately 1,850 vehicles per day. Contained in Appendix A, Figure 2-3 shows the change in average daily traffic at multiple count locations on Colt Highway. Recent data indicates that traffic volumes have begun to grow, which likely correlates with new development coming on line in the study area and the modest economic growth that has been taking place in recent years.

2.3.1.3 South Road

South Road has seen a steady increase in traffic volume since 2000 with the increasing development of medical uses space in the area. There has been an average increase in traffic volumes of just over one percent per year. In 2003, South Road just south of Route 4 carried 12,200 vehicles per day, 13,400 vehicles in 2006, 14,500 vehicles in 2009, 15,300 vehicles in 2012 and 16,200 vehicles in 2015.

The total traffic volume on South Road decreases significantly just south of the intersection with Middle Road, which provides access to UConn Health Farmington. In 2003 and 2006, South Road north of Patrick Flood Road carried 6,800 vehicles per day, 7,800 vehicles in 2009, 7,400 vehicles in 2012 and 7,000 vehicles in 2015. Figure 2-4, contained in Appendix A illustrates the change in average daily traffic at multiple count locations along South Road.

2.3.1.4 Other Study Area Roadways

Figure 2-5, found in Appendix A, shows the change in the average daily traffic on other roadways within the study area. Birdseye Road had a drop in traffic volume in the early to mid-2000's which is consistent with the economic downturn but has increased since then.

2.3.1.5 2016 Automatic Traffic Recorder Data

Contained in Appendix B, Table 2-3 summarizes the average daily traffic data from the 12 ATRs conducted within the study area roadway network during the Data Collection task. The table provides the Average Daily Traffic (ADT) at each location, peak hour traffic with directional distributions and the peak hour "K" factor for the morning and afternoon peaks. The "K" factor is calculated by determining the percentage of the total ADT that occurs during the peak hour period and is used to indicate the relative intensity of the peak hour volume with respect to the balance of the average daily traffic. Found in Appendix A, Figure 2-6 depicts this ADT data and the ADT directional distributions on an overall study area map.

A review of Table 2-3 indicates that the traffic volumes are highest along Route 4 in the vicinity of UConn Health Farmington and surrounding medical office buildings developments. During each of the peak hours, traffic volumes exhibit a directional imbalance with respect to the general flow of traffic. The distribution column (Dist.) of the table indicates the direction and percentage of the peak hour flow with the heavier traffic volume. This column indicates where traffic may be destined in the study area.

The "K" factor is a measure of the percentage of traffic that was recorded in the peak hours relative to the rest of the day. In general, peak hours tend to exhibit about ten percent of the average daily traffic. East of Main Road on Route 4 is approximately 3% higher during the weekday afternoon peak hour than the morning peak hour which indicates heavier and more concentrated traffic volume when commuters are leaving work and arriving home, heading eastbound to Route 10 via Talcott Notch Road / Old Mountain Road and into West Hartford.

South Road is another example of where the "K" factor indicates heavier and more concentrated traffic volume when commuters are leaving work and arriving home, the "K" factor is about 2% higher in the weekday afternoon peak hour than the weekday morning peak hour. Colt Highway west of South Road has a directional distribution difference of 30%, favoring the weekday afternoon peak hour which is due to the large number of commuters traveling westbound to merge on the Interstate 84 On-Ramp.

2.3.2 2016 Existing Traffic Volumes

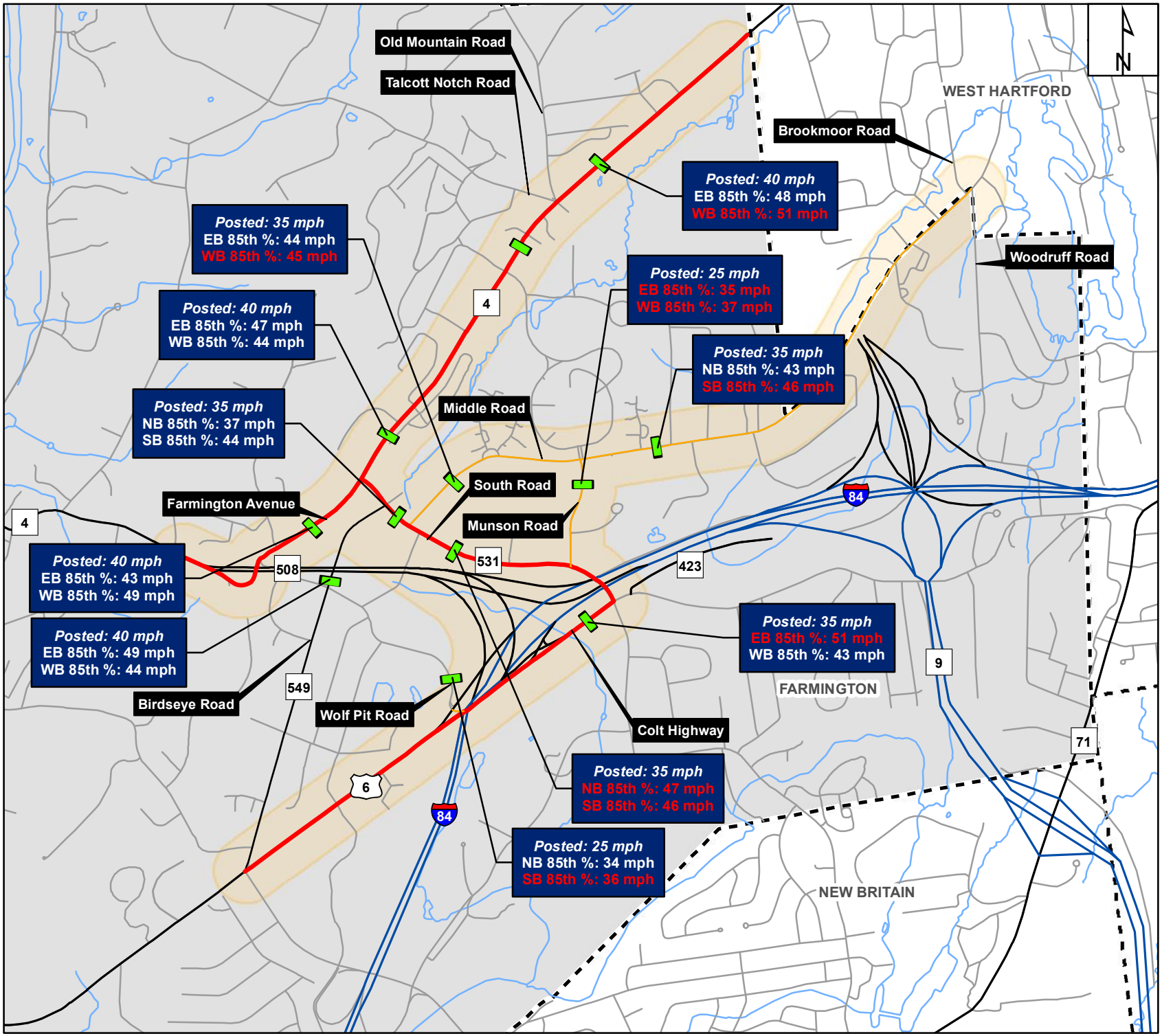
In order to establish the 2016 Existing Traffic Volumes in the study area, the weekday morning and afternoon peak hour was determined. The weekday morning peak hour is between 7:15 am and 8:15 am and the weekday afternoon peak hour is between 4:30 pm and 5:30 pm. The intersection turning movement data was then analyzed and balanced between the study area intersections utilizing the turning movement counts and the ATR data during these peak hours. The balanced peak hour traffic volumes are illustrated on Figures 2-7 through 2-10, found in Appendix A, for the morning and afternoon peak hours, respectively.

2.4 Travel Speed

Travel speed data was collected along the study area roadways during the data collection task concurrently with the Automatic Traffic Recorder (ATR) volume counts in December 2015. Average travel speed observations are simply the average of all the speed observations at each data collection location. The ATR data also provides the 85th percentile speed. This measure indicates the speed at which 85% of all traffic is travelling at or below. Table 2-4, contained in Appendix B, and Figure 2-11 summarize the results of the travel speed observations along the study roadways with average speeds or 85th percentile speeds that exceed the posted speed limit by 10 miles per hour or more highlighted in red. Raw speed data is provided in the ATR data included in Appendix F.

The posted speed limit along Route 4 is 40 miles per hour. The average travel speed observations, which vary between 37 and 45 miles per hour, indicate that motorists are generally exceeding the posted speed limit by a modest amount. The 85th percentile speed observations illustrate that the majority of traffic exceeds the posted speed limit by a maximum of 11 miles per hour, with observations ranging from 43 to 51 miles per hour. The highest travel speed observations are west of South Road and east of Talcott Notch Road, likely due to the fact that these segments of roadway are very straight with limited commercial driveways and intersecting roadways.

Average speeds along South Road vary based on location and direction of travel, the posted speed limit is 35 miles per hour on its entirety. South of Middle Street, northbound traffic exhibits an average travel speed of 42 miles per hour which is 16 miles per hour higher than the average travel speeds recorded south of Route 4, which are 26 miles per hour, 9 miles per hour below the speed limit. The 85th percentile speed observations vary between 37 miles per hour, south of Route 4 heading north and 47 miles per hour south of Middle Road heading north, which is 12 miles per hour above the posted speed limit. The travel speeds along South Road are indicative in the change in land use that takes place heading north and the introduction of traffic signals approaching Route 4 which results in increased congestion approaching Birdseye Road and Route 4.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Observation Location
- Study Area
- Study Area State Route
- Study Area Local Road
- State Route
- Interstate
- Local Road

Red Text indicates 85th Percentile Speed exceeds Posted Speed Limit by ≥ 10mph

Source:
Traffic counts conducted in December 2015, February and March 2016.

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

TRAVEL SPEED OBSERVATIONS

FIGURE 2-11

V:\Projects\C\C1072\MXDs\SpeedStudy_85x11.mxd

C-1072

On Middle Road/ Tunxis Road the average and 85th percentile speeds exceed the posted speed limit of 35 miles per hour by as much as 11 miles per hour. There is no significant difference in the data based on the location along the roadway nor the direction of travel. Aside from a signalized intersection at the Munson Road and UConn Health Farmington intersection, this road is mostly abutted by local residential roads and traffic can move relatively unrestricted.

Munson Road exhibits average vehicle travel speeds between 5 and 8 miles per hour over the speed limit and 85th percentile speeds between 10 and 12 miles per hour over the posted speed limit at the observation location. Speeds are slightly faster in the southbound direction, likely due to the downhill grade of the roadway. The posted speed limit on this road is 25 miles per hour.

Speeds on Colt Highway at the count location are much higher in the eastbound direction than those in the westbound direction, due to the free flow condition for the eastbound vehicles. Westbound traffic is traveling between two stop-controlled intersections in a heavily congested area. This results in average speeds of 2 and 10 miles per hour over the posted speed limit and 85th percentile speeds of 8 and 16 miles per hour over the posted speed limit of 35 miles per hour.

Wolf Pit Road has a posted speed limit of 25 miles per hour. Generally, traffic travels approximately 5 miles per hour over the speed limit with an 85th percentile speed about 10 miles per hour over the posted speed limit. Northbound and southbound traffic travel at similar speeds.

Average travel speeds on Birdseye Road are 5 miles per hour over the speed limit northbound and at the posted speed limit southbound. The roadway operates at 85th percentile speeds between 5 and 10 miles per hour above the speed limit. Traffic tends to travel faster in the eastbound direction. The likely reason for this trend is that the roadway contains numerous residential roads and houses along the western portion within the study area. The OSTA approved posted speed limit is 40 miles per hour although there is signage on the western portion of the roadway that indicates the speed limit is 35 miles per hour.

2.5 Existing Traffic Operations

Existing traffic operations were evaluated for the study area intersections during the weekday morning and afternoon peak hours. The capacity and queue analyses were conducted using Trafficware's *Synchro plus SimTraffic 8 – Traffic Signal Coordination Software,* based on the *2010 Highway Capacity Manual (HCM)* methodology.

An intersection's qualitative operational condition is described by the HCM in terms of average control delay per vehicle and volume to capacity (v/c) ratio. Average control delay is measured in seconds of delay that occurs at an intersection, per vehicle, due to the traffic control. The v/c ratio is a measurement of the volume of particular traffic movement or approach in comparison with the capacity of the movement/approach. Values closer to 0.0 represent that the approach has significant capacity remaining while approaches with values approaching or exceeding 1.0 indicates that the approach is near or at capacity and not able to accommodate the traffic flow.

Together the average control delay and v/c ratio assign a Level of Service (LOS) grade to a particular intersection or intersection approach. LOS is defined by HCM, using average control delay and v/c, to assign letter grades A through F to indicate the efficiency of the traffic control at an intersection. The definitions of the letter grades in terms of average control delay and v/c are provided in the table on the following page.

In general intersections that exhibit a LOS A or B are considered to have excellent to good operating conditions with little congestion or delay. LOS C indicates an intersection with acceptable operations. LOS D indicates an intersection that has tolerable operations with average delays approaching one minute. Intersections with Levels of Service E and F are operating with poor or failing conditions and typically warrant a more thorough review and possible improvement to mitigate the capacity issues. Improvements can include geometric, lane use, timing modifications, or different form of traffic control to mitigate the operational issues and reduce average delay. In the context of this planning process, during the analysis of both existing and future conditions, intersections exhibiting LOS E and F will be identified for further analysis and potential improvements to mitigate poor or failing operations.

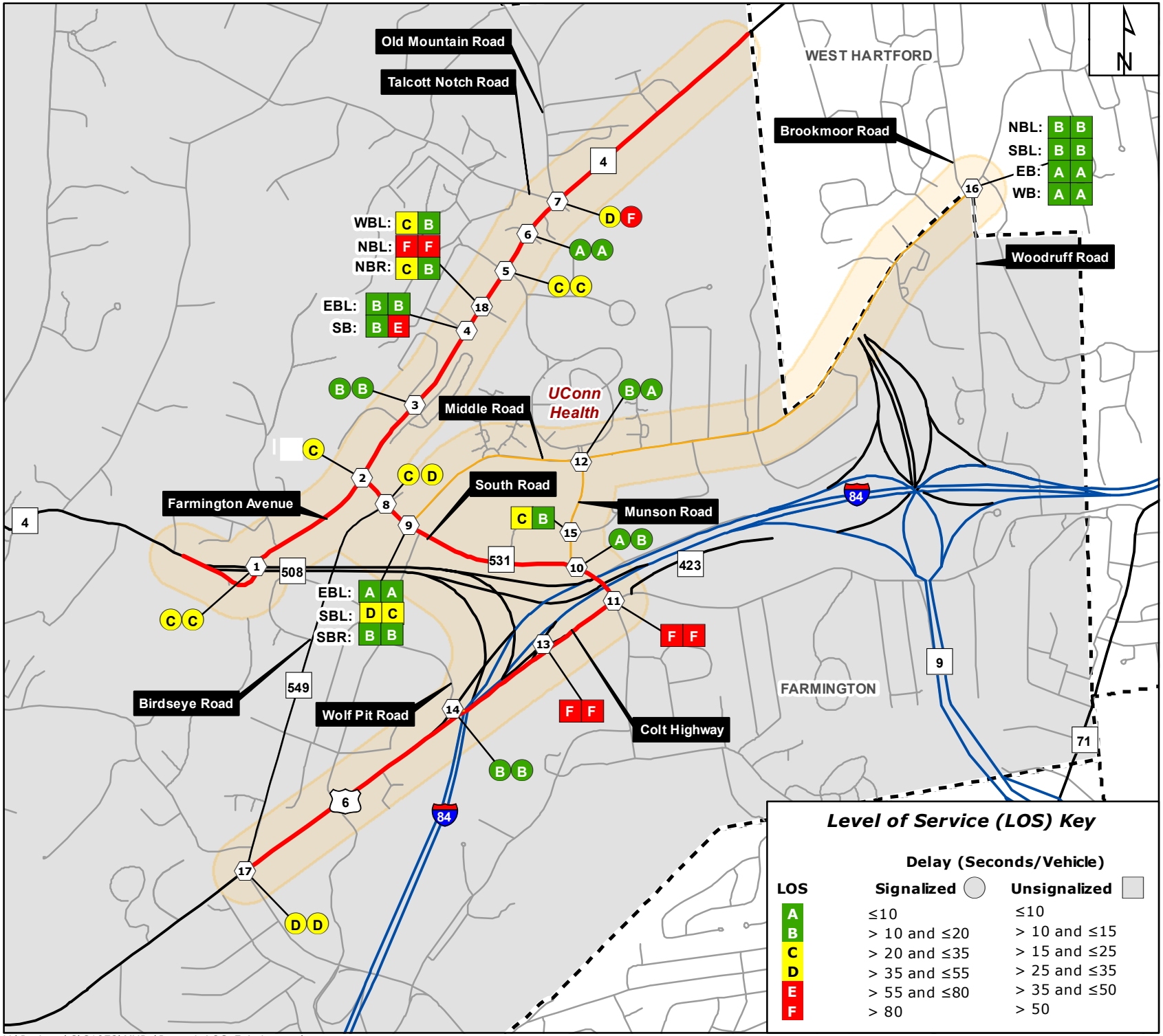
Level of Service	**Signalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**Unsignalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**V/C Ratio >1.00[a]**
A	≤10	≤10	F
B	>10 and ≤20	>10 and ≤15	F
C	>20 and ≤35	>15 and ≤25	F
D	>35 and ≤55	>25 and ≤35	F
E	>55 and ≤80	>35 and ≤50	F
F	>80	>50	F

Note: [a]For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *HCM2010: Highway Capacity Manual.* Washington, D.C.: Transportation Research Board, 2010. Pages 18-6 and 19-2.

In addition to LOS, the HCM methodology also allows for the calculation of queues. Queues are the expected length of vehicles waiting at an intersection due to the delay caused by the traffic control. The 50th percentile queues (average queues) are the average amount of vehicles expected on an approach at any given time. The 95th percentile (design queues) are the maximum expected queues on a given approach.

Figure 2-12 presents a visual representation of the overall intersection LOS results on a study area map with LOS color coded by letter while Tables 2-5 and 2-7,found in Appendix B, summarize the morning and afternoon peak hour analysis results for signalized study area intersections in terms of LOS, average delay and v/c ratio and queuing, respectively, for the 2016 Existing Traffic Volumes. Contained in Appendix B, Tables 2-6 and 2-8 summarize the morning and afternoon peak hour unsignalized intersection operations in terms of LOS, average delay, and v/c ratio, and queues, respectively, for the 2016 Existing Traffic Volumes. The Capacity analysis reports are included in Appendix M and N for the morning and afternoon peak hours respectively.



V:\Projects\C\C1072\MXDs\Route4_LOS_Existing.mxd

C-1072

2.5.1 Weekday Morning Peak Hour Operations

During the morning peak hour, the study area intersections operate at varying levels of service. As observed in the field, large delays and poor level of service is evident at the Route 4 at Talcott Notch Road and Old Mountain Road intersection and the Route 4 at South Road intersection. Additionally, at the unsignalized South Road at Colt Highway and Colt Highway at U.S. Route 6 / Interstate 84 On-Ramp intersections there are long queues which result in significant congestion and extensive delay at these intersections. These delays and long queues are a result of the corridor being largely a commuter route servicing the UConn Health Farmington Campus and surrounding medical office developments during the peak hours. The following additional operational issues are exhibited in the analysis:

- **Route 4 at SR 508 (Route 4 Connector)** ***(Int. #1)***
  - With the newly constructed second westbound channelized right turn lane the 95th percentile queue of 482 feet is within the storage capacity of 450 feet
- **Farmington Avenue at South Road** ***(Int. #2)***
  - The westbound Left Turn Lane operates at LOS E with 60.1 seconds of delay
  - Observations and analysis confirm that queue is fully contained within the left turn lane storage capacity
- **Farmington Avenue at Main Road (UConn Health Driveway)** ***(Int #5)***
  - The eastbound right turn lane has a no turn on red restriction and under this condition the right turn lane 95th percentile queue exceeds the turn lane storage capacity of 360 feet by 11 feet
  - Field observations confirm continuous violations of the no turn on red restriction and the turn lane capacity is not exceeded under actual operational conditions
- **Farmington Avenue at Talcott Notch Road and Old Mountain Road (*Int #7)***
  - The Route 4 eastbound left turn lane operates with LOS E, a delay of 71.9 seconds and a volume to capacity ratio of 0.93
  - The Old Mountain Road approach operates with LOS F, a delay of almost 100 seconds and a v/c ratio of 1.0, which is considered over capacity under the HCM methodology
  - The 95th percentile queue exceeds the southbound right turn lane and based on field observations, the southbound shared through-left lane blocks access to the exclusive right turn lane
- **U.S. Route 6 (Colt Highway) at Birdseye Road and Fienemann Road (*Int #17)***
  - The westbound, northbound and southbound left turn lanes all operate at LOS E with a delay of 68.5, 78.3 and 59.1 seconds respectively
  - The storage capacity at the Westbound and Southbound left turn lanes are approaching capacity. The Westbound left turn lane is blocked by the queue from the through lane during portions of the peak hour

- **South Road at 2 Mile Road and Colt Highway (*Int #11)***
  - Even with the recent intersection improvements the intersection exhibits an overall LOS F with a delay of 178.8 seconds and a volume to capacity ratio that exceeds 1.0
  - The eastbound and southbound through right approaches both operate with a LOS F with a delay over one minute and a volume to capacity ratio which exceeds 1.0
- **U.S. Route 6 at Interstate 84 EB On-Ramp *(Int #13)***
  - The westbound approach, which is stop controlled for both through and right turning vehicles, operates extremely poorly during the peak hour with a LOS F, a volume to capacity ratio of 1.82 and an average queue of 948 feet

2.5.2 Weekday Afternoon Peak Hour Operations

During the afternoon peak hour, study area intersections experience similar delays as the morning peak hour with some intersections operating better and some worse due to the directional shift in commuter traffic departing from the study area to the regional roadways. As observed in the field the heaviest volume of traffic is traveling at the intersection of Route 4 and SR 508. This intersection experiences extensive queuing along all approaches with gridlock-like operation during the afternoon peak hour. The queues far exceed the number of vehicles that are being processed through the signal each cycle. These poor operating conditions are not adequately reflected in the capacity analysis results since vehicles are not able to pass through the intersection. The following additional operational issues are noted from the analysis:

- **Farmington Avenue at Main Road (UConn Health Farmington Driveway) *(Int. #1)***
  - The UConn Health Farmington driveway operates with LOS E, with delay over 60 seconds and queues that come close to blocking the upstream internal roadway intersection on the campus
- **Farmington Avenue at Talcott Notch Road and Old Mountain Road *(Int. #2)***
  - The eastbound left turn lane operates with poor LOS F, with a long delay of 89.2 seconds, a volume to capacity ratio that exceeds 1.0 and a 95th percentile queue which exceeds the storage length
  - The Old Mountain Road approach operates with LOS E and over a minute of delay
- **South Road at Birdseye Road / Farm Glen Driveway *(Int. #5)***
  - The South Road northbound left turn lane operates with a LOS F, 115.4 seconds of delay and a volume to capacity ratio that exceeds 1.0
- **U.S. Route 6 (Colt Highway) at Birdseye Road and Fienemann Road *(Int. #17)***
  - The southbound left turn lane operates at LOS E with 55.1 seconds of delay

- **South Road at 2 Mile Road and Colt Highway *(Int. #11)***
    - According to the analysis results, this intersection operates at LOS F with 277.5 seconds of delay and a volume to capacity ratio of 2.18. However, the upstream U.S. Route 6 at Interstate 84 EB On-Ramp intersection has an average queue that extends through this intersection and north along South Road onto the Interstate 84 overpass bridge. The downstream intersection capacity constraints are not accurately reflected in the analysis results generated by the capacity analysis software

- **U.S. Route 6 at Interstate 84 EB On-Ramp *(Int. #13)***
    - The average westbound queue extends upwards of 2,080 feet, through the South Road at 2 Mile Road and Colt Highway intersection onto the Interstate 84 overpass with a delay of 900.6 seconds and a volume to capacity ratio of 2.93 which far exceeds 1.0

2.6 Traffic Safety

Motor vehicle collision history data for the study area was collected from Connecticut Department of Transportation Bureau of Policy & Planning Crash Data & Analysis Unit for the time period between January 1, 2012 and December 31, 2014. Summaries and details of the collision history at each individual intersection are included in Appendix G.

Summaries of the study area collisions with select intersections of significant focus or with high collision rates are provided below. Figure 2-13 illustrates the number of collisions that occurred at the study area intersection and the roadway segments between each intersection.

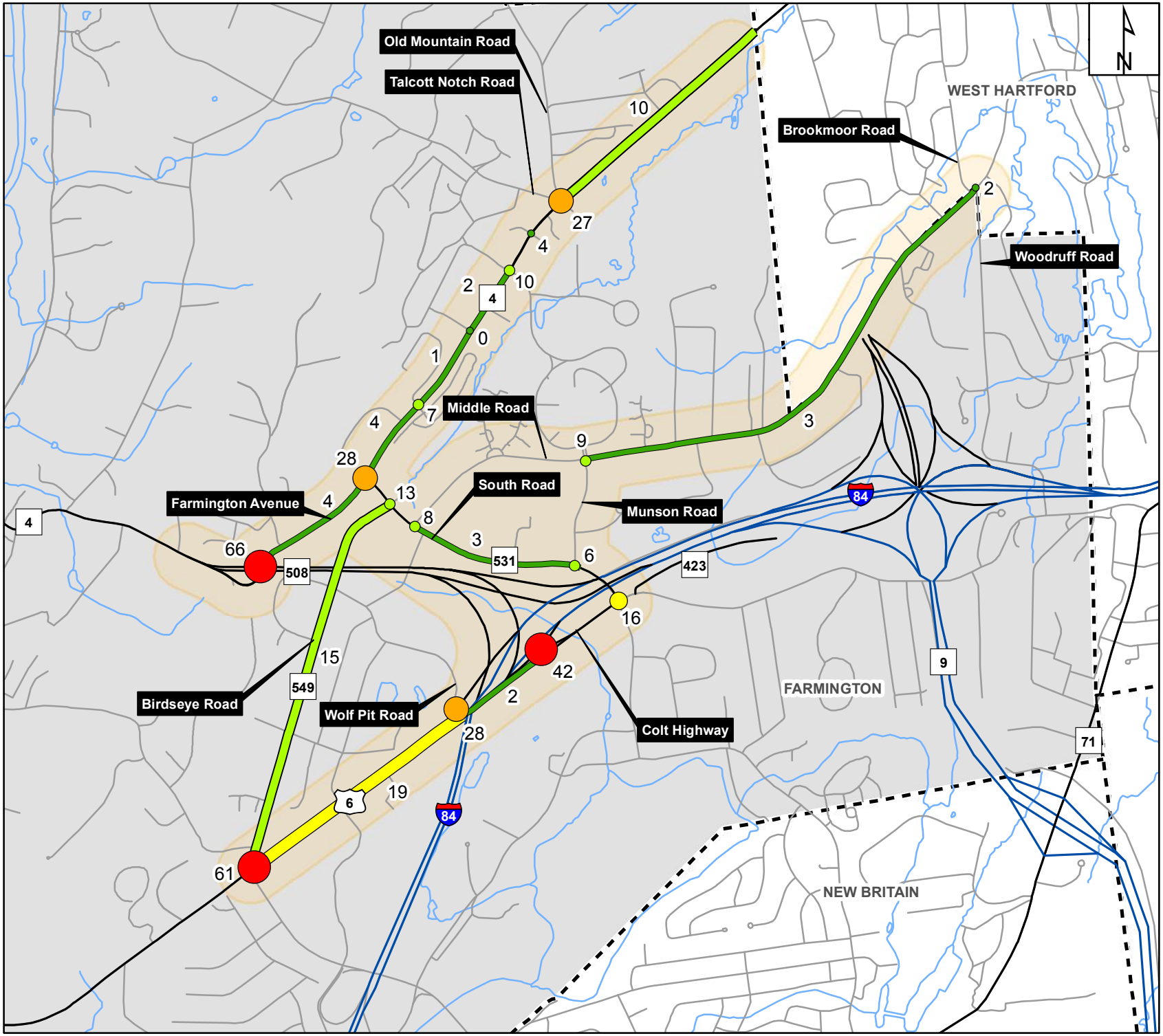
2.6.1 Collision History

A summary of the number and type of collisions recorded within the study area between 2012 and 2014 is provided in Table 2-9, found in Appendix B. During this three-year period, 390 crashes were reported.

Rear-end type collisions were the most common type of collision and are common in congested areas with signalized intersection. They accounted for more than half of the crashes with 203 total incidents (52%). The second most common type of collision was Fixed Object with 51 crashes (13%). Following that were Sideswipe – Same Direction with 40 crashes (10%), Turning – Intersecting Paths with 29 (8%), and Angle with 25 (7%). The remaining types of collisions each accounted for less than 5% of the total.

The most common contributing factor to collisions was drivers Following Too Closely. This accounted for nearly half of all incidents, 187 (48%). Violated Traffic Control and Failed to Grant ROW contributed to 36 (9%) and 35 (9%) collisions respectively of the total number of incidents. All other factors each contributed to 5% or less of all crashes. The contributing factor data is shown in Table 2-10, contained in Appendix B.

One Fatality was reported within the study area. A total of 86 crashes (22%) reported Injuries while the remaining 303 collisions (78%) were categorized as Property Damage Only (PDO). Contained in Appendix B, Table 2-11 exhibits the crash severity data. The one fatality occurred on Farmington Avenue with a contribution factor of Unsafe Use of Highway by a Pedestrian.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

Intersection Number of Accidents
- 0-5
- 6-15
- 16-25
- 26-35
- 36+

Segment Number of Accidents
- 0-5
- 6-15
- 16-25
- 26-35
- 36+

- Study Area
- Interstate/Freeway
- State Route
- Local Road

Source:
Collision data from CTDOT Bureau of Policy & Planning from January 2012 through December 2014.

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

VEHICLE COLLISION HISTORY (2012-2014)

FIGURE 2-13

V:\Projects\C\C1072\MXDs\VehicleCollisionHistory.mxd

C-1072

Table 2-12, found in Appendix B summarizes the study area collisions by the intersection or segment on which they occurred. As shown, the intersections of Route 4 at SR 508 (Route 4 Connector), U.S. Route 6 (Colt Highway) at SR 549 (Birdseye Road) and Fienemann Road, and U.S. Route 6 at the I-84 Eastbound On-Ramp experienced the most crashes with 66 crashes, 61 crashes, and 42 crashes respectively.

Two typical ways to identify roadway vehicular safety issues are identifying unusually high collision rates (the number of reported collisions per million vehicles using the location) or unusually high numbers of collisions over a given time period (generally 3 years). A review of statewide collision rate data for the study area indicates that the intersection of Route 4 at Interstate 84 Ramps (SR 508) should be evaluated in more detail as it relates to opportunities to improve safety. Likewise, the intersection of U.S. Route 6 at Birdseye Road (State Route 549) should be evaluated. These two intersections in addition to the U.S. Route 6 at I-84 EB On-Ramp and Route 531 and Route 4 at Talcott Notch Road and Old Mountain Road intersections were analyzed further to determine if there are any crash patterns. Collision diagrams for these four intersections are illustrated on Figures 2-14 through 2-17, found in Appendix A, to facilitate the identification of patterns in the data that could facilitate the identification of improvements to mitigate specific safety issues.

As shown in Figure 2-14 and Table 2-12, the Route 4 intersection with SR 508 experienced a significant amount of Rear-End Collisions. There were 52 of these crashes in the three-year study period that accounted for 79% of all collisions at the intersection. The crashes were mostly focused on the east and westbound approaches to the signalized intersection. About half of the westbound collisions occurred in the channelized right turn lanes. High Rear-End Collision rates are common at signalized intersections with high levels of congestion which are common peak hour operating conditions at this location. Additionally, westbound vehicles travel at high speeds approaching the intersection as they exit from Interstate 84 on the long high-speed connector. Sideswipe – Same Direction type collisions were reported 9% of the time in 6 incidents. These were likely caused by vehicles changing lanes approaching the intersection to avoid queues. Two collisions occurred west of the intersection where the two through lanes merge into one lane. Four Fixed Object collisions (6%) accounted for the third most common type of crash. All other collision types were 3% or less of all reported crashes. Among the 66 crashes, there were 15 injuries (23%). The remainder were Property Damage Only.

Figure 2-15 illustrates crash data for the Route 4 intersection with Talcott Notch Road and Old Mountain Road. Over half of the collisions, totaling 16 incidents (59%), were Rear-End Collisions. These were mostly concentrated on Route 4. Seven crashes (26%) involved Turning-Opposite Directions or with Turning-Intersecting Paths. This is to be expected at an intersection with five approaches, without exclusive phasing for each side street approach. Three Sideswipes-Same Direction (11%) occurred and all took place on the Route 4 eastbound approach to the intersection. The last collision was that with a fixed object. Five of the total 27 crashes (19%) resulted in injuries while the remaining were Property Damage Only.

Figure 2-16 depicts crash data for the intersection of U.S. Route 6 with Birdseye Road and Fienemann Road. Over half of the collisions, 35 of them (57%), were Rear-End Collisions. This is again indicative of a signalized intersection with congestion. Turning type collisions, namely intersecting path and same direction incidents, combine for 13 crashes (21%) and are the second most frequent. Third are Sideswipe – Same Direction collisions with 9 crashes (15%). All other collision types accounted for 5% or less of all incidents. Of the 61 crashes, 8 resulted in injury (13%), while the remaining were Property Damage Only.

The crash data for the intersection of U.S. Route 6 and the I-84 Eastbound On-Ramp is represented in Figure 2-17. The most common type of collision type is Fixed Object, which occurred 15 times (36%). The vehicles involved in these crashes were all attempting to use the I-84 Eastbound On-Ramp. The majority took place on the ramp itself after the intersection where the road has a horizontal right curve that many vehicles are taking at a high rate of speed (the average speed is 10 miles per hour above the posted speed limit) coming from U.S. Route 6 under free flow conditions. There were also 12 Rear-End Collisions (29%) at this intersection of which 11 occurred at the Route 531 stop-controlled approach. During the peak hours this movement experiences extensive queuing as vehicles wait for a gap in traffic. Seven Angle (17%) and five Sideswipe – Same Direction (12%) collisions occurred at this intersection as well. No other collision type occurred more than once. The 42 total crashes yielded 9 with injuries (21%). The remainder were Property Damage Only.

2.6.2 Bicycle and Pedestrian Collision History

The crash data for the study area was reviewed for crashes caused by or involving bicyclists and/or pedestrians. The data, summarized in Tables 2-13 and 2-14, found in Appendix B, revealed that one direct collision with a pedestrian and one collision between vehicles waiting for a pedestrian occurred within the study area. There were no incidents involving cyclists.

Due to the fact that only one direct pedestrian collision occurred in the study area between 2012 and 2014, the network does not display any discernable pattern. The one incident resulted in a fatality with the contributing factor to the collision being Unsafe Use of Highway by a Pedestrian. This collision occurred just west of the signalized Farm Glen intersection, during the day with no adverse weather. It is worth noting that significant segments of the study area roadway network do not provide facilities for either bicycles or pedestrians. The lack of facilities likely results in a lack of these users on the network. Under the development of improvements, the safety of implementing these types of non-motorized facilities will be considered.

2.7 Alternative Travel Modes

The study area is typical of a low to moderate density suburban setting. Sidewalks are lacking with pedestrians walking in the shoulder of the roadway or on lawns creating worn paths. Cyclists ride in the shoulder of the roadway as on-street bicycle facilities are not available for their use. Property owners within the study area identified the lack of amenities and integration of pedestrian uses – the lack of a continuous sidewalk, as a concern at the neighborhood planning meetings held by the Southern Health Center Neighborhood Planning Study team in September 2015.

The lack of bicycle and pedestrian facilities within the study area acts to discourage, rather than encourage non-motorized travel. There are many transit stops along the corridors without accessibility to sidewalks or crosswalks which provide a safer access for pedestrians. Additionally, there is only one bus shelter along the study area roadways. Some private developments within the study area have provided their own bus shelters on internal private site roadways. The pedestrian, bicyclist, commuter parking lot and transit facilities are illustrated on Figures 2-18 through 2-24.

The Town of Farmington is currently developing a Complete Streets Policy, which will accommodate a wide range of road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. Complete Streets strive to provide the best possible blend of service, mobility, convenience, and safety, while reinforcing a positive social, economic, and environmental influence.

2.7.1 Pedestrians and Sidewalk Infrastructure

The study area features primarily suburban-style medical office development. Many of the medical office developments have multiple facilities nearby or employees that live in the adjacent residential developments which generate pedestrian traffic. During the site visits pedestrian traffic between adjacent facilities and transit facilities was observed. One pedestrian who lives in a housing development off of Talcott Notch Road and works at UConn Health Farmington stated that it was quicker for her to walk to work than drive. Also, numerous employees were observed walking or jogging on the roadways during their lunch hour or breaks.

All study area roadways were inventoried, including Route 4, South Road, Middle Road, Tunxis Road and Munson Road. The inventory indicated that only 2.5 miles of concrete or bituminous sidewalk exist along the study roadways. Sidewalks on Munson Road and Route 4 appear to have been constructed as new developments are built, hence the disjointed network. This observation correlates with the statement in the Plan of Conservation and Development which states, most of the new sidewalks built in Farmington over recent years are the result of work undertaken by developers of projects approved under the subdivision and zoning regulations.

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

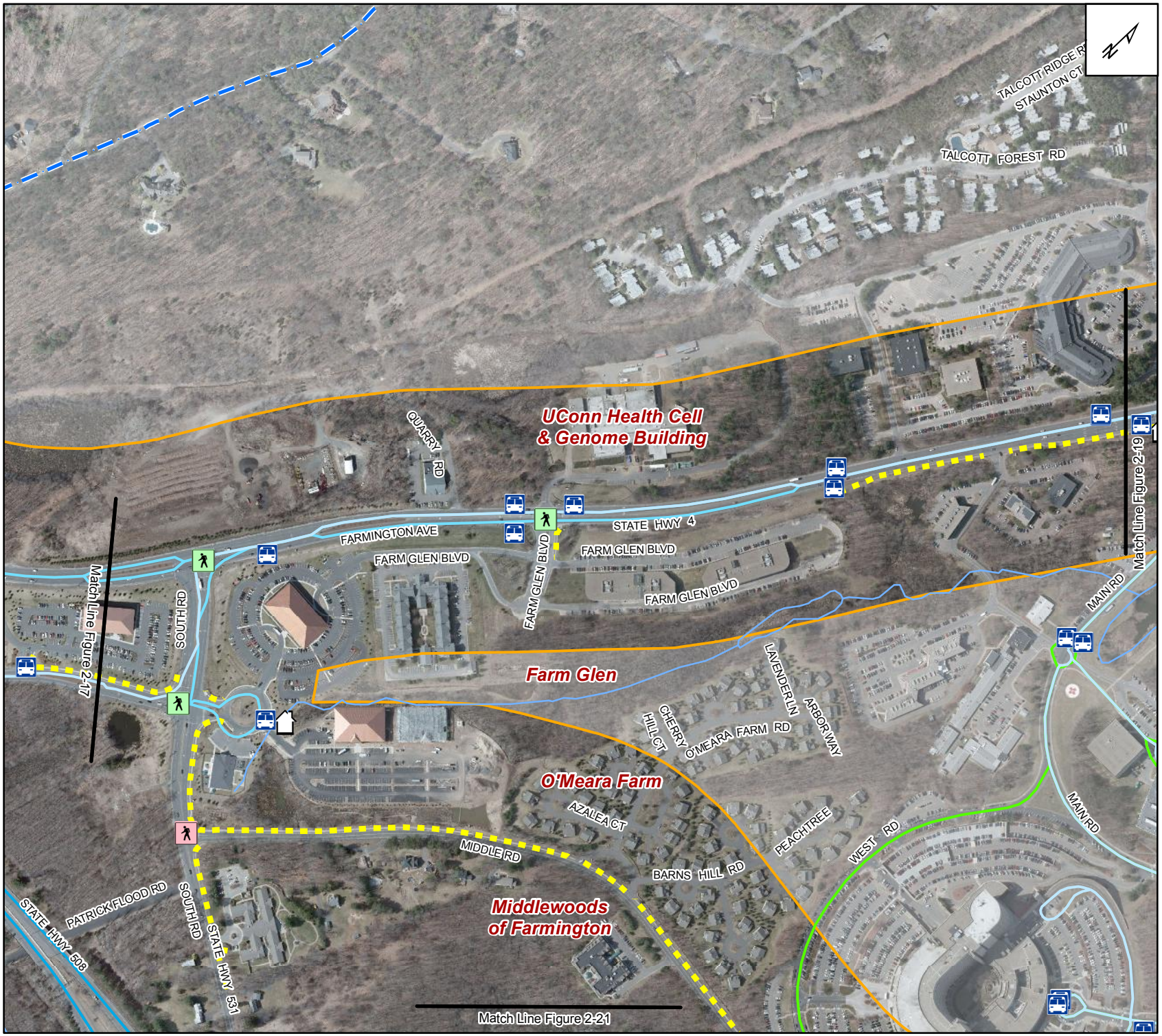
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-18

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-19

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-20

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

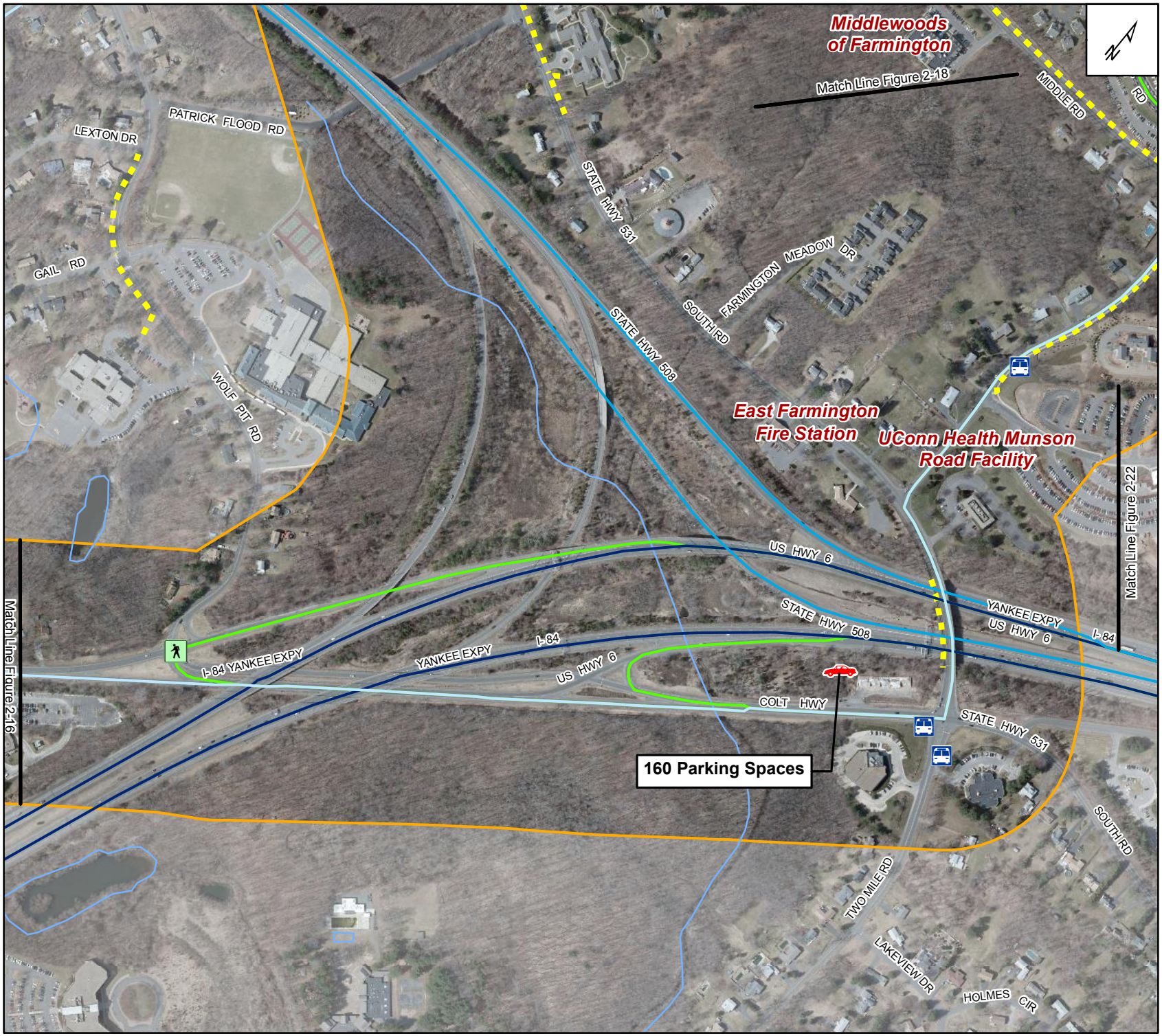
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-21

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-22

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

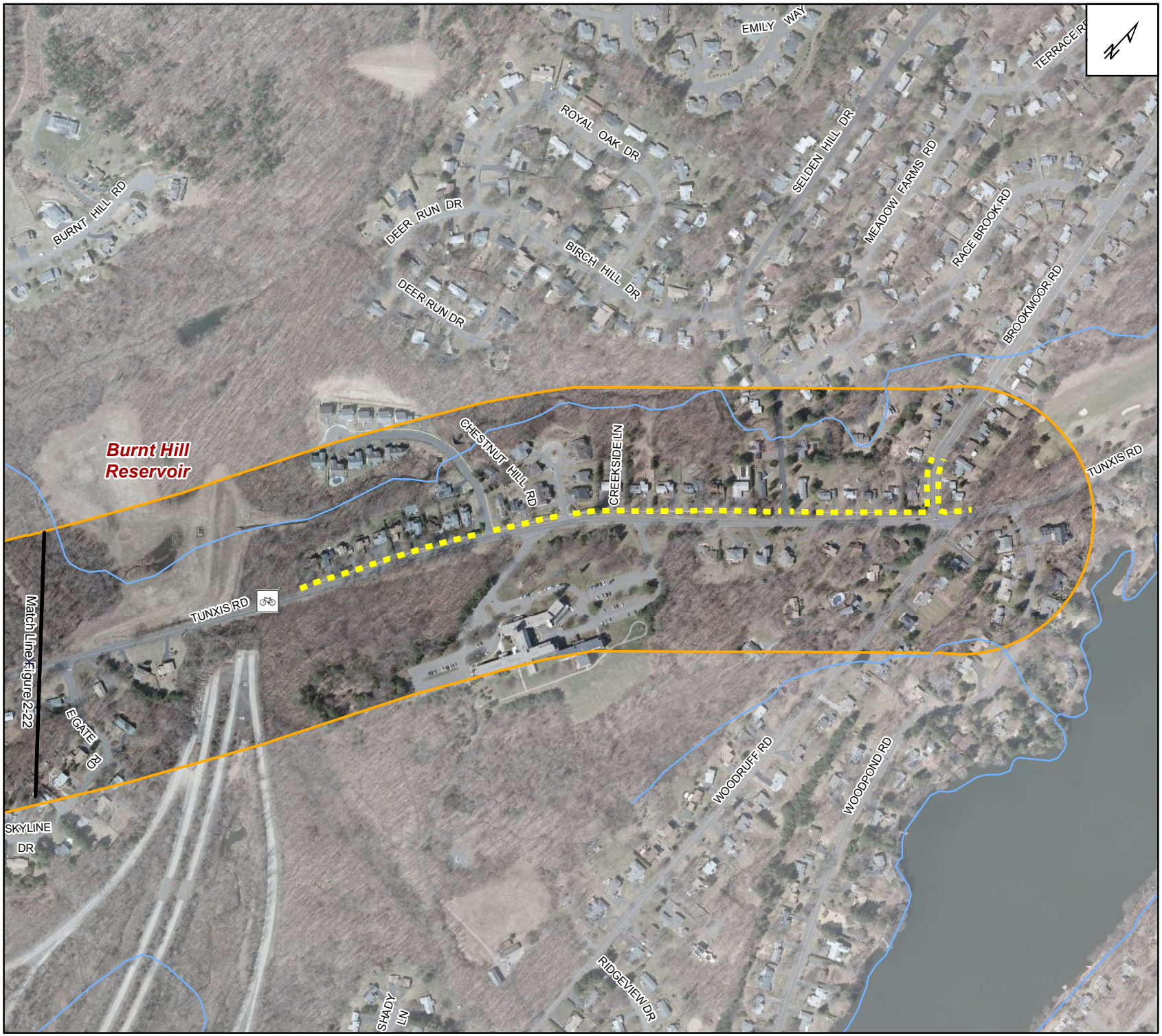
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-23

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Crosswalk Pedestrian Signal
- Crosswalk Side Street Green
- Crosswalk Stop Control
- "Share the Road" Sign
- Bus Stop
- Future Park and Ride Location
- Park and Ride Location
- Bus Shelter
- Metacomet Trail
- CTfastrak - 121
- CTtransit - 902
- CTtransit - 909
- CTtransit - 60-66
- CTtransit - 506
- Sidewalk
- Study Area

Source:
2009 Orthophotography courtesy of CRCOG. Bus Route & Stops data courtesy of CTTransit.

0 250 500
Feet
1 " = 500 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES

FIGURE 2-24

V:\Projects\C\C1072\MXDs\Pedestrian.mxd

C-1072

The sidewalk along Middle Road provides connectivity between UConn Health, South Road and the adjacent residential developments. However, as shown in the picture, access to approximately 785 feet of this sidewalk is limited due to the guiderail placement. This causes users to walk in the roadway until there is a point where they can access the sidewalk without the guiderail restriction or having to climb over the rail.

Minimal sidewalks exist on South Road and pedestrian crossing is prohibited at the intersection of South Road and Munson Road. Despite this, joggers were present along South Road crossing the intersection with Munson Road during the site visits.

Overall the sidewalk facilities in the study area are in good condition. A section of the bituminous sidewalk in the southeastern corner of the South Road at Munson Road / UConn Health Driveway intersection has an 8% cross slope, which is non-compliant with current ADA requirements of 2% maximum cross slope. Also, a section of the sidewalk just east of the Brookmoor Road intersection with Tunxis Road the bituminous sidewalk is sloped with vertical discontinuity (tripping hazard) due to tree roots.

The Farmington Zoning Regulations, Section 17, states "In conjunction with an application for special permit or site plan approval the Commission may require the installation of a sidewalk along a public or private road or within a site." The Farmington Subdivision Regulations under the Design Standards states that "Sidewalks are required in the R40, R30, R20, R12 and R9 Zones. Except in the case of private residential streets, sidewalks shall be provided on both sides of all collector streets and on one side of all local and all limited local streets. (Street class shall be as designated by the Commission and/or the Plan of Development.) The Commission may require the provision of a sidewalk in R80 Zones where it is found that such sidewalk will facilitate the transportation of school children. The sidewalk requirement may be waived or varied by a five sixths vote of the full Commission providing that it is demonstrated that there will be no adverse effect upon the public safety. Any variance or waiver shall also comply with the provisions of Section 1.12." These regulations explain the parcel by parcel development pattern of the sidewalk network.

The Department of Public Works has a 2016-2017 goal of updating and expanding the Town's Master Road Maintenance Plan and Sidewalk Maintenance and Construction Plan. This will assist in the development of a connected and cohesive sidewalk network throughout the Town.

The Southern Health Center Neighborhood Planning Study recommended the following pedestrian safety improvements within the study area:

- The Town and State should work to complete gaps in the sidewalk system ringing Middle, Munson and South Roads.
- The Town's Engineering Department should evaluate the potential and need for crosswalks on Middle, Munson and South Roads.
- The Planning and Engineering Departments should evaluate opportunities for additional off-street pedestrian connection to existing development along Farmington Avenue and the western end of South Road.

The Southern Health Center Neighborhood Study is included in Appendix K.

At the study area intersections there are four signalized intersections with exclusive pedestrian phasing and marked crosswalks, six intersections with a side street green pedestrian timing phase, one stop-controlled intersection with a crosswalk, one intersection where pedestrian crossing is prohibited and five intersections that have no pedestrian crossing accommodations. The intersection pedestrian facilities are summarized on Table 2-15, found in Appendix B.

2.7.2 Bicycle Facilities

Farmington is designated as a Bronze Level Bicycle Friendly Community by The League of American Bicyclists, one of only seven in the State of Connecticut. Middle Road and Tunxis Road east of the UConn Health Farmington driveway are designated as a shared road on the Town of Farmington's Trails Map with Share the Road signs installed. However, as illustrated to the right many of the study area roadways are considered less than suitable (red and orange) for bicyclists according to the 2009 Connecticut Bicycle Map.

The only bicycle accommodations identified within the study area are three "Share the Road" signs, one entering the UConn Health Farmington Campus on Main Road, one on Middle Road just east of the UConn Health Farmington Campus intersection and one on Tunxis Road in the town of West Hartford. There were no signed bicycle routes, designated lanes, or bicycle racks noted within the study area. Some developments provide bicycle racks or storage for their employees, staff or visitors.

Even with the lack of facilities bicyclist activity was observed within the study area along Route 4 during the weekday morning and afternoon peak hours. Bicyclists at the Route 4 and Route 508 intersection, and the Route 4 and Talcott Notch Road and Old Mountain Road intersection were observed violating the traffic control in the eastbound direction. This could be attributed to the long cycle lengths at these intersections.

2.7.3 Existing Transit Service

The study area is served by five fixed transit routes (see Figures 2-18 to 2-24), directly connecting the UConn Health Farmington with downtown Hartford, New Britain, CT***fastrak***, Unionville and Manchester Community College.

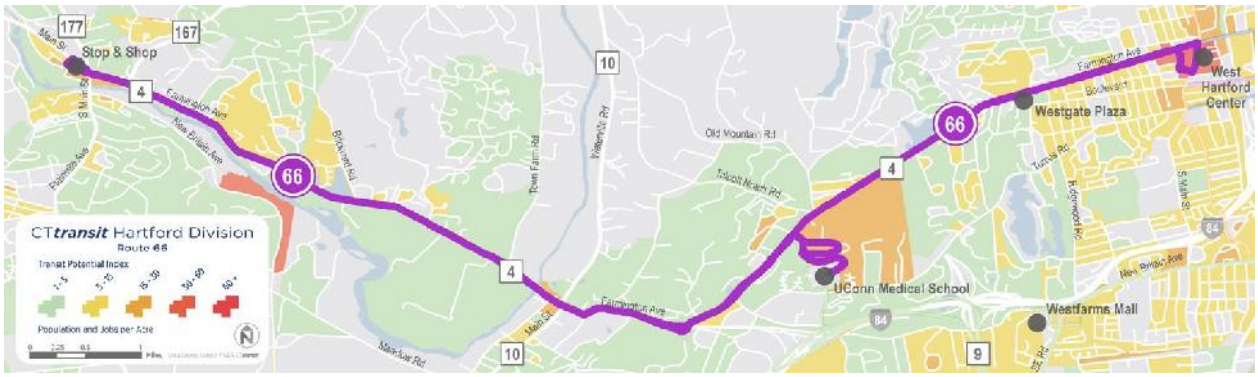
Route	**Operator**
Route 66 Farmington Avenue/UConn/Unionville	CT***transit***/Hartford Division
Route 506 Farmington Avenue	CT***transit***/New Britain Division
Route 902 Corbins/Farm Springs Express	CT***transit***/Express
Route 909 Farmington/Unionville Express	CT***transit***/Express
Route 121 MCC/Hartford/UConn Health	CT***fastrak***

Existing transit demand, travel patterns and overall service effectiveness for Routes 66, 506 and 909 were evaluated as part of CRCOG's Comprehensive Service Analysis (CSA)[1] for the Hartford and New Britain regions. As of September 2016, this study is still ongoing, but preliminary findings and recommendations are described below.

[1] CRCOG Comprehensive Service Analysis, performed by Nelson\Nygaard Associates and ASG Planning, 2014-2016.

As part of the CSA, Nelson\Nygaard developed a composite map of population and employment density to show the potential for transit usage in the region. The illustration below shows that while the area surrounding the UConn Health Farmington campus can support 30-minute transit service or better, the immediately surrounding areas are characterized by relatively low-density land uses which are not currently transit supportive.

Transit Potential Along Farmington Avenue



Source: Nelson\Nygaard Consulting Associates, for CRCOG Hartford CSA, 2016.

***CTtransit* Route 66** extends from downtown Hartford to UConn Health Farmington along Route 4, continuing west to also serve Unionville and Tunxis Community College. The route operates every 30 minutes on weekdays, and hourly on weekends. East of West Hartford Center, the Farmington Avenue corridor generates some of the region's strongest transit demand. However, ridership west of this point is very low except in the vicinity of major activity centers such as UConn Health Farmington, Unionville and at Tunxis Community College. In 2013, about 158 passengers boarded Route 66 in the vicinity of the UConn Health (between South Road and Old Mountain Road) each day, with about 75% of these boardings (116 passengers) occurring on the actual UConn Health Campus.

CT*transit* Route 506 travels between downtown New Britain and UConn Health along Washington Street, Farmington Avenue and Fienemann Road. It then makes a large counter-clockwise loop via Colt Highway, South Road, Munson Road, the UConn Health Campus and Discovery Drive, before heading back to Fienemann Road and New Britain via Farmington Road, South Road and Birdseye Road. The route operates hourly, seven days a week. Like Route 66, ridership in the study area is concentrated in the vicinity of the medical campus, with about 50 boardings per day, and is otherwise very limited in the surrounding areas. Ridership picks up south of Batterson Park, closer to New Britain.

CT*transit* Route 909 operates 3 roundtrips per day between Unionville and downtown Hartford, operating along Farmington Avenue to I-84. The majority of riders board in Unionville and at the Farmington Park-Ride lot; this express service does not deviate into the UConn Health Campus. The overall productivity of this route is low, averaging about 11 riders per trip.

CT*transit* Route 902 operates 8 inbound and 9 outbound trips daily between Corbins Park and Ride in New Britain and downtown Hartford. This route also makes three daily roundtrips serving the Batterson Park and Ride and Farm Spring Road lots in Farmington. Overall ridership on the route averaged about 117 riders daily in 2013, which equates to less than 7 riders per trip. The Corbin Springs Park and Ride stop is the most productive stop.

***CTfastrak* Route 121** provides alternative service to UConn Health via Cedar Street station, Westfarms Mall, I-84 and Munson Road. In 2016, estimated daily ridership on the entire route was about 500 passengers daily.

2.7.3.1 Existing Shuttle Services

UConn Health operates five local shuttles (Routes 1, 2, 3, 4 and 5) on the Farmington campus, with most also serving nearby locations on Farmington Avenue, South Road, Munson Road and/or Talcott Notch Road. These smaller buses only operate on weekdays; four routes offer service from early morning to around 5 pm, and one operates as a "night bus" between 5 pm and midnight. Passengers are not charged a fare, but two of these local shuttles are only open to UConn Health employees and students.

UConn also operates a more regional shuttle transporting employees and students between the main UConn campus in Storrs and the Health Center in Farmington. The shuttle makes two roundtrips each weekday, leaving the Health Center at 9 am and 4 pm. The shuttle serves the main building, Jackson Laboratory on Discovery Way, and the Cell & Genome Sciences Building on Farmington Avenue. Passengers must have valid UConn identification and ride free of charge. Reservations must be made the prior day, but if seats are available, those without a reservation may be accommodated.

2.7.4 Comprehensive Service Analysis Recommendations

Preliminary recommendations put forth as part of the Hartford-Area Comprehensive Service Analysis propose the following:

- **Route 66** would operate as a connecting route between Unionville, UConn Health and West Hartford Center. West Hartford Center would become a key hub and transfer point. Riders on Route 66 could transfer to Route 60 to continue onto downtown Hartford, or to a new regional loop route (proposed to be named Route 99) serving Westfarms Mall, CCSU, CT***fastrak*** Flatbush station, Newington Center to the south, and Bishops Corner, the Cigna/Met campus, Copaco Center and Windsor Avenue to the north.

Route 66 would operate every 30 minutes during peak hours, and every 60 minutes during off-peak hours. Service would end at 8:00 PM, with later evening service to UConn Health provided via CT***fastrak*** Route 121.

- **Route 60** would continue to operate along Farmington Avenue between West Hartford Center and downtown Hartford, but the corridor would be designated as an enhanced transit corridor and prioritized for future capital improvements to support transit operations. Service would be operated every 10 minutes during peak periods, and every 15 minutes during the off-peak.

Route 60 would also be extended from downtown Hartford across the Connecticut River to establish a continuous enhanced transit corridor from West Hartford Center to I-84 in Manchester via Burnside Avenue.

- **Route 506** recommendations are still under development. However, potential ideas to strengthen Route 506 include:

    - Operating bidirectional service between Fienemann Road and UConn Health, eliminating the large loop through campus. This should make service more consistent and convenient for riders, while still providing good access to the medical campus.

    - Operating more directly to New Britain by eliminating the deviation into the Batterson Park and Ride. Few riders board Route 506 at this location and those looking to connect to express services may do so on Finenemann Road.

    - Eliminating weekday and Saturday service after 11:00 pm. These later trips carry very few riders, with some trips carrying zero riders.

- **Express Routes 902** and **909** pass through the study area, but don't make stops within the UConn Health Farmington Campus. The CSA noted low ridership and overall productivity on both these routes and raised the possibility of consolidating Route 909 with the local Route 66 service and discontinuing service to the Farm Springs Park and Ride Lot on the Route 902.

No specific recommendations regarding CT***fastrak*** were set forth as part of the CRCOG CSA.

2.7.5 Other Ongoing Transit Studies

2.7.5.1 Eastern Gateways Study

CRCOG is also performing an **Eastern Gateways Study** to address increasing traffic congestion and travel demand along Routes 195 and 44 through the towns of Bolton, Coventry, Mansfield and Tolland. The objective is to serve growing travel needs while preserving and protecting the rural and historic character of the area. As communities experience increased traffic congestion and development pressures, the need to address safety, traffic flow, pedestrian and bicycle needs, transit options, and parking is critical.

Route 195 and Route 44 are the primary roadways serving both local traffic as well as traffic passing through towns towards the main UConn campus in Storrs.

2.7.6 Potential Physical Infrastructure Improvements to Better Accommodate Transit

The UConn Health Farmington campus benefits from good transit service today, including two local routes (Route 66 and 506), and an express route (CTfastrak Route 121) which operates via I-84 and the CTfastrak guideway into downtown Hartford. These routes all serve common segments of the campus road network.

Identify Key Bus Stops/Limit the Number of Stops

CT***transit*** recognizes that if too many bus stops are located within a corridor, it can slow the speed of service and act as a disincentive to ride transit. One strategy to highlight and strengthen the presence of transit service on campus is to work with CT***transit*** and UConn Health stakeholders to identify a few key locations for transit on campus.

Highlight the Presence of Transit with Passenger Amenities

Key bus stops within the UConn Health Campus and surrounding area could then be the focus of investment to highlight transit services by installing similar modern shelters, seating, lighting and even other amenities such as heating and/or wayfinding. In addition, steps could be taken to improve pedestrian connections to each of these key stops.

Introduce Real Time Bus Arrival Information

CT***transit*** will soon be introducing real time bus arrival information via mobile apps or real time bus arrival signage. The UConn Health Campus is a large activity center with high levels of transit ridership and the installation of real time bus arrival signage at one or two key stops (e.g. the main facility and Jackson Laboratories) would inform riders which bus is arriving when, allowing those with choices (e.g. taking Route 66/60 to downtown Hartford or Route 121) to select the fastest means of travel.

Support Enhanced Transit Corridor Improvements to Speed Bus Service

The CRCOG Comprehensive Service Analysis also makes a number of recommendations for capital investments that would support and complement proposed service improvements. These recommendations recognize that for local transit potential to be fully realized, an area must have transit-supportive infrastructure such as sidewalks and crosswalks. Farmington Avenue and other designated "enhanced transit corridors" are suggested to receive enhanced passenger amenities, improved pedestrian facilities and transit-priority treatments to help speed the flow of buses.

2.7.7 Employee Transportation Programs

UConn Health participates in the State of Connecticut Qualified Transportation Account (QTA) program. The program offers significant advantages by helping employees pay for qualified commuter expenses with pre-tax funds, this includes transit passes and UConn Health Campus parking fees.

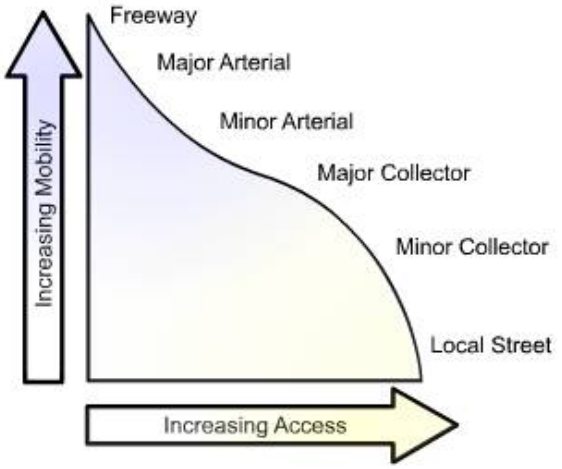
UConn Health also offers employees a pre-tax payroll deduction for their campus parking fees. Employees may select either Area 1 (premium lots & garage access) for $331.50 per year, or Area 3 which is free. The Area 1 fee is deducted from their bi-weekly payroll at a rate of $12.75. Approximately 3% of employees with Area 1 permits participated in the QTA program prior to initiation of the internal pre-tax deduction in June. Going forward 100% of employees selecting the payroll deduction for Area 1 will have the pre-tax benefit. UConn Health estimates that less than 0.5% of eligible employees participate in the QTA transit benefits.

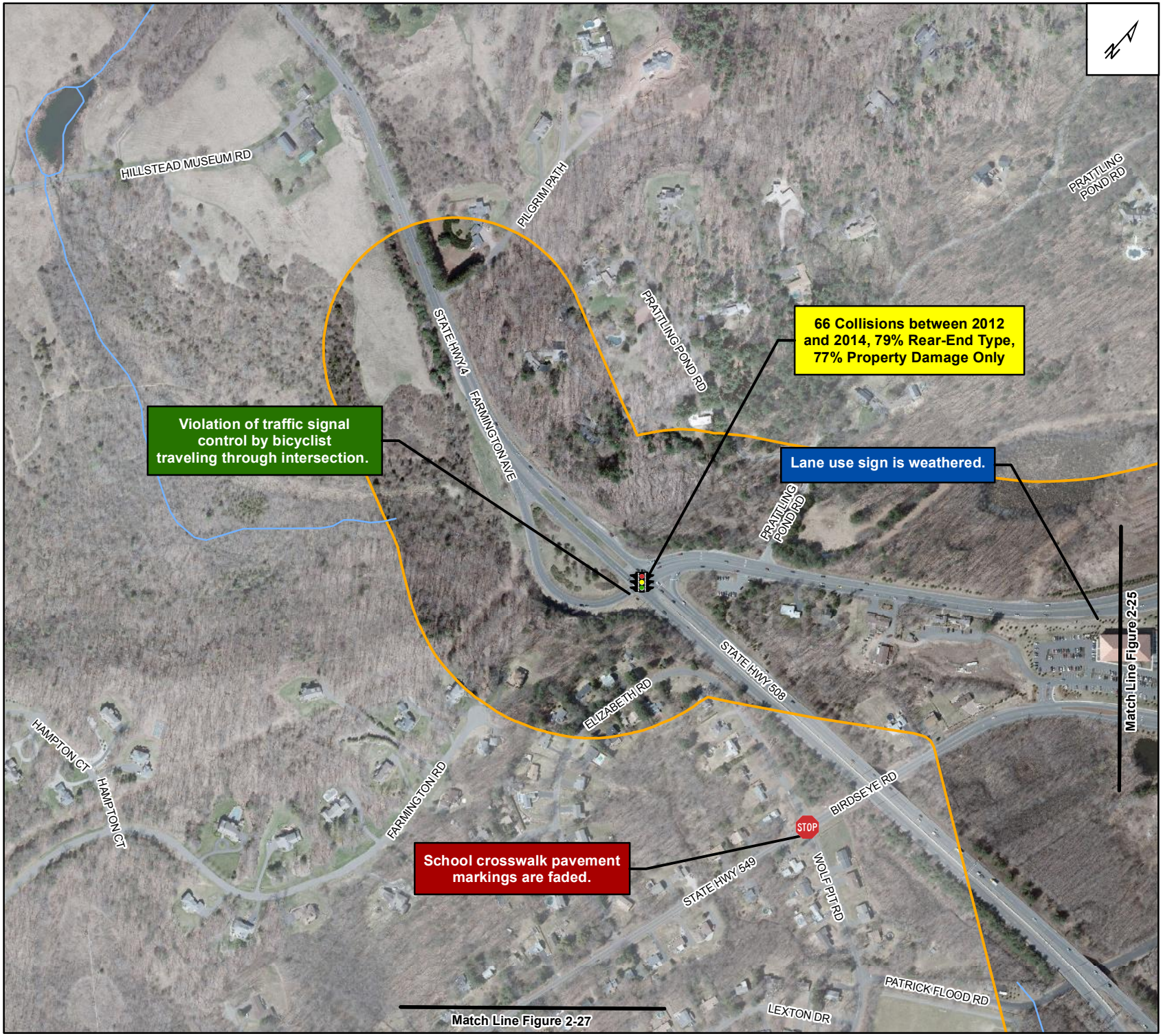
2.8 Existing Transportation System Condition

During the data collection phase, the study team conducted a field assessment of the existing roadway network during both the morning and afternoon peak hours and during off-peak times at each study area intersection. Geometric conditions, signing and pavement marking elements, access, operational and alternative mode concerns were identified. Additionally, the team conducted operational and safety analyses for the study area evaluating the speed and collision data and conducting an operational assessment of roadway operations by completing a capacity and queue analysis. Safety and additional operational concerns were identified as part of this task. These concerns are illustrated on Figures 2-25 through 2-31. The identification of these deficiencies or areas of concern were reviewed in more detail during the analysis of alternatives task to determine if mitigation is needed and to identify appropriate concepts to improve the transportation system.

2.9 Access Management

The ability to regulate, manage, modify, limit and control access and plan for future access along a corridor can provide significant benefits to the operational characteristics of a roadway system. Roadways operate in a hierarchical system according to functional classification. The Connecticut Department of Transportation classifies all roadways in the State based on several factors, including adjacent land use, traffic volumes and function of the roadway within the roadway network. Within the classification hierarchy, different roadways are intended to serve different functions within a complex transportation system.





Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesy of CRCOG.

0 250 500
Feet
1 " = 500 '

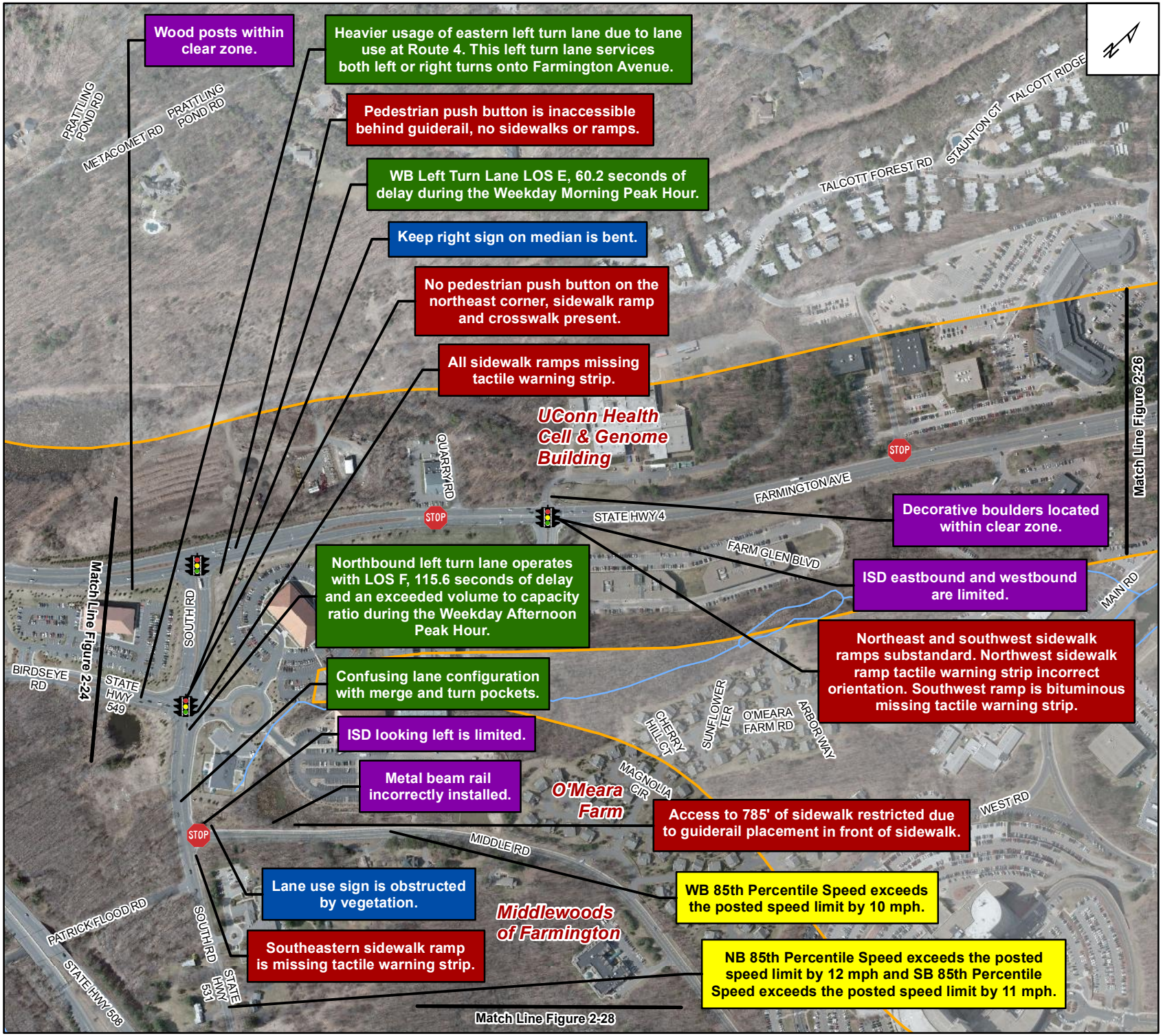
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-25

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesty of CRCOG.

0 250 500
Feet
1 " = 500 '

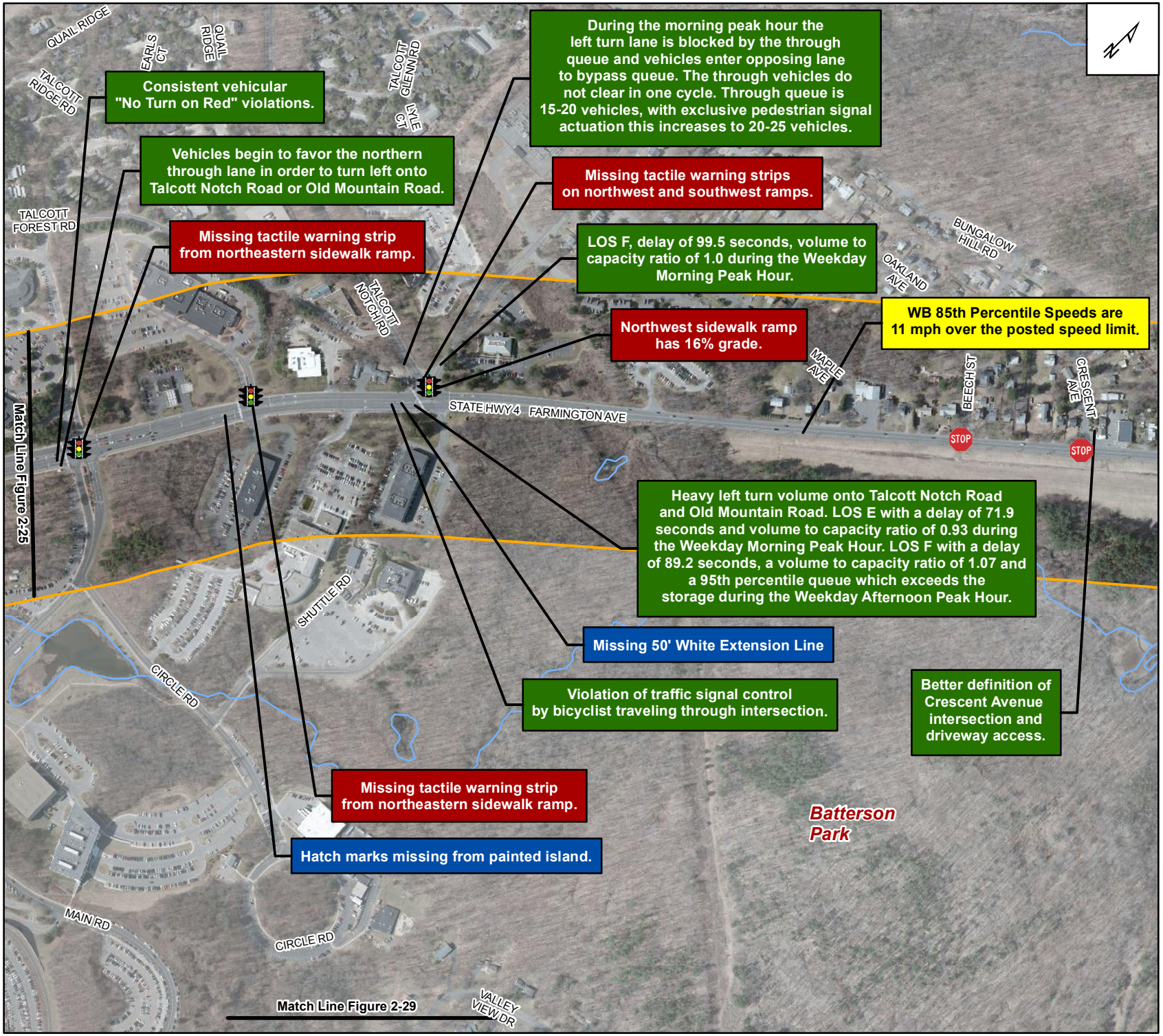
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-26

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesty of CRCOG.

0 250 500
Feet
1 " = 500 '

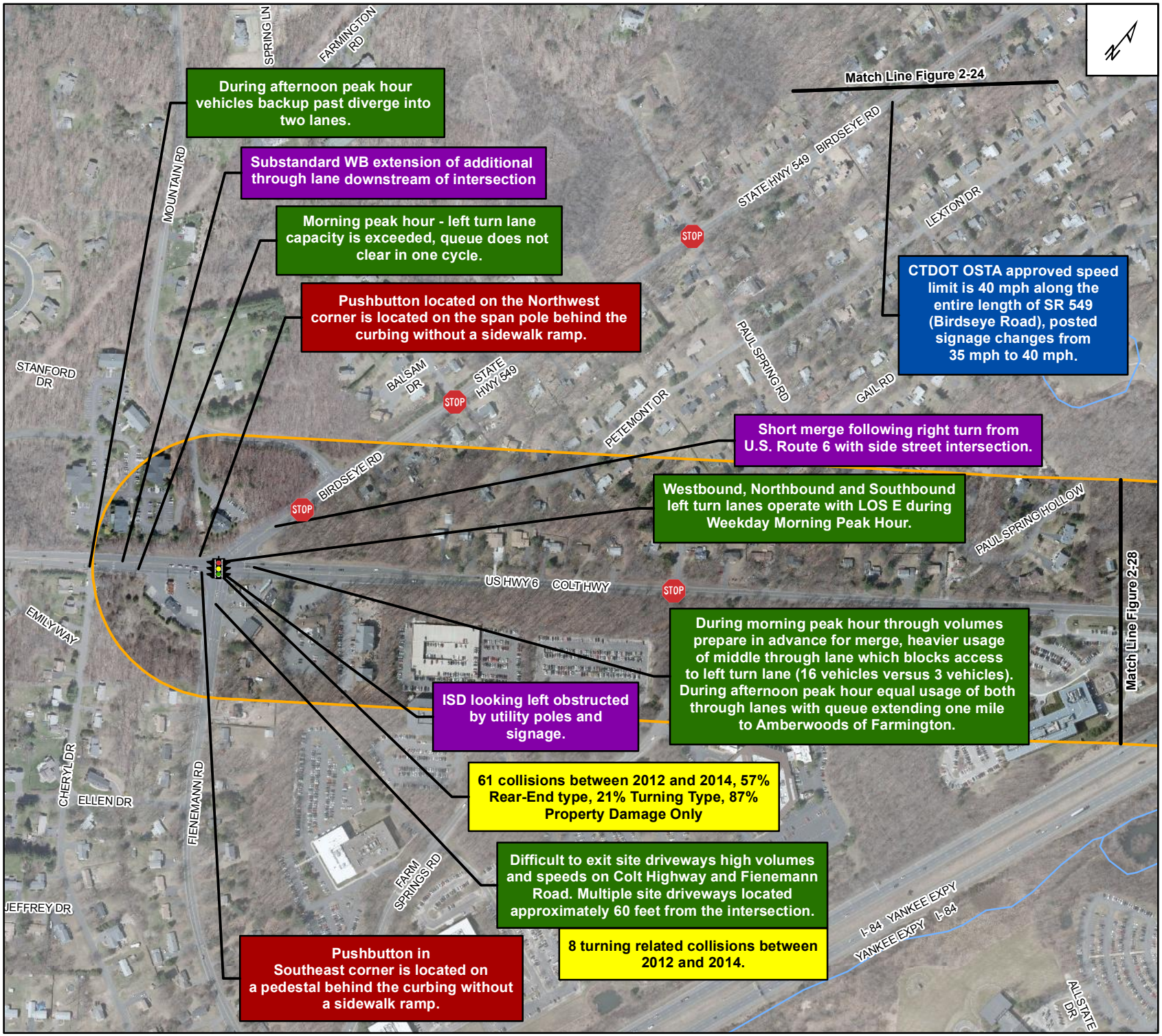
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-27

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesy of CRCOG.

0 250 500
Feet
1 " = 500 '

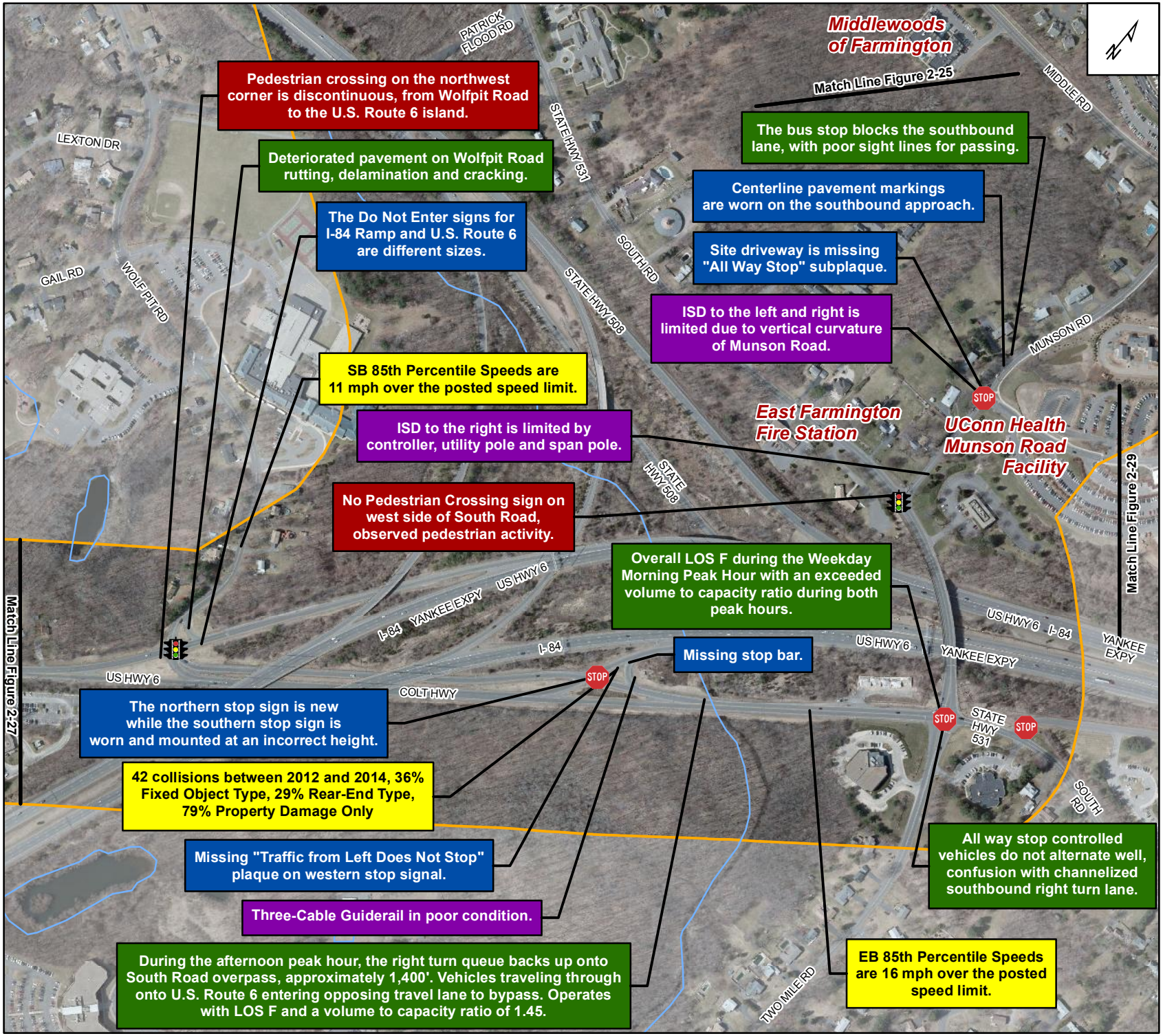
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-28

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesty of CRCOG.

0 250 500
Feet
1 " = 500 '

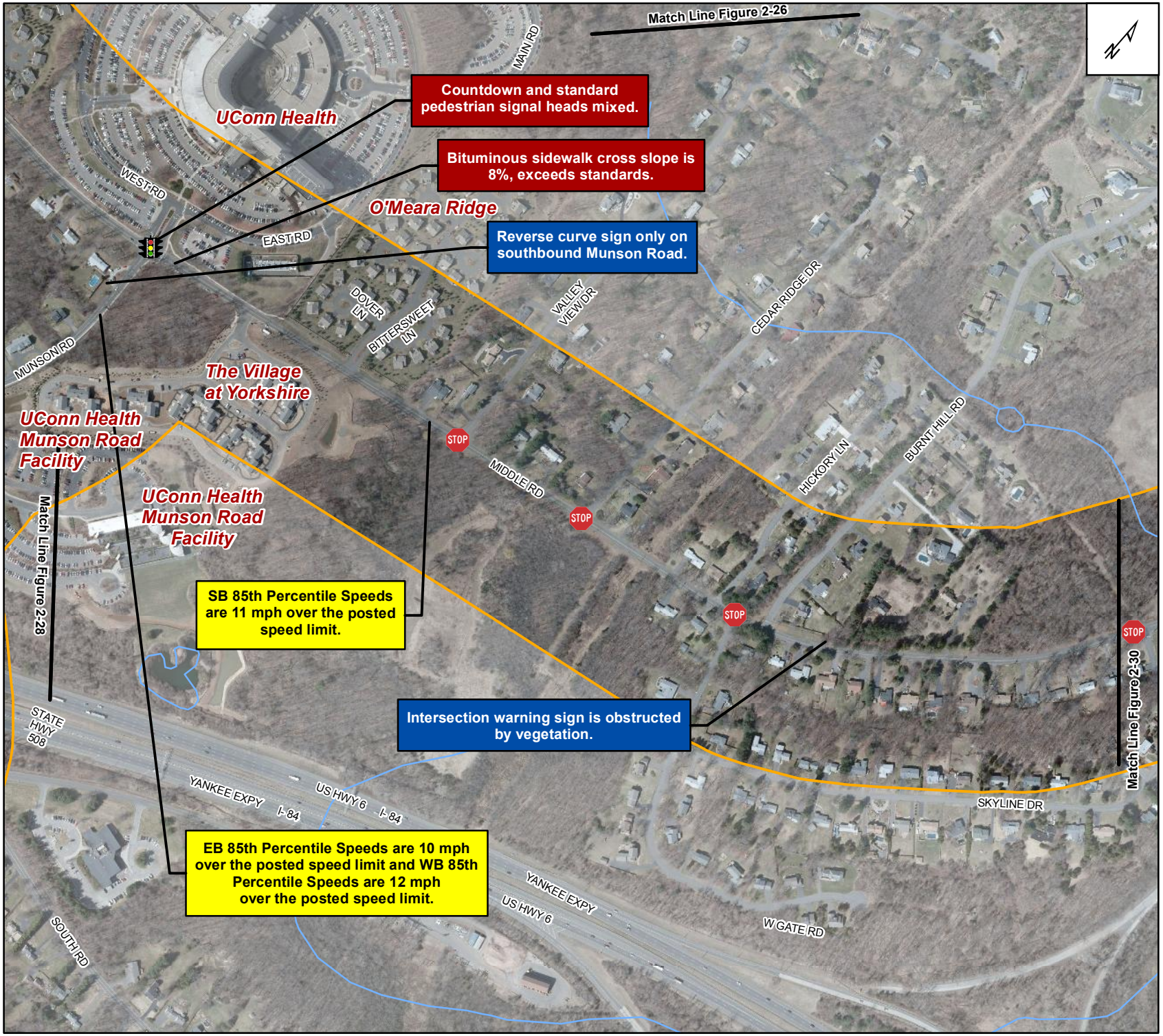
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-29

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesty of CRCOG.

0 250 500
Feet
1 " = 500 '

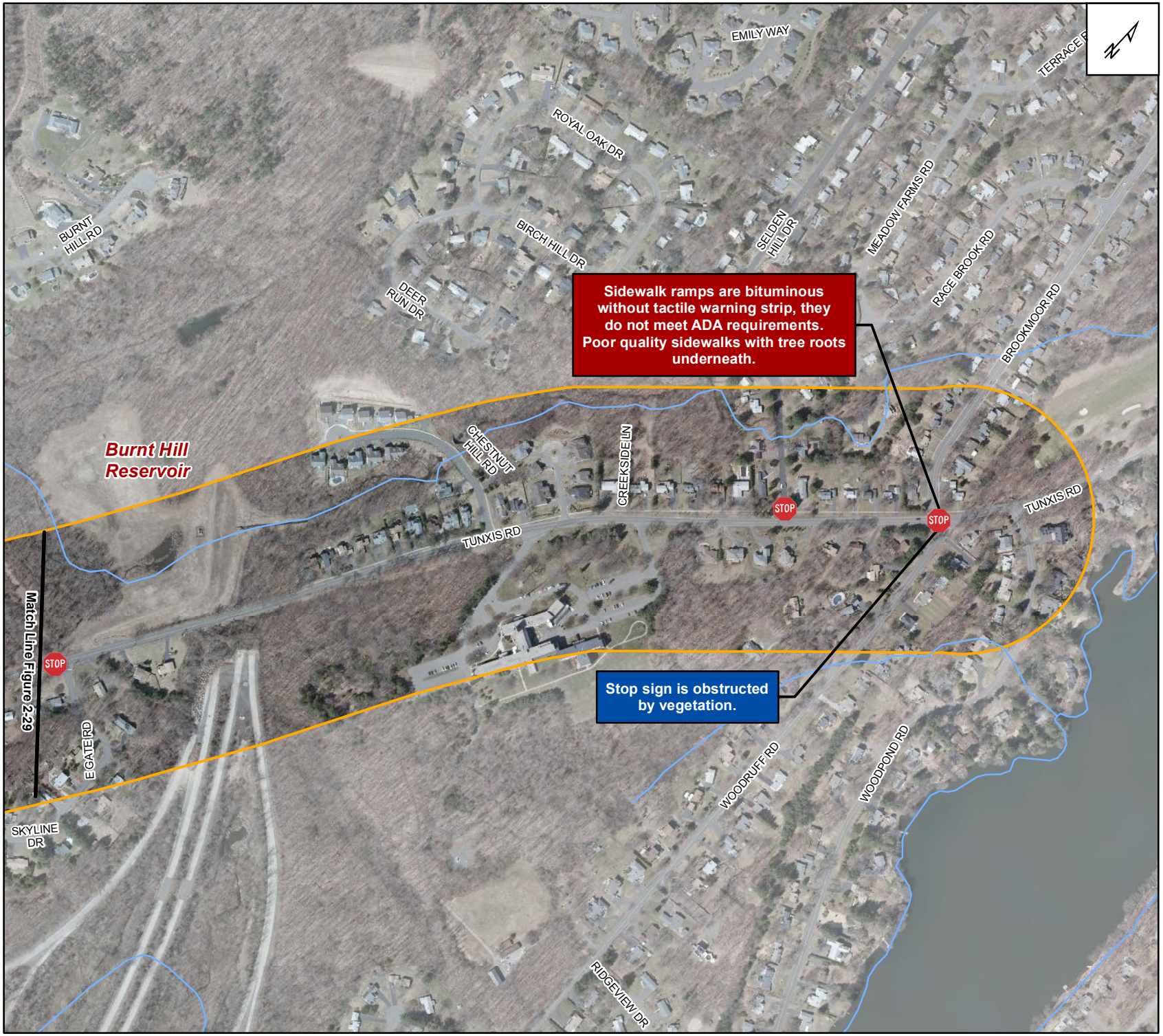
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-30

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Geometric Concerns
- Signing and Pavement Marking Concerns
- Alternative Mode Concerns
- Operational Concerns
- Safety Concerns
- Traffic Signal
- Stop Sign
- Study Area

Source:
Based on 2009 Orthophotography, Courtesty of CRCOG.

0 250 500
Feet
1 " = 500 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

SUMMARY OF EXISTING ROADWAY CONCERNS

FIGURE 2-31

V:\Projects\C\C1072\MXDs\RoadwayConcerns-82516.mxd

C-1072

The graphic from FHWA depicts the relationship between mobility and access. Freeways reside at the top of the roadway functional classification system, as their primary function is to move vehicles on a regional basis. Collector roadways are intended to serve a dual purpose, balancing access to adjacent land uses, while still maintaining a high level of mobility. The most important function of the collector roadway system is to provide a connection between regional roads and the local roads, while maintaining access to adjacent development. Finally, local roads serve the communities, with the primary function of providing access to the adjacent land uses and mobility within a more localized area. The CTDOT roadway classification for each study area roadway is identified in Section 2.1 Roadway Network.

The access management assessment for this study included a field review of the existing driveways to identify potential issues associated with location of driveways along the roadway network relative to existing intersections and other driveways, width of driveways and redundant driveways. Opportunities to close redundant driveways, narrow excessively wide driveways or opportunities for improved inter-parcel connectivity are identified below for the study area roadways.

The Route 4 corridor serves primarily medical and general offices with a few retail establishments. Within the study area Route 4 is approximately 2 miles long with 44 curb cuts. Adjacent developments typically have one curb cut with some larger developments with inter-parcel connectivity having more than one driveway on Route 4. Observations confirmed that travelers do a good job using the available inter-parcel connections along Route 4, with connections between the American Red Cross, medical office buildings, general office buildings and UConn Health Farmington all serviced by three curb cuts, one of which is signalized. As Route 4 approaches the West Hartford town line parcel sizes decrease, the number of driveways increase, and driveways are spaced closer together. There are two parcels along Route 4 just east of the Crescent Avenue intersection that have wide driveways, one of which has no access control along its entire frontage. Better definition of the Crescent Avenue intersection through curbing or an island will be reviewed as an alternative to improve access management at this location. Additionally, if sidewalks are constructed in the future, on-site new pavement markings defining head-in parking should be considered to better define the site traffic operations.

Within the study area Colt Highway is 1.9 miles long with 32 curb cuts. Most parcels only have one curb cut including the two large developments, Amberwoods of Farmington Nursing Home and Otis Elevators Headquarters. Many of the parcels are single-family homes which are typically low volume generators creating a low frequency of turning conflicts with a limited effect on the overall flow of traffic along the roadway. At the intersection of Colt Highway and Birdseye Road / Fienemann Road the two developments on the southern side, a Shell gas station and a Subway and Dunkin Donuts both have multiple access points with driveways that are very close to the adjacent intersection stop bars, approximately 60 feet. This causes an unsafe condition since they are commercial driveways with relatively high volume during the peak hours creating more turning conflicts and disruptions to the flow of traffic. There were also 8 turning related collisions at these driveways between 2012 and 2014 illustrated in Figure 2-13.

South Road, within the study area, has 22 curb cuts and is approximately 1 mile long. The curb cuts along South Road serve single family residences, churches, office buildings and an assisted living facility. The East Farmington Fire Station in the southern portion of the study area is the only development along the roadway with two access driveways. The Town should continue to limit the number of new access points on South Road for future developments, promote inter-parcel connectivity and provide maximum driveway widths and minimum spacing requirements between driveways to separate turning movements.

Land uses along Middle Road / Tunxis Road include mixed residential uses; single family homes, condominiums and apartments; and access to UConn Health Farmington. Within the study area these two roadways are approximately two miles long with 71 curb cuts. While this roadway has a higher density of curb cuts than the others in the study area this is due to the closely spaced single family homes. As stated above, single family homes are typically low volume generators creating a low frequency of turning conflicts with a limited effect on the overall flow of traffic along the roadway.

Munson Road runs north to south connecting South Road with Middle Road and is only a third of a mile long with 11 curb cuts. Munson Road provides access to the UConn Health facility located at 16 Munson Road and the 8 single family residences. Two of these single-family homes have semi-circle driveways with two curb cuts. Due to the low volume on this roadway and that single family homes are low generators existing access is acceptable.

2.10 Environmental and Natural Resources

The Study Area was screened for the following natural and cultural resources and physical environmental features:

- Surface Water Resources
- Ground Water Resources
- Floodplains
- Wetlands
- Threatened and Endangered Species and Critical Habitats
- Historic Register Properties
- Section 4(f) Properties
- Hazardous Risk Sites

In addition to reviewing aerial images of the study area, current Geographic Information Systems (GIS) data from the Connecticut Department of Energy and Environmental Protection (CTDEEP), Environmental Protection Agency (EPA), Federal Emergency Management Agency (FEMA) and the Town of Farmington was obtained and reviewed during this screening process.

2.10.1 Surface Water Resources

Surface water resources within the study area include Trout Brook, in the eastern portion of the study area near the West Hartford town line, an unnamed stream in the western portion of the study area which feeds into Batterson Park Pond and a small unnamed stream and pond separating Route 4 and UConn Health Farmington/Farm Glen. The small pond on the UConn Health Farmington site also serves as a stormwater management feature for the campus, collection runoff from various systems that discharge into the pond. These surface water resources are illustrated in Figure 2-32, found in Appendix A.

The surface water in the study area is designated by the CTDEEP as Class A. Designated uses of Class A surface water include habitat for fish and other aquatic life and wildlife, potential drinking water supplies, recreation, navigation and water supply for industry and agriculture.

2.10.2 Ground Water Resources

Most of the groundwater in the study area is designated by the CTDEEP as Class GA. Designated uses of Class GA groundwater include existing private and potential public or private supplies of water suitable for drinking without treatment. The base flow is connected to nearby surface water bodies. Discharges to Class GA groundwater is restricted to treated domestic sewage, certain agricultural wastes and certain water treatment discharges.

Four locations in the study area are listed as GA impaired, meaning that the actual quality of the groundwater does not currently meet the assigned GA classification. The groundwater classifications are shown in Figure 2-33, contained in Appendix A.

2.10.3 Floodplains

Floodplains are low-lying areas adjacent to rivers or streams that are inundated periodically by floodwaters. A 100-year floodplain is an area that has a one percent chance of being inundated by floodwaters in a given year, whereas a 500-year floodplain is an area that has a 0.2% chance of being inundated by floodwaters in a given year.

Floodways are located within floodplains and consist of the river or stream channel plus any portion of the 100-year floodplain which carries stream flows during flood events. Floodplains and floodways are important for storing floodwaters so that adjacent properties and downstream areas are not damaged during flood events. In Connecticut, stream channel encroachment lines (SCELs) are jurisdictional boundaries established by the CTDEEP that generally outline riverine floodplain areas and may also include portions of 100-year floodplains and floodways. The flood zones surrounding the study area are shown in Figure 2-32.

There are 100-year flood zones within the study area surrounding an unnamed stream in the western portion of the study area which feeds into Batterson Park Pond, a small unnamed stream and pond separating Route 4 and UConn Health Farmington/Farm Glen and an unnamed stream that goes under Interstate 84 in the southeastern portion of the study area. The 500-year flood zone is southeast of the study area near the West Hartford town line.

2.10.4 Wetlands

According to the U.S. Army Corps of Engineers (ACOE) 1987 Wetlands Delineation Manual, federal wetlands can generally be defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The State of Connecticut defines wetlands as land, including submerged land, which consists of any of the soil types designated as poorly drained, very poorly drained, alluvial, and floodplain by the Natural Resources Conservation Services (NRCS).

Based on a review of CTDEEP GIS mapping, there are a number of identified wetland areas within the study area. It is worth noting that these areas are likely based on a broad assessment of existing features and are not necessarily delineated wetlands. Wetlands are located along all study area roadways and there are 175 acres of wetlands identified within the study area. The picture to the right illustrates the wetlands located on the northeast corner of the South Road and Middle Road intersection. Figure 2-32 depicts the potential wetlands as identified by CTDEEP.

2.10.5 Threatened and Endangered Species

Information on species designated (listed) as threatened and endangered at the state and federal levels is compiled and made available through the CTDEEP's Natural Diversity Data Base (NDDB).

The CTDEEP NDDB GIS data layer was consulted to determine if there were any records in the study area. Due to the sensitivity of the information, the GIS data layer only depicts approximate locations of protected species, their habitats, and/or significant natural communities. The GIS data review revealed a NDDB listed "Significant Natural Community Area" on the northeast, northwest and southeast boundaries of the study area. The boundaries of these areas are shown in Figure 2-32.

2.10.6 Historic Register Properties

The Hillstead Museum and the Town of Farmington Historic District that surrounds the museum are located on the National Register of Historic Places. The two sites are on the western edge of the Farmington Avenue study area, illustrated on Figure 2-34, contained in Appendix A.

2.10.7 Section 4(f) Properties

There are a number of parks and open space properties that could potentially be adversely affected by improvement alternatives. Section 4(f) of the Department of Transportation Act of 1966 protects historic resources eligible for listing or listed on the National Register of Historic Places, as well as public parks, recreation areas and wildlife/waterfowl refuges from adverse impacts. All park and open space properties that have the potential to be affected are displayed in Figure 2-34, found in Appendix A.

There are five 4(f) properties that are all or partially within the study area. All 4(f) properties are open to the public without a fee. The schools listed below are identified as 4(f) sites due to the on-site playgrounds and/or athletic fields that are open for public recreation outside of school session hours. The properties include:

- Batterson Park - south of the study area (453 acres)
- East Farms School (23 acres)
- Hillstead Museum (151 acres)
- Irving Roberts Junior High School (38 acres)
- South Road Playground (5 acres)

2.10.8 Hazardous Risk Sites

Data sources that were reviewed to identify potential hazardous materials and environmental risk sites within the study area include the CTDEEP list of contaminated or potentially contaminated sites, CTDEEP Brownfield Inventory and the EPA Facility Registry Service (FRS) which includes facilities regulated or of environmental interest to the EPA.

According to these sources there are 48 potential hazardous material and/or environmental risk sites. These are displayed on Figure 2-32 and a listing of them can be found in Appendix L. The CTDEEP Brownfield Inventory did not identify any sites within the study area.

2.11 Land Use & Economic Development

Individuals who have a choice in how they travel are more likely to be attracted to (and utilize) non-automobile modes if they are convenient, well-designed and safe. Farmington's *Plan of Conservation and Development, Update 2007* (amended in 2016 and 2018) (POCD), anticipates increased employment levels, a growing population of younger age residents (18-35 years old) and future demand for different housing types. These factors all contribute to increased demand for alternative modes of transport if such facilities are in place.

Local planning and zoning documents were reviewed to assess how well current policies support opportunities for the development of a more sustainable transportation system in the UConn Health Farmington area.

2.11.1 Land Use Policies

As recognized in the POCD, certain smart growth principles such as local neighborhood centers and mixed-use developments can help provide a more attractive environment for walking, bus or bike trips. The POCD further recognizes that past patterns of decentralized development have hindered strong local transit ridership. A number of specific planning objectives are set forth in the POCD that aim to bring about desired changes in the local built environment in order to better support sustainable transportation. These include:

Reducing traffic congestion and encouraging adjacent uses to support transit

- Encouraging land uses and design standards along arterial roads that support mass transit, limit access points and generate lower volumes of peak period traffic
- Developing land along arterials primarily as housing in order to limit sprawl and preserve the town's major activity centers. The Plan states that the density of this housing should be medium to high in order to support mass transit. If housing is not possible, local uses that generate activity in off-peak hours should be encouraged
- Investigating the feasibility of a local shuttle bus to reduce use of autos for short local trips
- Creating smaller retail hubs and mixed-use neighborhood centers to serve local residents and reduce dependence on auto trips

Encouraging a supportive pedestrian environment

- Requiring sidewalks as part of the site plan and subdivision application process and identifying funds for sidewalk expansion
- Supporting the establishment of a local/regional bike trail system

Encouraging higher density development

- Permitting higher residential densities when affordable units are included
- Allowing clustered site design

2.11.2 UConn Health Farmington Neighborhood Planning Policies

The *Plan of Conservation and Development* sets forth unique development policies for individual Farmington neighborhoods, including objectives to:

- Expand sidewalks along Farmington Avenue and on adjoining roadways to facilitate pedestrian access
- Increase opportunity for retail along Route 4 to serve residential neighborhoods

A *Southern Health Center Neighborhood Planning Study* was subsequently completed in 2015 and amended to the *Plan of Conservation and Development* in 2016. This study focused on the area south of Middle Road and makes future land use recommendations to support continued job growth and economic development in the area, and to address neighborhood concerns. Recommendations in the study include:

- Address traffic concerns in the neighborhood (e.g. explore traffic calming along Middle Road, Munson Road and South Road, reduce conflicts through site design standards)
- Improve pedestrian safety and accessibility and better integrate area neighborhoods by in-filling gaps in the sidewalk system (e.g. Farmington Avenue to South Road, and O'Meara Farms to South Road) and assessing the potential for new crosswalks
- Allow for continued development of the UConn Health Farmington campus and additional medical research/office use south of Middle Road while properly buffering adjacent residential uses and requiring pedestrian amenities
- Establish a floating zone for higher density development of larger parcels, helping to cluster development and prevent leapfrogging of uses (Note: as described below, this floating zone has been created by the Town)

2.11.3 Zoning Regulations

The *Zoning Regulations* for the Town of Farmington (as amended June 16, 2016) were reviewed to identify regulatory measures that support the development and maintenance of a sustainable transportation system. Existing Land Use in the Study area is shown in Figure 2-35, contained in Appendix A, and Existing zoning in the study area is shown in Figure 2-36, also found in Appendix A, and includes a mix of residential, medical office and general business uses.

Residential zones R20, R40 and R80 allow only single-family homes, although limited non-residential uses can be approved by special permit (e.g. day care, churches, etc.). Multi-family residential development is allowed by right in the R9 and Residential Design Multiple (RDM) zones. The R9 zone allows for about eight units per acre and the RDM zone allows up to five units per net acre.

All residential zones in the study area allow for clustered development, providing design flexibility to preserve open space, unique topography and other special resources.

There are a number of Senior-Active Adult Housing (SA) zones in the study area. Regulations allow up to 10 units or 15 beds per acre for elderly housing and up to four units of active adult housing with two parking spaces per unit. The Planning and Zoning Commission may require walking trails within these developments, but there are no requirements to connect with adjoining streets or neighborhoods.

All commercial development in the study area requires a special permit. Farmington Avenue is largely characterized by Professional Office (PR) and Business Restricted (BR) zones which allow banks, professional offices, laboratories, medical offices, lodging and other uses. The BR zone is less restrictive and also allows retail, convenience, fast food and food/restaurants, and medical research laboratories. Minimum lot sizes are 80,000 SF, or about two acres, with large 65-foot front yard setbacks from the street.

The Business B1 zone allows a similar range of uses as the BR zone (with the exception of medical research), but at higher density with significantly smaller lots (20,000 sf) and lower setback (20-foot) and frontage requirements.

Uses allowed in the Industrial (C1) zone include laundry, warehousing and distribution, bakery, trucking company, and research and testing laboratories. This is the one commercial zone that specifically allows mixed use residential/commercial developments. Development densities are higher than PR/BR, but lower than B1, with 40,000 SF lots and 40-foot front yard setbacks.

The Town of Farmington has also set up a number of special districts, including a Housing Opportunity District (HOD), a Medical Office Campus (MOC) zone and a Medical Office/Research Floating (MORF) zone. Each has established design standards to guide development.

The Housing Opportunity District (HOD) is located south of Middle Road and east of Munson Road. It allows a mix of multi-family and senior housing and requires a mix of market rate and affordable units. It allows for relatively high development density; the Village at Yorkshire senior housing was allowed up to 10 units per acre and reduced parking requirements of only 1.25 spaces per unit. Multi-family housing can be up to 6 units per acre, and a network of sidewalks are required.

The Medical Office Campus (MOC) zone recognizes that the UConn Health Farmington serves as a gateway to Farmington and provides opportunity for increased development of complementary uses (office-based health and medical services) in the area east of Farmington Avenue near South Road. The zone establishes large minimum lot sizes (35 acres) and uniform, design standards for architecture, signage, landscaping, lighting, dimensions and traffic access. Any new use, including parking, requires a special use permit.

Smart growth strategies for the MOC zone include capitalizing upon existing infrastructure, recent traffic improvements, available public transportation and highway access, and ensuring that site design is proportional to the needs of the overall campus. Sustainable elements include:

- Reduced setbacks and allowances for higher density development
- Parking space calculations based on the entire MOC zone, not parcel by parcel, with allowances for parking on adjacent lots
- Sidewalks (at least 6-feet wide) connecting all buildings
- Public bus stops in convenient, accessible locations

The Medical Office/Research Floating (MORF) zone is one that property owners may elect to apply to lot(s) in excess of three acres in the area bounded by Middle Road, Munson Road and South Road. Allowable uses include medical offices, laboratories, rehabilitation and surgical centers, research facilities and parking structures.

The intent of the floating zone is to keep development at an appropriate scale and to ensure site design enhances and complements the neighboring community. The Planning and Zoning Commission will require new developments to include sidewalks connecting all buildings, public bus stops, and other public amenities. The Commission will also consider how new developments will contribute to overall pedestrian circulation and may attach additional conditions.

2.11.4 Off-Street Parking Standards

Zoning regulations establish specific off-street parking requirements for each development type. Most Farmington residential zones require two parking spaces per unit, with 2.3 spaces for units in the RDM zone. Commercial and medical uses are based on gross square footage, number of beds, or number of employees on shift. Where a property includes a mix of two or more uses, the requirements are a composite of the requirement for each use.

The regulations can have a direct bearing on the density and character of mix-use developments and on the attractiveness of alternative transportation modes. Reduced parking requirements and opportunities for shared parking can support greater lot coverage and smaller setbacks, creating a more interesting walking environment. This in turn, can entice more people to use alternative modes of transport.

The Zoning Commission may waive the immediate installation of up to 25% of required parking if an applicant can demonstrate less parking is adequate. However, the applicant must still provide a plan to add additional spaces if and when needed. Any waiver to reduce parking must be guided by:

- The promotion of a ridesharing or vanpooling program (for office uses only);
- A study indicating parking will be adequate if the waiver is granted;
- The potential for shared use of parking facilities (for non-retail uses); and
- The provision of a larger than required buffer yard

The physical size of a lot may be reduced by designating up to 25% of spaces for compact cars or by request of a special permit to reduce the length of each space.

When multiple uses are present, the Commission may consider overlapping use of parking spaces based upon the various hours of operation and peak usage for each use. Lots with more than ten spaces must also provide landscaped areas.

2.11.5 Off-Street Bicycle Standards

The Commission may require bicycle facilities for new construction, for a change in use, or when a property owner wants to increase parking on-site by more than 10%. Guidance indicates one bicycle parking space should be provided for every 20 vehicle spaces on-site. Bike racks should be in a visible and convenient location near main building entrances. If necessary, for winter snow removal, the Commission may allow these bicycle facilities to be removed between November and April each year.

2.11.6 Traffic Management

A Traffic Management Plan must be prepared for all retail/commercial developments greater than 100,000 SF or with more than 100 parking spaces. This plan must describe programs to be offered to reduce the number of employees who commute to work in single occupancy auto. At a minimum, these plans must:

- Outline a rideshare program which, at a minimum, includes maintaining a list of employee addresses that is available to those wishing to establish a car or vanpool.
- Provide for the establishment of and/or access to bus stops (where service is available) and the designation of specific areas for parking for vanpools.
- The posting and dissemination of carpooling, vanpooling and transit information to all employees.

Annual updates documenting compliance with the approved Traffic Management Plan are required each year.

2.11.7 Existing Policies Encouraging Sustainable Development

The Town of Farmington has a stated interest in promoting and concentrating continued economic development in the UConn Health Farmington area and has taken a number of steps to increase overall development densities in the area, which in turn can lead to increased demand for transit services.

Creation of the Senior Adult (SA) zone and Housing Opportunities District (HOD) have increased residential densities, and designation of the Medical Office Campus (MOC) and Medical Office Research Floating (MORF) zones have established large lot sizes for continued development of the medical campus and employment activities.

There is also a stated interest in better integrating the campus with the surrounding neighborhood and transforming the area into a more cohesive and integrated neighborhood. Some progress has been made on this front, with mixed use development allowed by right in the Industrial (C1) and MOC zones, and sidewalk requirements in the HOD zone.

2.11.8 Potential Strategies to Encourage Sustainable Development

A number of strategies are identified below that may help create more opportunities for a more sustainable transportation system and increased use of non-automobile transport. These focus on extending existing smart growth policies to apply to other zones and parcels in the study area, creating a safe and attractive pedestrian environment and a more cohesive mixed-use neighborhood.

Strengthen Sidewalk Requirements

The Residential Design Multiple (RDM) zone is the only residential zone that specifically indicates sidewalks *may* be required. Walking trails *may* also be required within Senior Active Adult developments, but there are no requirements to connect these trails with adjoining streets or neighborhoods. Sidewalks are required in the MOC and HOD zones, but focus on connecting buildings within specific developments, rather than to neighboring uses and streets.

Strengthening these standards to *require* sidewalks in the R9 and SA residential zones, including connections to adjacent streets and neighborhoods could be paired with ongoing municipal investment in sidewalks along existing streets to help create a more cohesive pedestrian environment. Guidance could also require better sidewalk connections within the MOC and MORF zones.

Enhance On and Off-Street Bike Facilities

The Town has established off-street bike standards and requires bike parking facilities for larger non-residential development. Future guidance could consider on-street bike infrastructure (such as bike lanes, bike boxes, sharrows, etc.) as well as the potential for additional off-street bike/walk trails. Finally, rather than allow for the removal of bike parking facilities in the winter, the Commission may want to require owners to install such facilities in a location that does not impede snow removal, as there are many winter days when bike riding continues to be possible.

Public Transit as Part of Traffic Management Plan

The Commission requires Traffic Management Plans for large developments and requires access to new or existing bus stops as part of development in the MOC and MORF zones. It is likely that CT***transit*** and CT***fastrak*** routes will continue to be focused on Farmington Avenue (Route 66) and Colt Highway/Munson Road (Routes 121 and 506). Rather than encourage the deviation of transit routes off these major arterials into new developments, the Town should work with CT***transit*** to identify the most appropriate locations along these roads to capture riders, to highlight the presence of transit at these locations with good signage and passenger amenities, and to ensure good pedestrian access.

Increased Densities, Reduce Setbacks, Require Sidewalks in Business Zones

With the exception of the Business B1 zone, commercial development standards call for relatively low densities, with no more than 40% lot coverage and up to 65-foot setbacks and 200 feet of frontage. increased development densities, reduced setbacks and sidewalk requirements would create more pedestrian-friendly sustainable development. This is especially important in mixed-use environments where a residential, retail and daytime employment uses provide the opportunity to generate short trips and high levels of activity throughout the day.

Allow More Mixed-Use Development by Right

The Industrial (C1) zone is the one commercial zone that specifically allows mixed use residential/commercial developments. The Town may wish to consider expanding mixed use developments by right to encourage a higher level of activity at different times of day, as outlined above.

Continue to Support More Flexible Parking Regulations

Provisions for shared parking are allowed in Farmington Center, but not within any study area zone. Consideration of shared parking facilities could be a required element of traffic management plans, or the town could pursue shared parking strategies (similar to West Hartford Center) in business zones.

2.11.9 Plan of Conservation and Development

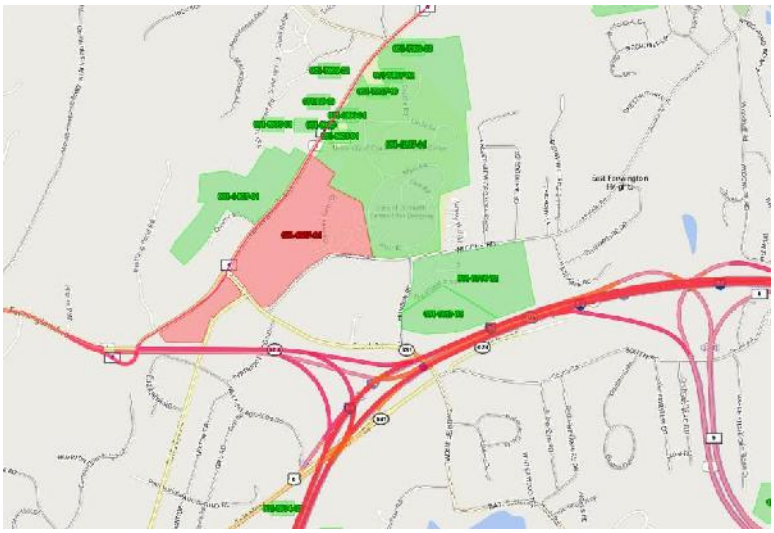
The Plan of Conservation and Development (POCD) for most towns and regions within Connecticut outline goals and objectives for future land use and development. The State of Connecticut requires a Towns POCD to be updated every 10 years. The current Farmington POCD is from February 2008, an update to this POCD has been initiated with funding to be requested for the 2017-18 fiscal year budget.

The Town of Farmington's POCD was reviewed with a focus on the study area roadways and parcels. The plan recognizes that the growth in the region requires goals and policies aimed at sustaining and managing development over the next several years. Key goals and policies from both of the plans, specifically related to the objectives of this Study, are summarized in this section.

- Encourage land uses and design standards along arterial roads which support mass transit, generate lower volumes of traffic during peak hours while limiting the number of proposed access points.
- Maintain the requirement for sidewalks as part of the Town's site plan and subdivision application process.
- Coordinate the development of vacant or underutilized properties to ensure the most efficient placement of access points, including driveways and new streets. Be vigilant about minimizing the installation of new traffic signals.
- Generally, require that collector roads in large new developments be designed and built as public roads particularly when potentially serving adjoining parcels of land.
- Support the establishment of a local/regional bicycle trail system through CRCOG.
- Undertake the funding of a continuous sidewalk expansion program as part of the capital budget. Perform a review of the Town regulations as they pertain to the maintenance and legal responsibility of sidewalks so that they will gain more acceptance from the public.
- Initiate a feasibility study for the introduction of a local shuttle bus system to reduce the number of trips made in town.

One of the Transportation and Circulation Planning Objectives in the 2008 POCD occurred, a Route 4 Corridor Study through CRCOG was initiated.

2.11.10 Major Traffic Generators



A Major Traffic Generator (MTG) is defined as any development of 100,000 square feet or more of gross floor area or 200 or more parking spaces. MTG's are regulated by the Office of State Traffic Administration (OSTA) as to their traffic impact on the state highway system in Connecticut.

The MTG developments within the study area are illustrated on the map to the right, the areas highlighted green are approved developments and the areas highlighted red are pending developments under review by OSTA. In this case the pending development is an expansion an existing development. The study area developments include medical office, retail, general office, residential, hospital and government uses. The largest certified development is the University of Connecticut Health Center, OSTA 198 Series which is 2,662,665 square feet of hospital space. The Farm Glen development, OSTA 484 Series is currently under review for a proposed expansion and if approved would bring the total development to 602,992 square feet of mixed-use space which includes a hotel and medical office space.

Within or adjacent to the study area there are seventeen major traffic generators certified by OSTA which are illustrated on the map above and on Figure 2-37, found in Appendix J. The OSTA certificates for these MTG's are also included in Appendix J.

2.12 Emergency Operations Plan

The Town of Farmington's Emergency Operations Plan (the "EOP") not only describes the roles and duties of Town resources, but also outlines the concept of managing and coordinating large-scale emergency operations. The main goals are to establish plans and procedures for the operation of the Emergency Operations Center (EOC), to establish provisions for obtaining, analyzing, and reporting operational information to support decision-making in the EOC and to establish communications and coordination with adjacent local governments and the State government.

The plan consists of a number of annexes that include: Direction & Control, Communications, Warning, Emergency Public Information, Evacuation, Shelter/Mass Care, Health & Medical, Resource Management, Situation Reporting, Joint Federal/State/Local Preliminary Damage Assessment, Hazardous Materials Emergency Response, Terrorism & Weapons of Mass Destruction. The plan is reviewed annually by Town staff and changes or modifications are forwarded to the CT Department of Emergency Management and Homeland Security.

In addition to the EOC, all signalized intersections within the corridor surrounding UConn Health Farmington, with the exception of U.S. Route 6 at Birdseye Road / Fienemann Road operate with emergency vehicle siren pre-emption. This allows all emergency vehicles equipped with a siren, including police and fire apparatus and ambulances to quickly and safely pass through these signals on a green indication with the right-of-way.

Based on discussions with the UConn Police Department, they stated that emergency response vehicles arrive at UConn Health using all entrances depending on their departure point direction. Emergency vehicles departing from UConn Health prefer to utilize Farmington Avenue since there are multiple lanes which make it easier for the emergency vehicles to bypass traffic, but as with vehicles entering, they will use the fastest route. There were no issues identified with the emergency vehicle access from Interstate 84 to U.S. Route 6 or Route 9, currently the wide shoulders have been sufficient to allow bypass for the emergency vehicles. One suggestion that the UConn Police Department provided was the setup of a designated staging area off-site in the event of a major incident that would bring in personnel from multiple departments, regionally and locally. This off-site location would ensure that the priority emergency response vehicles would still have access to UConn Health without this added traffic of the secondary roadways. The proposed Park and Ride Lot located northwest of the intersection of South Road and Colt Highway may be a suitable location for a staging area. Further review by the Town, UConn Police Department, State, and other local agencies would be required to consider this location as a possible option.

Section 3
Assessment of Future Conditions

The assessment of future conditions conducts an analysis of Route 4 and the roadways surrounding UConn Health Farmington in the eastern portion of Farmington under existing geometric and operational conditions utilizing 2040 Future Traffic volumes. This process identifies deterioration of operational efficiency from existing conditions and areas of concern that develop in the future under the scenario where no improvements are made to the transportation system.

The future conditions analysis includes traffic projections based on the methodology described in Section 3.1 to expand the 2016 Existing Traffic volumes to the 2040 Future Traffic volumes. The Route 4 study area intersections were analyzed under two scenarios, a Future scenario and Future-Optimized scenario. The 2040 Future analysis utilizes existing geometry and existing traffic signal settings to facilitate a direct comparison between existing and future conditions. The 2040 Future-Optimized analysis utilizes existing geometry but modifies intersection signal operations to provide the most efficient operations based on future traffic with adjustments to traffic control signal timings and settings. This optimization analysis determines if future needs can be mitigated through low-cost adjustments to signal operations or if additional physical improvements are needed to provide measurable impacts. The future conditions analyses provide the basis for generating roadway improvement plans for the study area to accommodate anticipated traffic growth and development around UCONN Health Farmington Campus.

This report concludes with future areas of concern based upon the results of the traffic analyses. These areas are the focus of on-going planning and traffic analyses with the goal of generating a set of physical improvements to accommodate projected travel demand, in addition to addressing the safety concerns, multi-modal accessibility, and other operational goals in the Route 4 study area.

3.1 Future Traffic Forecasts

In support of the Future Condition Assessment, traffic volumes for the 2040 Design Year were forecast using the Capitol Region Council of Government's (CRCOG's) regional travel demand model, based on socioeconomic data inputs from the State Labor Department, US Census Bureau and other sources. The traffic projections consider both the anticipated changes in land use and development, and are driven by factors including population growth, new development, land use expansion, increases in overall development density, and employment growth.

These volumes were then reviewed by the Connecticut Department of Transportation (CTDOT) and approved for use in identifying the transportation needs and deficiencies with the condition that they be supplemented by CTDOT provided future projections at a few discrete locations. The final approved 2040 Traffic Volumes that serve as the basis of the planned improvements in the Study Area appear in Figures 3-1 through 3-4, contained in Appendix A.

Comparing the 2016 Existing Traffic Volumes to the 2040 Future Traffic Volumes reveals that there is significant continued development and overall traffic growth surrounding UCONN Health Farmington within the 20-year study horizon. Table 3-1, found in Appendix B, shows that total traffic growth within the study ranges from 6.9 to 137.8%, equating to an almost 7% average annual growth in some areas.

3.2 Future Traffic Operations

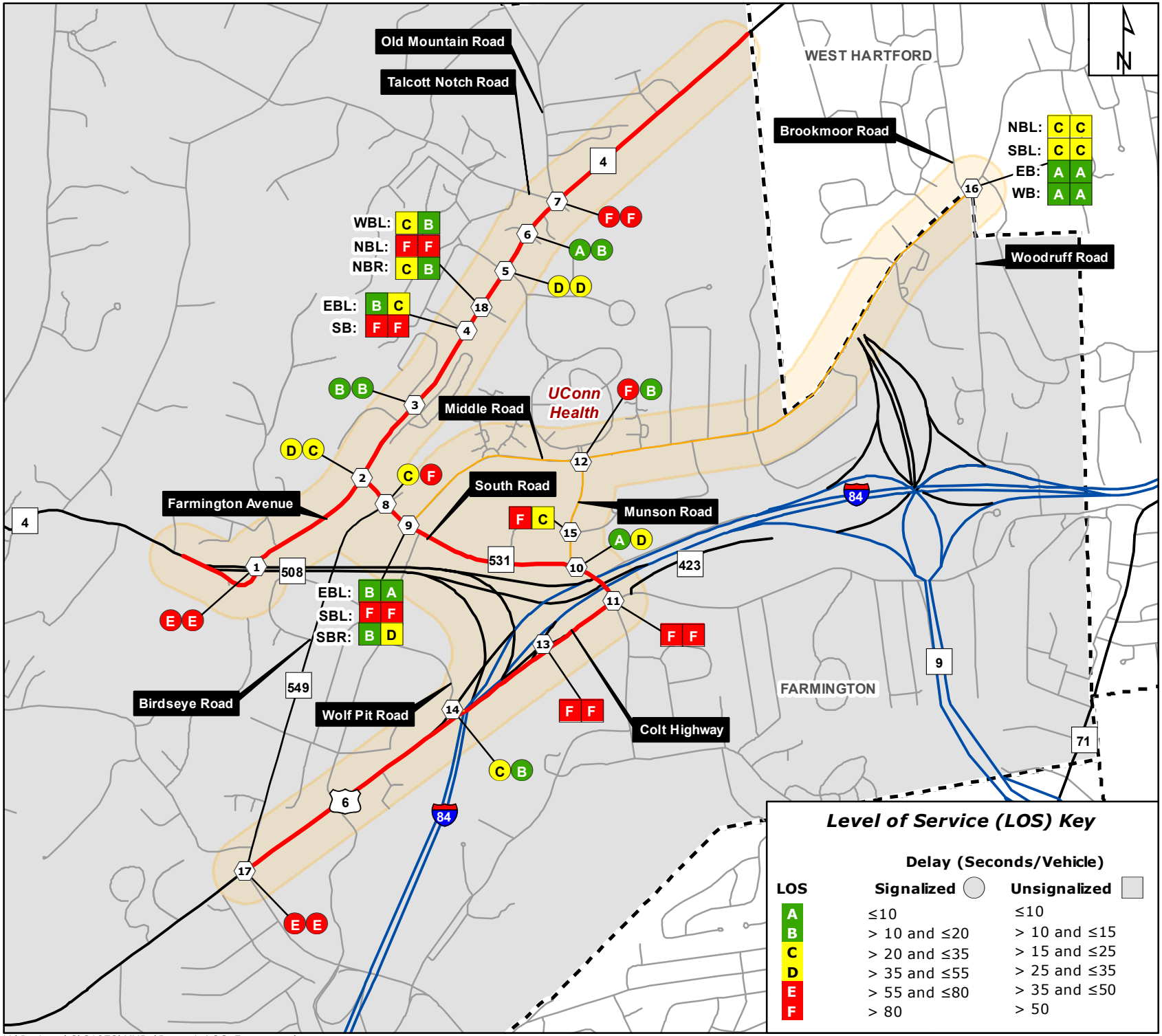
Utilizing the existing geometry and traffic signal settings established under the 2016 Existing Condition analyses, traffic operations for the 2040 Future Traffic Volumes were evaluated for the study area intersections using Trafficware's Synchro plus SimTraffic 9 – Traffic Signal Coordination Software, based on the 2010 Highway Capacity Manual (HCM) methodology.

Figure 3-5 and Tables 3-2 through 3-5, found in Appendix B, summarize the expected traffic operations of the corridor in each of the peak periods. Figure 3-5 presents a visual representation of the overall signalized intersection LOS and unsignalized approach LOS results on a study area map with the LOS color coded by letter. Within Tables 3-2 through 3-5, intersections, approaches and/or movements with significant delays (LOS E) and failing operations (LOS F) have been highlighted yellow and red, respectively. Capacity analysis worksheets for the 2040 Future traffic operations are included in Appendix O and P for the weekday morning and afternoon peak hours respectively.

The future traffic growth intensifies issues at the Farmington Avenue at Talcott Notch Road and Old Mountain Road intersection; and Middle Street at Munson Road / UCONN Health Farmington Driveway intersection. The intersection of Farmington Avenue at Talcott Notch Road and Old Mountain Road operates with volume to capacity ratios exceeding 1.0 along the Talcott Notch Road, Old Mountain Road and Farmington Avenue eastbound left turn approaches with an overall average delay just under two minutes. The Middle Street at Munson Road / UCONN Health Farmington Driveway intersection operates with overall LOS and delay just under five minutes during the weekday morning peak hour due to the increased traffic entering the UCONN Health Farmington Campus from the west and south.

The operations at the stop controlled South Road at 2 Mile Road and Colt Highway and U.S. Route 6 at Interstate 84 EB On-Ramp intersections are further strained and approaches experience extensive delays and queues.

The traffic operations at the intersection of Route 4 at SR 508 (Route 4 Connector) are expected to operate with an even greater reduction in capacity than depicted in the Tables due to the queue that extends from the downstream signals in downtown Farmington through this intersection. The vehicle queueing caused by the downtown traffic signals and the reduction from two westbound travel lanes to a single travel lane extend into this intersection and prevent vehicles from being serviced. These downstream intersections are not included in this traffic model or study area and therefore this impact is not realized in the traffic modeling results. Similar results were observed in the existing condition traffic model. Mitigating this current and projected capacity issue to the west of the study area is not currently included in the scope of this project.


Old Mountain Road
Talcott Notch Road
WEST HARTFORD
Brookmoor Road
Woodruff Road
NBL: C C
SBL: C C
EB: A A
WB: A A
WBL: C B
NBL: F F
NBR: C B
EBL: B C
SB: F F
B B
F B
UConn Health
Middle Road
D C
C F
South Road
Farmington Avenue
F C
Munson Road
A D
531
423
EBL: B A
SBL: F F
SBR: B D
E E
F F
Birdseye Road
549
Wolf Pit Road
F F
Colt Highway
C B
FARMINGTON
E E
84
9
71
N
Tighe&Bond
Engineers | Environmental Specialists
LEGEND
Study Area State Route
Study Area Local Road
Local Road
Study Area
Intersection
AM PM Signalized LOS
AM PM Unsignalized LOS
0 1,000 2,000
Feet
1 " = 2,000 '
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
August 2017
2040 FUTURE TRAFFIC OPERATIONS
FIGURE 3-5
Level of Service (LOS) Key
Delay (Seconds/Vehicle)
LOS
Signalized
Unsignalized
A ≤10 ≤10
B > 10 and ≤20 > 10 and ≤15
C > 20 and ≤35 > 15 and ≤25
D > 35 and ≤55 > 25 and ≤35
E > 55 and ≤80 > 35 and ≤50
F > 80 > 50
V:\Projects\C\C1072\MXDs\Route4_LOS_Future.mxd
C-1072

3.3 Future Optimized Traffic Operations

The 2040 Future Traffic Volumes were also analyzed with an optimized traffic network where the physical lane geometry remained unchanged but traffic signal timings including the coordination along the corridor was optimized. The purpose of the 2040 Future-Optimized traffic analysis is to determine how the existing signalization along the corridor will process expected traffic without any significant physical improvements.

The optimization process included a review of the coordinated system along Route 4, the coordinated system cycle lengths, and signal phase timing splits to balance delays on the intersection approaches to increase the overall efficiency of the traffic operations as well as modifications to the closed loop signal timing offsets which impact the progression of vehicles. The optimization process was similar to those employed by CTDOT, which monitors state-maintained closed loop systems, periodically modifying the signal timing based on current volumes to maintain operational efficiency. The optimization of the traffic signal operation included the following:

- Removal of the Farmington Avenue at Talcott Notch Road and Old Mountain Road intersection from the Route 4 closed loop system and optimization of the cycle length and phase splits under isolated intersection operations.

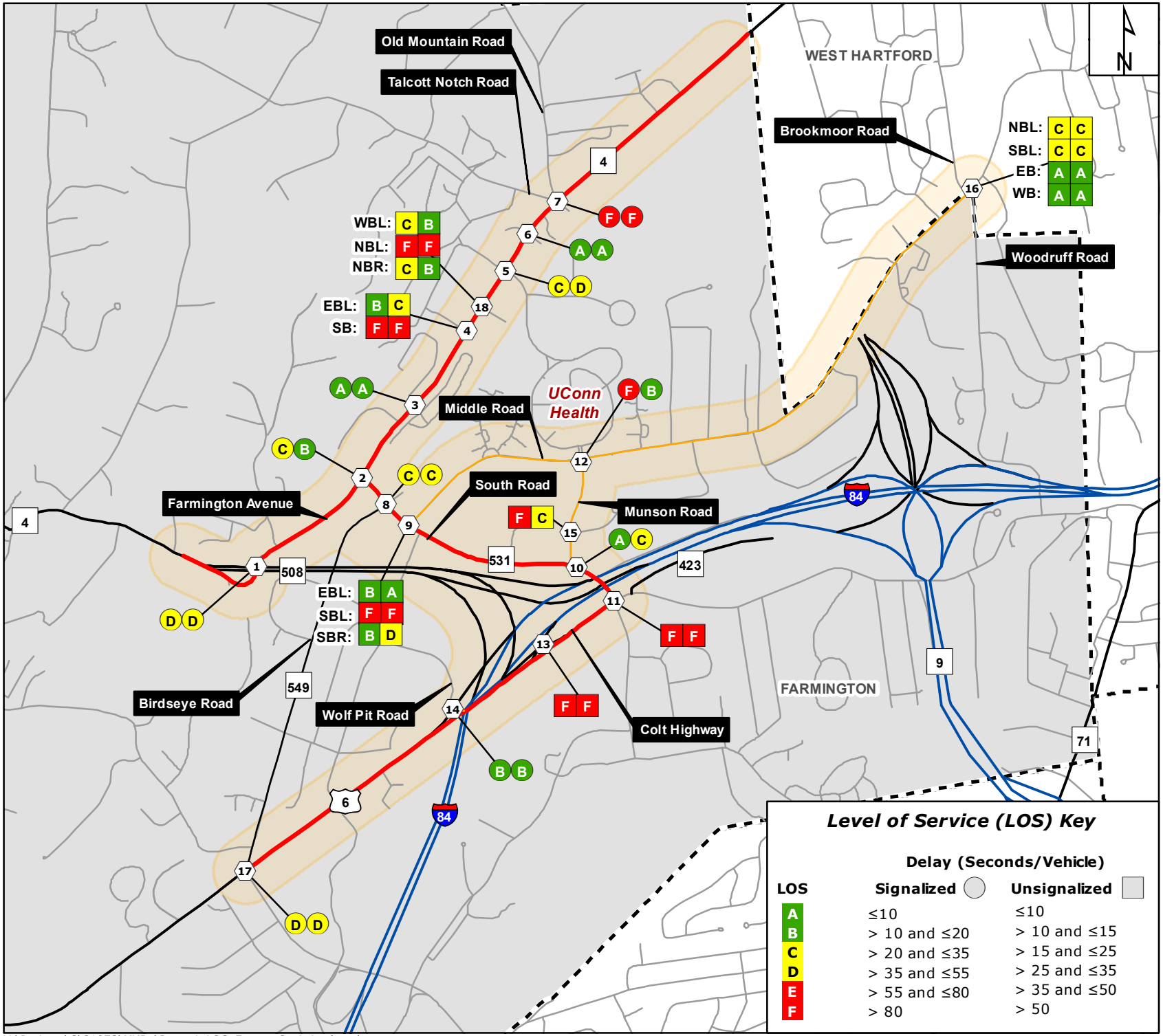
- Reduction of the Route 4 closed loop cycle length to 90 seconds, optimization of offsets and phase splits.

- Optimization of the cycle length and phase splits at the Route 4 at SR 508 (Route 4 Connector) intersection.

- Adjustment of cycle length and phase splits at the other signalized intersections included in the corridor. A study area minimum cycle length of 60 seconds was utilized.

Summary of the expected traffic operations with the signal optimization is provided in Figure 3-6 and Tables 3-6 through 3-9, found in Appendix B. Figure 3-6 illustrates the overall signalized intersection LOS and unsignalized intersection approach LOS on the study area map with the LOS color coded by letter. Within Tables 3-6 through 3-9, intersection approaches and/or movements with significant delays (LOS E) and failing operations (LOS F) have been highlighted yellow and red, respectively. Tables 3-10 and 3-11 comparing the 2016 Existing, 2040 Future and 2040 Future-Optimized conditions are provided in Appendix B. Capacity analysis worksheets for the 2040 Future-Optimized traffic network are included in Appendix Q and R for the weekday morning and afternoon peak hours respectively.

The traffic signal optimization mitigates some of the delay and queues caused by the additional future traffic growth. Overall intersection LOS at select intersections during the peak periods are improved to acceptable levels, however, many remain at poor to failing LOS E and F conditions. Several intersection approaches continue to operate at failing levels with queues well beyond available storage and extending to and through adjacent intersections.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Study Area State Route
- Study Area Local Road
- Local Road
- Study Area
- Intersection
- AM PM Signalized LOS
- AM PM Unsignalized LOS

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
August 2017

2040 FUTURE - OPTIMIZED TRAFFIC OPERATIONS

FIGURE 3-6

Level of Service (LOS) Key

LOS	Delay (Seconds/Vehicle) Signalized	Unsignalized
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	> 20 and ≤35	> 15 and ≤25
D	> 35 and ≤55	> 25 and ≤35
E	> 55 and ≤80	> 35 and ≤50
F	> 80	> 50

V:\Projects\C\C1072\MXDs\Route4_LOS_Future_Optimized.mxd

C-1072

3.4 Areas of Concern

As identified in the traffic analyses, the poor traffic operations that were identified under the Assessment of Existing Conditions become significantly worse under future travel demand and some intersections that exhibited acceptable operations begin to degrade under future travel demand. The areas outlined below will be the focus of efforts to plan roadway improvements to mitigate the impact of projected travel demand on both corridors. Other improvements to address the overall study goals and objectives will also be reviewed under future study tasks.

Route 4 Corridor

- **Farmington Avenue at Main Rd (UCONN Health Farmington Driveway) -** LOS E/F operation on select approaches during the weekday morning and afternoon peak hour, volume to capacity ratio approaching 1.0
- **Farmington Avenue at Talcott Notch Road and Old Mountain Road -** Overall LOS F operation during both peak hours, Volume to Capacity Ratio exceeds 1.0 and LOS E/F on Talcott Notch Road, Old Mountain Road, Farmington Avenue eastbound left and westbound through

South Road Corridor

- **South Road at Birdseye Road/Farm Glen Driveway –** LOS E operation on the South Road northbound left approach and Farm Glen Dr westbound through approach during the peak hours, volume to capacity ratio approaching 1.0
- **South Road at Middle Road –** LOS F Operation on the Middle Road westbound left approach during both peak hours
- **South Road/2 Mile Road at Colt Highway/South Road –** Overall LOS F and LOS F on most approaches during both peak hours, volume to capacity ratio exceeds 1.0

Colt Highway Corridor

- **Colt Highway at Birdseye Rd/Fienemann Rd –** LOS E/F operation on select approaches during the weekday morning and afternoon peak hour, volume to capacity ratio approaching 1.0

Other Study Area Roadways

- **Munson Rd/UCONN Health Farmington Driveway at Middle Road –** LOS F operation on approaches entering UCONN Heath Farmington, Munson Road and Middle Road during weekday morning peak hour, volume to capacity ratio exceeds 1.0
- **Munson Rd at 16 Munson Road Driveway –** Overall LOS F during weekday morning peak hour, LOS F on Munson Road northbound approach, volume to capacity ratio exceeds 1.0

Section 4
Recommendations

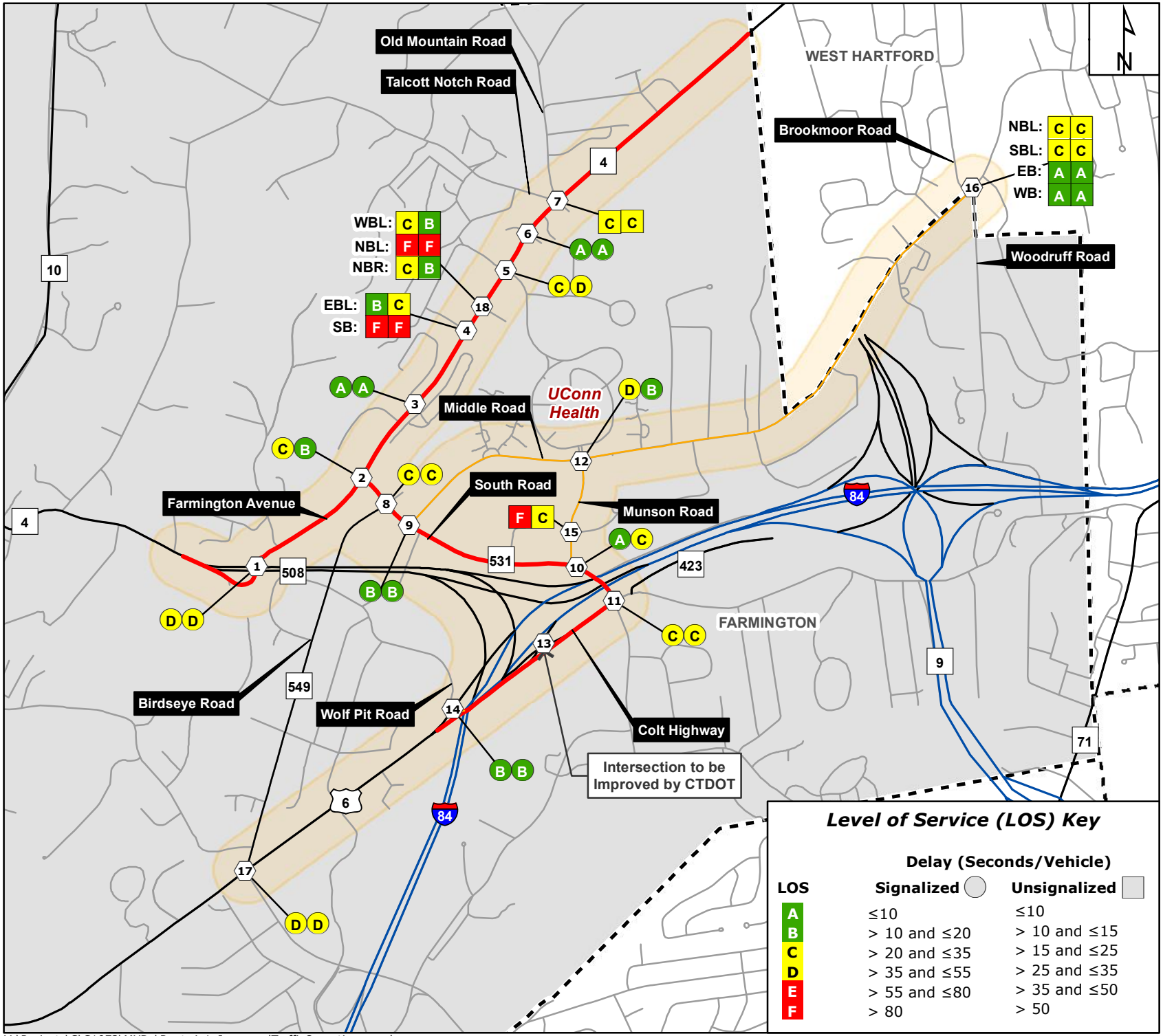
This section details the potential improvement recommendations for transportation system improvements and enhancements for the study area. The recommendations address existing deficiencies and future needs resulting from the forecasted travel demand that is expected to occur in the study area by the year 2040.

The proposed improvements are intended to mitigate current and future conditions for the areas of concern identified in the assessment of existing and future conditions. The improvements to the transportation system aim to mitigate the effects of future traffic growth, improve safety, increase multi-modal accessibility and promote alternative modes of travel. Although many of the individual recommendations address transportation issues related to motor vehicles, a series of alternative mode enhancement recommendations were developed to address pedestrian, cyclist, transit, and commuter facilities usage of the transportation system. Additionally, each of the "spot" improvements were reviewed for alternative travel mode enhancements and where appropriate provide improvements to the transportation system for all users.

The development and refinement of the improvements was guided by the Town of Farmington's and CRCOG's objective to identify implementable solutions that adequately meet the goals of the study by addressing both the existing deficiencies and potential future operational issues identified and described in the previous sections of the report. Initial recommendations were developed and presented to the Study Advisory Committee for input and vetting. Finally, the potential improvements were refined through a public input process, to address the objectives of the study, ultimately leading to the identification of the study recommendations.

4.1 Summary of Improvement Alternatives

The following sections present the improvement alternatives for the areas of concern in the study area. The sections include a description of the improvement concepts, as well as a summary of the expected traffic operations following implementation of the improvements when compared to the future no-build condition. It is worth noting that certain needs and deficiencies were able to be addressed with one improvement concept without the need to review various viable solutions to identify the preferred approach. These single stand-alone improvements become the primary study recommendations. Figure 4-1 presents a visual representation of the overall signalized intersection LOS and unsignalized approach LOS results on a study area map with the LOS color coded by letter. Tables 4-1 and 4-2 in Appendix B provide a full summary of the traffic operations by approach for the scenarios analyzed at each intersection modified by the improvements. Capacity analysis worksheets for the 2040 Improved traffic operations are included in Appendices S and T. The full concept plans for each alternative and associated traffic operations are included in Appendix C. Tables 4-3 and 4-4 in Appendix B provide a full summary of the traffic operations for each of the scenarios analyzed for comparison purposes.



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Study Area State Route
- Study Area Local Road
- Local Road
- Study Area
- Intersection
- AM PM Signalized LOS
- AM PM Unsignalized LOS

0 1,000 2,000
Feet
1 " = 2,000 '

Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
December 2019

2040 IMPROVED TRAFFIC OPERATIONS

FIGURE 4-1

Level of Service (LOS) Key

LOS	Delay (Seconds/Vehicle) Signalized	Unsignalized
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	> 20 and ≤35	> 15 and ≤25
D	> 35 and ≤55	> 25 and ≤35
E	> 55 and ≤80	> 35 and ≤50
F	> 80	> 50

V:\Projects\C\C1072\MXDs\Route4-1_ImprovedTrafficOperations.mxd

C-1072

4.1.1 Concept A: Route 4 at SR 508 (I-84 Ramps)

Concept A improves traffic operations, safety, and access and mobility for alternative travel modes at the intersection of Route 4 and SR 508 (I-84 Ramps). The full Concept A plan is included in Appendix C.

The intersection of Route 4 at SR 508 experiences significant congestion, particularly during the commuter peak hours, due to the high volume of vehicles traveling to and from the I-84 Ramps. In addition, traveling westbound on SR 508 towards Route 4, west of the intersection, there are two westbound through lanes that immediately merge into one lane heading west towards Farmington Center. The heavy afternoon peak hour traffic plus the restricted capacity on Route 4 heading west results in heavy congestion and extensive delays. The lack of sufficient receiving lanes and restricted lane capacity aggravate the traffic congestion and consequently results in significant amount of rear-end collisions at the intersection. Finally, pedestrian signals, crosswalks, or sidewalks are not provided even though a park and ride commuter lot, bus stops, and the Metacomet Trail are in proximity of the intersection. Enhancing the intersection geometry to improve the traffic operations and safety plus providing a comprehensive multi-modal travel plan were the primary goals of the intersection improvement plan.

Concept A proposes the following modifications to improve traffic operations, safety and mobility:

- Widen Route 4 to provide two westbound receiving lanes, approximately 900 feet long, maintaining the existing shoulder width. The longer through lane will extend to the end of the horizontal curvature of Route 4, approximately 400 feet east of Pilgrim Path. Lengthening the second receiving lane will increase the capacity of the roadway and intersection and provide modest improvements to traffic operations and safety. It should be noted that further extension of the second receiving lane to the west would involve substantial earthwork and would not achieve the ultimate objective of significantly mitigating the poor peak hour traffic operations.

- Install lane merge signs and pavement markings in the merging lane to provide a 300-foot merge lane, in accordance with the Highway Design Manual, CTDOT Pavement Marking Standards and Manual on Uniform Traffic Control Devices.

- Install American with Disabilities Act (ADA) compliant countdown pedestrian signals, pedestrian pushbuttons, crosswalks, sidewalks and handicap ramps at the intersection of Route 4 and SR 508.

- Install crosswalks across each leg of the intersection. Provide a pedestrian refuge island in the median on Route 4 and SR 508, respectively, to shorten pedestrian crossing time and avoid longer lost time caused by the actuation of pedestrian signals. Pedestrians would cross Route 4 / SR 508 in two separate signal cycles, waiting in the median between cycles.

- Provide a continuous sidewalk network through the area to connect the park and ride commuter lot, bus stops, and Metacomet Trail. The increased connectivity of pedestrian facilities will improve pedestrian and bicycle accessibility and safety.

- Relocate Route 4 southbound bus stop closer to the intersection to reduce pedestrian walking time. Improve bus stops with bus shelter amenities on both sides of Route 4.

4.1.2 Concept B-1: Route 4 at Talcott Notch Road and Old Mountain Road – Old Mountain Road Realignment

Concept B-1 aims to mitigate the poor traffic operations, improve intersection geometry and safety, and provide better access for alternative travel modes at the intersection of Route 4 at Talcott Notch Road and Old Mountain Road. The full Concept B-1 drawing is included in Appendix C.

This existing five-leg intersection operates on a closed loop traffic control signal system to ensure efficient traffic progression on Route 4 under existing conditions. However, the influence of the fifth leg (Old Mountain Road) and heavy traffic volumes on Route 4, Talcott Notch Road and Old Mountain Road don't always receive enough green time and often experience significant delay and congestion, particularly during the commuter peak hours. Congestion also occurs in the Route 4 eastbound left-turn lane, with the 95th percentile queue exceeding the left-turn lane storage and blocking through lanes during the peak periods. Additionally, pedestrian signals or crosswalks are not provided except at the west side of the intersection and existing sidewalks are only present along the south side of Route 4.

Concept B-1 enhances traffic operation, simplifies and improves overall intersection geometry and safety, and provides better mobility for alternative travel modes at the intersection. Concept B-1 proposes the following primary improvements:

- Convert the existing five-leg intersection to four-leg; realign Old Mountain Road to form a new T-intersection at Talcott Notch Road, approximately 200 feet north of Route 4. Realign Talcott Notch Road to be perpendicular to Route 4.

- Modify the existing traffic control signal at the existing Route 4 intersection and install a new traffic signal at the proposed T-intersection of Old Mountain Road and Talcott Notch Road. Operate both intersections in a cluster operation on the same traffic signal controller.

- Widen the Route 4 eastbound approach to provide a second left-turn lane to Talcott Notch Road; mark cat tracks to guide Route 4 eastbound left turning vehicles to Talcott Notch Road.

- Widen Route 4 westbound approach to provide an exclusive right-turn lane to Talcott Notch Road; install a painted median area to separate the left-turn lane from through lanes.

- Widen Talcott Notch Road southbound approach to provide dual left-turn lanes, shared through-right lane, and a dedicated right-turn lane; install cat tracks to guide Talcott Notch Road southbound left turning and right turning vehicles to Route 4.

- Widen the Private Drive northbound approach to provide a dedicated left-turn lane.

- Extend the storage pockets of all turn lanes at the new four-leg intersection of Route 4 and Talcott Notch Road to meet the design queues with proposed improvements.

- Widen the new intersection of Old Mountain Road and Talcott Notch Road to provide three southbound through lanes and two northbound through lanes on Talcott Notch Road. Provide one westbound shared left-right lane on Old Mountain Road.

- Install ADA compliant countdown pedestrian signals, pedestrian pushbuttons, crosswalks, sidewalks and handicap ramps at both reconfigured intersections.

- Provide continuous sidewalks along Route 4, Talcott Notch Road, and Old Mountain Road to the adjacent major businesses and offices. Safe crossings and added sidewalks near the intersection provide increased mobility and connectivity with local residences and businesses along the Route 4 corridor.

- Install ADA compliant countdown pedestrian signals, pedestrian pushbuttons, crosswalks, sidewalks and handicap ramps at the signalized intersection at the two development driveways on Route 4 to the west of Talcott Notch Road to enhance pedestrian accessibility and safety in the adjacent area. Modify the traffic signal operations to accommodate Route 4 crossing distances.

- Consolidate existing bus stops along the north side of Route 4 into one and relocate to approximately 200 feet west of Talcott Notch Road. Improve area bus stops with shelter amenities on both sides of Route 4 in vicinity of the intersection.

Concept B-1 results in efficient LOS C operation at the proposed four-leg intersection of Route 4 and Talcott North Road during the peak hours under 2040 Future Traffic Conditions. Concept B-1 also results in LOS B operation during the peak hours at the intersection of realigned Old Mountain Road and Talcott North Road under 2040 Future Traffic Conditions.

4.1.3 Concept B-2: Route 4 at Talcott Notch Road and Old Mountain Road – Five-Leg Modern Roundabout

Concept B-2 proposes a five-leg modern roundabout to improve vehicular traffic flow and operations, reduce travel speeds, improve safety and facilitate pedestrian access at the intersection of Route 4 with Talcott Notch Road and Old Mountain Road. The full Concept B-2 drawing is included in Appendix C.

Concept B-2 is developed per guidelines outlined in "National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Information Guide," Second Edition, Transportation Research Board (TRB), and the "Manual of Uniform Traffic Control Devices for Streets and Highway," 2009 Edition, Revised May 2012, Federal Highway Administration (FHWA). Based on the existing lane geometry of the intersection, a two-lane roundabout is required and proposed at this location. Concept B-2 proposes the following primary physical improvements:

- An offset-left alignment with respect to the center of the roundabout is used to increase vehicle deflection on the entry legs to promote lower entering and circulating travel speeds within the roundabout.

- An inscribed circle diameter of 190 feet accommodating a WB-62 design vehicle traveling through the roundabout on Route 4 approaches, as well as providing sufficient roadway spacing between the five legs of the roundabout.

- Splitter island lengths of greater than 150 feet are provided on the Route 4 approaches to provide traffic calming influences to reduce travel speeds. One hundred-foot splitter islands are proposed for Talcott Notch Road and Old Mountain Road, respectively, while 75-foot splitter island is utilized for the Private Driveway approach.

- Install ADA compliant crosswalks on Old Mountain Road, Route 4 westbound approach, and the Private Driveway. Crosswalk refuge area is proposed in the splitter islands for pedestrians while crossing the entering and exiting traffic streams. The crosswalks are setback approximately one car-length behind the yield line at the entrance to the circulatory roadway to allow pedestrians to cross the leg behind the vehicles waiting to enter the roundabout and facilitate better sightlines to pedestrians for approaching traffic. The one car-length crosswalk setback also decreases the pedestrian crossing distance since the entry and exit lanes are narrower than directly adjacent to the circulatory roadway.

- Install continuous sidewalks at the roundabout. Safe crossings and added sidewalks near the roundabout provide increased connectivity and pedestrian mobility with local residences and businesses along the Route 4 corridor.

- To enhance the accessibility and safety of pedestrian activities in the surrounding area, install ADA compliant countdown pedestrian signals, pedestrian pushbuttons, crosswalks, sidewalks and handicap ramps at the next major intersection to the west on Route 4 at the two development driveways.

- Relocate bus stops at the existing intersection further away from the proposed roundabout. Improve the bus stops with shelter amenities on both sides of Route 4 in vicinity of the proposed roundabout.

A capacity analysis was performed using the Georgia Department of Transportation Roundabout Analysis Tool, Version 4.1. Concept B-2 results in acceptable LOS C operation during the peak hours under 2040 Future Traffic conditions, significantly improved from the 2040 Future Conditions with no improvements.

In general, roundabouts provide equal opportunity for vehicles to enter the intersection and delay is distributed among all approaches to a roundabout. Conversely, at a signalized intersection, the minor street vehicles experience greater delay than major street vehicles. Also, as vehicles approach a roundabout they must slow down, yield, and identify a gap before entering the circulatory roadway, which can result in reduced traffic progression for the major road during peak periods, particularly if the volumes on major streets are high.

In terms of safety benefits, roundabouts have been proven to improve vehicle safety compared to signalized intersections. A roundabout lowers vehicle speeds as a means of traffic calming; but also reduces the number of vehicle conflicting points and eliminates left-turn head-on collisions and right-angle collisions, which often occur at conventional signalized intersections.

From the pedestrian perspective large roundabouts can prove to be challenging to navigate. People who are visually impaired may experience difficulty using roundabout crosswalks, particularly where traffic volumes are high. As the traffic is under yield control at a roundabout, the continuous circulation of vehicles makes it difficult for the visually impaired to determine significant gaps in traffic movements, as well as when to cross. During the design of the roundabout intersection, an assessment of pedestrian safety accommodations at roundabouts should be considered based on the most current industry practices based on ever evolving data. Current safety countermeasures at roundabouts include raised crosswalks, pedestrian signalization, and wider crosswalks. Hawk signals have been utilized at other multi lane roundabout locations to facilitate pedestrian crossing maneuvers.

4.1.4 Concept C: Middle Road at Munson Road - Widening

Concept C mitigates future traffic operations based on the projected 2040 traffic volumes. Concept C also focuses on improving accessibility and mobility of alternative travel modes at the intersection of Middle Road and Munson Road with the intent to provide a high level of transit service at the UCONN Health campus. The full Concept C plan is included in Appendix C.

The intersection of Middle Road and Munson Road operates at acceptable LOS under existing conditions. However, based on the projected 2040 future traffic volumes, a significant increase in traffic accessing the UCONN Health campus will occur during the weekday morning commuter peak hours, particularly from the Middle Road eastbound left-turn lane and Munson Road northbound through lane. Physical improvements are required at this intersection to mitigate the effects of the forecast traffic volumes resulting in anticipated LOS F during the morning peak hour. Additionally, existing pedestrian facilities at the intersection require reconstruction due to the proposed widening.

Concept C mitigates the future traffic conditions and improves mobility and access for alternative travel modes. Concept C propose the following primary improvements:

- Widen the Middle Road eastbound approach to provide an exclusive left-turn lane.
- Widen Middle Road westbound approach to provide an exclusive left-turn lane and an exclusive right-turn lane.
- Widen Munson Road northbound approach to provide a second shared through lane.
- Modify the signal controller to provide Quad phasing for eastbound and westbound approaches; retain permitted phase for northbound and southbound approaches.
- Provide turn lane storage pockets at the intersection to meet the design queues.

- Relocate sidewalks due to the proposed widening of the intersection and infill gaps in the existing sidewalk infrastructure to provide connectivity with existing sidewalks in the immediate area.

- Improve the bus stop with shelter amenities on the east side of Munson Road at the intersection to improve service at UCONN Health.

- Provide a shared use path along the south side of Middle Road and connect to the proposed transit stop located approximately one mile east of the intersection.

Concept C results in efficient LOS D or better operation during the peak hours at the improved intersection under 2040 Future Traffic conditions. It is important to note that the physical improvements included in Concept C are identified based on the projected 2040 future traffic volumes and should be considered a long-term when the future traffic volumes materialize.

4.1.5 Concept D: South Road (SR 531) at Middle Road

Concept D mitigates poor traffic operation, improve safety and provides better access for pedestrians at the intersection of SR 531 and Middle Road. The full Concept D plan is included in Appendix C.

The two-way stop-controlled intersection of SR 531 and Middle Road is operating at acceptable LOS D under existing conditions. However, a traffic signal would be warranted at this intersection based on the projected 2040 Future Traffic volumes. Additionally, confusing lane configurations heading southbound on SR 531 with a right lane merge and left-turn pocket traveling southbound on SR 531 from Birdseye Road to Patrick Flood Road is present and identified as an operational and vehicular safety concern.

Concept D mitigates the 2040 Future Traffic conditions, improves lane geometry and safety and provide better access for pedestrians at the intersection of SR 531 and Middle Road. Concept D proposes the following primary physical improvements:

- Install a traffic signal at the intersection of SR 531 and Middle Road.
- Restripe SR 531 southbound approach to provide two receiving lanes from Birdseye Road to Patrick Flood Road to reduce merging and confusion of driver expectancy.
- Install lane merge signs and pavement markings in accordance with Manual of Uniform Traffic Control Devices to provide a 300-foot merge lane on SR 531 south of Patrick Flood Road.
- Install ADA compliant countdown pedestrian signal, pedestrian pushbuttons, sidewalks and handicap ramps to improve pedestrian accessibility and safety at the intersection. Install a new crosswalk on SR 531 at the south leg of the intersection.

- Install crosswalk and sidewalks on Patrick Flood Road to provide connectivity to Irving A. Robbins Middle School. In addition, install new crosswalks at the intersection of SR 531 and Birdseye Road and provide continuous sidewalks along the west side of SR 531 between Birdseye Road and Patrick Flood Road.

Concept D results in acceptable LOS B operation during the peak hours under 2040 future traffic conditions. Vehicle safety will be improved by re-striping SR 531 southbound approach to provide two receiving lanes from Birdseye Road to Patrick Flood Road to avoid confusing lane configuration.

4.1.6 Concept E: Munson Road at SR 531 and 16 Munson Road

Concept E is developed primarily focusing on improving mobility of alternative travel modes at the intersections of Munson Road at SR 531 and 16 Munson Road. The full Concept E plan is included in Appendix C.

The intersection of Munson Road at SR 531 is signalized and operates at acceptable LOS B under existing conditions. The intersection is expected to continue operating at acceptable LOS C under 2040 future traffic conditions. However, pedestrian infrastructures are not provided at the intersection. Improvements to provide safe and better access for alternative travel modes are deemed necessary at this location.

The all-way stop controlled intersection of Munson Road at 16 Munson Road driveway operates at acceptable LOS C or better under existing conditions. Based on the projected 2040 future traffic volumes, a significant increase in traffic volumes accessing the UCONN Health site through Munson Road will occur, particularly during the weekday morning commuter peak hours. The northbound approach of Munson Road is expected to operate at unacceptable LOS under 2040 future morning peak hour conditions. Review of the 2040 future peak hour traffic volumes reveals that a signal would not be warranted at this intersection because the peak hour volumes on 16 Munson Road driveway is low. Furthermore, opportunities to improve Munson Road through traffic operations are restricted by vertical and horizontal curvatures of Munson Road that limit sight lines. Physical improvements to mitigate traffic operations at this intersection need further review once the projected traffic volumes are materialized in the future. However, pedestrian facilities which include crosswalks and sidewalks should be installed to provide better pedestrian mobility at the intersection.

Concept E proposes the following improvements to provide safer and better access and mobility for pedestrians in the areas of the two intersections:

- Install ADA compliant countdown pedestrian signals, pedestrian pushbuttons, sidewalks and handicap ramps at the intersection of SR 531 and Munson Road; install crosswalks at the north leg and east leg of the intersection to provide better mobility of pedestrian activities.

- Install sidewalks along the north side of SR 531 and infill to the existing sidewalks to the west along SR 531; install sidewalks along the south side of SR 531 and connect to the existing sidewalk on SR 531 Bridge to the east.

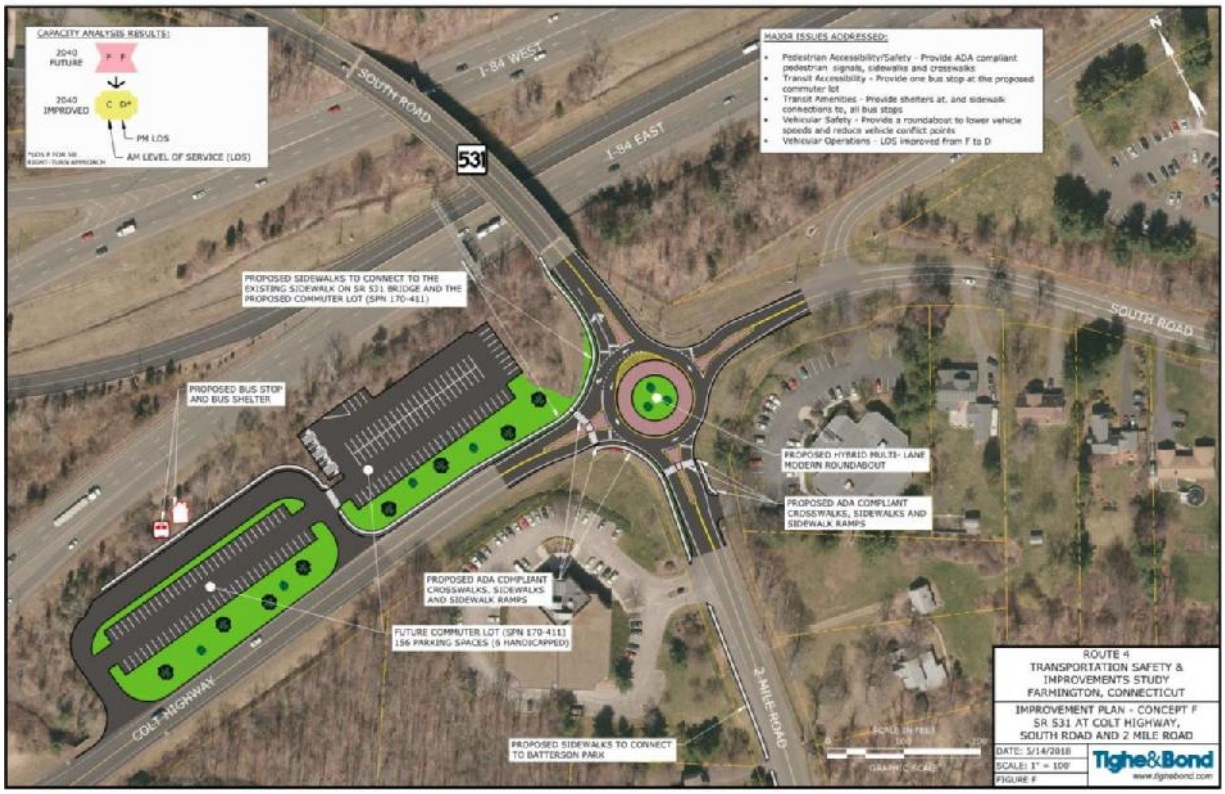
- Install crosswalks at the north leg and east leg of the intersection of Munson Road at 16 Munson Road; install sidewalks along the east side of Munson Road to connect 16 Munson Road driveway and SR 531.

- Improve bus stops with shelter amenities on both sides of Munson Road.

4.1.7 Concept F: SR 531 at Colt Highway – Four-Leg Modern Roundabout

Concept F aims to mitigate the existing poor traffic operations, improve safety, and provide better mobility of alternative travel modes at the intersection of SR 531 and Colt Highway.

The all-way stop controlled intersection of SR 531 and Colt Highway experiences significant congestion and delay during the morning and afternoon commuter peak hours. In addition, with multiple lanes present on SR 531 and 2 Mile Road, the all-way stop controlled vehicles do not alternate well, particularly on the SR 531 southbound channelized right-turn lane. A review of the existing peak hour traffic volumes indicates that a traffic signal would be warranted at the intersection. However, a single-lane roundabout may better address safety concerns and alleviate congestion at the intersection. Additionally, even though bus stops are present at the intersection, no sidewalks or crosswalks are provided and therefore should be installed to improve safety for pedestrians.



Concept F proposes the following primary improvements to improve traffic operations, safety, and mobility of alternative travel modes:

- Install a single-lane modern roundabout at the intersection of SR 531 and Colt Highway.
- Provide a dedicated southbound right-turn lane within roundabout
- Install ADA compliant sidewalks and sidewalk ramps to improve pedestrian accessibility and safety at the proposed roundabout.
- Install new sidewalks and connect to the proposed park and ride commuter lot (SPN 170-411) located at the northwest corner of the intersection.
- Install new sidewalks along the west side of 2 Mile Road and connect to Batterson Park located at the end of 2 Mile Road.
- Install crosswalk on the west leg of the intersection on Colt Highway to increase connectivity between the proposed sidewalks at and near the intersection.
- Provide new bus stop with shelter amenities in the proposed park and ride commuter lot (SPN 170-411).

Overall, Concept F results in acceptable LOS C and LOS D operation during the morning and afternoon peak hours, respectively, with the 2040 future traffic volumes. The full Concept F plan is included in Appendix C.

4.1.8 Concept G: Overall Pedestrian, Bicyclist, Transit & Commuter Facilities Improvements

Concept G identifies the pedestrian, bicycle and transit facility improvements within the study area. The existing conditions assessment identified the lack of non-motorized and alternative travel mode facilities and amenities. Furthermore, input from the Advisory Committees affirmed that improving alternative travel mode facilities and amenities are an important objective for the Town, UCONN Health and other major employers in the study area. Transportation system users want better non-motorized access, mobility and increased safety for both commuting trips and recreational uses. The Town of Farmington is focused on improving these facilities, increasing transit usage, and providing more extensive and interconnected pedestrian and bicycle facilities for both mobility and recreation for employees and residents in the study area. The full version of Concept G is provided in Appendix C. The layout of the crosswalks, sidewalks and the location of the bus stops are shown on the individual Concept Plans A through F.

In support of pedestrian mobility, installation of ADA compliant pedestrian ramps and crosswalks throughout the study area should be conducted, especially at all intersections. At major signalized intersections on Route 4 and SR 531 pedestrian traffic control signals should be implemented, especially during any improvement projects that affect the intersection, including any redevelopment that occurs as conditions of approval. In-fill sidewalks are proposed along Route 4, SR 531, Middle Road, and Munson Road to address gaps in pedestrian infrastructure. Signal controlled crossings and added sidewalks at the major intersections will provide increased connectivity with local residences and businesses in the study area.

Based on a review of the study area, the advisory committee input, and discussions with CTTransit, several public transit service revisions have been identified to serve the study area and major employment destinations including:

- Reroute CT Transit 909 Express to serve the proposed commuter lot along Colt Highway, Colt Highway, SR 531, and Route 4 south of SR 531.
- Reroute CT Transit 66 Farmington Avenue (Hartford Local) to serve the entire segment of Route 4 in the study area as well as UCONN Health Campus.
- Reroute CT Transit 506 Farmington Avenue (New Britain Local) to serve the entire segment of Route 4 in the study area as well as UCONN Health Campus.
- Maintain CT*fastrak* 102 to serve the proposed commuter lot along Colt Highway and the UCONN Health Campus.
- Appropriate bus stop locations should be reviewed and determined by CT Transit during project development. Several of the conceptual improvement plans.

As described in section 4.1.7, a proposed commuter lot is proposed along Colt Highway in CTDOT I-84 right-of-way. Diverting commuter traffic to the facility to encourage both Hartford area bus trips for the most congested part of their trip in addition to access to CTfastrak and other regional service will improve regional transit access, usage and encourage service.

A commuter parking facility was considered on the east side of Tunxis Road, just north of East Gate Road in the vacant land at the termination of the abandoned I-84 and Route 9 ramps. The facility intended to provide regional transit access to and from Hartford and a local connection to the UConn Health Center. Following further review of the parking demand as a result of a new transit center, it was determined that the proposed Park and Ride facility along Colt Highway (Project 8) can accommodate these new transit users. The screened concept and associated projections are shown in Appendix V.

Section 5
Implementation Plan

The implementation plan identifies and prioritizes recommended improvements that can be planned, programmed, and built as funding becomes available and project need is realized. The implementation plan includes the overall project costs, complexity, benefit and time-frame for implementation. This section of the report seeks to provide the Town of Farmington, CTDOT, and CRCOG a menu of projects with guidance for implementation over time based on a series of qualitative and quantitative metrics.

5.1 Transportation Improvement Program

The study Transportation Improvement Program (TIP) includes 9 improvement projects that address the roadway network, transit system, pedestrian and bicycle mobility and safety needs in the study area. The TIP recommends physical roadway improvements and identifies improvements to enhance pedestrian, bicycle, and transit access to the roadway system through construction of new and improved facilities to support alternative modes. These alternative transportation mode recommendations are shown on the concept plans (Concept A through Concept F in Appendix C), where applicable. Additionally, the alternative mode enhancements are shown collectively on Concept G in Appendix C.

5.1.1 Project Categorization

The TIP classifies projects as small, medium, and large based on project size, complexity, and project cost. The projects are also prioritized as short-term, mid-term, and long-term to represent when implementation of the project is anticipated to be necessary in relation to the need that the project addresses. A short-term project prioritization indicates an immediate need for the project to address an existing deficiency or operational concern. Conversely, a project prioritized as long-term is intended to address an anticipated future issue or need such as operational issues that are expected to occur due to future traffic growth. Table 5.1 provides additional information related to the project type categorization metric utilized in the TIP.

TABLE 5-1
Project Type Characteristics

Project Type	Implementation Time	Complexity	Approximate Project Cost
Small	Less than 3 years	Low	Less than $1 million
Medium	Between 3-6 years	Moderate	$1 million - $2 million
Large	More than 6 years	High	More than $2 million

Implementation time refers to the time-frame required to initiate a project, conduct the remaining planning and engineering design work required to prepare the project for construction, and to initiate constructing the improvement assuming that funding for all phases of the project is available. Section 5.2.1 identifies potential funding sources to support the implementation of each project. Implementation time is not intended to indicate the priority or a relative timeframe with respect to the completion of this Study, but rather to provide planners and decision makers with a measurement of the potential total time to implement the improvements from the date of initiation.

The complexity of each project has been established based on the overall effort to plan, design, and construct the improvement. Several metrics were considered in the establishment of each project's relative complexity. Projects are categorized into Low, Moderate, and High Complexity based on the qualitative metrics described in Table 5-2.

TABLE 5-2

Summary of Project Complexity Characteristics

Complexity Level	Project Characteristics
Low Complexity	• Little to no additional planning needed - concept planning sufficient to proceed into design • Design effort is limited and typical • None to minor right of way action • Environmental resource impacts and permitting requirements are very low • Utility impacts are considered minor or not anticipated • Project has broad support by both policymakers and the public
Moderate Complexity	• Additional more detailed and focused planning required to define comprehensive project scope • Detailed design effort needed to define construction and identify impacts • Right of way impacts and acquisitions anticipated • Environmental impacts and permitting expected • Comprehensive environmental documentation under CEPA/NEPA not anticipated • Utility impacts and relocations likely required • Project costs require additional planning to identify funding in advance of project initiation
High Complexity	• Significant detailed planning still required to define project • Environmental documentation to meet CEPA/NEPA regulations is likely required prior to initiation of the design phase • Detailed design effort following planning is required • Significant right of way actions and acquisitions needed • Major environmental impacts, significant State & Federal permitting process, and agency involvement at all levels of government • Major utility relocations and design efforts to coordinate Project costs require additional planning to identify funding well in advance of project initiation

Project costs have been estimated following the guidelines published by the Connecticut Department of Transportation and are presented in 2020 dollars. Project costs may require inflation factors looking out into the future to determine actual funding needs for funding programming. The "Preliminary Cost Estimating Guidelines" provide unit costs and percentage-based lump sum costs to facilitate the estimation of project costs at the Preliminary Engineering level of project development. The approximate project costs presented in this Study are limited to the construction item costs and exclude costs related to rights of way actions and environmental remediation and engineering. The estimates include contingency (25%) and incidentals (25%) in the total opinion of probable costs for each project.

5.1.2 Project Prioritization

The priority for each of the recommended improvement projects has been established based on two primary criteria: project necessity and local interest for implementation. Project necessity is based on the urgent need to mitigate an existing deficiency within the overall transportation system. Projects are deemed to have a higher priority when they address an identified safety deficiency, address accessibility, or mitigate a current mobility or operational issue. The project priority categories are defined at Short-Term, Mid-Term, and Long-Term based on the criteria described in Table 5-3.

TABLE 5-3

Summary of Project Need Priority Metrics

Project Priority	Project Characteristics
Short-Term	• Project addresses an urgent safety issue • Project is intended to address an existing operational deficiency • Project addressed a deficiency in accessibility that has been identified as a local concern
Mid-Term	• Project scope provides operational and mobility benefits that are currently an issue, but traffic operations are not poor or failing • Local stakeholders have expressed interest in implementing the improvement to enhance the transportation system
Long-Term	• Project does not address an identified safety concern • Project addresses future travel demand and traffic operations • Project may have mobility, accessibility, or multi-modal benefits

In addition to the priority assigned to the project based on project need, input from the Town of Farmington and CRCOG was obtained for each of the projects to determine their relative importance from a local and regional planning and policy perspective. The overall priority presented for each of the projects is predominately based on transportation need. However, in cases where the Town or CRCOG has indicated that a project is a higher priority to address local interests, adjustments have been made to factor local input into the prioritization process.

5.2 Recommended Projects Summary

The following section outlines each of the recommended proposed improvement projects and describes them in terms of the scope of the improvements, project type, priority, estimated project cost, and required development and construction permits (See Section 5.2.2.3 for Additional Permitting and Compliance). It should be noted that some priorities described in this report are subjective and founded in the policies and goals of the Town, CRCOG, and project stakeholders at the time of implementation. The local and regional priorities should continue to be reviewed and evaluated to determine if changes to the priorities of the recommendations are needed to remain current with local and state trends, policies, and priorities as well as the conditions within the study area.

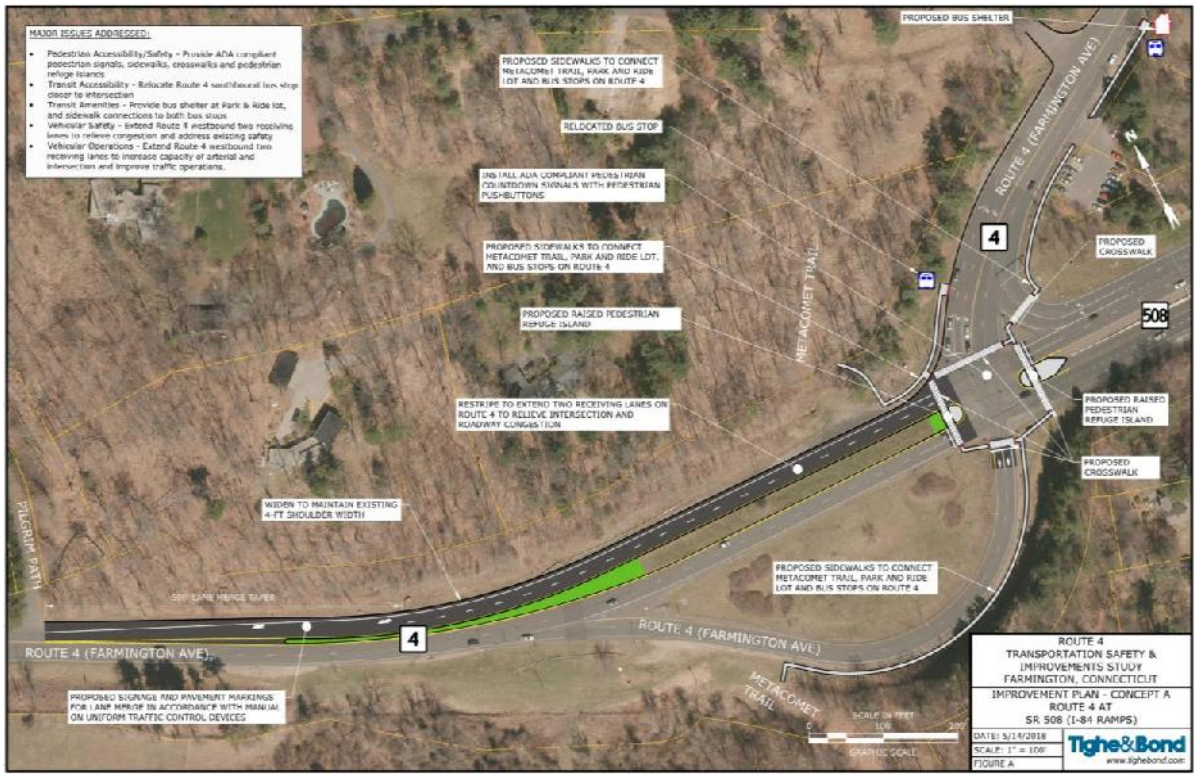
Project 1: Route 4 at SR 508 (I-84 Ramps) Intersection Improvements (Concept A)			
Project Goals:	Improve intersection operations; improve safety; improve alternative mode mobility and access	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Short-Term
		Project Cost:	$1,500,000

Major Project Elements:

- Widen Route 4 to provide two 900-foot long westbound receiving lanes and maintain existing shoulder width
- Provide a 300-foot merge lane
- Install ADA compliant pedestrian signals and push buttons; install crosswalks across each leg; provide a pedestrian refuge island in the median on Route 4 and SR 508, respectively; pedestrians cross Route 4/ SR 508 in two separate signal cycles by waiting in the refuge island between cycles
- Provide a continuous sidewalk network to connect the park and ride commuter lot, bus stops, and Metacomet Trail
- Relocate Route 4 bus stop closer to the intersection; provide bus shelter amenities

Permits:

- CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way; Local Traffic Authority and OSTA approvals for traffic control signal modifications



Project 2: Route 4 at Talcott Notch Road and Old Mountain Road Intersection Improvements – Old Mountain Road Realignment (Concept B-1)			
Project Goals:	Improve safety and intersection operations; improve alternative mode access and mobility	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$5,175,000

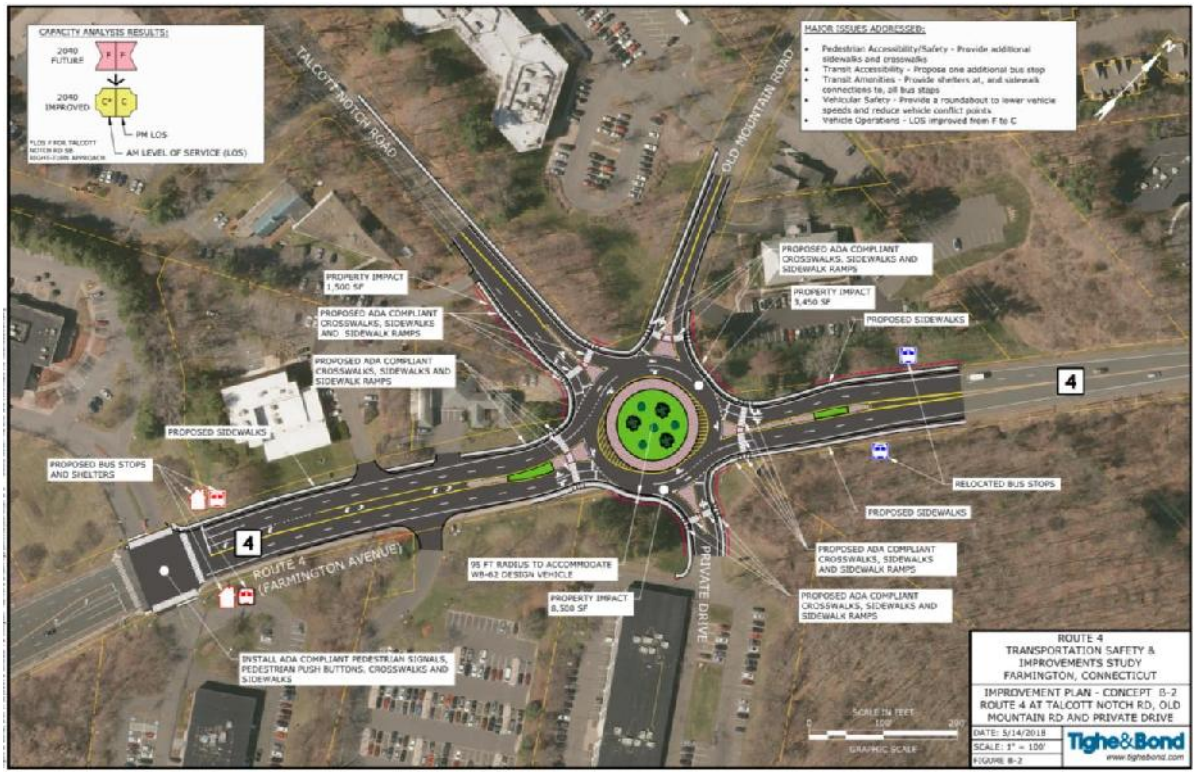
Major Project Elements:

- Widen and realign Talcott Notch Road to provide three southbound through lanes and two northbound through lanes at realigned Old Mountain Road intersection; provide duel left-turn lanes, a shared through/right-turn lane, and a right-turn lane on Talcott Notch Road southbound approach to Route 4
- Realign Old Mountain Road to form a T-intersection at Talcott Notch Road;
- Install a new traffic signal at proposed Old Mountain Road/Talcott Notch Road intersection and provide cluster operation with the upgraded traffic signal at Route 4/Talcott Notch Road intersection on the same traffic signal controller
- Widen to provide a second left-turn lane on Route 4 eastbound approach and an exclusive right-turn lane on Route 4 westbound approach; provide/extend all storage pockets to meet design queues
- Improve pedestrian and transit access, amenities, and mobility
- Significant right-of-way impacts and acquisition actions needed

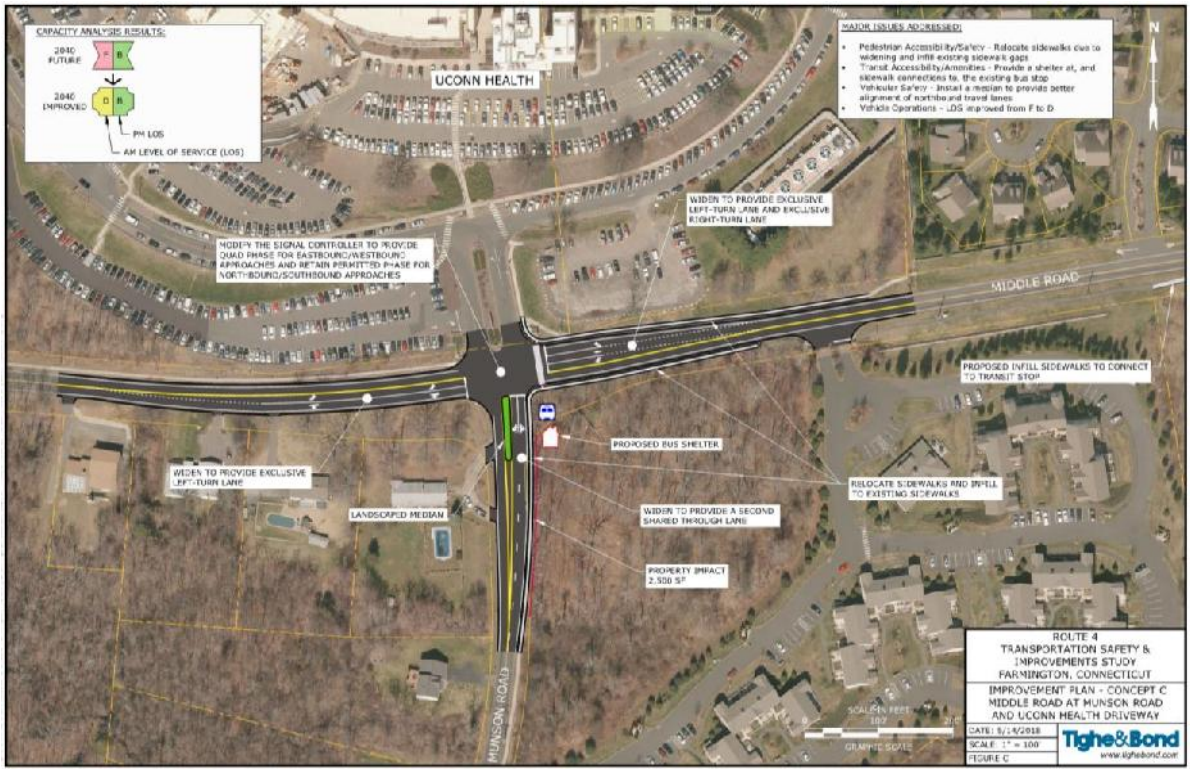
Permits:

- Town roadway construction permits for construction within Town right-of-way
- CTDOT approval and/or encroachment permit; Local Traffic Authority and OSTA traffic signal permit
- Environmental permitting requirements

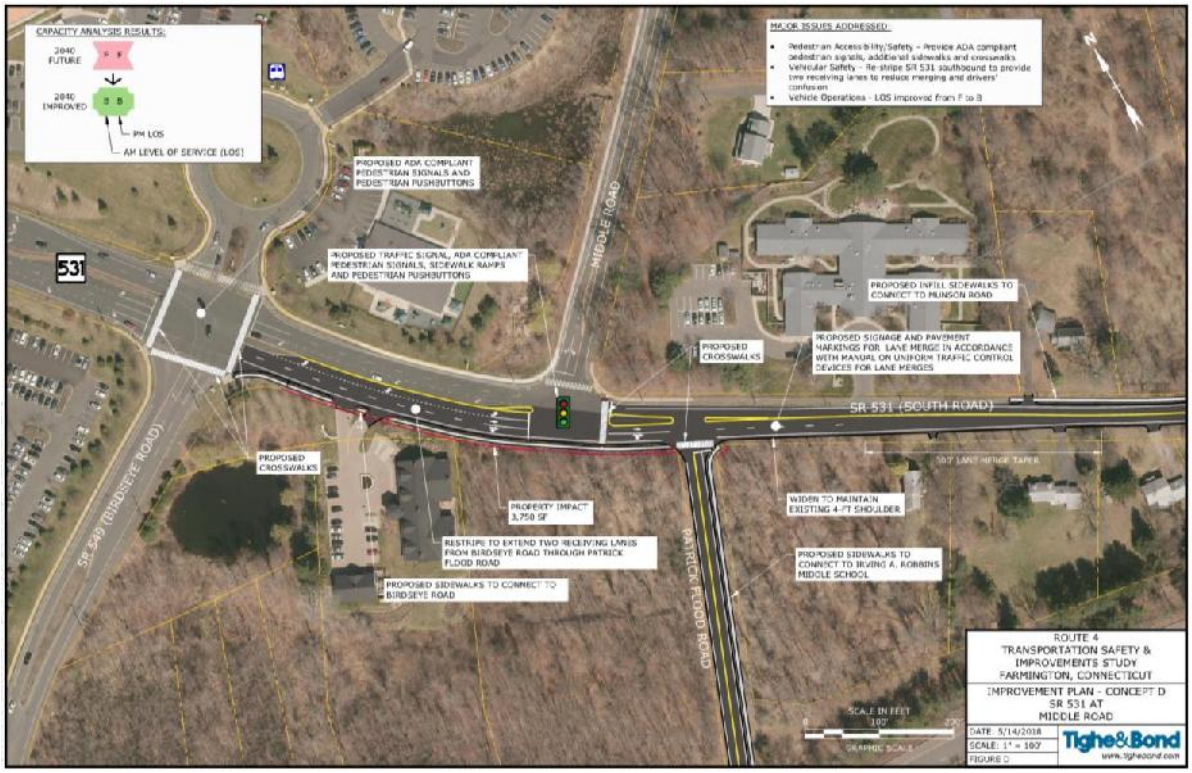
Project 3: Route 4 at Talcott Notch Road and Old Mountain Road Intersection Improvements – Five-Leg Modern Roundabout (Concept B-2)			
Project Goals:	Improve vehicular traffic flow and operations; reduce travel speeds and improve safety; improve access and mobility for alternative travel modes	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Short-Term
		Project Cost:	$4,170,000
Major Project Elements:	• Replace existing signalized intersection with a multi-lane modern roundabout • Provide an inscribed circle diameter of 190 feet for WB-62 design vehicle • Provide a right-turn bypass lane with a mountable median island on Talcott Notch Road southbound approach • Provide 150-foot or longer splitter island on Route 4 approaches to reduce speeds • Improve pedestrian and transit access, amenities, and mobility with sidewalks and transit amenities • Significant right-of-way actions required		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way • Environmental permitting requirements		



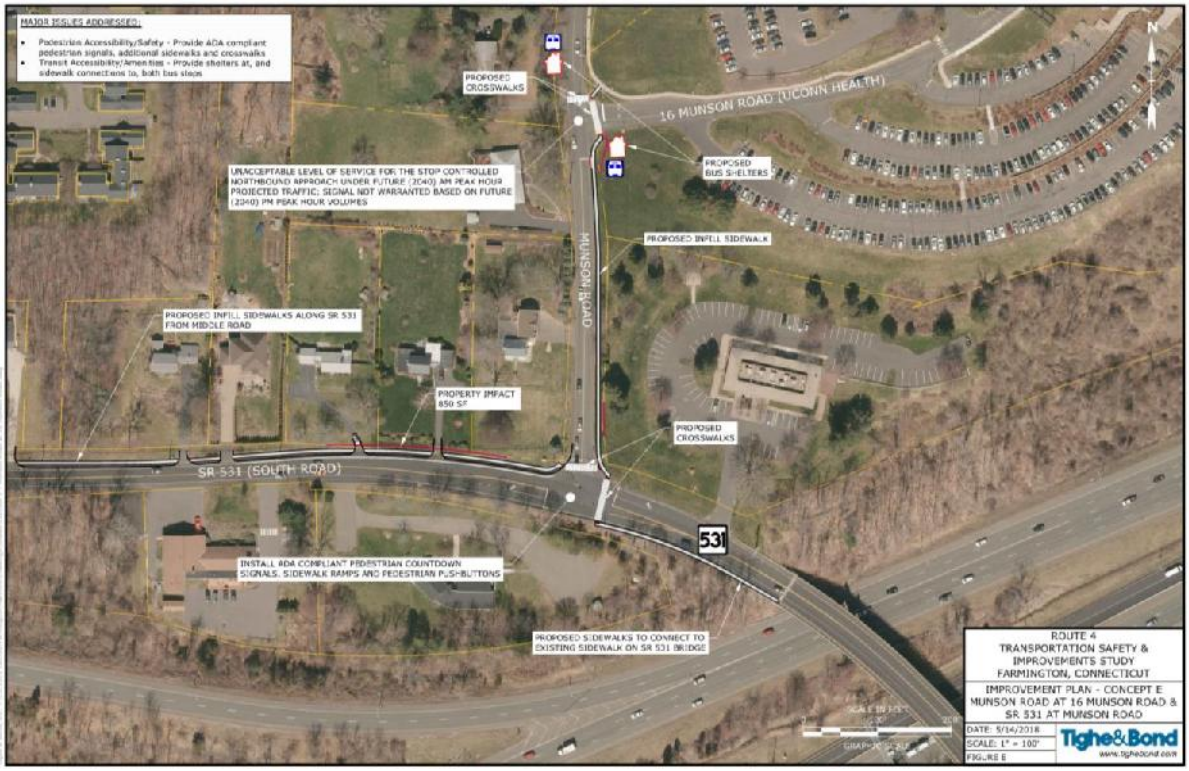
Project 4: Middle Road at Munson Road Intersection Improvements (Concept C)			
Project Goals:	Improve potential intersection operational deficiency based on projected future traffic volumes; improve access and mobility for alternative travel modes	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Long-Term
		Project Cost:	$1,430,000
Major Project Elements:	• Widen Middle Road eastbound approach to provide an exclusive left-turn lane • Widen Middle Road westbound approach to provide an exclusive left-turn lane and an exclusive right-turn lane • Widen Munson Road northbound approach to provide a second shared through lane • Modify signal controller to provide Quad phasing for Middle Road approaches • Provide sufficient storage pockets to meet design queues • Provide a shared use path along the south side of Middle Road and connect to the proposed transit stop approximately one mile east of the intersection • Improve pedestrian and transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way		



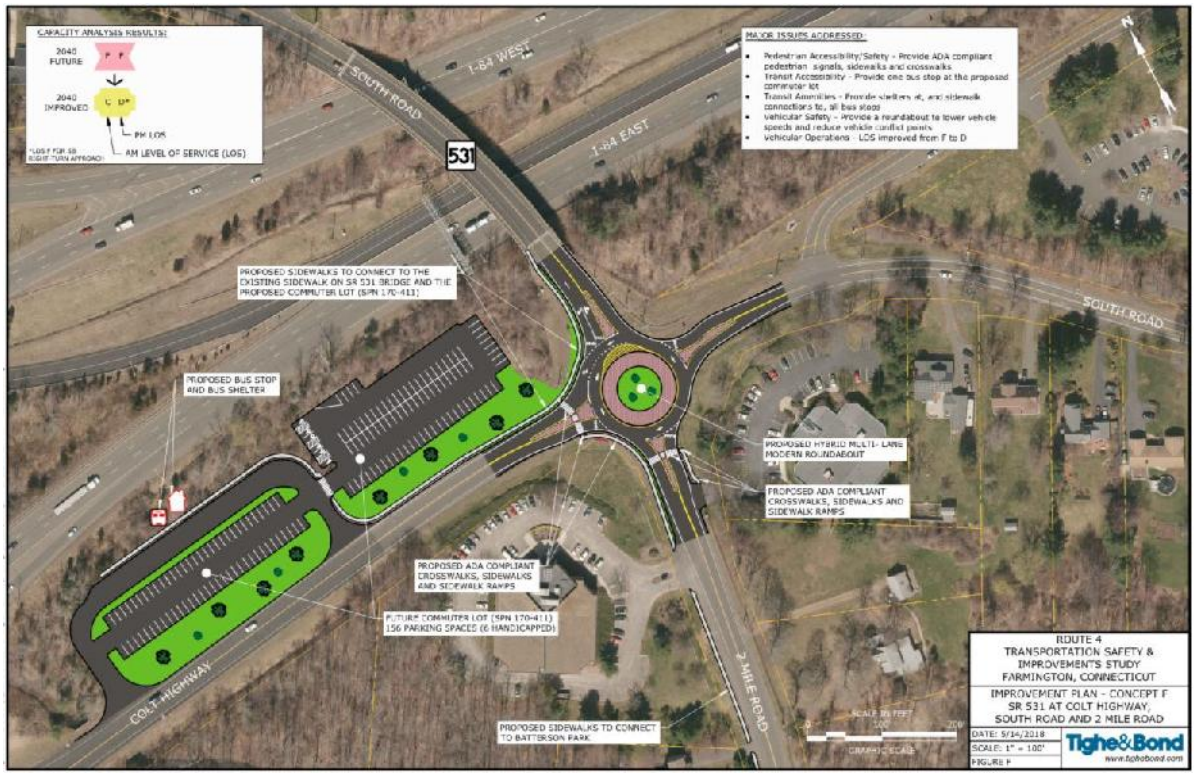
Project 5: SR 531 (South Road) at Middle Road Intersection Improvements (Concept D)			
Project Goals:	Improve intersection operations by installing a traffic signal; improve safety by restriping SR 531 southbound approach; provide improved pedestrian accommodations at Middle Road	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Mid-Term
		Project Cost:	$1,190,000
Major Project Elements:	• Install a traffic signal • Restripe SR 531 southbound approach to provide two receiving lanes from Birdseye Road to Patrick Flood Road to reduce merging and confusion • Provide a 300-foot merge lane following the southbound receiving lanes • Install pedestrian signals, push buttons, crosswalks, sidewalks and ramps • Improve transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



Project 6: Munson Road at SR 531 and 16 Munson Road Intersection Area Improvements (Concept E)			
Project Goals:	Improve mobility of alternative travel modes in the area	**Project Type:**	Small
		Project Complexity:	Low
		Project Priority:	Mid-Term
		Project Cost:	$840,000
Major Project Elements:	• Install pedestrian signals, push buttons, crosswalks, sidewalks and ramps at the intersection of Munson Road at SR 531 • Infill existing sidewalk gaps along SR 531 • Install sidewalks along Munson Road • Install crosswalks at the north and east legs of the intersection of Munson Road and 16 Munson Road • Improve pedestrian and transit access, amenities, and mobility		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



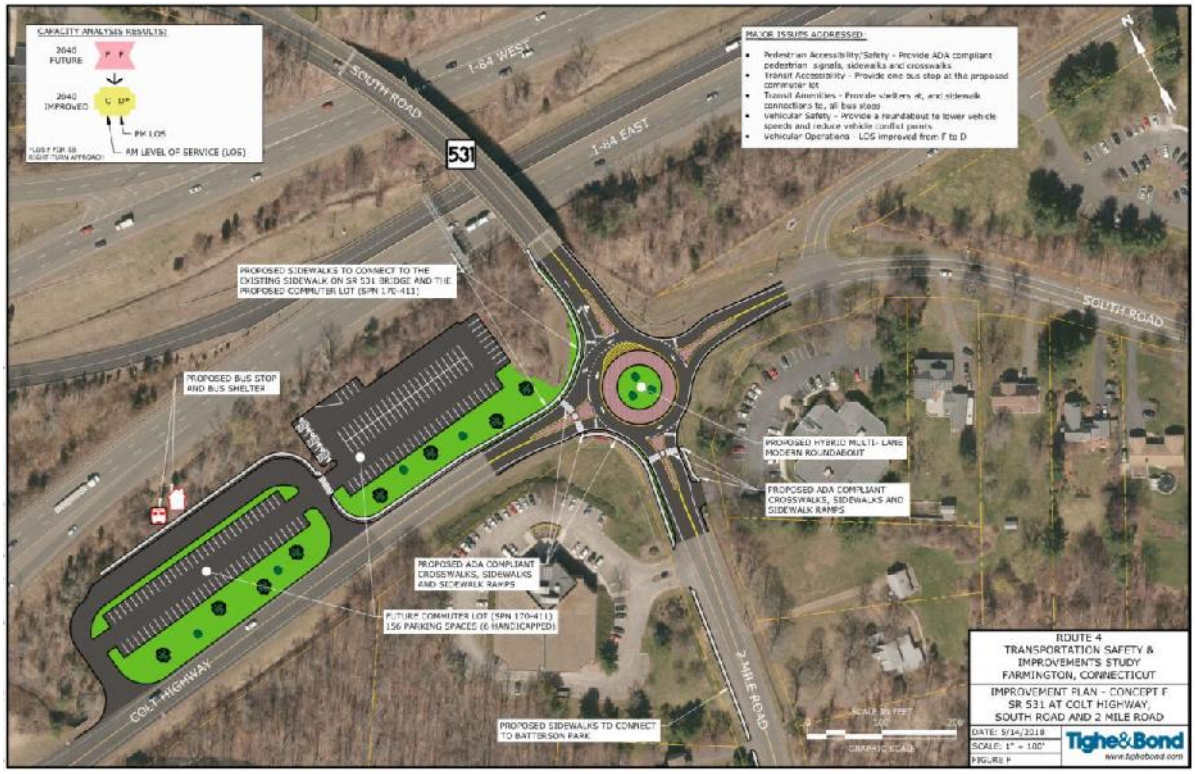
Project 7: SR 531 at Colt Highway Intersection Improvements – Modern Roundabout (Concept F) [1]			
Project Goals:	Improve intersection operations; improve access to alternative travel modes	**Project Type:**	Medium
		Project Complexity:	Moderate
		Project Priority:	Short-Term
		Project Cost [2]:	$1,520,400
Major Project Elements:	• Install single-lane modern roundabout with southbound right-turn bypass • Install ADA compliant crosswalks, sidewalks, and sidewalk ramps • Provide park and ride commuter lot as part of separate state project (SPN 170-411), and provide new bus stop with shelter amenities		
Permits:	• Town roadway construction permits for construction within Town right-of-way • CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way		



(1) This project has been advanced by the Town of Farmington and funded under the Local Transportation Capital Improvement Program (LOTCIP)

(2) Based on February 2020 LOTCIP Cost Estimate

Project 8: Colt Highway Commuter Parking Lot West of SR 531 (South Road) (1)			
Project Goals:	Improve local and regional transit service through a new commuter parking facility with transit stops	**Project Type:**	Large
		Project Complexity:	High
		Project Priority:	Mid-Term
		Project Cost:	$1,000,000
Major Project Elements:	• Build the commuter parking lot and transit stop within the CTDOT I-84 right-of-way • Reroute CT Transit 909 Express with a bus stop at the commuter parking lot connecting I-84 and UConn Health Center via Colt Highway and Munson Road • Maintain CT*fastrak* 102 with a bus stop at the commuter parking lot on Colt Highway, connecting I-84 to UConn Health Center via Colt Highway and Munson Road • Bus stops will be equipped with shelter amenities		
Permits:	• CTDOT approval and/or encroachment permit for construction within CTDOT right-of-way • Encroachment permits for construction within CTDOT right-of-way		



(1) CTDOT Project No. 170-411

Project 9: Pedestrian, Bicycle, and Transit Improvements (Concept G)			
Project Goals:	Provide improved bicycle and pedestrian accommodations and transit infrastructure and service throughout the study area to increase safety and promote alternative travel modes	**Project Type (1):**	Large
		Project Complexity (1):	Moderate
		Project Priority (1):	Short-Term
		Project Cost (2):	Varies
Major Project Elements:	• Provide a connected sidewalk network along Route 4, SR 531, Middle Road, and Munson Road • Provide painted crosswalks and sidewalk ramps at major intersections to facilitate safe crossings • Install pedestrian signals and ADA ramps at major signalized intersections • Reroute CT Fastrak 121 to serve the proposed commuter lot along Colt Highway, Middle Road, and the UCONN Health Campus • Reroute CT Transit 902 Express / 909 Express to serve the proposed commuter lot along Colt Highway, Middle Road, Munson Road, Colt Highway, SR 531, and Route 4 south of SR 531 • Reroute CT Transit 66 Farmington Avenue (Hartford Local) and CT Transit 506 Farmington Avenue (New Britain Local) to serve the entire segment of Route 4 in the study area as well as UCONN Health Campus • Provide bus shelters at all bus stops		
Permits:	• Town roadway construction permits for construction within Town right-of-way • Encroachment permits for construction within CTDOT right-of-way		

(1) Based on completing all pedestrian bicycle and pedestrian improvements under a single project. Individual projects contain alternative mode improvements reflected in this recommendation.

(2) Project costs included within separate, individual projects as their construction would facilitate completion of the bicycle and pedestrian improvement.

5.2.1 Implementation Plan Summary

Table 5-4 summarizes the recommendations in the plan on a project-level basis. A review of the implementation plan indicates that five projects are identified as Short-Term priorities, two projects are Mid-Term priorities, and two projects are Long-Term priorities. The projects prioritized as Short-Term indicate that funding sources should be sought to address the existing needs and deficiencies.

Table 5-4

Summary of Projects in Implementation Plan

	Project Description	Project Priority	Project Complexity	Project Cost
A	Route 4 at SR 508 (I-84 Ramps)	Short-Term	Low	$1.5 million
B-1	Route 4 at Talcott Notch Road and Old Mountain Road – Old Mountain Road Realignment	Short-Term	High	$5.2 million
B-2	Route 4 at Talcott Notch Road and Old Mountain Road – Five-Leg Modern Roundabout	Short-Term	High	$4.2 million
E	Munson Road at SR 531 and 16 Munson Road	Short-Term	Low	$840,000
F	SR 531 at Colt Highway Roundabout	Short-Term	Moderate	$1.5 million
G	Overall Pedestrian, Bicycle, Transit and Commuter Facilities Improvements	Short-Term	Moderate	N/A
D	South Road (SR 531) at Middle Road	Mid-Term	Moderate	$2.0 million
C	Middle Road at Munson Road	Long-Term	Moderate	$1.4 million

The worksheets used to develop the project costs can be found in Appendix U.

The conceptual improvements proposed at Route 4 and SR 508 intersection, Concept A, is considered a short-term priority due to safety concerns with insufficient westbound receiving lanes and merge lane. The project is low in complexity and costs approximately $1.5 million.

The major improvements proposed at the Route 4 and Talcott Notch Road intersection, Concept B-1 and B-2, are classified as short-term priority due to existing operational deficiencies and safety concerns. However, both projects are high in complexity and the cost associated with Concept B-1 and B-2 are $5.2 million and $4.2 million, respectively.

The widening of Middle Road and Munson Road, Concept C, is considered a long-term priority due to the issues with traffic operations not being significant unless traffic grows to the 2040 design year volumes. The project is moderately complex and costs $1.4 million.

The improvements at SR 531 and Middle Road intersection, Concept D, propose signalization of the intersection and restriping the SR 531 southbound approach. The traffic signal isn't warranted under existing volumes but will be warranted under 2040 future volumes. The project is considered mid-term priority as restriping SR 531 southbound approach to provide two receiving lanes from Birdseye Road to Patrick Flood Road can improve roadway safety and geometric deficiencies by reducing merging and confusion with driver expectancy. The project is moderately complex and costs $2.0 million.

Multi-modal improvements are proposed along Munson Road between SR 531 and 16 Munson Road driveway, as shown on Concept E. This project is considered a short-term priority due to the lack of existing pedestrian infrastructure and the need to promote safe options for alternative modes. The project is low in complexity and costs $1.4 million.

The conversion of the intersection of South Road at Colt Highway and 2 Mile Road from a conventional 4-way stop sign controlled intersection to a modern roundabout will mitigate operational deficiencies associated with forecast traffic growth in the design year 2040. The modern roundabout will also improve off-peak traffic flow between South Road and Colt Highway. The Town has advanced this project to design though LOTCIP funding. The project is moderately complex and is estimated to cost approximately $1.52 million based on a cost analysis prepared by the Town in support of the funding application.

In addition to the roadway improvements at the intersection of South Road at Colt Highway and 2 Mile Road, the development of a park and ride parking facility along Colt Highway is another element of the improvement plan at this location. The park and ride lot is not connected with the improvement of the intersection, however, the two projects should be coordinated such that they can complement each other under differing implementation time frames. The park and ride facility is located within the CTDOT I-84 right-of-way with driveway connections to Colt Highway. The parking lot project is a low complexity with a mid-term time horizon to support alternative travel modes in the study area. The project cost of the park and ride facility is $1.0M.

Overall pedestrian, bicycle, transit and commuter facilities improvements are included under Concept G. Due to the lack of adequate existing infrastructure, these improvements are considered a short-term priority with moderate complexity. The design and construction of sidewalks included within Concept B-1, B-2, and C will be directly impacted by the widening. However, sidewalks along Route 531 and the local roadways can be more readily implemented.

Concept G encompasses improvements to the study area transit accommodations. It is classified as a mid-term priority due to the fact that it addresses the mobility benefits instead of traffic operation issues. The addition of bus shelters and extension of existing routes should be implemented pending the restoration of service as funding and ridership allow. The project is low in both complexity and cost with a short implementation time.

5.3 Implementation Program

The transition from project planning to implementation is the critical step forward in the project development process. Utilizing the ideas and plans developed under this Study, and with the help from CRCOG and support from CTDOT, the Town of Farmington's responsibility lies on the identification of projects for implementation to address the needs and future concerns in the study area. Once a project has been identified by the Town, the actual implementation will follow a well-defined process. The most critical hurdle for the projects is the identification of a funding source to support the engineering, right-of-way acquisition, utility modifications, and the ultimate construction of the improvements. The Town of Farmington, working either independently or with CRCOG and/or CTDOT, will determine the purpose and need of a project and develop a scope for the improvement. Utilizing the concept plans and costs defined in this Study, funding through an appropriate funding source can be sought.

5.3.1 Project Initiation and Funding

The majority of the recommendations and improvements identified in this Study will be publicly funded through State and/or Federal Transportation Funding Programs as provided for in the Federal Transportation Legislation; through State funding made available in the State of Connecticut transportation budget; or through the State Bond Commission. In addition, there are other improvements that could be constructed by private entities as mitigation for proposed development in the study area. The Towns should rely on the recommendations of this Study to ensure that local regulatory approvals consider the recommendations of this Study when determining the appropriate level of mitigation to be included as a condition of approval of new development.

There are many current funding sources to support the recommendations presented in the Study. Current funding programs include:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Local Capital Improvement Program (LoCIP)
- Local Transportation Capital Improvement Program (LoTCIP)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Local Road Accident Reduction Program (LRARP)
- Recreational Trails Program
- Special Tax Obligation Bonds
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)

It is worth noting that with any program reliant on public funding, either by the Federal Government or State of Connecticut, priorities may change in the future along with available funding for transportation system improvements. In addition, there are several large construction projects currently underway or in design in the State of Connecticut that can constrain transportation spending looking forward as available funds are channeled to complete these projects. The State of Connecticut Department of Transportation published the "Transportation Infrastructure Capital Plan: 2017 – 2021" describing the state of available funds and programmed spending over the next few years. However, the current fiscal constraints should not limit the identification and pursuit of projects and funding for the priority projects identified by the Study so that as funding becomes available, projects are ready.

5.3.2 Design, Permitting and Construction

5.3.2.1 Engineering Design

Following the initiation of a project and identification of a funding source, the remaining steps to implement an improvement will involve design and construction. Based on the complexity of a project, an initial Preliminary Engineering phase may be required to conduct a more detailed engineering study and refine the concept plans and project scope based on more detailed and site specific mapping and data. A preliminary engineering study can help establish the potential impacts to environmental and natural resources, identify potential property and utility impacts, and help refine the expected costs in current dollars rather than forecasting based on estimates reported in this Study which are provided in current, 2019 dollars.

Once Preliminary Engineering is complete and the decision is made to move forward with a project, Final Design will take place to add detail to the plan, conduct a right-of-way acquisition process, address utility conflicts and possible relocations, and develop construction documentation to facilitate bidding and construction of the improvements. Generally, projects that are identified as having a low level of complexity can be designed within 12-18 months from initiation of the project by the Town. As complexity grows, so does the timeframe required to design improvements. Design phases can potentially last three years or more for highly complex projects.

5.3.2.2 Green Infrastructure and Landscaping

Corridor improvement should be accompanied by green infrastructure and landscaping including trees, median island plantings, and low impact design (LID) techniques that minimize stormwater runoff and mitigate against the expansion of impervious surface associated with roadway widening. The provision of landscaping with roadway improvements will also seek to preserve the rural character of the study area. The concepts are discussed in more detail in the following sections with the final section providing suggested applications within specific improvement projects identified by this study.

5.3.2.3 Tree Planting

Tree planting should accompany roadway improvements so as to improve air quality, aesthetics, and to provide a traffic calming effect. Trees should be located, and appropriate species should be selected, so as not to adversely impact traffic sight-lines, sidewalks, or utility infrastructure. Trees should be selected for drought and salt tolerance when located close to the roadway. Native species are preferred and invasive species such as Norway Maple should not be planted.

The tree species identified in the table below are recommended street trees by the University of Connecticut Department of Plant Science and Landscape Architecture. These species are recommended for use within the study area. When selecting tree species careful consideration should be given to mature tree heights in the context of planting trees that can coexist with overhead utility facilities throughout their lifespan.

Latin Name	Common Name
Acer buergerianum 1	Trident Maple
Acer campestre	Hedge Maple
Acer rubrum 'Armstrong'	Armstrong Red Maple
Acer rubrum 'Columnare'	Columnar Red Maple
Acer rubrum 'Northwood'	Northwood Red Maple
Acer rubrum 'October Glory'	October Glory Red Maple
Acer rubrum 'Red Sunset'	Red Sunset Red Maple
Aesculus octandra flava	Yellow Buckeye
Aesculus x carnea	Red horsechestnut
Aesculux x carnea 'Briotii'	Briotii Red horsechestnut
Celtis occidentalis 2	Common Hackberry
Cercidiphyllum japonicum 3	Katsuratree
Corylus colurna	Turkish Filbert
Crataegus x lavallei	Lavalle Hawthorn
Crataegus x mordenensis 'Toba'	Toba Hawthorn
Crataegus phaenopyrum	Washington Hawthorn
Crataegus phaenopyrum 'Fastigiata'	Fastigiate Washington Hawthorn
Crataegus viridis 'Winter King'	Winter King Hawthorn
Fraxinus pennsylvanica 'Marshall's Sdls.'	Marshall's Seedless Green Ash
Fraxinus pennsylvanica 'Newport'	Newport Green Ash
Fraxinus pennsylvanica 'Patmore'	Patmore Green Ash
Fraxinus pennsylvanica 'Summit'	Summit Green Ash
Fraxinus pennsylvanica 'Urbanite'	Urbanite Green Ash
Ginkgo biloba	Ginkgo
Ginkgo biloba 'Fastigiata'	Fastigiate Ginkgo
Ginkgo biloba 'Sentry'	Sentry Ginkgo
Gleditsia triacanthos inermis	Thornless Honeylocust
Gleditsia tri. in. 'Halka'	Halka Honeylocust
Gleditsia tri. in. 'Moraine'	Moraine Honeylocust
Gleditsia tri. in. 'Shademaster'	Shademaster Honeylocust
Gleditsia tri. in. 'Skyline'	Skyline Honeylocust
Gleditsia tri. in. 'Sunburst'	Sunburst Honeylocust
Koelreuteria paniculata 3	Goldenrain Tree
Liquidambar styraciflua 1	Sweetgum
Maackia amurensis 3	Amur Maackia
Malus 'Adams'	Adams Crabapple
Malus x atrosanguinea	Carmine Crabapple
Malus baccata 'Jackii'	Jackii Crabapple
Malus baccata mandshurica	Manchurian Crabapple
Malus 'Baskatong'	Baskatong Crabapple
Malus 'Beverly'	Beverly Crabapple
Malus 'Bob White'	Bob White Crabapple
Malus 'Centurion'	Centurion Crabapple
Malus 'Donald Wyman'	Donald Wyman Crabapple
Malus 'Doubloons'	Doubloons Crabapple
Malus 'Evelyn'	Evelyn Crabapple
Malus floribunda	Japanese Flowering Crabapple

Latin Name	Common Name
Malus 'Harvest Gold'	Harvest Gold Crabapple
Malus hupehensis	Tea Crabapple
Malus 'Jewelberry'	Jewelberry Crabapple
Malus 'Katherine'	Katherine Crabapple
Malus 'Liset'	Liset Crabapple
Malus 'Prairifire'	Prairifire Crabapple
Malus 'Prince Georges'	Prince Georges Crabapple
Malus 'Professor Sprenger'	Professor Sprenger Crabapple
Malus 'Red Jade'	Red Jade Crabapple
Malus 'Robinson'	Robinson Crabapple
Malus 'Selkirk'	Selkirk Crabapple
Malus 'Sentinel'	Sentinel Crabapple
Malus sieboldii zumi 'Calocarpa'	Zumi Crabapple
Malus 'Snowdrift'	Snowdrift Crabapple
Malus tschonoskii	Tschonoski Crabapple
Malus 'White Angel'	White Angel Crabapple
Malus 'Zumirang'	Zumirang Crabapple
Ostrya virginiana	Hop Hornbeam
Phellodendron amurense	Amur Cork Tree
Platanus x acerifolia 'Bloodgood'	London Plane Tree
Pyrus calleryana 'Aristocrat'	Aristocrat Callery Pear
Pyrus calleryana 'Chanticleer'	Chanticleer Callery Pear
Pyrus calleryana 'Redspire'	Redspire Callery Pear
Quercus coccinea	Scarlet Oak
Quercus palustris	Pin Oak
Quercus robur	English Oak
Quercus robur 'Concordia'	Golden Leaved English Oak
Quercus robur 'Fastigiata'	Fastigiate English Oak
Quercus rubra	Red Oak
Quercus x shumardii	Shumard Oak
Sophora japonica	Japanese Scholar Tree
Sophora japonica 'Fastigiata'	Fastigiate Scholar Tree
Syringa reticulate	Japanese Tree Lilac
Tilia americana 'Redmond'	Redmond American Linden
Tilia cordata	Littleleaf Linden
Tilia cordata 'Chancellor'	Chancellor Littleleaf Linden
Tilia cordata 'Glenleven'	Glenleven Littleleaf Linden
Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden
Tilia tomentosa	Silver Linden
Tilia x euchlora	Crimean Linden
Ulmus 'Homestead'	Homestead Elm
Ulmus 'Pioneer'	Pioneer Elm
Ulmus 'Urban Elm'	Urban Elm
Ulmus parvifolia	Lacebark Elm
Zelkova serrata	Zelkova
Zelkova serrata 'Halka'	Halka Zelkova
Zelkova serrata 'Village Green'	Village Green Zelkova

5.3.2.4 Median Island Plantings

Landscaped roundabout median and splitter islands with trees and pervious granite pavers used to reduce impervious surfaces at the modern roundabout located at the intersection of Hebron Avenue and House Street in Glastonbury, CT

Median islands can be comprised of a combination of plantings, sod, and hardscape elements. Given sight line and visibility concerns, small shrubs, perennials, grasses, and bulbs are recommended. Landscaped areas cost approximately $10 per square foot, sodded areas cost approximately $2 per square foot and hardscaped areas cost approximately $10 to $15 per square foot. Plants used in landscaped medians should be drought resistant, low maintenance, and salt tolerant species. The use of native plants whenever possible is recommended.

5.3.2.5 Low Impact Design Options

This section provides an overview of landscaping and Low Impact Development (LID) techniques that can be considered for incorporation into the design of the proposed Route 4 study concepts. Integrating LIDs will reduce the strain on the existing drainage system with the increased impervious surface area associated with the improvements. The LID options presented include the use of pervious pavements and bioswales. Sample landscaping options are also provided for use within the medians.

Bioswales

Bioswales are vegetated channels that provide treatment and retention as they convey stormwater. Vegetated swales slow, infiltrate, and filter stormwater runoff. Bioswales are typically used as parking lot islands, in medians, as roadside swales, or as landscape buffers. Bioswales can offer the following benefits:

- Treat stormwater via biofiltration using vegetation, soil, and microbes
- Reduce the total volume of stormwater runoff
- Slow the velocity of runoff and reduce the peak discharge
- Facilitate infiltration and groundwater recharge
- Provide an aesthetic part of the landscape and increase biodiversity

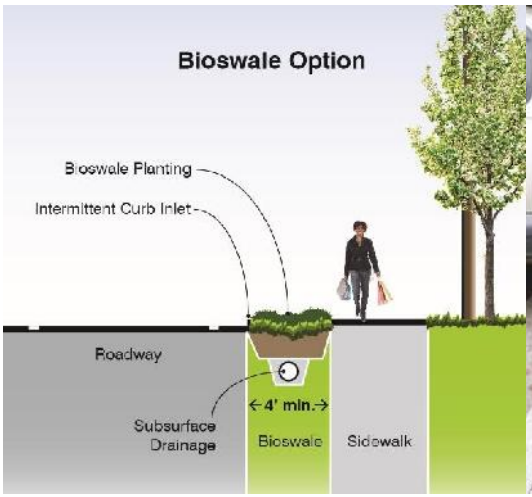
Bioswales should be considered in areas with well drained soils. Areas with poorly drained sites will require an underdrain to remove overflow stormwater. Compacted soils, short runoff contact time, large storm events, and steep slopes reduce the effectiveness of bioswales.

Bioswales are inexpensive relative to traditional curb and gutter treatment or underground stormwater systems. Maintenance (seasonal trimming and removal of debris) is required more often but is much less expensive than that of traditional curb and gutter system maintenance. Installation cost per square foot varies depending on drainage requirements and density of planting. Typical costs range from $5 to $10 per square foot.

Typical plant types used in bioswales include:

- Achillea millefolium, Common Yarro
- Aronia arbutifolia, Chokeberry
- Baptisia sphaerocarpa, Yellow Wild Indigo
- Echinacea, Coneflower
- Iris laevigata, Iris
- Kalimeris incisa, Japanese Aster
- Monarda, Bee Balm
- Phlox paniculata, Perennial Phlox
- Solidaga rugosa, Goldenrod
- Ilex verticillata, Winterberry
- Lindera Benzoin, Spicebush
- Panicum virgatum, Switch grass
- Schizachyrium scoparium, Little Bluestem

Bioswales should be planted with a mix of close growing vegetation that is water and salt tolerant. Plants should be selected for their nutrient uptake ability and appropriateness for the site. The use of native plants is recommended.

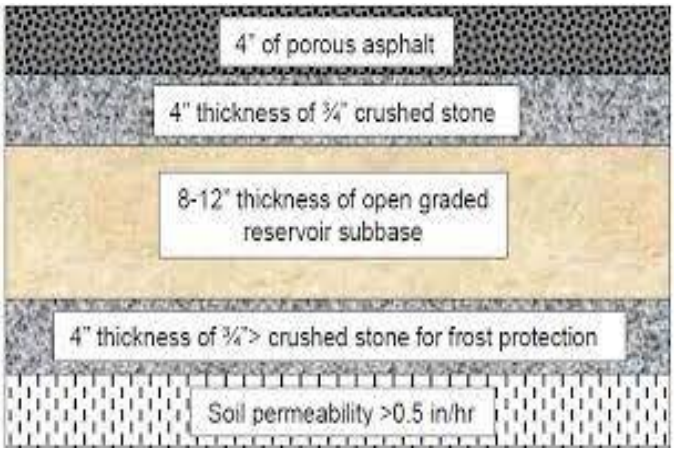


Bioswale Detail and Example

Bioswale Detail and Example

Pervious Asphalt

Pervious (or porous) asphalt is a mix that is designed to allow for onsite stormwater infiltration. It has been shown to reduce slipping hazards by absorbing water from the surface in cold climates. It can be installed with the same equipment as traditional asphalt and is designed to have an equal lifespan. Installation involves less labor than is required with pervious concrete. Typical uses of this treatment include: parking lots, driveways, walkways.



Typical Pervious Pavement Section

(Source: Tompkins County Soil and Water Conservation Stormwater Program)

Plowing and poor drainage can lessen the life span. Tight parking lots which cause many turning movements can cause spalling. This product is also prone to clogging, leaves and sand reduce the infiltration rates.

Pervious asphalt has been used in multiple locations at the University of Connecticut Storrs Campus. The product has held up well in these locations and the university is in the process of purchasing a maintenance vacuum.

Installation costs approximately $5 a square foot. Required maintenance includes twice yearly truck vacuuming and special snowplow blades designed to not damage the surface. The implementation of this type of LID measure may be appropriate for shared use pathways but is not considered a feasible solution for roadway pavement.

5.3.3 Application to Route 4 Study Area Roadways

Street Trees: Street trees should be considered for all areas where adequate space exists within the right-of-way, or on private property through agreement with the private property owner. Trees should be spaced 25 feet to 30 feet apart and should be located at least 3 feet away from a sidewalk. If planted between the sidewalk and curb, the space between the curb face and sidewalk should be at least 6 feet. Tree planting should be considered as a short-term measure in areas that are unlikely to be impacted by expansion of the roadway. In areas where roadway or right-of-way expansion is recommended, tree planting should follow those improvements.

Median Island Plantings: Median islands are proposed at a number of major intersections in the study area. Plantings of these islands should be considered as a means of minimizing stormwater runoff and improving the aesthetics of the corridor. Small shrubs, perennials, grasses, and bulbs are recommended given the sight line and visibility concerns.

LID Measures: LID measures should be considered and incorporated into the improvement designs to reduce the strain of the additional impervious area on the existing stormwater system. LID measures such as a bioswales could be integrated with new sidewalk construction. This would assist with capturing stormwater runoff as well as providing separation between pedestrians and vehicles.

5.3.3.1 Route 4 at SR 508 Intersection Area (Concept Plan A)

The improvements at the intersection of Route 4 and SR 508 present opportunities for landscaping and LID treatments. The proposed pathway could be constructed of pervious asphalt between the proposed sidewalk at the intersection and the existing Metacomet Trail. This would reduce stormwater runoff and exclude curb ramps which would be constructed of concrete. Bioswales can be constructed between Route 4 northbound approach travel lanes and the proposed pathway to provide separation between pedestrians and vehicles as well as assist with capturing stormwater runoff. Decorative median plantings in the proposed islands on the east and west approaches of the intersection can be constructed to provide an aesthetic gateway into the area.

5.3.3.2 Route 4 at Talcott Notch Road and Old Mountain Road Intersection Area (Concept Plan B-1)

The realignment of Old Mountain Road provides the opportunity to plant native tree and grass landscaping at the west and southeast corner of the new Talcott Notch Road and Old Mountain Road intersection. The tree line should be kept offset from the edge of roadway so as not to obstruct traffic sight lines. The east corner of the realigned driveway of the property on the south side of Old Mountain Road presents an opportunity for low level landscaping and a limited number of trees provided they don't obscure sight lines.

5.3.3.3 Route 4 at Talcott Notch Road and Old Mountain Road Intersection Area (Concept Plan B-2)

The island within the proposed roundabout shown on Concept Plan B-2 presents an opportunity for low level landscaping within the island and a limited number of trees provided they don't obscure sight lines. Other opportunities for landscaping include decorative median plantings in the islands on the east and west approaches of the roundabout.

5.3.3.4 Middle Road at Munson Road Intersection Area (Concept Plan C-1)

Decorative median plantings in the proposed island on the northbound approach of the intersection can be constructed to provide an aesthetic gateway into UConn Health Center campus.

5.3.3.5 SR 531 at Colt Highway Intersection Area (Concept Plan F)

The conversion of the SR 531 at Colt Highway intersection into a modern roundabout provide ample new areas to install landscaping within the center island of the circle and the ability to install street trees and native grass landscaping in the splitter islands on the four approaches. The landscaping in the splitter islands will provide aesthetic . Low level landscaping would be suitable for the islands of the proposed commuter lot. Pervious asphalt could be used in the proposed commuter lot and is most appropriate for parking stalls where traffic is minimal.

5.3.3.6 Colt Highway Parking Lot and Transit Stop (Concept Plan G)

The development of a new park and ride facility in the I-84 right of way will result in new impervious areas that should be mitigated through LID techniques in addition to typical stormwater management measured to address regulatory requirements. Rain gardens, grass-lined swales, retention/detention basins, and underground treatment and infiltration are some of the techniques that should be implemented.

5.3.4 Permitting and Compliance

The following sections detail the various permitting and compliance activities that need to be considered as the Study recommendations move into the design and implementation stages. Each section describes the purpose and need for the permitting/compliance activity as well as the locations where they need to be considered. Included are sections on Environmental Permitting, Federal Funding and Preservation Compliance, Stormwater Permitting, and CTDOT Construction and Development Permitting.

5.3.4.1 Environmental Permitting

As noted in Section 2.10 of this report, there are numerous regulated natural resources within the study area. Resources of note include: Threatened and Endangered Species and Critical Habitats, Floodplains, and Wetlands. The Threatened and Endangered Species information is available through the CTDEEP Natural Diversity Data Base (NDDB). Within the study area, three NDDB areas were mapped, each located on the northeast, northwest and southeast boundaries of the study area, respectively. Generally, the floodplains exist in the vicinity of the unnamed stream and pond in the study area. The wetlands are generally located along all study area roadways. It is worth noting that natural resource mapping is based on statewide databases and from project development. More detailed investigations will better define the scope and nature of the resources that may be impacted by the projects. Project improvements planned within these mapped resource areas have been identified. Work proposed within these mapped resource areas would likely require obtaining permits from local, state, and federal regulatory entities. The environmental permits anticipated for each proposed concept are described in the following sections and summarized in Table 5-5. Funding sources also play a role in which environmental permits may be required for future work.

TABLE 5-5

Environmental Permitting Requirements by Concept

Location of Improvement	Anticipated Approvals	Comments
Route 4 at S.R. 508 (I-84 Ramps)		
Concept A	N	Within mapped NDDB areas
Middle Road at Munson Road		
Concept C	W	Within mapped wetlands
S.R. 531 at Middle Road		
Concept D	F, W	Within mapped floodplains and wetlands

N = NDDB coordination

F = Floodplains permit

W = Wetlands permit

Threatened and Endangered Species and Critical Habitats

There were three mapped NDDB areas identified on the northeast, northwest and southwest boundaries of the study area. Concepts with improvements proposed within the mapped NDDB areas will be required to coordinate with CTDEEP to determine what species may be affected by the project and any preventative or mitigative measures needed in the project design/schedule/approach. To request an NDDB state listed species review, the NDDB review request form package must be completed and submitted to CTDEEP. NDDB mapping is updated on an annual basis, so projects should be re-screened if they move forward in the future. The concept that currently will require an NDDB review include:

- Route 4 at S.R. 508 (I-84 Ramps) (Concept Plan A)

Preparation of the NDDB form submittal is estimated to take approximately two weeks, with an estimated agency review time of one to three months.

Floodplains

There are 100-year flood zones within the study area surrounding an unnamed stream in the western portion of the study area which feeds into Batterson Park Pond, a small unnamed stream and pond separating Route 4 and UConn Health Farmington/Farm Glen and an unnamed stream that goes under Interstate 84 in the southeastern portion of the study area. The 500-year flood zone is southeast of the study area near the West Hartford town line

Concepts with improvements proposed within the mapped floodway and 100-year floodplains will be required to obtain a Flood Management Certification approval. Areas of 500-year floodplain also exist within the study area, and these will need to be considered during design and permitting. It is assumed that since the work is proposed on state roadways, that state funding would be used, and the applicant for permits would be CTDOT. Depending upon the impacts and extent of the work, this permit could be a CTDEEP Individual Flood Management Certification or CTDOT Flood Management General Certification (CTDOT applicant and minimal impacts). The concepts that would require a Flood Management Certification include:

- S.R. 531 at Middle Road (Concept Plan D)

Preparation of the Flood Management permit package is estimated to take approximately six weeks, with an estimated agency review time of four to six months.

If CTDOT is the permit applicant, there would be no municipal floodplains permits required.

Wetlands

There are mapped wetlands surrounding the floodplains described above. Wetlands are also mapped along smaller streams, ponds, and wet areas throughout the study area. There are mapped wetlands identified along all study area roadways. The mapped wetland areas are those comprised of poorly and very poorly drained soils, as well as alluvial and floodplain soils. In addition, both waterbodies and watercourses (intermittent and perennial) are regulated resources under the state Wetland Protection Act.

To determine if a project requires a wetland permit, wetlands must be delineated in the field by a professional soil scientist, as well as waterbodies and watercourses. For purposes of this study, concepts within mapped wetland areas, waterbodies or watercourses have been identified as having the potential for wetland permitting needs.

Concepts with improvements proposed within the mapped wetland resource areas have the potential to be required to obtain an Inlands Wetlands and Watercourses permit through CTDEEP. If there are activities that alter or fill wetlands or watercourses, a United States Army Corps. of Engineers (USACE) Section 404 permit would be required. Generally, for USACE Section 404 approval, if impacts are less than 5,000 square feet (sf), then submitting a Self-Verification (SV) form to USACE would be needed. If impacts are greater than 5,000 sf and less than one acre, then a Pre-Construction Notification (PCN) would be needed. If the extent of the work within wetlands and watercourses causes greater impacts than one acre, an individual Section 404 permit would be required. Authorization would likely be through General Permit (GP) No. 18, however, if authorization under a different GP was required, then thresholds may be different than those outlined above.

In addition to the USACE Section 404 permit, a Water Quality Certification (WQC) approval under Section 401 of the Federal Clean Water Act would be needed. If authorization under GP 18 is sought, WQC approval would be granted as part of the SV approval process, if SV applies to the project. If the PCN is being sought and the project has under 0.5 acres of impact, the CTDEEP Connecticut Addendum Army Corps of Engineers General Permit State of CT (CT Addendum) would be required for the WQC. If impacts are over 0.5 acres, an individual WQC through CTDEEP would be required. If USACE Section 404 approval were through a GP other than GP 18, then Section 401 WQC thresholds may change. If a USACE Section 404 permit is needed, the CTDEEP General Permit for Water Resource Construction Activities will also apply as long as the project has under one acre of wetland and watercourse impacts.

If CTDOT is the permit applicant, there would be no municipal wetlands permits required, as CTDOT coordinates with the municipalities during the design process.

The concepts that may require a wetlands permit include:

- Middle Road at Munson Road (Concept Plan C)
- S.R. 531 at Middle Road (Concept Plan D)

Preparation of the SV form submittal is estimated to take approximately two weeks, with no agency review time. Preparation of the PCN, General Permit for Water Resource Construction Activities permit, and/or CT Addendum packages are estimated to take approximately six weeks, with an estimated agency review time of four to six months. Preparation of Individual USACE and/or Individual WQC permit packages are estimated to take approximately twelve weeks, with an estimated agency review time of eight to twelve months.

5.3.4.2 Federal Funding and Preservation Compliance

Depending upon the funding source for projects, federal and/or state-level environmental documentation would be required. If federal funding is used, and if impacts are minimal, a Categorical Exclusion (CE) would likely satisfy the federal requirements. If the project has federal funding and greater impacts are anticipated, then the preparation of an Environmental Assessment (EA) may be necessary. If state funding is involved, to satisfy Connecticut Environmental Policy Act (CEPA) state environmental documentation requirements, a Post Scoping Notice or an Environmental Impact Evaluation (EIE) would be required. As the project advances into conceptual design and additional project details are known, a determination should be made about the applicability of NEPA and CEPA and the proper class of documentation. Opportunities for streamlining the environmental documentation process should be used, if available (e.g., preparation of a combined NEPA/CEPA document).

If federal funds are used for the improvements, the project would be subject to Section 4(f) of the US Department of Transportation Act. Given their locations and the recommended improvements a use under Section 4(f) of the following properties is unlikely: East Farms School, Hillstead Museum, Irving Roberts Junior High School, and South Road Playground. However, sidewalk improvements at 2 Mile Road in proximity to Batterson Park may be subject to 4(f). As the project advances into conceptual design and additional project details are known an assessment should be undertaken to determine what documentation is required in order to comply with Section 4(f) of the US Department of Transportation Act.

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effects of their actions on properties listed in, or eligible for listing in, the National Register of Historic Places. Given the locations of the historic property and the nature of the sidewalk improvements, adverse effects are unlikely. However, once the design has been advanced to the concept level, and if federal funds are used for the improvements, consultation should be undertaken with the CT State Historic Preservation Office. Similarly, consultation will have to be undertaken with the Connecticut State Historic Preservation Office regarding any potential effects to the state-listed Monroe Elementary School.

5.3.4.3 Stormwater Permitting

It is unknown which concepts and segments will be constructed together, however if the soil disturbance proposed for a project is over one acre, a CTDEEP General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities (Stormwater GP) would be required. With CTDOT as the applicant, this project would be classified as a locally exempt project. Any concepts that require the Stormwater GP, even if located outside of a mapped NDDB area, must also request the NDDB review and include the CTDEEP response in the stormwater permit package.

Preparation of the Stormwater GP package is estimated to take approximately six weeks. This permit filing must be submitted to CTDEEP 60 days before the start of construction if the soil disturbance area is between one (1) and twenty (20) acres. If the project's soil disturbance is greater than 20 acres, the permit should be submitted 90 days before the start of construction. CTDEEP has the 60- or 90-day timeframe to review the filing and provide any feedback to the applicant.

If CTDOT is the permit applicant, there would be no municipal stormwater permits required. If soil disturbance for the project is less than one acre, and a CTDEEP wetlands permit is required, no municipal stormwater permits would be needed.

5.3.4.4 CTDOT Improvement Construction & Development Permitting

In addition to the permitting for natural resources, CTDOT will require permits for developments and construction of improvements within the State right-of-way for Municipal roadway improvements and driveways to developments. The permits include encroachment permits and signal revision permits for the Municipal roadway and development driveway improvements and Office of State Traffic Administration (OSTA) permits for large developments that exceed the OSTA size limits. The permits required for the recommended improvement plan are summarized in the improvement matrices in Section 5.1.3. Depending on the scope of the work and the entity, the Municipality or a private developer performing the design, funding for the permits may come from public and/or private resources.

5.3.5 Construction

Following the completion of the design phase, the projects will begin the construction phase. The steps involved in a publicly funded project include advertisement for bids to contractors, collecting bids on the work and awarding the contract, and finally conducting the construction to build the improvement. Utility relocations typically take place during construction, but in some instances a utility company may relocate facilities in advance of a project taking place once a utility agreement is in place. Generally, smaller projects are completed within one construction season between March and November. Larger projects can span several construction seasons depending on the complexity of the work, the construction staging and phasing needed to facilitate the maintenance and protection of traffic operations during construction, and possibly the availability of funding. Projects identified as having Moderate Complexity can be expected to take up to two construction seasons and highly complex projects could take more than two construction seasons to build.

APPENDIX A
Figures

Tighe&Bond

FIGURE 2-2

Route 4 (Farmington Avenue) Historical Average Daily Traffic

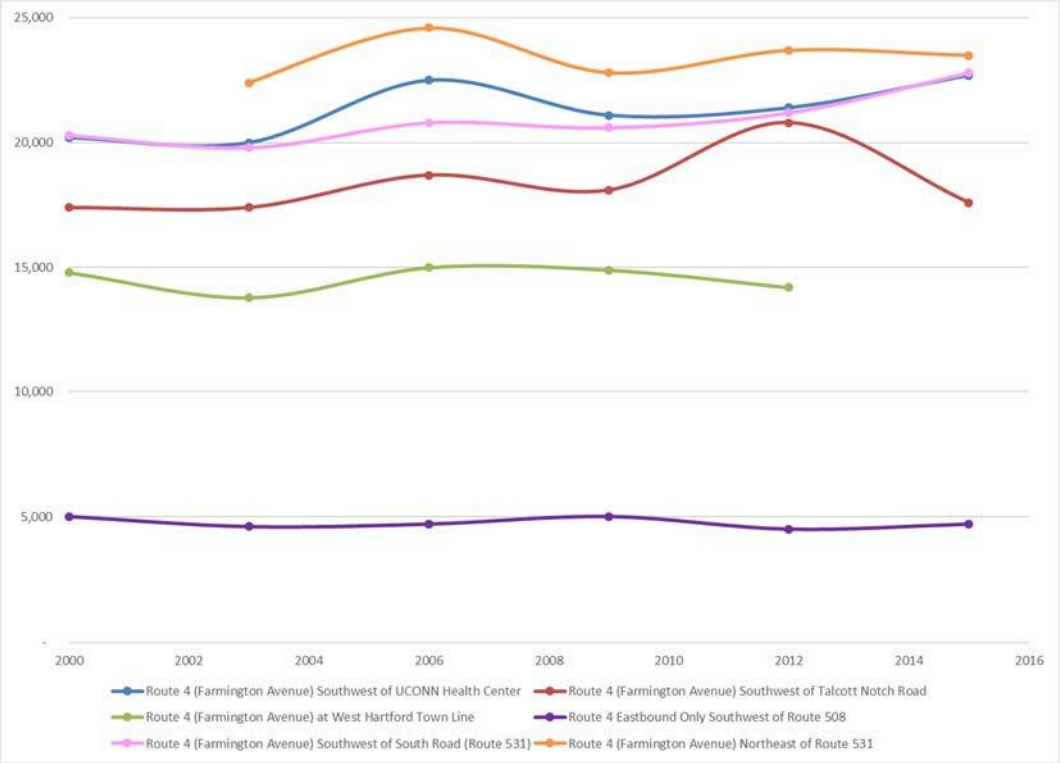


FIGURE 2-3

Colt Highway Historical Average Daily Traffic

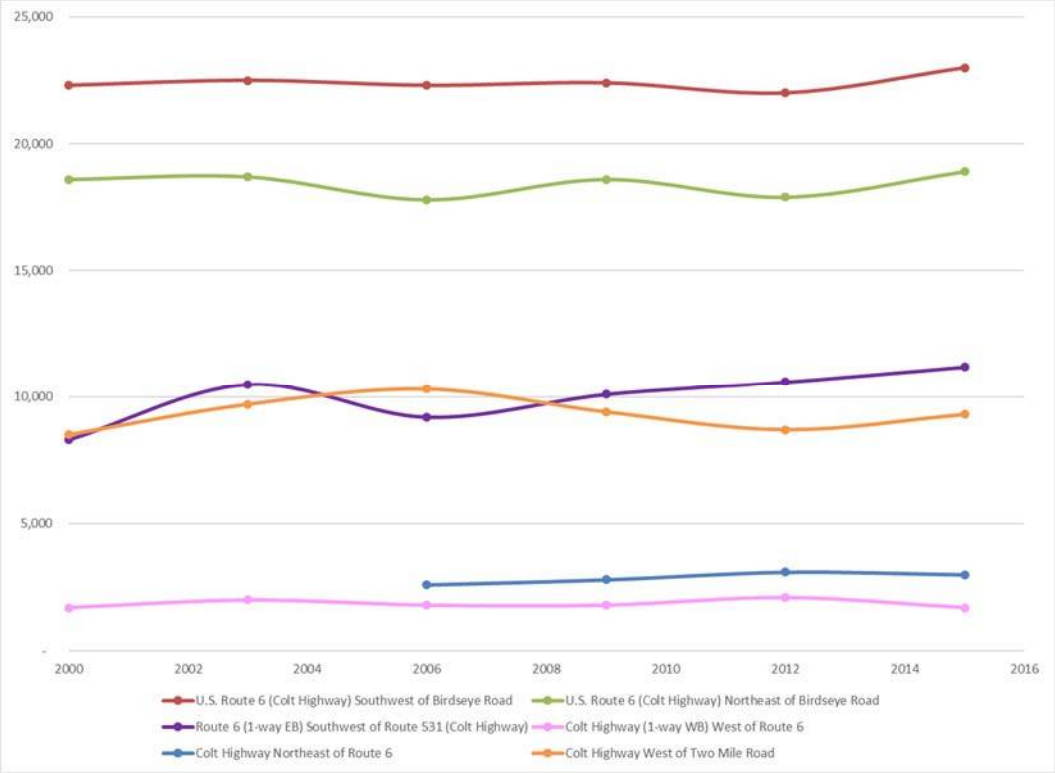


FIGURE 2-4

South Road Historical Average Daily Traffic

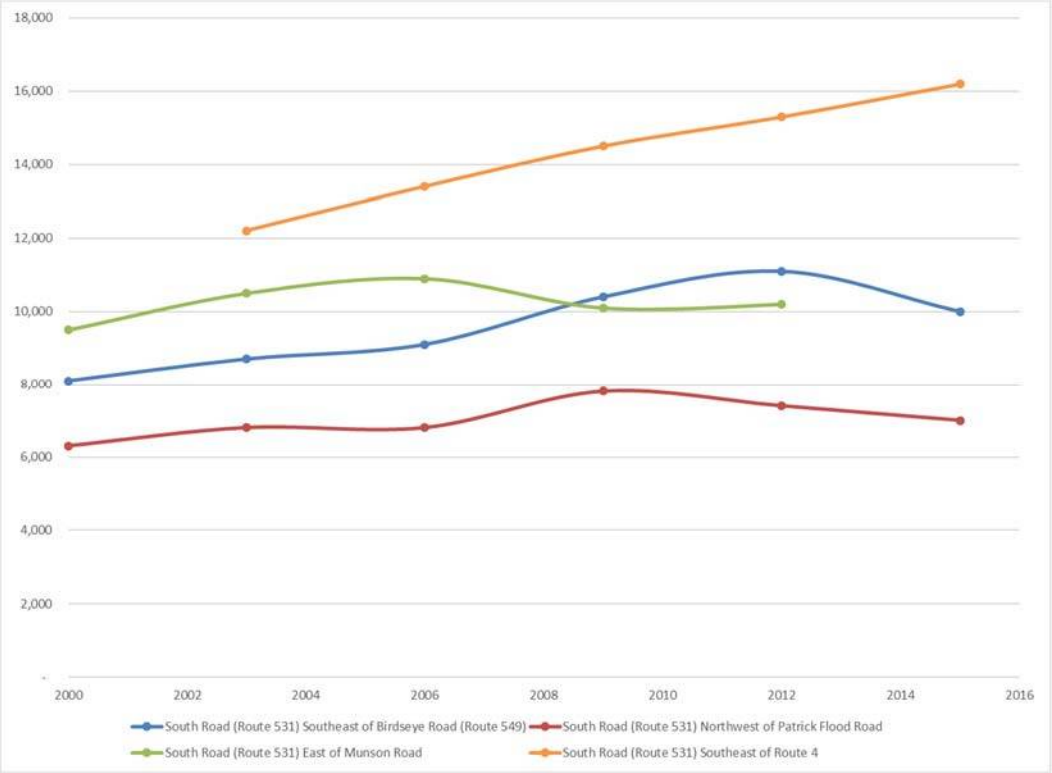
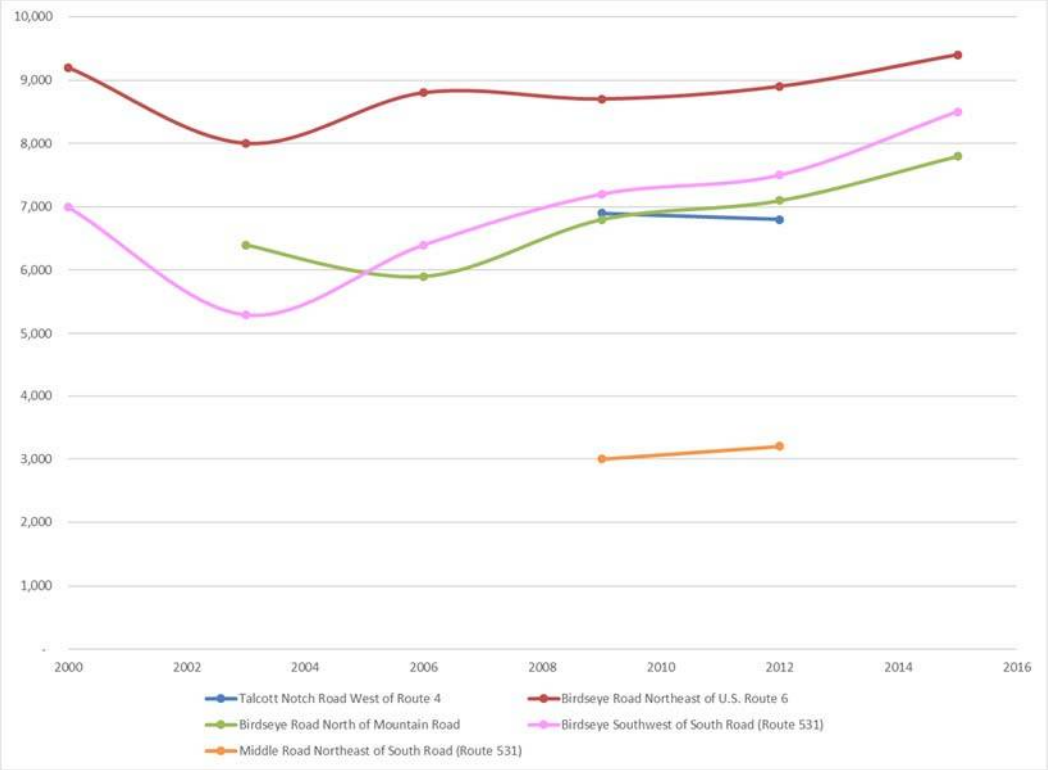
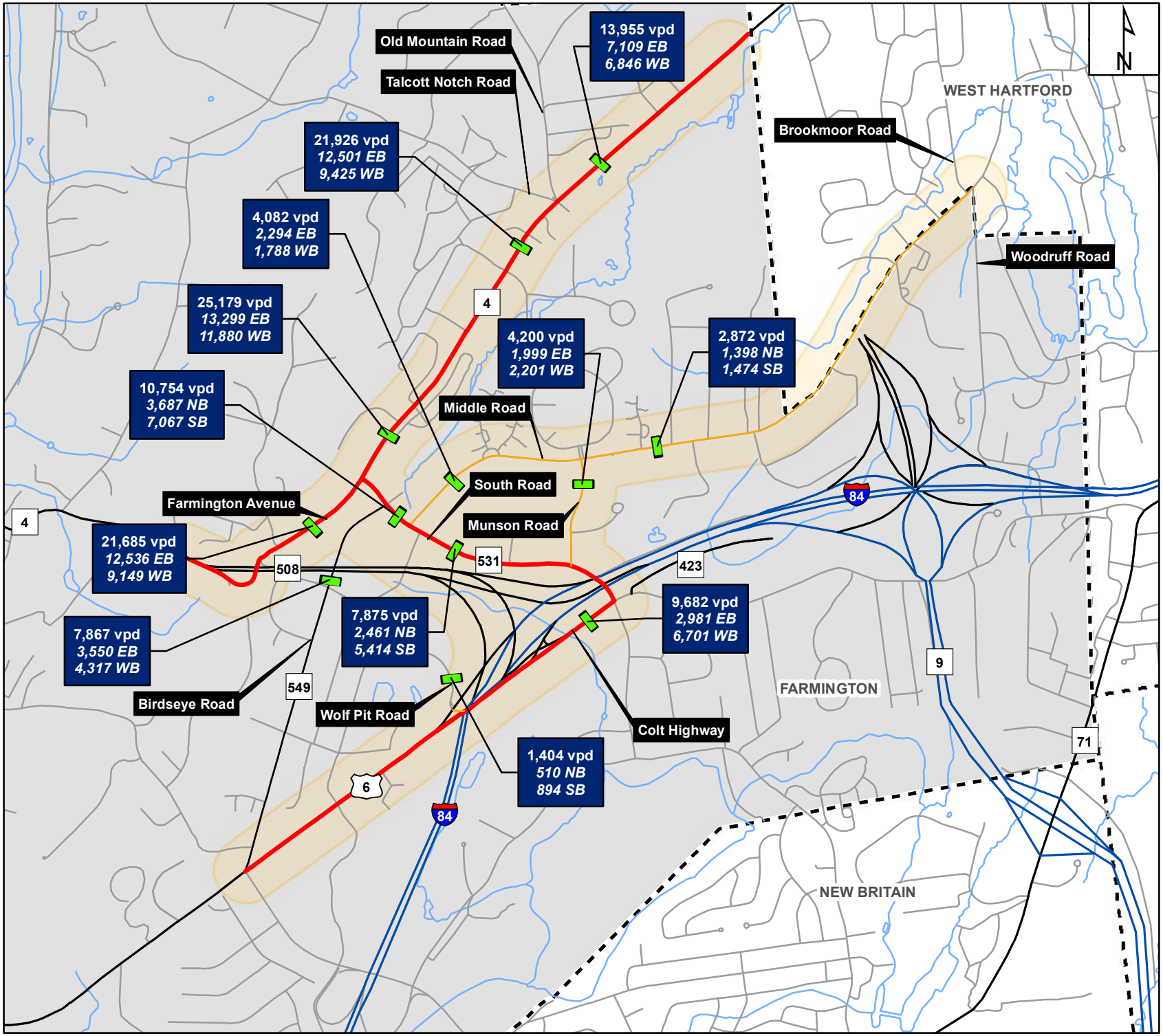


FIGURE 2-5

Other Study Area Roadways Historical Average Daily Traffic





Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Observation Location
- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate\Freeway
- State Route
- Local Road

Source:
Traffic counts conducted in December 2015, February and March 2016.

0 1,000 2,000
Feet
1 " = 2,000 '

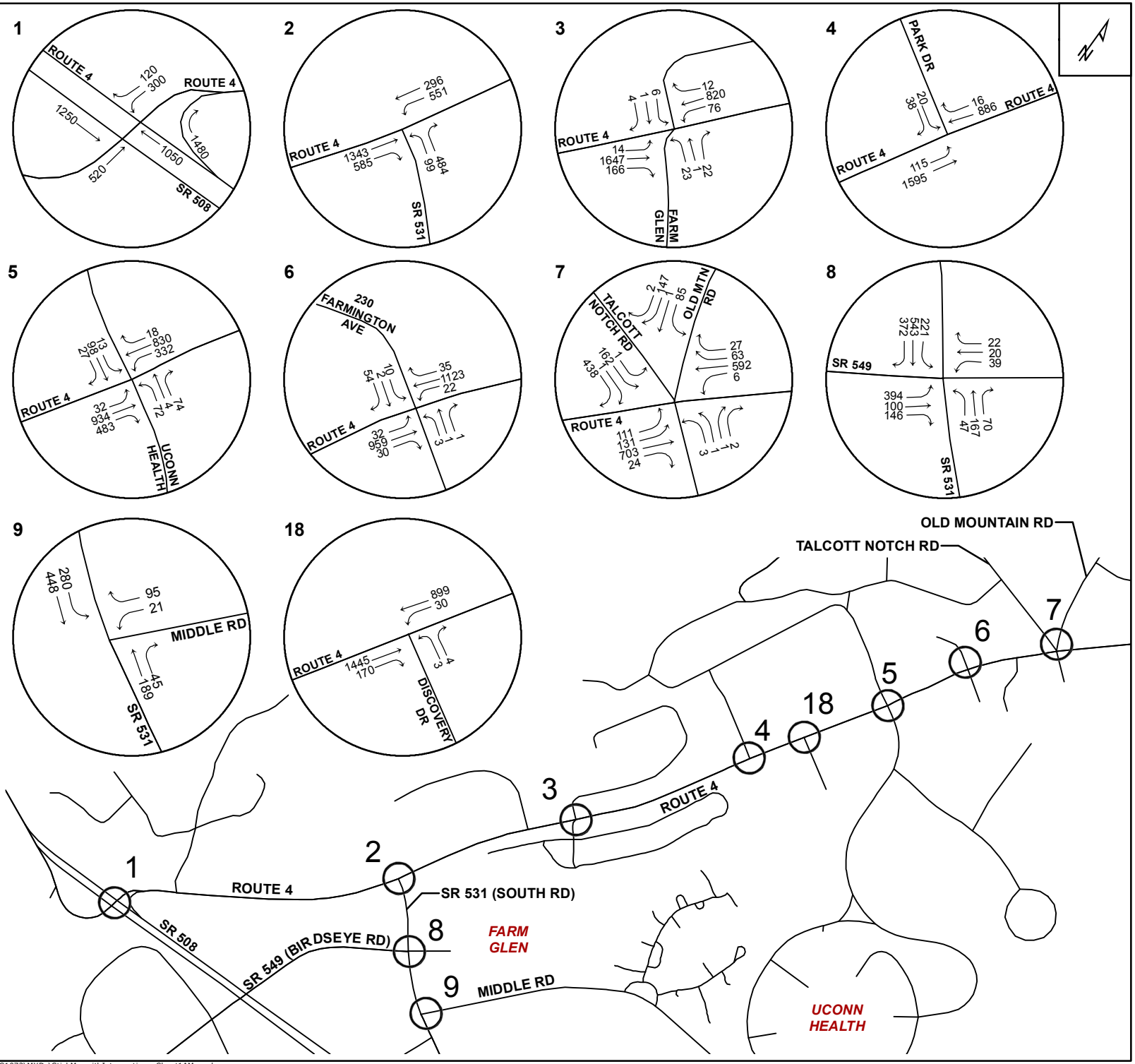
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 2-6

V:\Projects\C\C1072\MXDs\VolumeStudy_85x11.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

AM Peak Volume

Source:
Traffic counts conducted in December 2015, February, March and September 2016.

CTDOT Approved Volumes (SPN 155-171).

NOT TO SCALE

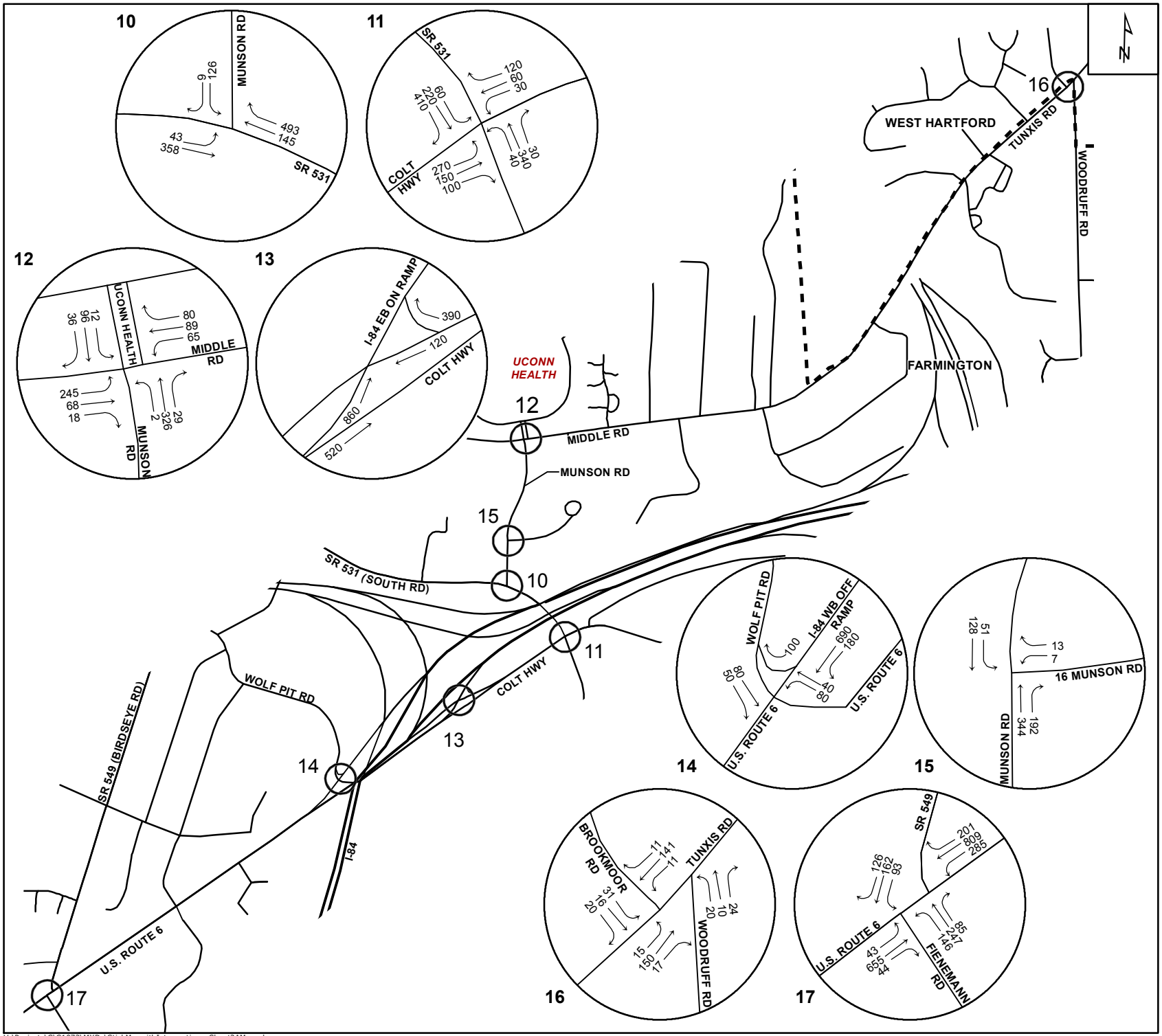
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2017

2016 EXISTING TRAFFIC VOLUMES WEEKDAY MORNING PEAK HOUR (7:15 - 8:15 AM)

FIGURE 2-7

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet1AM.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

AM Peak Volume

Source:
Traffic counts conducted in December 2015, February, March and September 2016.

CTDOT Approved Volumes (SPN 155-171).

NOT TO SCALE

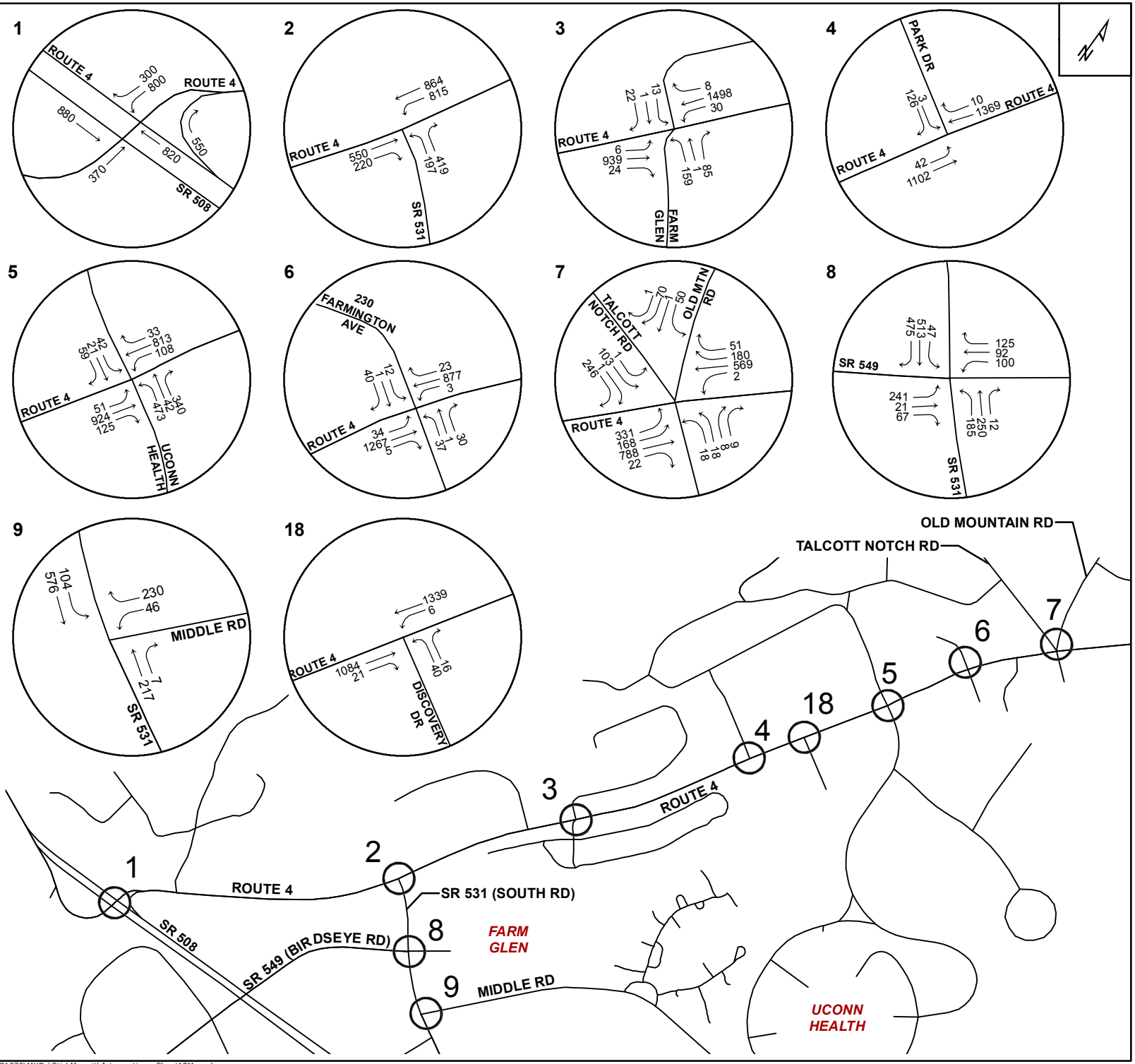
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2017

2016 EXISTING TRAFFIC VOLUMES WEEKDAY MORNING PEAK HOUR (7:15 - 8:15 AM)

FIGURE 2-8

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet2AM.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

PM Peak Volume

Source:
Traffic counts conducted in December 2015, February, March and September 2016.

CTDOT Approved Volumes (SPN 155-171).

NOT TO SCALE

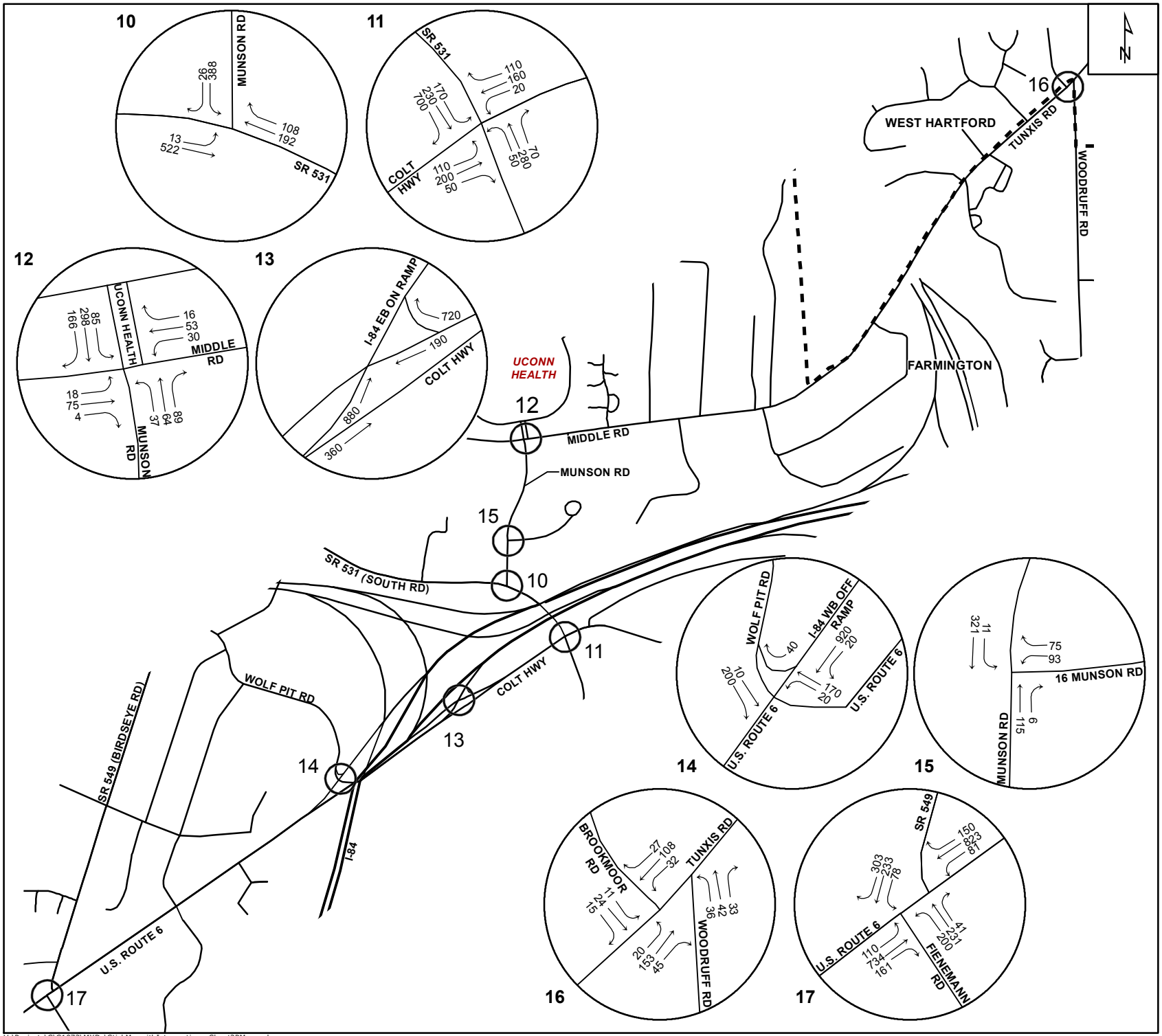
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2017

2016 EXISTING TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR (4:30 - 5:30 PM)

FIGURE 2-9

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet1PM.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

PM Peak Volume

Source:
Traffic counts conducted in December 2015, February, March and September 2016.

CTDOT Approved Volumes (SPN 155-171).

NOT TO SCALE

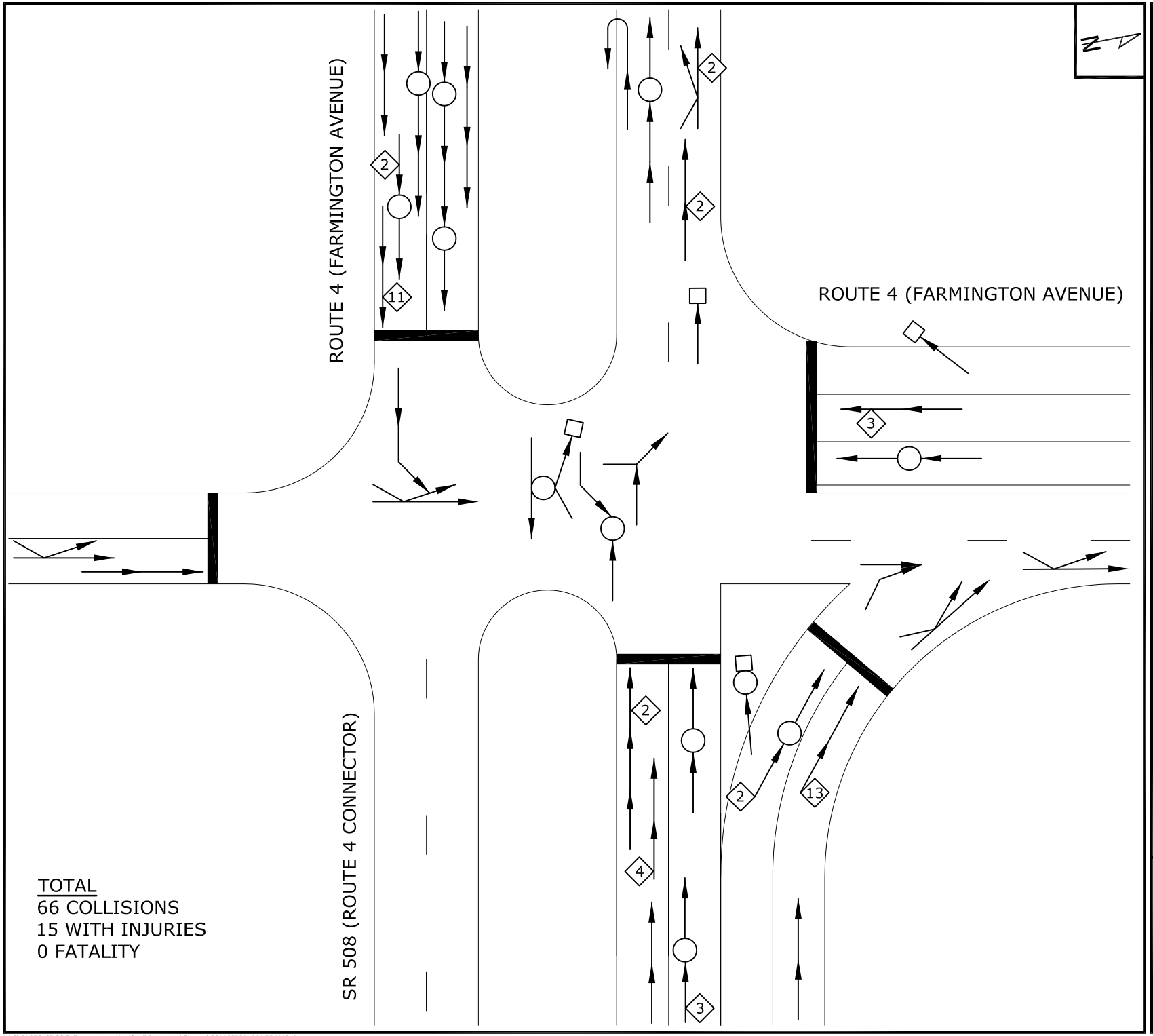
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2017

2016 EXISTING TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR (4:30 - 5:30 PM)

FIGURE 2-10

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet2PM_.mxd

C-1072



TOTAL
66 COLLISIONS
15 WITH INJURIES
0 FATALITY

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

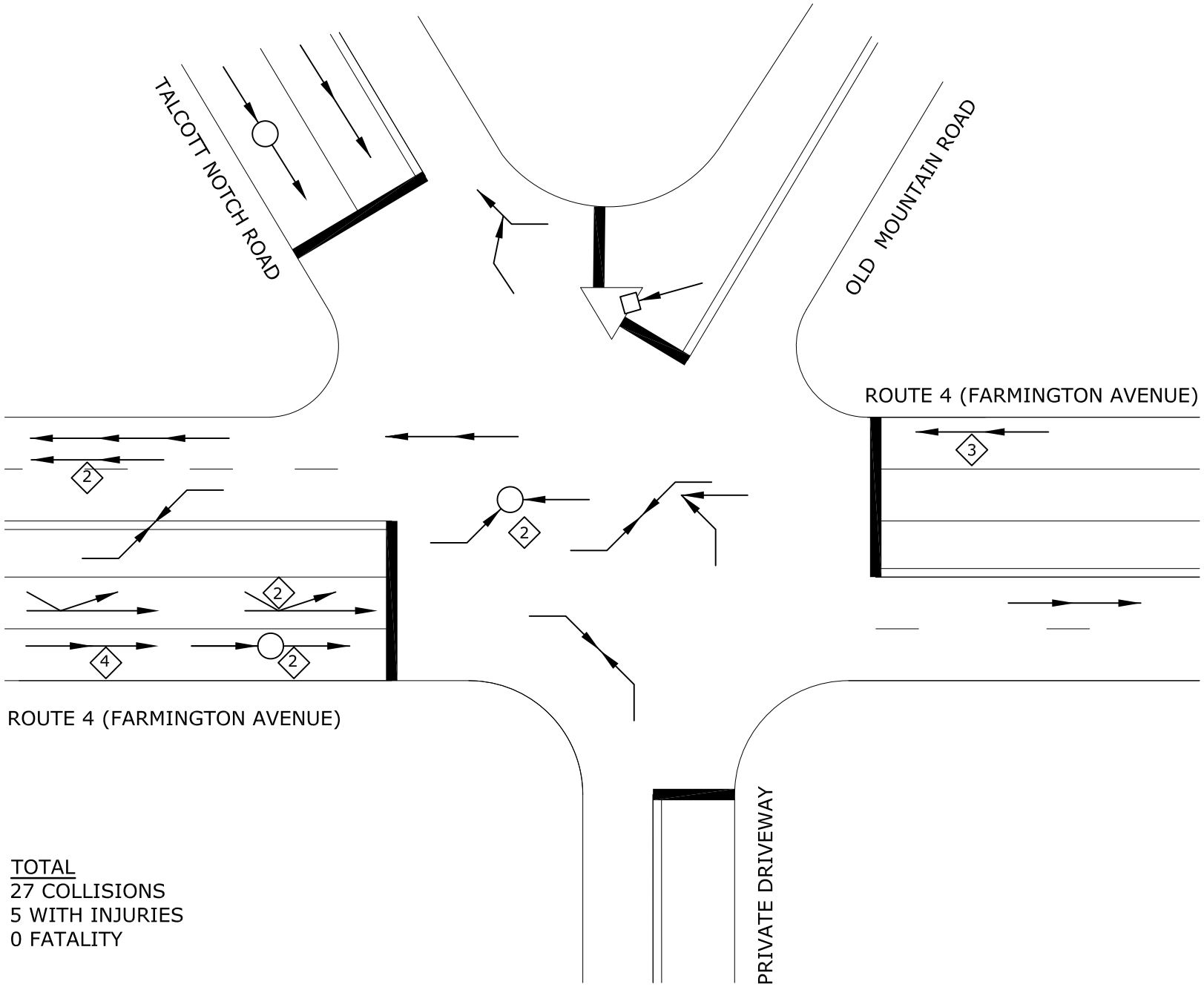
- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

September 2016

VEHICLE COLLISION DIAGRAM: ROUTE 4 (FARMINGTON AVENUE) AT SR 508 (ROUTE 4 CONNECTOR)

J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\COLLISION DIAGRAMS.dwg



TOTAL
27 COLLISIONS
5 WITH INJURIES
0 FATALITY

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

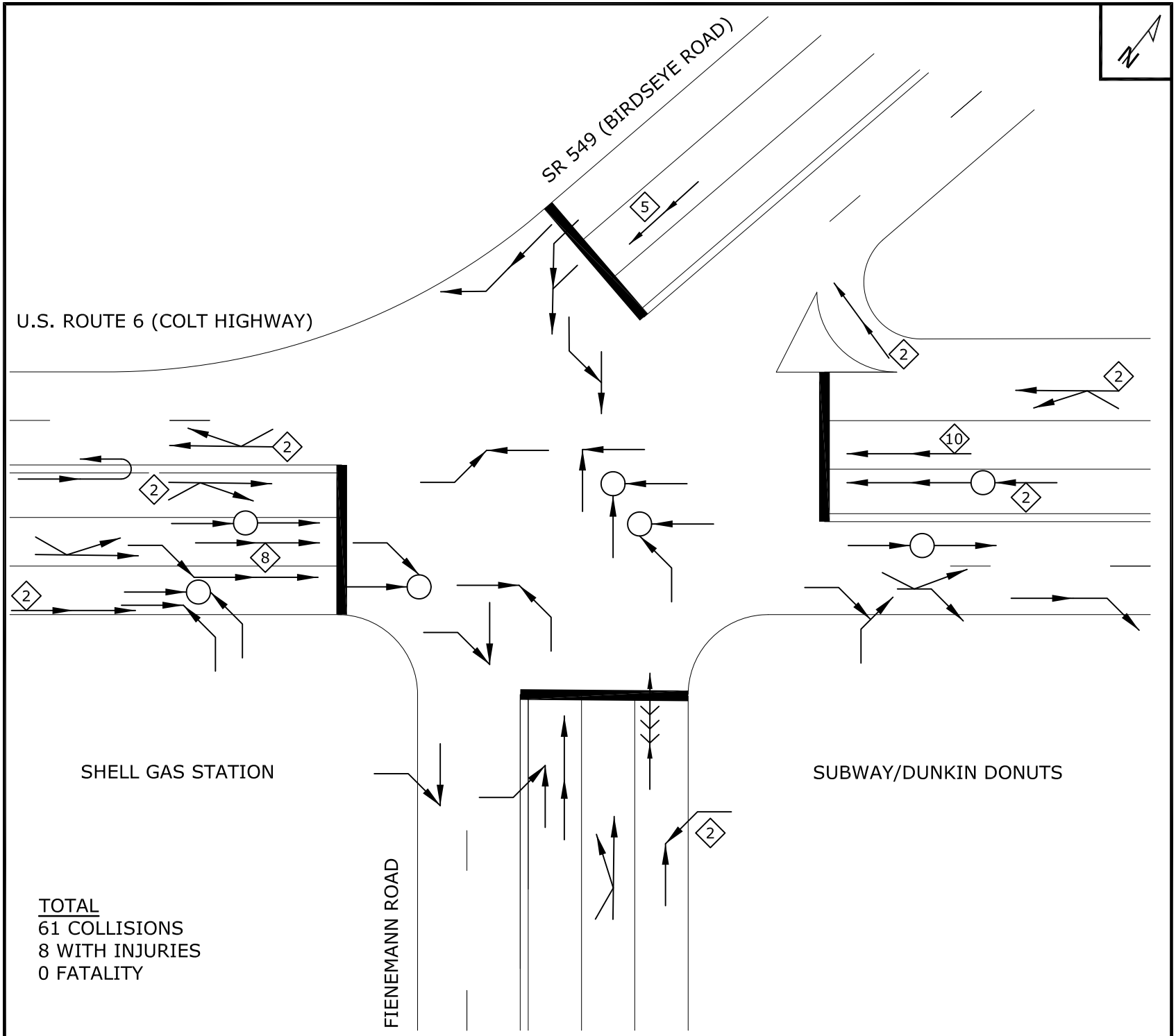
- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

September 2016

VEHICLE COLLISION DIAGRAM: ROUTE 4 (FARMINGTON AVENUE) AT TALCOTT NOTCH ROAD / OLD MOUNTAIN ROAD

J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\COLLISION DIAGRAMS.dwg



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

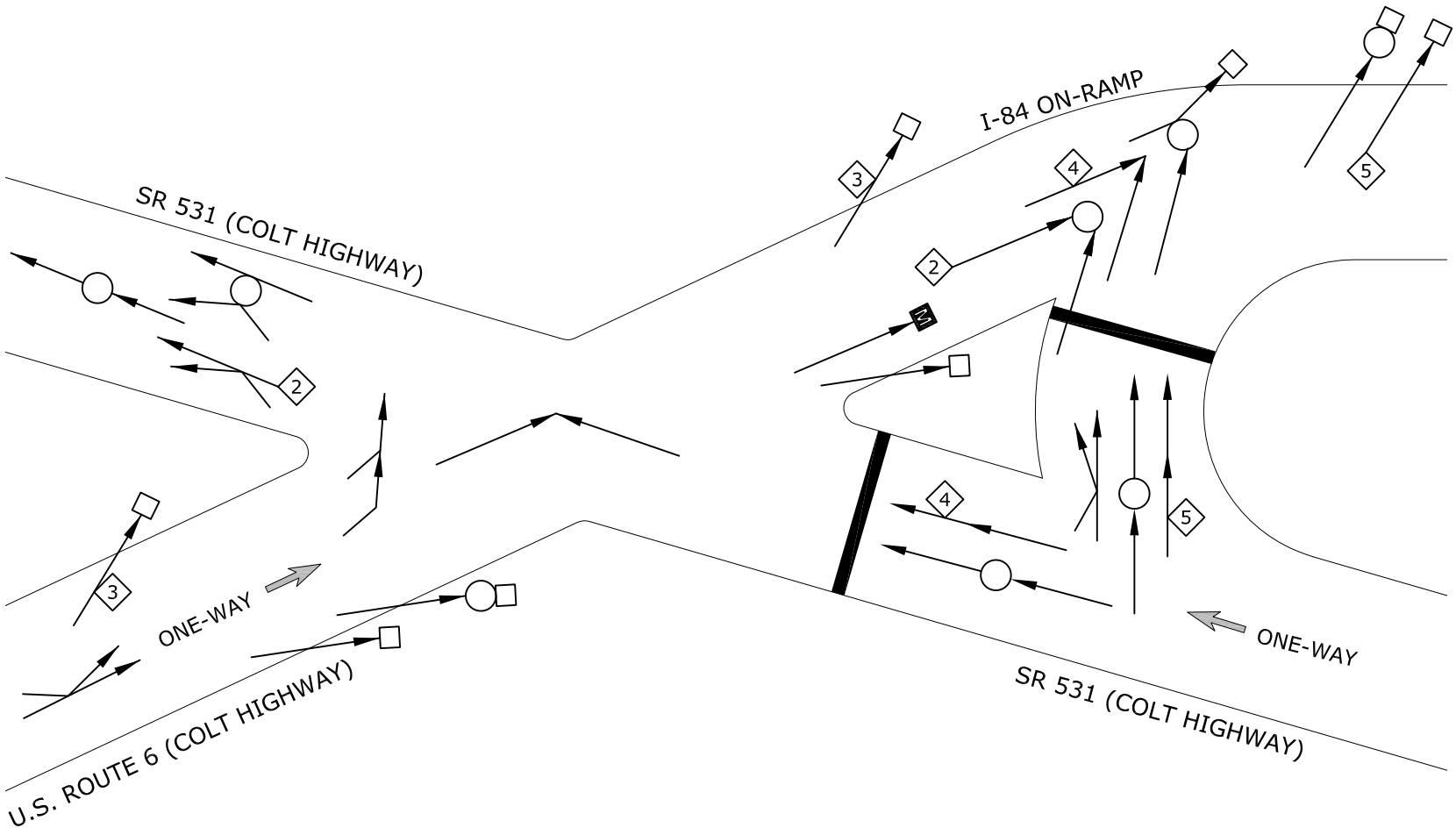
- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

September 2016

VEHICLE COLLISION DIAGRAM: U.S. ROUTE 6 (COLT HIGHWAY) AT SR 549 (BIRDSEYE ROAD) / FIENEMANN ROAD

J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\COLLISION DIAGRAMS.dwg



TOTAL
42 COLLISIONS
9 WITH INJURIES
0 FATALITY

Tighe&Bond
Engineers | Environmental Specialists

LEGEND

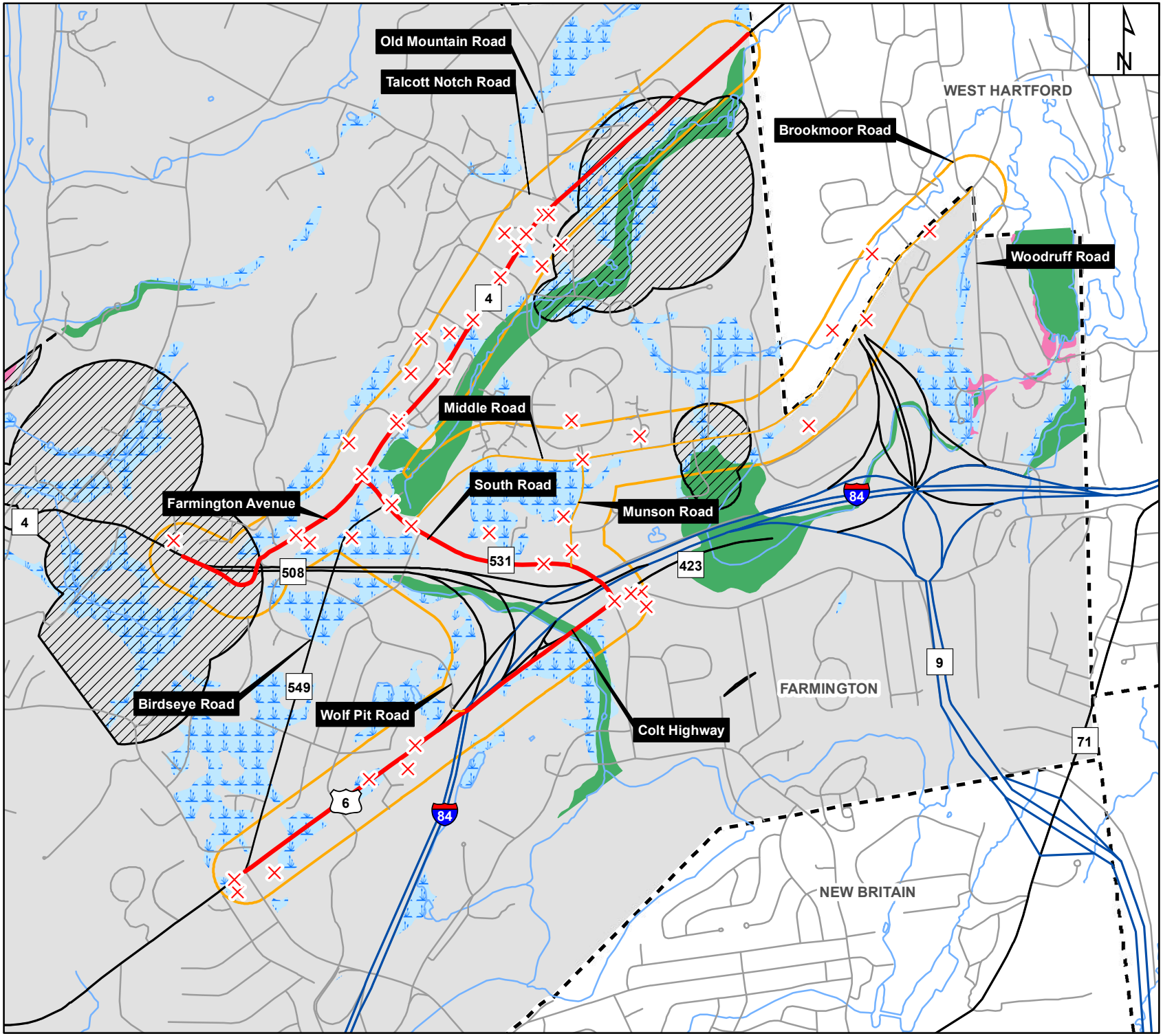
- FATAL ACCIDENT
- PERSONAL INJURY
- PROPERTY DAMAGE ONLY
- REAR END
- SIDESWIPE
- BACKING
- OUT OF CONTROL
- FIXED/MOVING OBJECT COLLISION
- OVERTURN/JACKNIFE
- MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- NUMBER OF COLLISIONS

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

September 2016

VEHICLE COLLISION DIAGRAM:
U.S. ROUTE 6 (COLT HIGHWAY) AT I-84 ON-RAMP

J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\COLLISION DIAGRAMS.dwg



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Contaminated or Potentially Contaminated Sites

FEMA Flood Zone

- 100-Year Flood Zone
- 500-Year Flood Zone
- Wetland Area
- Natural Diversity Database

- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

Source:
Data courtesy of the EPA, CTDEEP, FEMA, and the Town of Farmington.

0 1,000 2,000
Feet
1 " = 2,000 '

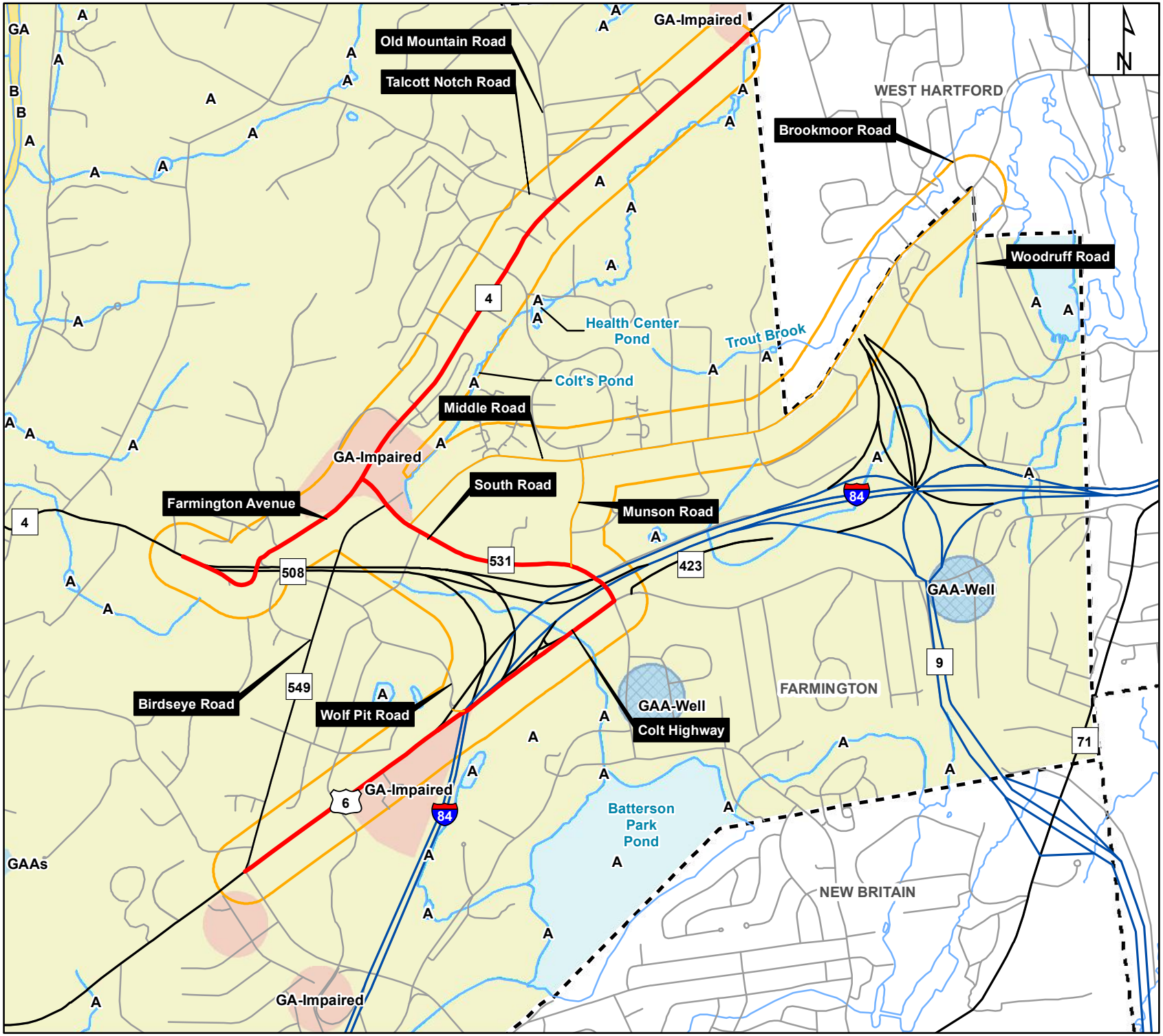
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

NATURAL & ENVIRONMENTAL RESOURCES

FIGURE 2-32

V:\Projects\C\C1072\MXDs\NaturalandEnvironmentalResources.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

Area of Contribution to Public Supply Well

Ground Water Quality

- GA
- GAA, GAAs
- GA, GAA May be impaired

Surface Water Quality

- A
- B, B*
- A
- B, B*

- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

Source:
Data courtesy of CTDEEP and Town of Farmington.

0 1,000 2,000
Feet
1 " = 2,000 '

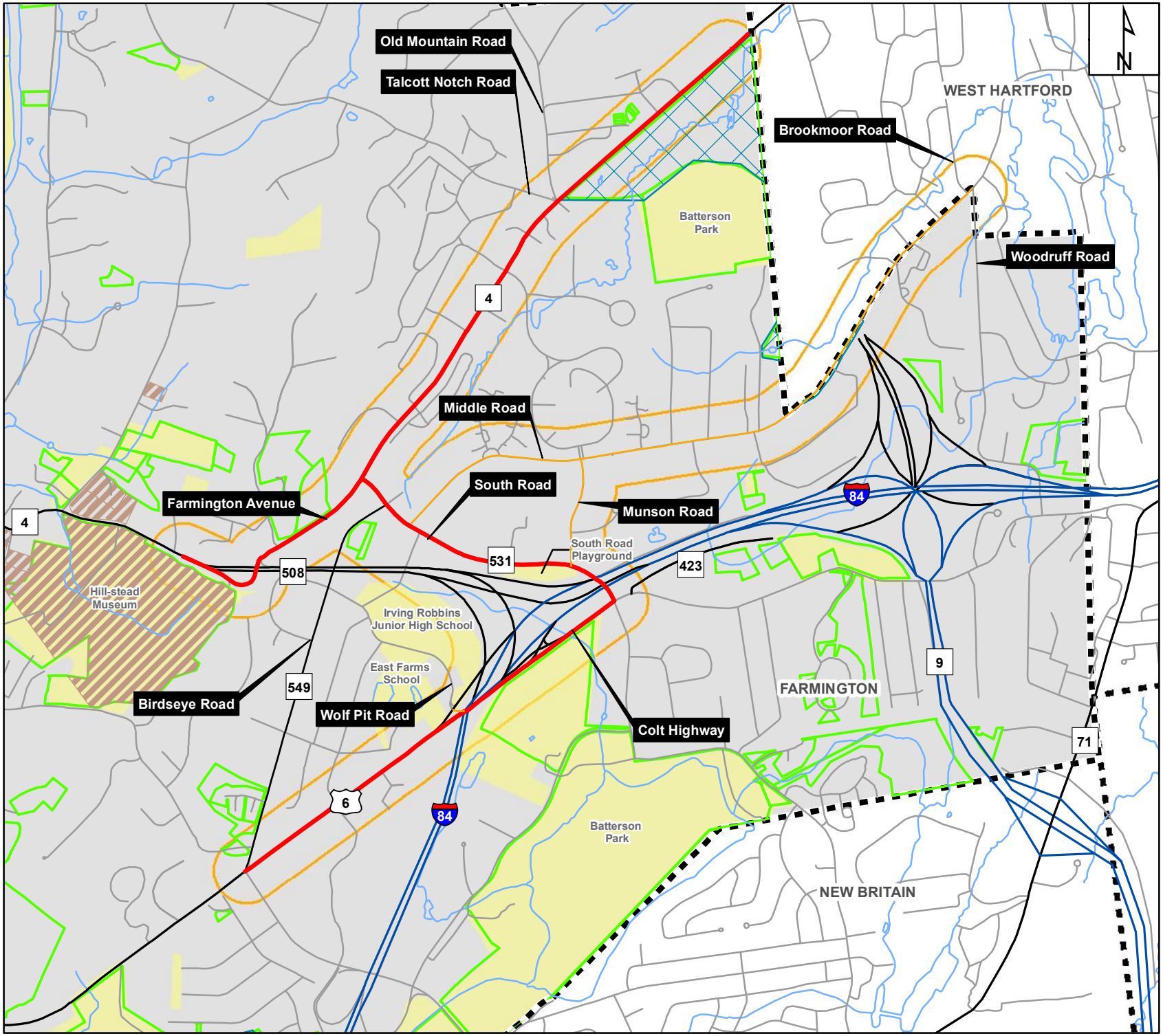
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

WATER QUALITY

FIGURE 2-33

V:\Projects\C\C1072\MXDs\WaterQuality.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

- Historic District
- CTDEEP Property
- Protected Open Space
- 4F Property
- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

Source:
Data courtesy of CTDEEP and Town of Farmington.

0 1,000 2,000
Feet
1 " = 2,000 '

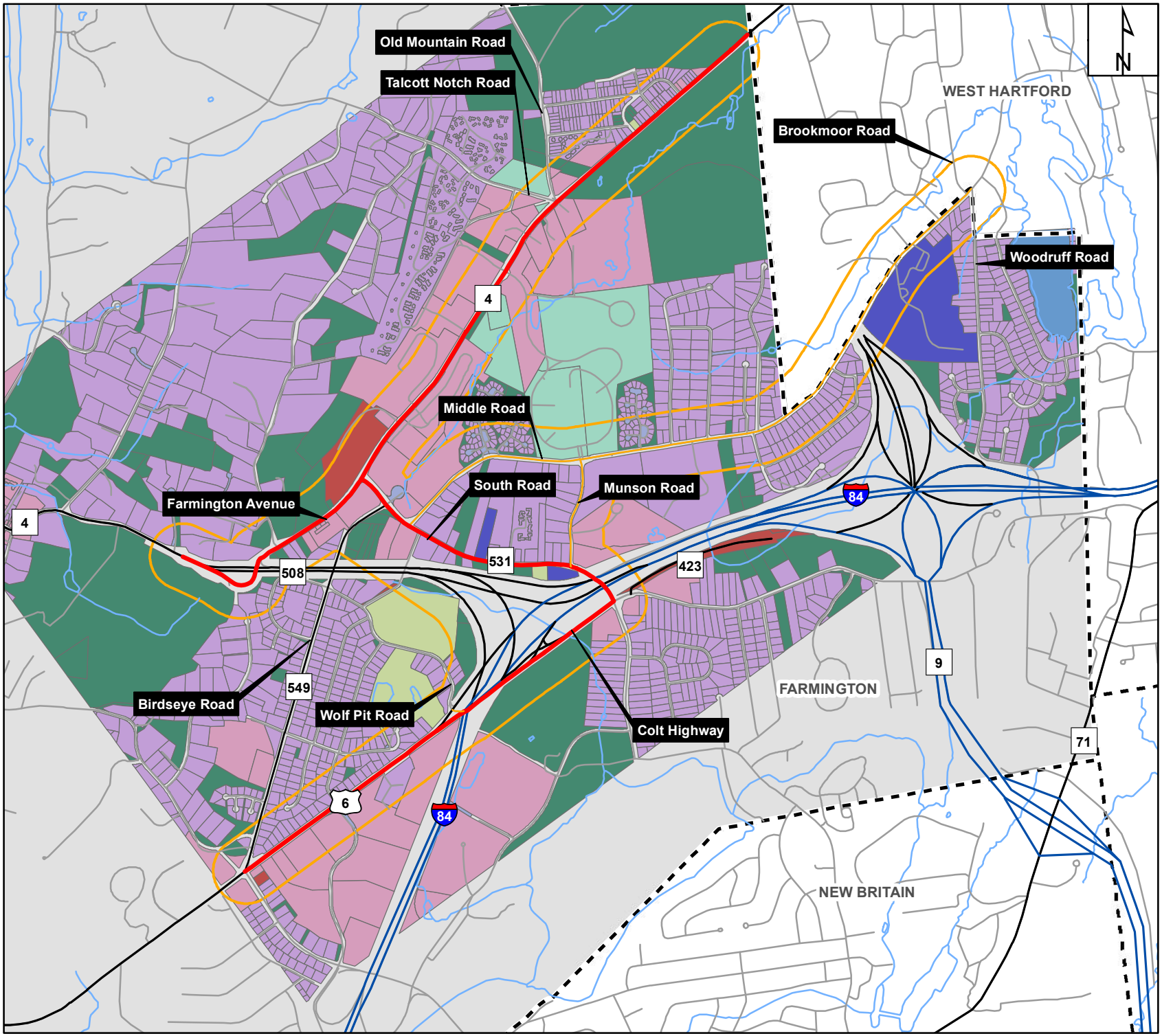
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

HISTORIC & COMMUNITY RESOURCES

FIGURE 2-34

V:\Projects\C\C1072\MXDs\Historic.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

LAND USE

- Residential
- Commercial
- Church
- Municipal
- Medical Office/Veterinary
- Hospital
- Open Space
- Pump House/Tank Farm
- Road
- Water

- Study Area
- Study Area State
- Study Area Local
- Interstate/Freeway
- State Route
- Local Road

Source:
Data courtesy of
the Town of Farmington.

0 1,000 2,000
Feet
1 " = 2,000 '

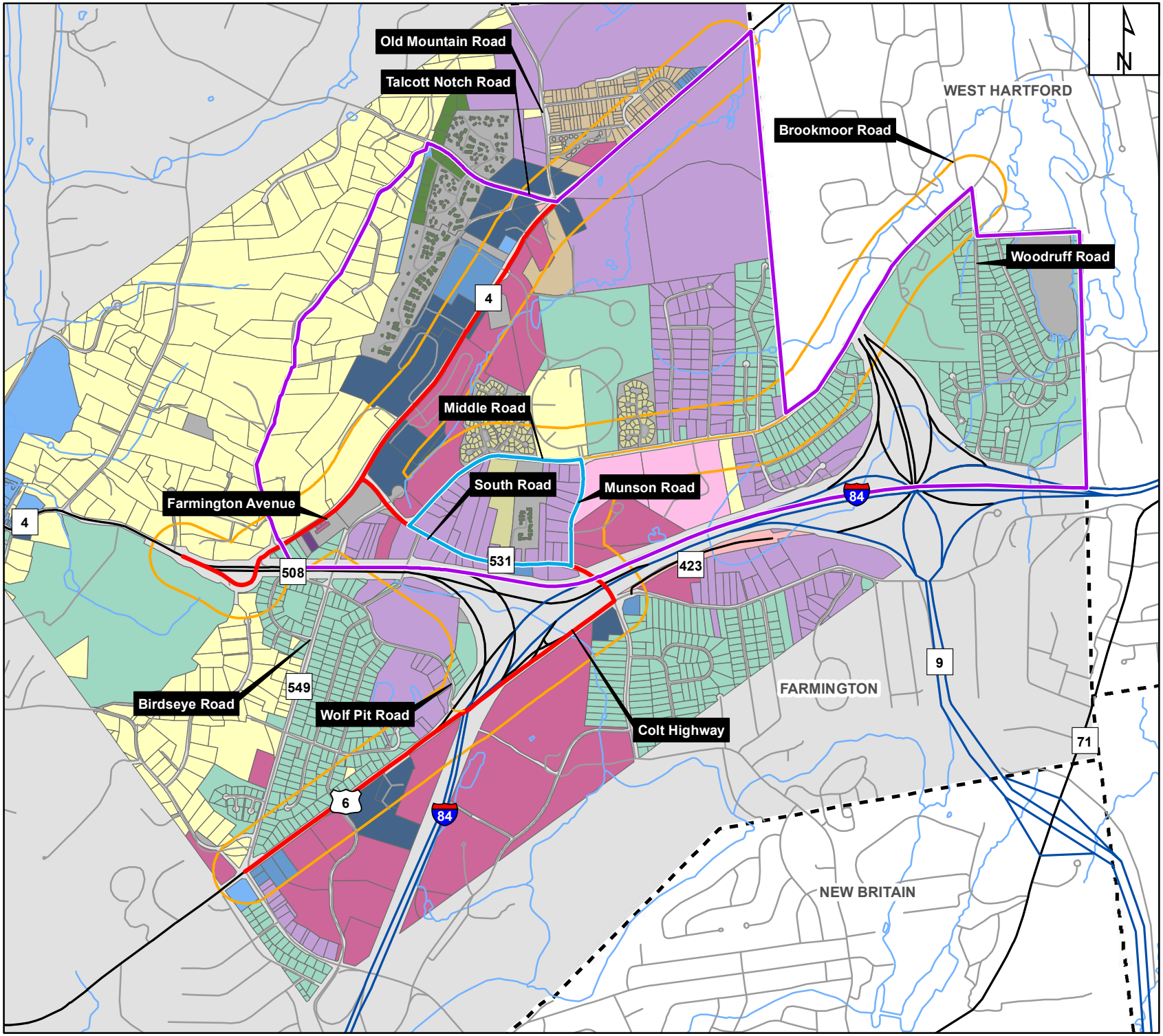
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
September 2016

EXISTING LAND USE BY PARCEL

FIGURE 2-35

V:\Projects\C\C1072\MXDs\LandUse_.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

ZONING DISTRICT

Unknown	R20
B1	R40
B2	R80
BR	R9
C1	RDM
HOD	SA
MOC	MOC
PR	MORF

- Study Area
- Study Area State Route
- Study Area Local Road
- Interstate/Freeway
- State Route
- Local Road

Source:
Data courtesy of
the Town of Farmington.

0 1,000 2,000
Feet
1 " = 2,000 '

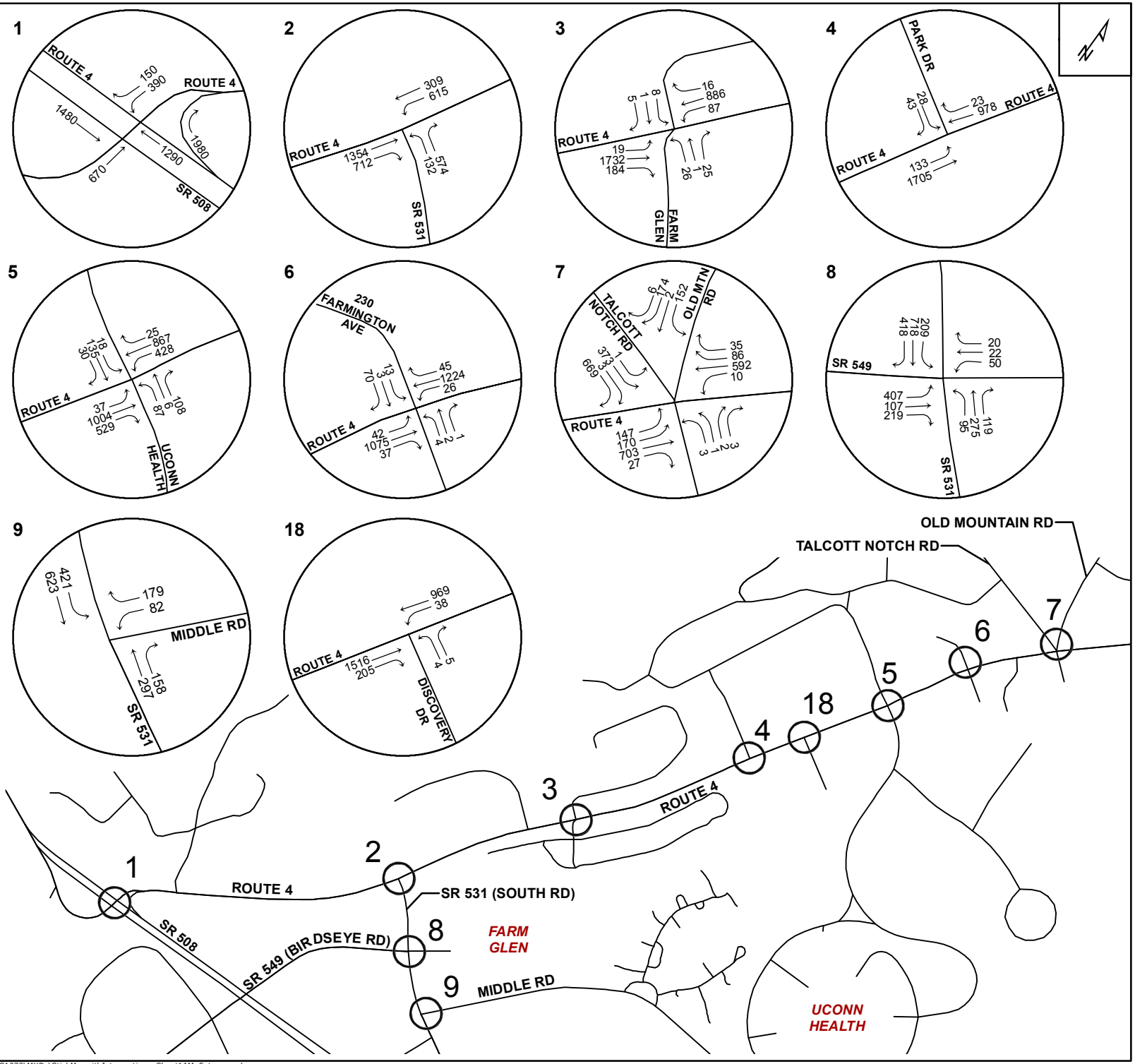
Route 4 Transportation Safety & Improvements Study Farmington, Connecticut
September 2016

EXISTING ZONING DISTRICTS

FIGURE 2-36

V:\Projects\C\C1072\MXDs\Zoning.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

AM Peak Volume

Source:
CTDOT Approved Traffic Volumes (SPN 155-171) and CRCOG Forecasted Traffic Volumes.

NOT TO SCALE

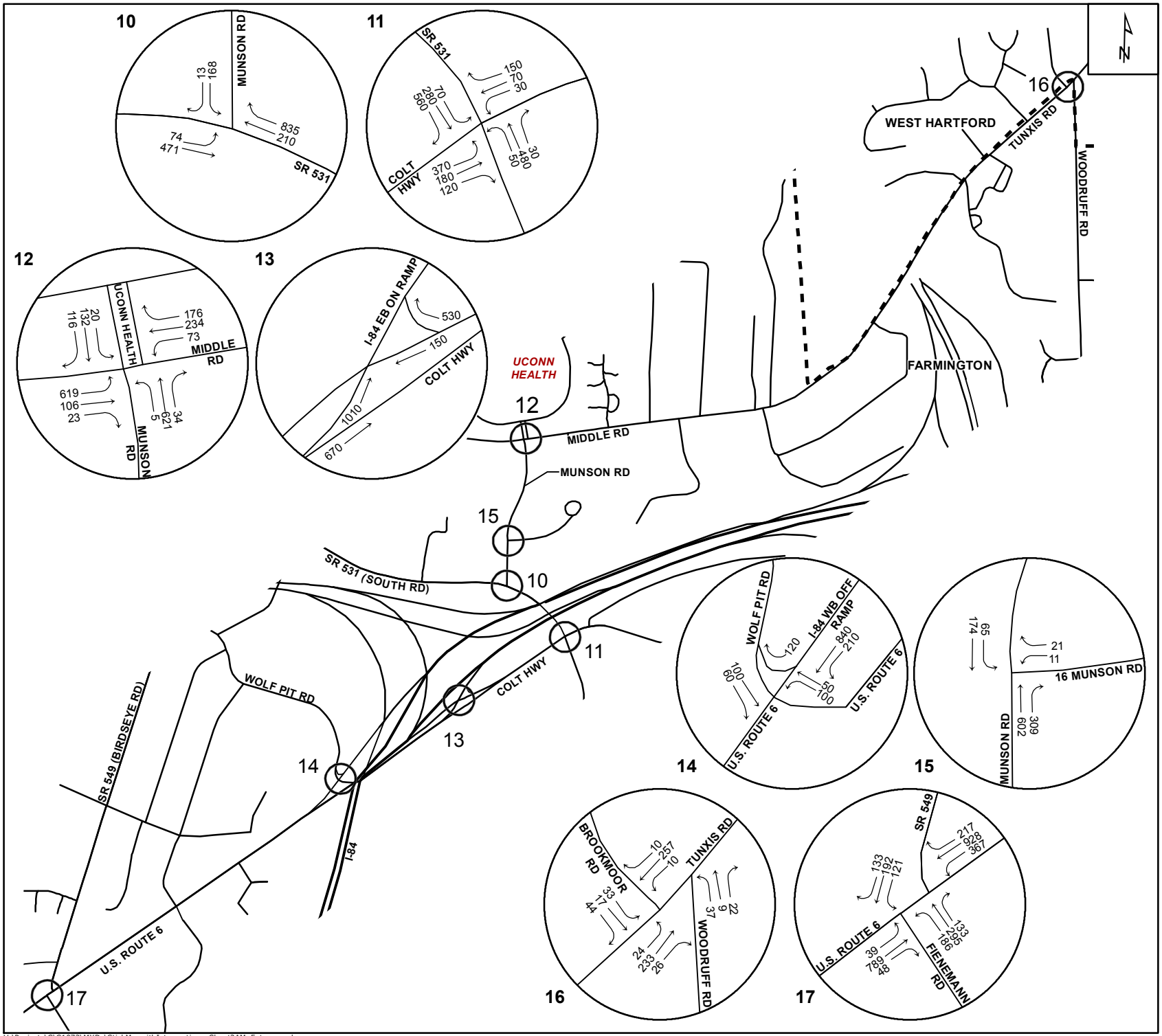
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
June 2017

2040 FUTURE TRAFFIC VOLUMES WEEKDAY MORNING PEAK HOUR (7:15 - 8:15 AM)

FIGURE 3-1

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet1AM_Future.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

AM Peak Volume

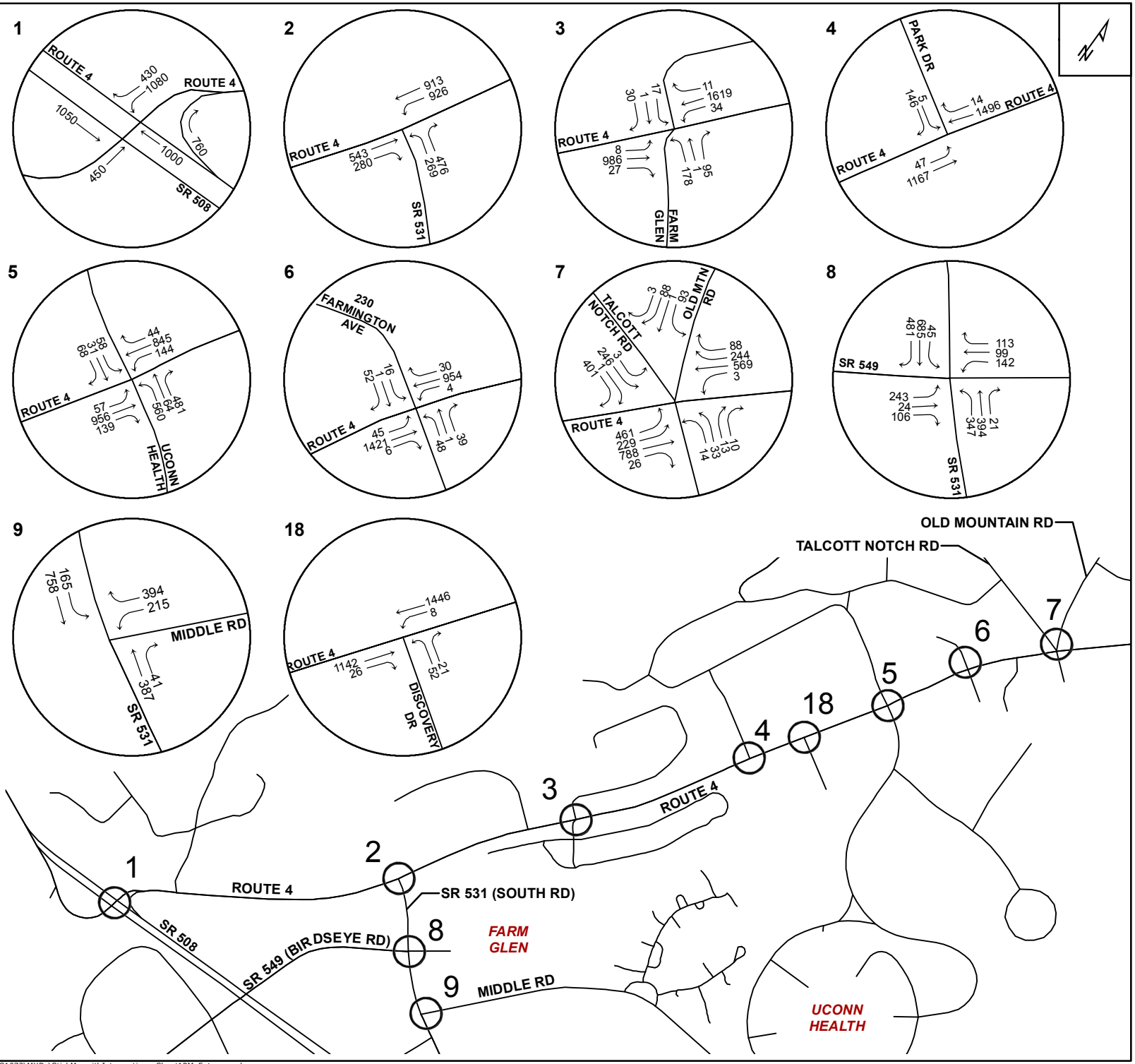
Source:
CTDOT Approved Traffic Volumes (SPN 155-171) and CRCOG Forecasted Traffic Volumes.

NOT TO SCALE

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
June 2017

2040 FUTURE TRAFFIC VOLUMES WEEKDAY MORNING PEAK HOUR (7:15 - 8:15 AM)

FIGURE 3-2



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

PM Peak Volume

Source:
CTDOT Approved Traffic Volumes (SPN 155-171) and CRCOG Forecasted Traffic Volumes.

NOT TO SCALE

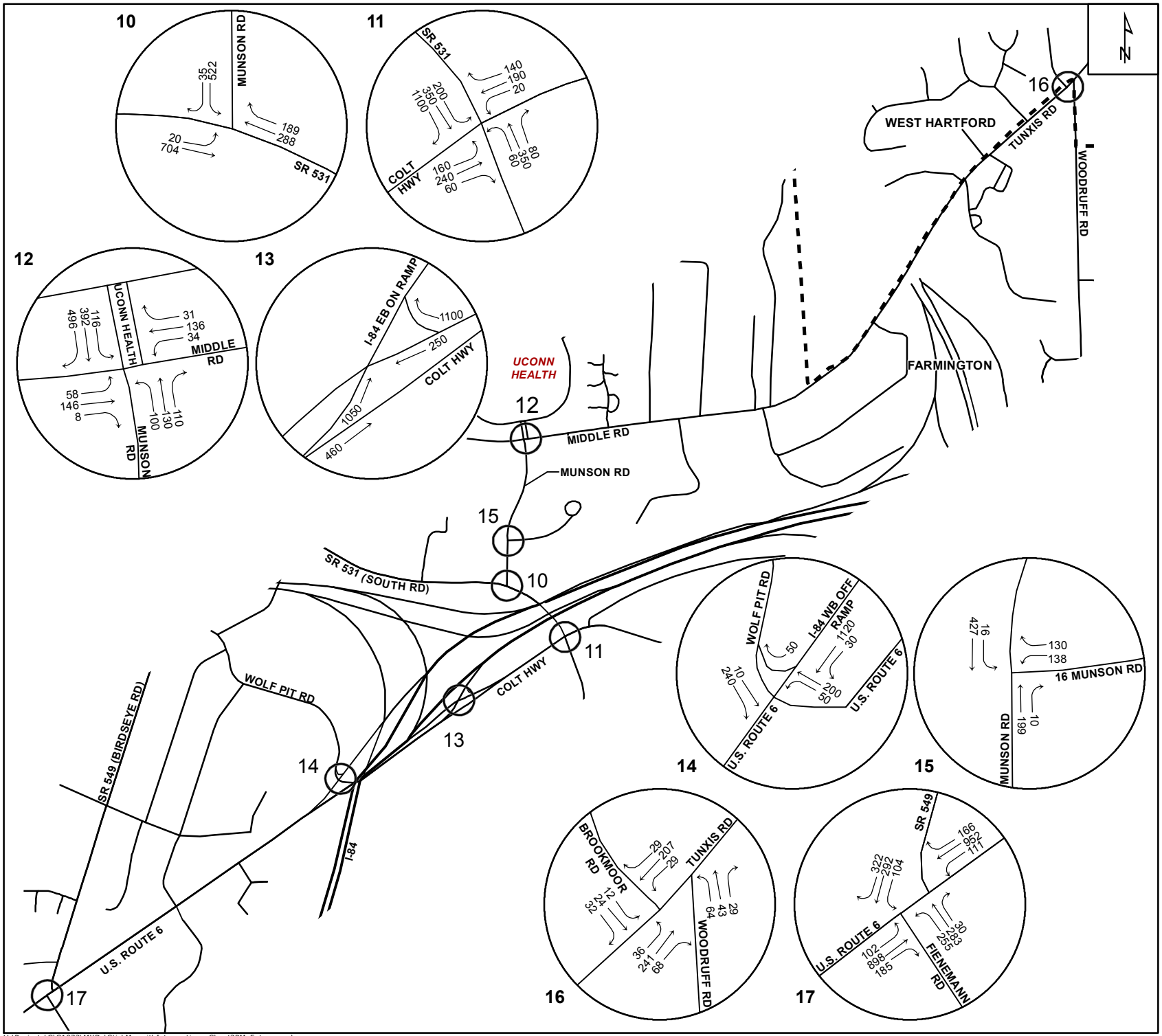
Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
June 2017

2040 FUTURE TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR (4:30 - 5:30 PM)

FIGURE 3-3

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet1PM_Future.mxd

C-1072



Tighe&Bond
Engineers | Environmental Specialists

LEGEND

PM Peak Volume

Source:
CTDOT Approved Traffic Volumes (SPN 155-171) and CRCOG Forecasted Traffic Volumes.

NOT TO SCALE

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut
June 2017

2040 FUTURE TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR (4:30 - 5:30 PM)

FIGURE 3-4

V:\Projects\C\C1072\MXDs\StickMapwithIntersections_Sheet2PM_Future.mxd

C-1072

APPENDIX B
Tables

Tighe&Bond

TABLE 2-1

Study Area Intersections Traffic Control Devices

Intersection	Traffic Control
Farmington Avenue at SR 508 (Route 4 Connector) [1]	Traffic Signal
Farmington Avenue at SR 531 (South Road) [1]	Traffic Signal
Farmington Avenue at Farm Glen Boulevard [1]	Traffic Signal
Farmington Avenue at Park Drive	Two-Way Stop
Farmington Avenue at Main Road (Driveway to UCONN Health) [1]	Traffic Signal
Farmington Avenue at 230 Farmington Avenue Driveway [1]	Traffic Signal
Farmington Avenue at Talcott Notch Road / Old Mountain Road [1]	Traffic Signal
SR 531 (South Road) at SR 549 (Birdseye Road) [1]	Traffic Signal
SR 531 (South Road) at Middle Road	Two-Way Stop
SR 531 (South Road) at Munson Road	Traffic Signal
SR 531 (South Road) at Colt Highway	All-Way Stop
Middle Road at Munson Road	Traffic Signal
Colt Highway at I-84 Eastbound On-Ramp	Two-Way Stop
U.S. Route 6 (Colt Highway) at I-84 Westbound Off-Ramp / Wolf Pit Road	Traffic Signal
Munson Road at 16 Munson Road Driveway	All-Way Stop
Tunxis Road at Woodruff Road / Brookmoor Road	Two-Way Stop
U. S. Route 6 (Colt Highway) at SR 549 (Birdseye Road) / Fienemann Road	Traffic Signal

[1] Intersections operating in a closed loop system along Route 4 (Farmington Avenue)

TABLE 2-3

2016 Average Daily Traffic Summary

Location	ADT	Morning Peak Hour			Afternoon Peak Hour		
		Vehicles Per Hour	Dist.	"K" Factor	Vehicles Per Hour	Dist.	"K" Factor
Route 4 (Farmington Avenue)							
West of South Road	21,685	1,898	76% EB	8.75%	1,839	56% WB	8.48%
East of South Road	25,179	2,325	63% EB	9.23%	2,180	58% WB	8.66%
East of Main Road	21,926	1,574	53% EB	7.18%	2,201	66% EB	10.04%
East of Talcott Notch Road	13,955	1,303	56% EB	9.34%	1,248	54% EB	8.94%
South Road							
South of Birdseye Road	10,754	789	72% SB	7.34%	970	59% SB	9.02%
South of Middle Road	7,875	574	78% SB	7.29%	730	76% SB	9.27%
Middle Road							
East of South Road	4,082	431	76% EB	10.56%	416	75% WB	10.19%
West of Munson Road	2,872	272	71% EB	9.47%	296	62% WB	10.31%
Other Study Area Roadways							
Munson Road South of Middle Road	4,200	510	74% NB	12.14%	440	66% SB	10.48%
Colt Highway West of South Road	9,682	806	53% EB	8.32%	988	83% WB	10.20%
Wolf Pit Road North of I-84 Ramp	1,404	202	57% SB	14.39%	183	78% SB	13.03%
Birdseye Road West of South Road	7,867	808	71% NB	10.27%	917	73% SB	11.66%

Note: Dist. = Directional Distribution indicating the primary traffic flow direction during the peak hour

TABLE 2-4

Travel Speed Observations (MPH)

Location	Posted Limit	Average Speed		85th Percentile Speed	
		NB / EB	SB / WB	NB / EB	SB / WB
Route 4 (Farmington Avenue)					
West of South Road	40	39	43	43	49
East of South Road	40	42	37	47	44
East of Main Road	40	--	--	--	--
East of Talcott Notch Road	40	42	45	48	51
South Road					
South of Birdseye Road	35	26	37	37	44
South of Middle Road	35	42	41	47	46
Middle Road / Tunxis Road					
East of South Road	35	39	40	44	45
West of Munson Road	35	37	40	43	46
Other Study Area Roadways					
Munson Road South of Middle Road	25	30	33	35	37
Colt Highway West of South Road	35	45	37	51	43
Wolf Pit North of I-84 WB Off-Ramp	25	30	31	34	36
Birdseye Road West of South Road	40	45	40	49	44

TABLE 2-5
2016 Existing Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)							
Overall		**C**	**25.6**	**0.82**	**C**	**29.6**	**0.95**
Route 4 (Farmington Ave)	EBT	C	29.1	0.82	C	23.9	0.62
SR 508 (Route 4 Connector)	WBT	C	24.4	0.69	C	23.1	0.58
	WBR	B	14.5	0.81	A	3.5	0.28
	NBT	D	45.9	0.80	D	45.1	0.69
Route 4 (Farmington Ave)	SBL	D	38.0	0.53	E	57.3	0.95
	SBR	B	16.5	0.19	B	19.4	0.42
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)							
Overall		**D**	**36.0**	**1.00**	**C**	**22.8**	**0.89**
SR 531 (South Rd)	NBL	B	16.9	0.19	C	33.9	0.48
	NBR	B	18.0	0.45	B	10.5	0.34
	EBT	D	51.6	1.00	C	22.1	0.40
Route 4 (Farmington Ave)	EBR	B	11.7	0.61	A	9.2	0.24
	WBL	E	60.1	0.83	D	48.1	0.89
	WBT	A	4.1	0.14	A	6.3	0.36
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr							
Overall		**B**	**13.3**	**0.79**	**B**	**13.4**	**0.75**
Oread Driveway	<SB>	C	34.4	0.09	B	18.2	0.13
Farm Glen Dr	NBL	D	46.7	0.21	E	58.4	0.75
	NBTR	B	18.7	0.16	A	8.8	0.26
	EBL	A	3.0	0.03	A	4.5	0.04
Route 4 (Farmington Ave)	EBTR	B	17.3	0.79	A	8.7	0.47
	WBL	D	38.2	0.56	A	6.3	0.09
	WBTR	A	1.2	0.32	B	12.0	0.68
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)							
Overall		**C**	**28.5**	**0.80**	**C**	**34.9**	**0.88**
The Exchange Driveway	SBL	D	38.8	0.07	D	49.7	0.33
	SBTR	D	50.6	0.62	C	24.8	0.46
	NBL	D	46.4	0.28	E	66.6	0.87
Main Rd (UCONN Health Driveway	NBTL	D	46.5	0.28	E	67.1	0.88
	NBR	A	2.5	0.18	B	18.9	0.68
	EBL	D	48.4	0.30	D	54.5	0.40
	EBT	C	29.9	0.80	C	29.1	0.71
Route 4 (Farmington Ave)	EBR	C	28.1	0.66	A	9.3	0.13
	WBL	D	41.8	0.72	C	32.6	0.40
	WBTR	B	18.6	0.54	C	31.5	0.61

TABLE 2-5
2016 Existing Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza/Private Driveway							
Overall		**A**	**7.8**	**0.42**	**A**	**9.5**	**0.48**
Talcott Plaza	SBTL	D	46.7	0.12	D	44.8	0.13
	SBR	A	7.7	0.29	A	3.0	0.21
Private Driveway	NBL	D	44.0	0.03	D	51.3	0.34
	NBTR	D	37.5	0.02	B	18.3	0.21
Route 4 (Farmington Ave)	EBL	A	2.2	0.08	A	3.4	0.07
	EBTR	A	5.6	0.37	A	7.1	0.48
	WBL	A	2.8	0.04	A	4.0	0.01
	WBTR	A	9.3	0.42	B	10.8	0.34
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd/Private Driveway/Old Mountain Rd							
Overall		**D**	**39.3**	**1.00**	**D**	**37.5**	**1.07**
Talcott Notch Rd	SBTL	D	42.0	0.59	D	50.9	0.55
	SBR	D	35.0	0.86	B	16.6	0.45
Private Driveway	<NB>	C	24.8	0.02	D	35.9	0.24
Route 4 (Farmington Ave)	EBL	E	71.9	0.93	F	89.2	1.07
	EBTR	B	11.9	0.56	A	9.5	0.43
	WBL	B	16.5	0.03	B	11.0	0.01
	WBTR	D	38.7	0.76	C	34.7	0.73
Old Mountain Rd	<SEB>	F	99.5	1.00	E	62.9	0.69
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd)/Farm Glen Dr							
Overall		**C**	**23.8**	**0.80**	**D**	**41.4**	**1.25**
SR 531 (South Rd)	SBL	B	10.9	0.42	A	3.4	0.09
	SBTL	B	18.0	0.42	B	10.9	0.37
	SBR	A	1.3	0.36	B	12.3	0.50
	NBL	D	52.7	0.42	F	115.4	1.02
	NBTR	B	16.6	0.20	B	14.0	0.16
SR 549 (Birdseye Rd)	EBL	D	44.6	0.74	D	46.4	0.59
	EBTR	D	44.8	0.80	B	17.3	0.35
Farm Glen Dr	WBTL	E	55.4	0.49	F	193.6	1.25
	WBR	A	0.8	0.10	B	11.6	0.48
Traffic Signal - SR 531 (South Rd) at Munson Rd							
Overall		**A**	**6.2**	**0.46**	**B**	**16.4**	**0.71**
SR 531 (South Rd)	EBL	A	3.9	0.06	A	6.4	0.02
	EBT	A	5.0	0.33	B	11.4	0.55
	WBT	B	12.5	0.25	B	17.8	0.36
	WBR	A	1.5	0.44	A	0.7	0.09
Munson Rd	<SB>	C	20.5	0.46	C	26.5	0.71

TABLE 2-5
2016 Existing Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd							
Overall		**B**	**18.4**	**0.81**	**A**	**7.6**	**0.44**
Middle Rd	<EBTR>	C	26.7	0.81	B	17.5	0.29
	<WBT>	B	10.3	0.45	B	17.0	0.31
Munson Rd	<NB>	B	19.0	0.63	A	3.6	0.23
UCONN Health Driveway	SBTL	B	13.4	0.20	A	7.4	0.44
	SBR	A	4.8	0.07	A	1.4	0.18
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp							
Overall		**B**	**16.9**	**0.64**	**B**	**16.9**	**0.68**
I-84 WB Off-Ramp	<WB>	B	14.0	0.64	B	15.7	0.68
SR 531 (Colt Hwy)	NBTL	C	28.9	0.35	C	29.3	0.52
Wolf Pit Rd	SBTR	C	27.1	0.43	B	11.2	0.54
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd							
Overall		**D**	**37.8**	**0.91**	**D**	**36.5**	**0.85**
U.S. Route 6 (Colt Hwy)	EBL	D	51.3	0.36	D	51.6	0.56
	EBTR	D	38.3	0.79	C	33.4	0.74
	WBL	E	68.5	0.91	D	51.9	0.49
	WBTR	C	23.0	0.68	D	38.2	0.85
Fienemann Rd	NBL	E	78.3	0.84	D	53.7	0.73
	NBTR	D	41.0	0.67	C	28.5	0.32
SR 549 (Birdseye Rd)	SBL	E	59.1	0.62	E	55.1	0.51
	SBTR	C	25.0	0.56	C	28.3	0.77

TABLE 2-6
2016 Existing Conditions Unsignalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive							
Overall		--	--	**0.18**	--	--	**0.63**
Route 4 (Farmington Ave)	EBL	B	11.2	0.18	B	14.6	0.11
	EBT	A	4.9	0.00	A	2.4	0.00
Park Drive	<SB>	B	12.7	0.12	E	43.3	0.63
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd							
SR 531 (South Rd)	SBL	A	8.7	0.25	A	8.1	0.10
Middle Rd	WBL	D	26.0	0.12	C	20.6	0.19
	WBR	B	10.2	0.14	B	12.1	0.35
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd							
Overall		**F**	**178.8**	**1.73**	**F**	**277.5**	**2.18**
2 Mile Rd	EBTR	C	15.6	0.14	C	15.5	0.16
		F	77.1	1.19	F	57.0	1.02
Colt Hwy	<WBL>	F	194.2	1.49	F	58.8	1.05
South Rd	<WBTR>	D	30.4	0.75	E	38.5	0.89
SR 531 (South Rd)		C	15.2	0.19	C	20.1	0.46
	NBL	F	301.2	1.73	F	580.9	2.18
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)							
SR 531 (Colt Hwy)	WB	F	408.9	1.82	F	900.6	2.93
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway							
Overall		**C**	**18.4**	**0.80**	**B**	**10.8**	**0.49**
Munson Rd	NBTR	C	21.6	0.80	A	9.1	0.19
16 Munson Rd Driveway	WBL	A	9.9	0.02	B	10.4	0.19
	WBR	A	8.7	0.03	A	8.5	0.12
Munson Rd	SBTL	A	9.9	0.32	B	12.1	0.49
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd							
Woodruff Rd	<NB>	B	11.4	0.10	B	13.5	0.23
	EBL	A	7.6	0.01	A	7.5	0.02
Tunxis Rd	EBT	A	0.0	0.00	A	0.0	0.00
	WBL	A	7.6	0.01	A	7.7	0.03
	WBT	A	0.0	0.00	A	0.0	0.00
Brookmoor Rd	<SB>	B	12.1	0.13	B	12.5	0.10
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive							
Discovery Drive	NBL	F	114.6	0.09	F	218.3	0.88
	NBR	C	17.3	0.02	B	13.7	0.04
Route 4 (Farmington Ave)	WBL	C	16.0	0.09	B	11.6	0.01

TABLE 2-7

2016 Existing Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	Lane Use	Available Storage	Avg. Queues	Design Queues	Avg. Queues	Design Queues
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)						
Route 4 (Farmington Ave)	EBT	765	334	583	219	313
SR 508 (Route 4 Connector)	WBT	>500	256	417	200	286
	WBR	450	314	482	35	68
	NBT	>500	158	243	119	168
Route 4 (Farmington Ave)	SBL	>500	88	134	262	423
	SBR	385	45	80	126	196
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)						
SR 531 (South Rd)	NBL	420	29	21	44	85
	NBR	420	176	256	30	90
	EBT	>700	569	665	136	199
Route 4 (Farmington Ave)	EBR	250	208	293	60	99
	WBL	560	213	274	312	396
	WBT	>500	22	46	87	216
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr						
Oread Driveway	<SB>	150	5	22	8	34
Farm Glen Dr	NBL	275	16	41	108	168
	NBTR	275	1	25	1	40
	EBL	425	2	3	1	3
Route 4 (Farmington Ave)	EBTR	>600	473	515	161	214
	WBL	260	22	70	6	12
	WBTR	>500	10	36	252	429
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)						
The Exchange Driveway	SBL	120	9	27	28	64
	SBTR	120	79	138	14	61
	NBL	375	26	61	180	323
Main Rd (UCONN Health Driveway)	NBTL	400	27	62	182	326
	NBR	315	0	13	90	148
	EBL	220	20	27	34	69
	EBTR	>500	342	506	354	436
Route 4 (Farmington Ave)	EBR	360	370	475	23	81
	WBL	360	79	114	35	44
	WBTR	>500	277	359	297	392

TABLE 2-7

2016 Existing Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza / Private Driveway						
Talcott Plaza	SBTL	165	7	26	9	28
	SBR	165	0	17	0	4
Private Driveway	NBL	60	2	11	24	56
	NBTR	60	1	8	1	29
Route 4 (Farmington Ave)	EBL	95	1	6	4	12
	EBTR	>500	43	160	123	298
	WBL	95	4	4	1	1
	WBTR	>500	176	230	174	283
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd / Private Driveway / Old Mountain Rd						
Talcott Notch Rd	SBTL	>500	102	171	66	118
	SBR	190	164	324	80	118
Private Driveway	<NB>	150	2	13	27	62
Route 4 (Farmington Ave)	EBL	400	119	262	297	514
	EBTR	>500	63	169	122	226
	WBL	100	2	10	1	4
	WBTR	>500	241	309	247	335
Old Mountain Rd	<SEB>	>500	170	326	79	155
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd) / Farm Glen Dr						
SR 531 (South Rd)	SBL	135	62	80	4	4
	SBTL	550	106	229	74	202
	SBR	250	0	40	267	345
	NBL	350	35	66	132	275
	NBTR	400	48	74	47	81
SR 549 (Birdseye Rd)	EBL	230	148	174	81	117
	EBTR	>500	142	200	13	57
Farm Glen Dr	WBTL	75	45	81	166	309
	WBR	75	0	0	0	44
Traffic Signal - SR 531 (South Rd) at Munson Rd						
SR 531 (South Rd)	EBL	100	3	13	2	8
	EBT	>500	33	83	111	180
	WBT	>500	28	67	53	97
	WBR	150	0	19	0	7
Munson Rd	<SB>	>500	33	72	117	295

TABLE 2-7
2016 Existing Conditions Signalized Intersection Operation Summary
Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd						
Middle Rd	<EBTR>	>500	92	171	19	66
	<WBT>	>500	41	82	18	65
Munson Rd	<NB>	>500	101	184	12	34
UCONN Health Driveway	SBTL	135	26	59	58	109
	SBR	135	0	13	0	15
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp						
I-84 WB Off-Ramp	<WB>	>500	137	243	139	247
SR 531 (Colt Hwy)	NBTL	>500	41	113	64	160
Wolf Pit Rd	SBTR	>500	38	109	3	67
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd						
U.S. Route 6 (Colt Hwy)	EBL	375	28	69	62	131
	EBTR	>500	231	318	247	460
	WBL	405	187	401	46	104
	WBTR	>500	286	421	273	520
Fienemann Rd	NBL	450	98	239	112	213
	NBTR	>500	101	159	66	110
SR 549 (Birdseye Rd)	SBL	130	61	126	45	105
	SBTR	450	52	98	85	160

TABLE 2-8

2016 Existing Conditions Unsignalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Design Queues
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive				
Route 4 (Farmington Ave)	EBL	>500	15	10
Park Drive	<SB>	80	10	93
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd				
SR 531 (South Rd)	SBL	360	25	8
Middle Rd	WBL	50	10	18
	WBR	>500	13	40
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd				
2 Mile Rd	EBTR	75	10	13
		>500	263	215
Colt Hwy	<WBL>	>500	583	217
South Rd	<WBTR>	225	88	138
SR 531 (South Rd)		65	15	57
	NBL	>500	875	1768
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)				
SR 531 (Colt Hwy)	WB		948	2080
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway				
Munson Rd	NBTR	410	220	18
16 Munson Rd Driveway	WBL	115	3	18
	WBR	100	3	10
Munson Rd	SBTL	>500	33	68
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd				
Woodruff Rd	<NB>	>500	8	23
Tunxis Rd	<EB>	>500	0	0
	<WB>	>500	0	3
Brookmoor Rd	<SB>	>500	10	8
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive				
Discovery Drive	NBL	65	8	93
	NBR	65	0	3
Route 4 (Farmington Ave)	WBL	280	8	0

TABLE 2-9

Study Area Collisions - Type

Collision Type	Number of Collisions				% of Total Collisions
	2012	2013	2014	Total	
Rear-end	65	71	67	**203**	**52%**
Fixed Object	14	14	23	**51**	**13%**
Sideswipe - Same Direction	10	13	17	**40**	**10%**
Turning - Intersecting Paths	12	7	10	**29**	**8%**
Angle	9	8	8	**25**	**7%**
Turning - Opp. Direction	2	8	5	**15**	**4%**
Turning - Same Direction	6	4	3	**13**	**3%**
Moving Object	0	4	1	**5**	**1%**
Backing	2	1	2	**5**	**1%**
Sideswipe - Opp. Direction	1	1	0	**2**	**1%**
Pedestrian	1	0	0	**1**	**0%**
Overturn	1	0	0	**1**	**0%**
Total	**123**	**131**	**136**	**390**	**100%**

TABLE 2-10

Study Area Collisions - Contributing Factors

Contributing Factor	Number of Collisions				% of Total Collisions
	2012	2013	2014	Total	
Following Too Closely	59	67	61	**187**	**48%**
Violated Traffic Control	12	11	13	**36**	**9%**
Failed to Grant ROW	11	11	13	**35**	**9%**
Driver Lost Control	6	7	8	**21**	**5%**
Speed Too Fast for Conditions	7	4	10	**21**	**5%**
Improper Lane Change	3	6	9	**18**	**5%**
Improper Turning Maneuver	5	5	4	**14**	**4%**
Improper Passing Maneuver	4	4	3	**11**	**3%**
Unknown	4	3	3	**10**	**3%**
Animal/Foreign Object in Rd	1	5	2	**8**	**2%**
Under the Influence	2	2	2	**6**	**1%**
Driver Illness	1	1	3	**5**	**1%**
Unsafe Backing	2	1	2	**5**	**1%**
Driver's View Obstructed	3	1	0	**4**	**1%**
Defective Equipment	1	2	0	**3**	**1%**
Unsafe Right Turn on Red	1	0	1	**2**	**1%**
Fell Asleep	0	1	1	**2**	**1%**
Slippery Surface	0	0	1	**1**	**0%**
Unsafe Use of Highway by Ped	1	0	0	**1**	**0%**
Total	**123**	**131**	**136**	**390**	**100%**

TABLE 2-11

Study Area Collisions - Severity

Severity	Number of Collisions				% of Total Collisions
	2012	2013	2014	Total	
Fatal	1	0	0	**1**	**0%**
Injury	35	31	20	**86**	**22%**
Property Damage Only (PDO)	87	100	116	**303**	**78%**
Total	**123**	**131**	**136**	**390**	**100%**

TABLE 2-12

Collisions by Study Area Intersections Summary

Intersection/Location	Number of Collisions				% of Total
	2012	2013	2014	Total	Collisions
Route 4 @ Interstate 84 Ramps (SR 508)	20	22	24	**66**	**17%**
U.S. Route 6 @ Birdseye Road (SR 549)	19	19	23	**61**	**16%**
U.S. Route 6 @ I-84 EB On-Ramp & Route 531	10	17	15	**42**	**11%**
Route 4 @ South Road (SR 531)	9	11	8	**28**	**7%**
U.S. Route 6 @ I-84 WB Off-Ramp, Route 531, & Wolf Pit Road	6	12	10	**28**	**7%**
Route 4 @ Talcott Notch Road & Old Mountain Road	9	9	9	**27**	**7%**
U.S. Route 6 from SR 549 to I-84 WB Off-Ramp	5	4	10	**19**	**5%**
Route 531 @ Colt Highway	9	3	4	**16**	**4%**
Route 549 from U.S. Route 6 to SR 531	6	5	4	**15**	**4%**
Route 531 @ Birdseye Road (SR 549)	6	3	4	**13**	**3%**
Route 4 @ Main Road	3	4	3	**10**	**3%**
Route 4 from Talcott Notch Road to West Hartford Town Line	4	3	3	**10**	**3%**
Middle Road @ Munson Road	5	3	1	**9**	**2%**
Route 531 @ Middle Road	1	4	3	**8**	**2%**
Route 4 @ Farm Glen Boulevard	1	2	4	**7**	**2%**
Route 531 @ Munson Road	3	2	1	**6**	**2%**
Route 4 from SR 508 to SR 531	2	0	2	**4**	**1%**
Route 4 from SR 531 to Farm Glen Boulevard	1	1	2	**4**	**1%**
Route 4 @ 230 Farmington Avenue	1	2	1	**4**	**1%**
Middle/Tunxis Road from Munson Road to Brookmoor Road & Woodruff Road	0	3	0	**3**	**1%**
Route 531 from Middle Road to Munson Road	0	1	2	**3**	**1%**
Middle/Tunxis Road @ Brookmoor Road & Woodruff Road	0	1	1	**2**	**1%**
Route 4 from Park Drive to Main Road	2	0	0	**2**	**1%**
U.S. Route 6 from I-84 WB Off-Ramp to I-84 EB On-Ramp	0	0	2	**2**	**1%**
Route 4 from Farm Glen Boulevard to Park Drive	1	0	0	**1**	**0%**
Route 4 @ Park Drive	0	0	0	**0**	**0%**
Total	**123**	**131**	**136**	**390**	**100%**

TABLE 2-13

Pedestrian and Bicyclists Collisions Summary

Date	Type	Location	Contributing Factor	Injury
7/9/2012	Pedestrian	Route 4 at Farm Glen Boulevard	Unsafe Use of Highway by a Pedestrian	Fatality

TABLE 2-14

Collisions Caused by Vehicles Waiting for Pedestrian and Bicyclists Summary

Date	Type	Location	Contributing Factor	Injury
9/27/2012	Rear-End (Pedestrian)	Route 4 from Talcott Notch Road to West Hartford Town Line	Following Too Closely	None

TABLE 2-15

Study Area Intersections Pedestrian Control Devices

Intersection	Traffic Control
Farmington Avenue at SR 508 (Route 4 Connector)	Side Street Green
Farmington Avenue at SR 531 (South Road)	Side Street Green
Farmington Avenue at Farm Glen Boulevard	Side Street Green
Farmington Avenue at Park Drive	None
Farmington Avenue at Main Road (Driveway to UCONN Health)	Countdown Signal
Farmington Avenue at 230 Farmington Avenue Driveway	Countdown Signal
Farmington Avenue at Talcott Notch Road / Old Mountain Road	Pedestrian Signal
SR 531 (South Road) at SR 549 (Birdseye Road)	Side Street Green
SR 531 (South Road) at Middle Road	Two-Way Stop
SR 531 (South Road) at Munson Road	Restricted
SR 531 (South Road) at Colt Highway	None
Middle Road at Munson Road	Countdown Signal
Colt Highway at I-84 Eastbound On-Ramp	None
U.S. Route 6 (Colt Highway) at I-84 Westbound Off-Ramp / Wolf Pit Road	Side Street Green
Munson Road at 16 Munson Road Driveway	None
Tunxis Road at Woodruff Road / Brookmoor Road	None
U. S. Route 6 (Colt Highway) at SR 549 (Birdseye Road) / Fienemann Road	Side Street Green

Table 3-1
Peak Hour Traffic Volume Growth Summary

Location	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	2016 Exist.	2040 Bkgd.	Approx. Change Net Vol.	%	2016 Exist.	2040 Bkgd.	Approx. Change Net Vol.	%
Farmington Avenue								
West of SR 508 (Route 4 Connector)	2,420	2,920	500	20.7%	2,000	2,480	480	24.0%
South of SR 508 (Route 4 Connector)	520	670	150	28.8%	370	450	80	21.6%
Between SR 508 (Route 4 Connector) & SR 531 (South Rd)	2,372	2,849	477	20.1%	1,926	2,363	437	22.7%
Between SR 531 (South Rd) & Farm Glen Blvd	2,674	2,852	178	6.7%	2,648	2,853	205	7.7%
Between Farm Glen Blvd & Park Dr	2,609	2,807	198	7.6%	2,606	2,809	203	7.8%
Between Park Dr & Discovery Dr	2,512	2,714	202	8.0%	2,484	2,674	190	7.6%
Between Discovery Dr & Main Rd (Driveway to UCONN Health)	2,378	2,541	163	6.9%	2,445	2,621	176	7.2%
Between Main Rd (Driveway to UCONN Health) & 230 Farmington Ave Driveway	2,201	2,451	250	11.4%	2,260	2,527	267	11.8%
Between 230 Farmington Ave Driveway & Talcott Notch Rd / Old Mountain Rd	2,150	2,435	285	13.3%	2,212	2,520	308	13.9%
North of Talcott Notch Rd & Old Mountain Rd	1,640	1,954	314	19.1%	1,752	2,041	289	16.5%
South Road								
Between Farmington Ave & SR 549 (Birdseye Rd)	1,719	2,040	321	18.7%	1,651	1,956	305	18.5%
Between SR 549 (Birdseye Rd) & Middle Rd	1,012	1,498	486	48.0%	1,127	1,700	573	50.8%
Between Middle Rd & Munson Rd	629	964	335	53.3%	800	1,224	424	53.0%
Between Munson Rd & Colt Highway	1,271	1,797	526	41.4%	1,405	2,002	597	42.5%
East of SR 531 (South Road) & Colt Highway	450	530	80	17.8%	730	870	140	19.2%
Colt Highway								
West of SR 549 (Birdseye Rd) & Fienemann Rd	1,823	2,123	300	16.5%	2,331	2,714	383	16.4%
Between SR 549 (Birdseye Rd) / Fienemann Rd & I-84 Westbound Off-Ramp / Wolf Pit Rd	2,034	2,463	429	21.1%	2,129	2,571	442	20.8%
Between I-84 Westbound Off-Ramp / Wolf Pit Rd & I-84 Eastbound On-Ramp	1,500	1,830	330	22.0%	1,430	1,760	330	23.1%
Between I-84 Eastbound On-Ramp & SR 531 (South Rd)	1,030	1,350	320	31.1%	1,270	1,810	540	42.5%
Other Study Area Roadways								
Wolf Pit Rd, North of U.S. Route 6 (Colt Highway)	270	330	60	22.2%	420	500	80	19.0%
Middle Rd, Between SR 531 (South Rd) & Munson Rd	450	972	522	116.0%	370	880	510	137.8%
Middle Rd, Between Munson Rd & Woodruff Rd / Brookmoor Rd	353	632	279	79.0%	363	611	248	68.3%
Tunxis Rd, East of Woodruff Rd & Brookmoor Rd	368	565	197	53.5%	364	547	183	50.3%
Munson Rd, Between SR 531 (South Rd) & 16 Munson Rd Driveway	671	1,093	422	62.9%	535	770	235	43.9%
Munson Rd, Between 16 Munson Rd Driveway & Middle Rd	536	875	339	63.2%	522	773	251	48.1%

TABLE 3-2
2040 Future Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)							
Overall		**E**	**65.3**	**1.10**	**E**	**64.6**	**1.36**
Route 4 (Farmington Ave)	EBT	F	86.6	1.10	C	28.0	0.73
SR 508 (Route 4 Connector)	WBT	D	46.5	0.96	C	27.0	0.70
	WBR	E	71.1	1.10	A	5.7	0.39
	NBT	E	64.2	0.95	D	47.1	0.75
Route 4 (Farmington Ave)	SBL	D	37.7	0.52	F	200.3	1.36
	SBR	B	15.8	0.21	C	23.5	0.60
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)							
Overall		**D**	**42.3**	**1.05**	**C**	**29.8**	**1.01**
SR 531 (South Rd)	NBL	B	18.8	0.24	C	34.1	0.57
	NBR	C	20.3	0.52	B	14.9	0.37
	EBT	E	66.2	1.05	C	23.6	0.42
Route 4 (Farmington Ave)	EBR	B	16.5	0.75	B	10.3	0.31
	WBL	E	64.0	0.89	E	67.8	1.01
	WBT	A	4.6	0.15	A	7.4	0.39
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr							
Overall		**B**	**15.6**	**0.87**	**B**	**15.1**	**0.76**
Oread Driveway	<SB>	C	34.1	0.11	B	17.4	0.17
Farm Glen Dr	NBL	D	47.1	0.24	E	56.9	0.76
	NBTR	B	18.1	0.17	A	8.5	0.28
	EBL	A	3.1	0.05	A	5.1	0.06
Route 4 (Farmington Ave)	EBTR	C	20.7	0.87	B	10.1	0.50
	WBL	D	40.1	0.61	A	7.2	0.11
	WBTR	A	1.6	0.37	B	14.2	0.74
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)							
Overall		**D**	**36.0**	**0.98**	**D**	**45.5**	**1.01**
The Exchange Driveway	SBL	D	38.7	0.09	D	53.1	0.43
	SBTR	E	59.2	0.75	C	26.9	0.53
	NBL	D	46.9	0.32	F	87.9	0.99
Main Rd (UCONN Health Driveway	NBTL	D	47.0	0.32	F	91.2	1.01
	NBR	A	3.6	0.23	D	39.1	0.92
	EBL	D	49.6	0.34	D	53.0	0.44
	EBT	D	46.7	0.98	D	39.4	0.89
Route 4 (Farmington Ave)	EBR	C	34.7	0.77	B	12.3	0.16
	WBL	D	42.6	0.80	C	32.5	0.39
	WBTR	B	19.2	0.60	C	33.1	0.71

TABLE 3-2
2040 Future Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza/Private Driveway							
Overall		**A**	**8.8**	**0.46**	**B**	**10.3**	**0.54**
Talcott Plaza	SBTL	D	47.3	0.16	D	44.4	0.16
	SBR	B	12.6	0.37	A	6.3	0.26
Private Driveway	NBL	D	44.0	0.04	D	52.7	0.41
	NBTR	D	38.7	0.02	B	16.6	0.23
Route 4 (Farmington Ave)	EBL	A	2.8	0.12	A	3.7	0.10
	EBTR	A	9.2	0.42	A	8.7	0.54
	WBL	A	2.3	0.06	A	3.8	0.01
	WBTR	A	8.0	0.46	B	10.3	0.38
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd/Private Driveway/Old Mountain Rd							
Overall		**F**	**112.6**	**1.41**	**F**	**105.9**	**1.65**
Talcott Notch Rd	SBTL	F	164.7	1.24	F	149.4	1.16
	SBR	F	146.2	1.24	C	21.1	0.67
Private Driveway	<NB>	C	24.0	0.02	D	38.3	0.34
Route 4 (Farmington Ave)	EBL	F	222.5	1.37	F	328.0	1.65
	EBTR	B	15.7	0.60	B	12.1	0.46
	WBL	B	16.6	0.04	B	11.3	0.01
	WBTR	D	45.9	0.86	D	52.2	0.94
Old Mountain Rd	<SEB>	F	240.7	1.41	F	103.8	0.97
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd)/Farm Glen Dr							
Overall		**C**	**28.6**	**0.92**	**F**	**100.0**	**1.91**
SR 531 (South Rd)	SBL	B	12.8	0.49	A	3.5	0.09
	SBTL	C	25.4	0.64	B	12.3	0.49
	SBR	A	2.9	0.43	B	11.7	0.51
	NBL	E	63.2	0.68	F	456.3	1.91
	NBTR	C	20.7	0.36	B	14.8	0.25
SR 549 (Birdseye Rd)	EBL	D	40.9	0.68	D	46.5	0.60
	EBTR	E	57.3	0.92	B	15.9	0.46
Farm Glen Dr	WBTL	E	59.9	0.58	F	320.1	1.58
	WBR	A	0.7	0.09	A	9.2	0.43
Traffic Signal - SR 531 (South Rd) at Munson Rd							
Overall		**A**	**7.7**	**0.68**	**D**	**35.5**	**1.07**
SR 531 (South Rd)	EBL	A	5.3	0.12	A	5.3	0.03
	EBT	A	7.3	0.45	B	12.7	0.67
	WBT	B	15.0	0.36	B	16.6	0.43
	WBR	A	3.4	0.68	A	0.6	0.16
Munson Rd	<SB>	C	21.4	0.51	F	87.1	1.07

TABLE 3-2
2040 Future Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd							
Overall		**F**	**289.7**	**2.50**	**B**	**14.4**	**0.71**
Middle Rd	<EBTR>	F	699.4	2.50	D	35.7	0.71
	<WBT>	C	21.4	0.79	C	28.9	0.60
Munson Rd	<NB>	F	134.9	1.22	B	10.8	0.57
UCONN Health Driveway	SBTL	B	15.9	0.33	B	13.1	0.66
	SBR	A	3.8	0.21	A	3.2	0.51
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp							
Overall		**C**	**21.1**	**0.73**	**B**	**19.9**	**0.73**
I-84 WB Off-Ramp	<WB>	B	17.0	0.73	B	17.4	0.73
SR 531 (Colt Hwy)	NBTL	D	37.6	0.53	D	38.4	0.68
Wolf Pit Rd	SBTR	D	36.0	0.59	B	13.2	0.63
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd							
Overall		**E**	**58.0**	**1.24**	**E**	**69.0**	**1.12**
U.S. Route 6 (Colt Hwy)	EBL	D	54.5	0.35	E	56.5	0.56
	EBTR	D	47.5	0.90	F	101.0	1.12
	WBL	F	167.4	1.24	E	57.2	0.59
	WBTR	C	26.7	0.77	E	71.7	1.03
Fienemann Rd	NBL	F	152.3	1.14	E	61.2	0.82
	NBTR	D	47.2	0.80	C	29.5	0.34
SR 549 (Birdseye Rd)	SBL	E	73.4	0.77	E	66.1	0.65
	SBTR	C	27.1	0.56	D	36.1	0.83

TABLE 3-3
2040 Future Conditions Unsignalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive							
Overall		--	--	**0.98**	--	--	**1.00**
Route 4 (Farmington Ave)	EBL	B	12.2	0.22	C	16.3	0.14
	EBT	A	0.0	0.00	A	4.0	0.00
Park Drive	<SB>	F	189.0	0.98	F	125.3	1.00
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd							
SR 531 (South Rd)	SBL	B	11.3	0.46	A	9.2	0.19
Middle Rd	WBL	F	251.6	1.18	F	321.6	1.54
	WBR	B	13.5	0.32	D	31.9	0.81
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd							
Overall		**F**	**368.0**	**2.78**	**F**	**686.1**	**4.00**
2 Mile Rd	EBTR	C	19.2	0.21	C	19.2	0.23
		F	233.9	2.00	F	144.1	1.56
Colt Hwy	<WBL>	F	395.9	2.33	F	174.0	1.69
South Rd	<WBTR>	F	51.8	1.25	F	83.3	1.41
SR 531 (South Rd)		C	18.4	0.26	D	28.4	0.64
	NBL	F	571.1	2.78	F	1273.1	4.00
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)							
SR 531 (Colt Hwy)	WB	F	982.6	3.09	F	2084.0	5.55
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway							
Overall		**F**	**169.0**	**1.41**	**C**	**16.4**	**0.73**
Munson Rd	NBTR	F	215.7	1.41	B	11.9	0.37
16 Munson Rd Driveway	WBL	B	11.2	0.03	B	12.8	0.31
	WBR	B	10.1	0.06	B	10.3	0.24
Munson Rd	SBTL	B	12.4	0.48	C	21.5	0.73
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd							
Woodruff Rd	<NB>	C	16.3	0.20	C	22.5	0.42
	EBL	A	7.9	0.02	A	7.8	0.03
Tunxis Rd	EBT	A	0.0	0.00	A	0.0	0.00
	WBL	A	7.9	0.01	A	8.0	0.03
	WBT	A	0.0	0.00	A	0.0	0.00
Brookmoor Rd	<SB>	C	15.1	0.23	C	15.1	0.17
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive							
Discovery Drive	NBL	F	169.2	0.17	F	426.5	1.39
	NBR	C	18.6	0.02	B	14.4	0.06
Route 4 (Farmington Ave)	WBL	C	17.7	0.13	B	12.0	0.02

TABLE 3-4

2040 Future Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)						
Route 4 (Farmington Ave)	EBT	765	626	763	296	405
SR 508 (Route 4 Connector)	WBT	>500	457	614	276	380
	WBR	450	903	1056	80	134
	NBT	>500	247	364	150	204
Route 4 (Farmington Ave)	SBL	>500	124	173	484	648
	SBR	385	58	99	203	304
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)						
SR 531 (South Rd)	NBL	420	22	41	69	106
	NBR	420	246	298	87	134
	EBT	>700	578	673	140	205
Route 4 (Farmington Ave)	EBR	250	306	434	84	132
	WBL	560	232	320	350	485
	WBT	>500	22	54	108	238
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr						
Oread Driveway	<SB>	150	6	25	11	41
Farm Glen Dr	NBL	275	18	45	121	185
	NBTR	275	1	26	1	42
	EBL	425	3	4	1	5
Route 4 (Farmington Ave)	EBTR	>600	548	534	185	242
	WBL	260	28	76	8	13
	WBTR	>500	17	45	262	610
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)						
The Exchange Driveway	SBL	120	11	33	39	81
	SBTR	120	109	199	21	74
	NBL	375	32	71	226	414
Main Rd (UCONN Health Driveway)	NBTL	400	33	72	234	425
	NBR	315	0	22	170	345
	EBL	220	25	30	42	73
	EBTR	>500	429	578	370	463
Route 4 (Farmington Ave)	EBR	360	405	477	59	85
	WBL	360	105	161	42	61
	WBTR	>500	294	378	333	412

TABLE 3-4

2040 Future Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza / Private Driveway						
Talcott Plaza	SBTL	165	10	31	11	32
	SBR	165	0	32	0	16
Private Driveway	NBL	60	2	13	32	67
	NBTR	60	1	10	1	32
Route 4 (Farmington Ave)	EBL	95	6	7	8	11
	EBTR	>500	122	163	213	335
	WBL	95	4	3	1	1
	WBTR	>500	156	151	161	190
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd / Private Driveway / Old Mountain Rd						
Talcott Notch Rd	SBTL	>500	336	515	197	353
	SBR	190	480	686	137	206
Private Driveway	<NB>	150	3	16	38	81
Route 4 (Farmington Ave)	EBL	400	255	430	632	860
	EBTR	>500	111	194	171	233
	WBL	100	4	14	1	5
	WBTR	>500	255	348	305	433
Old Mountain Rd	<SEB>	>500	324	496	125	264
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd) / Farm Glen Dr						
SR 531 (South Rd)	SBL	135	60	77	4	4
	SBTL	550	264	305	154	241
	SBR	250	34	102	268	298
	NBL	350	72	117	368	548
	NBTR	400	103	131	80	126
SR 549 (Birdseye Rd)	EBL	230	147	180	82	117
	EBTR	>500	190	297	15	68
Farm Glen Dr	WBTL	75	55	95	236	392
	WBR	75	0	0	0	35
Traffic Signal - SR 531 (South Rd) at Munson Rd						
SR 531 (South Rd)	EBL	100	7	27	3	10
	EBT	>500	60	162	175	267
	WBT	>500	47	110	85	137
	WBR	150	7	29	0	8
Munson Rd	<SB>	>500	46	108	249	580

TABLE 3-4

2040 Future Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd						
Middle Rd	<EBTR>	>500	444	566	104	163
	<WBT>	>500	146	225	91	145
Munson Rd	<NB>	>500	366	488	73	140
UCONN Health Driveway	SBTL	135	47	81	141	234
	SBR	135	0	24	16	46
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp						
I-84 WB Off-Ramp	<WB>	>500	204	361	214	377
SR 531 (Colt Hwy)	NBTL	>500	70	146	117	217
Wolf Pit Rd	SBTR	>500	65	142	5	76
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd						
U.S. Route 6 (Colt Hwy)	EBL	375	29	63	66	128
	EBTR	>500	318	424	445	682
	WBL	405	363	549	71	137
	WBTR	>500	386	508	431	667
Fienemann Rd	NBL	450	174	318	160	326
	NBTR	>500	148	201	83	130
SR 549 (Birdseye Rd)	SBL	130	93	187	67	159
	SBTR	450	72	115	138	216

TABLE 3-5

2040 Future Conditions Unsignalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Design Queues
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive				
Route 4 (Farmington Ave)	EBL	>500	20	13
Park Drive	<SB>	80	130	200
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd				
SR 531 (South Rd)	SBL	360	60	18
Middle Rd	WBL	50	173	422
	WBR	>500	35	200
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd				
2 Mile Rd	EBTR	75	13	15
		>500	503	358
Colt Hwy	<WBL>	>500	882	408
South Rd	<WBTR>	225	113	215
SR 531 (South Rd)		65	18	85
	NBL	850	1288	3160
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)				
SR 531 (Colt Hwy)	WB	1200	1720	3730
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway				
Munson Rd	NBTR	410	1358	43
16 Munson Rd Driveway	WBL	115	3	33
	WBR	100	5	23
Munson Rd	SBTL	>500	55	163
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd				
Woodruff Rd	<NB>	>500	18	50
Tunxis Rd	<EB>	>500	3	3
	<WB>	>500	0	3
Brookmoor Rd	<SB>	>500	23	15
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive				
Discovery Drive	NBL	65	13	145
	NBR	65	3	5
Route 4 (Farmington Ave)	WBL	280	10	3

TABLE 3-6
2040 Future-Optimized Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)							
Overall		**D**	**46.3**	**1.05**	**D**	**36.1**	**0.97**
Route 4 (Farmington Ave)	EBT	C	25.5	0.80	D	40.7	0.91
SR 508 (Route 4 Connector)	WBT	C	21.9	0.70	D	36.9	0.87
	WBR	D	53.1	1.05	A	4.8	0.38
	NBT	F	91.6	1.04	E	63.8	0.92
Route 4 (Farmington Ave)	SBL	F	99.4	1.01	D	49.6	0.97
	SBR	C	29.4	0.28	B	16.0	0.52
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)							
Overall		**C**	**23.7**	**0.88**	**B**	**17.3**	**0.73**
SR 531 (South Rd)	NBL	D	54.1	0.52	D	40.4	0.64
	NBR	B	11.0	0.64	A	6.6	0.32
	EBT	C	26.6	0.87	C	30.4	0.58
Route 4 (Farmington Ave)	EBR	B	16.9	0.77	B	14.4	0.38
	WBL	D	41.4	0.88	C	20.1	0.73
	WBT	A	2.2	0.13	A	6.4	0.39
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr							
Overall		**A**	**7.5**	**0.87**	**A**	**8.4**	**0.79**
Oread Driveway	<SB>	C	30.4	0.10	B	17.5	0.18
Farm Glen Dr	NBL	D	41.3	0.22	E	57.9	0.79
	NBTR	B	16.5	0.16	A	9.0	0.30
	EBL	A	1.2	0.05	A	1.4	0.06
Route 4 (Farmington Ave)	EBTR	A	8.3	0.87	A	3.7	0.50
	WBL	D	43.7	0.68	A	1.7	0.12
	WBTR	A	1.0	0.36	A	5.8	0.74
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)							
Overall		**C**	**27.7**	**0.93**	**D**	**36.2**	**0.96**
The Exchange Driveway	SBL	D	37.6	0.10	E	69.1	0.62
	SBTR	E	76.1	0.88	D	36.6	0.65
	NBL	E	65.9	0.57	D	51.6	0.84
Main Rd (UCONN Health Driveway	NBTL	E	66.9	0.58	D	52.7	0.85
	NBR	A	5.3	0.29	D	49.9	0.96
	EBL	E	56.7	0.38	E	78.5	0.63
	EBT	C	20.6	0.83	C	23.8	0.84
Route 4 (Farmington Ave)	EBR	B	14.5	0.74	A	3.1	0.15
	WBL	E	62.3	0.93	F	81.3	0.85
	WBTR	B	15.1	0.54	C	23.8	0.73

TABLE 3-6
2040 Future-Optimized Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza/Private Driveway							
Overall		**A**	**3.9**	**0.48**	**A**	**4.7**	**0.55**
Talcott Plaza	SBTL	D	41.8	0.14	D	40.7	0.16
	SBR	A	8.9	0.34	A	4.8	0.25
Private Driveway	NBL	D	39.0	0.04	D	48.5	0.40
	NBTR	C	34.7	0.02	B	16.2	0.23
Route 4 (Farmington Ave)	EBL	A	0.6	0.12	A	1.1	0.11
	EBTR	A	0.6	0.42	A	2.3	0.55
	WBL	A	1.9	0.06	A	2.0	0.01
	WBTR	A	6.1	0.48	A	5.1	0.38
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd/Private Driveway/Old Mountain Rd							
Overall		**F**	**88.8**	**1.14**	**F**	**86.9**	**1.23**
Talcott Notch Rd	SBTL	F	138.5	1.14	F	177.2	1.21
	SBR	E	72.3	1.05	B	16.8	0.53
Private Driveway	<NB>	C	32.6	0.02	D	51.9	0.33
Route 4 (Farmington Ave)	EBL	F	123.0	1.11	F	154.9	1.23
	EBTR	D	38.3	0.59	B	16.4	0.41
	WBL	C	26.9	0.06	B	17.0	0.01
	WBTR	F	88.6	1.00	F	89.6	1.04
Old Mountain Rd	<SEB>	F	146.9	1.14	F	173.9	1.16
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd)/Farm Glen Dr							
Overall		**C**	**27.6**	**0.89**	**C**	**33.6**	**0.96**
SR 531 (South Rd)	SBL	B	13.8	0.50	A	8.4	0.14
	SBTL	C	26.3	0.67	C	32.3	0.88
	SBR	A	6.5	0.43	A	9.3	0.63
	NBL	E	62.4	0.70	E	72.6	0.96
	NBTR	C	21.5	0.39	B	16.2	0.29
SR 549 (Birdseye Rd)	EBL	D	36.3	0.67	D	45.7	0.64
	EBTR	D	47.1	0.89	B	16.8	0.48
Farm Glen Dr	WBTL	E	60.4	0.62	E	76.4	0.92
	WBR	A	0.6	0.09	A	1.7	0.29
Traffic Signal - SR 531 (South Rd) at Munson Rd							
Overall		**A**	**7.7**	**0.68**	**C**	**24.9**	**0.93**
SR 531 (South Rd)	EBL	A	5.3	0.12	A	7.5	0.04
	EBT	A	7.3	0.45	B	17.5	0.75
	WBT	B	15.0	0.36	C	23.8	0.58
	WBR	A	3.4	0.68	A	0.8	0.16
Munson Rd	<SB>	C	21.4	0.51	D	43.8	0.93

TABLE 3-6
2040 Future-Optimized Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour LOS	Avg. Delay (s/veh)	v/c	Weekday Afternoon Peak Hour LOS	Avg. Delay (s/veh)	v/c
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd							
Overall		**F**	**230.1**	**1.88**	**B**	**13.5**	**0.69**
Middle Rd	<EBTR>	F	425.0	1.88	C	30.9	0.69
	<WBT>	C	20.7	0.66	C	24.6	0.59
Munson Rd	<NB>	F	243.0	1.43	B	10.7	0.60
UCONN Health Driveway	SBTL	D	50.7	0.54	B	13.4	0.69
	SBR	A	6.7	0.24	A	3.5	0.53
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp							
Overall		**B**	**16.3**	**0.64**	**B**	**19.7**	**0.76**
I-84 WB Off-Ramp	<WB>	B	13.5	0.64	B	17.7	0.76
SR 531 (Colt Hwy)	NBTL	C	27.2	0.45	D	36.8	0.69
Wolf Pit Rd	SBTR	C	26.2	0.54	B	12.3	0.61
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd							
Overall		**D**	**51.1**	**0.98**	**D**	**45.8**	**0.94**
U.S. Route 6 (Colt Hwy)	EBL	E	66.3	0.46	F	87.8	0.81
	EBTR	E	60.8	0.97	D	43.7	0.93
	WBL	E	79.4	0.98	E	78.4	0.77
	WBTR	C	21.9	0.70	C	34.6	0.86
Fienemann Rd	NBL	E	67.9	0.81	E	71.4	0.89
	NBTR	E	73.7	0.96	C	33.1	0.37
SR 549 (Birdseye Rd)	SBL	E	65.8	0.71	E	55.6	0.59
	SBTR	D	50.6	0.85	D	51.3	0.94

TABLE 3-7
2040 Future-Optimized Conditions Unsignalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive							
Overall		--	--	**0.98**	--	--	**1.00**
Route 4 (Farmington Ave)	EBL	B	12.2	0.22	C	16.3	0.14
	EBT	A	0.0	0.00	A	4.0	0.00
Park Drive	<SB>	F	189.0	0.98	F	125.3	1.00
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd							
SR 531 (South Rd)	SBL	B	11.3	0.46	A	9.2	0.19
Middle Rd	WBL	F	251.6	1.18	F	321.6	1.54
	WBR	B	13.5	0.32	D	31.9	0.81
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd							
Overall		**F**	**368.0**	**2.78**	**F**	**686.1**	**4.00**
2 Mile Rd	EBTR	C	19.2	0.21	C	19.2	0.23
		F	233.9	2.00	F	144.1	1.56
Colt Hwy	<WBL>	F	395.9	2.33	F	174.0	1.69
South Rd	<WBTR>	F	51.8	1.25	F	83.3	1.41
SR 531 (South Rd)		C	18.4	0.26	D	28.4	0.64
	NBL	F	571.1	2.78	F	1273.1	4.00
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)							
SR 531 (Colt Hwy)	WB	F	982.6	3.09	F	2084.0	5.55
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway							
Overall		**F**	**169.0**	**1.41**	**C**	**16.4**	**0.73**
Munson Rd	NBTR	F	215.7	1.41	B	11.9	0.37
16 Munson Rd Driveway	WBL	B	11.2	0.03	B	12.8	0.31
	WBR	B	10.1	0.06	B	10.3	0.24
Munson Rd	SBTL	B	12.4	0.48	C	21.5	0.73
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd							
Woodruff Rd	<NB>	C	16.3	0.20	C	22.5	0.42
	EBL	A	7.9	0.02	A	7.8	0.03
Tunxis Rd	EBT	A	0.0	0.00	A	0.0	0.00
	WBL	A	7.9	0.01	A	8.0	0.03
	WBT	A	0.0	0.00	A	0.0	0.00
Brookmoor Rd	<SB>	C	15.1	0.23	C	15.1	0.17
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive							
Discovery Drive	NBL	F	169.2	0.17	F	426.5	1.39
	NBR	C	18.6	0.02	B	14.4	0.06
Route 4 (Farmington Ave)	WBL	C	17.7	0.13	B	12.0	0.02

TABLE 3-8

2040 Future-Optimized Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)						
Route 4 (Farmington Ave)	EBT	765	492	593	309	436
SR 508 (Route 4 Connector)	WBT	>500	389	471	288	402
	WBR	450	1009	1159	73	100
	NBT	>500	313	437	140	233
Route 4 (Farmington Ave)	SBL	>500	169	276	318	455
	SBR	385	88	145	153	237
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)						
SR 531 (South Rd)	NBL	420	46	76	92	134
	NBR	420	84	110	77	106
	EBT	>700	392	467	152	210
Route 4 (Farmington Ave)	EBR	250	284	415	91	152
	WBL	560	207	274	219	250
	WBT	>500	12	26	160	130
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr						
Oread Driveway	<SB>	150	5	24	10	41
Farm Glen Dr	NBL	275	16	41	107	195
	NBTR	275	1	25	1	43
	EBL	425	1	1	0	1
Route 4 (Farmington Ave)	EBTR	>600	214	235	38	90
	WBL	260	14	81	1	2
	WBTR	>500	15	21	42	415
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)						
The Exchange Driveway	SBL	120	10	32	36	96
	SBTR	120	100	218	19	90
Main Rd (UCONN Health Driveway)	NBL	375	31	84	189	335
	NBTL	400	31	86	194	345
	NBR	315	0	28	182	390
	EBL	220	25	31	39	95
	EBTR	>500	228	320	184	235
Route 4 (Farmington Ave)	EBR	360	177	242	5	14
	WBL	360	148	238	50	107
	WBTR	>500	164	222	171	207

TABLE 3-8

2040 Future-Optimized Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	Lane Use	Available Storage	Avg. Queues	Design Queues	Avg. Queues	Design Queues
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza / Private Driveway						
Talcott Plaza	SBTL	165	9	29	10	30
	SBR	165	0	25	0	11
Private Driveway	NBL	60	2	13	28	64
	NBTR	60	1	10	1	31
Route 4 (Farmington Ave)	EBL	95	0	1	1	2
	EBTR	>500	5	12	50	92
	WBL	95	2	5	0	2
	WBTR	>500	163	213	110	152
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd / Private Driveway / Old Mountain Rd						
Talcott Notch Rd	SBTL	>500	482	686	287	469
	SBR	190	531	758	168	234
Private Driveway	<NB>	150	4	19	55	106
Route 4 (Farmington Ave)	EBL	400	344	541	760	1009
	EBTR	>500	319	412	203	282
	WBL	100	6	19	1	5
	WBTR	>500	416	550	484	620
Old Mountain Rd	<SEB>	>500	429	626	207	368
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd) / Farm Glen Dr						
SR 531 (South Rd)	SBL	135	91	122	7	9
	SBTL	550	249	285	207	315
	SBR	250	76	90	179	288
	NBL	350	65	117	210	384
	NBTR	400	99	130	85	121
SR 549 (Birdseye Rd)	EBL	230	128	159	74	113
	EBTR	>500	156	234	13	68
Farm Glen Dr	WBTL	75	49	98	147	288
	WBR	75	0	0	0	0
Traffic Signal - SR 531 (South Rd) at Munson Rd						
SR 531 (South Rd)	EBL	100	7	27	3	12
	EBT	>500	60	162	190	318
	WBT	>500	47	110	92	161
	WBR	150	7	29	0	11
Munson Rd	<SB>	>500	46	108	191	372

TABLE 3-8

2040 Future-Optimized Conditions Signalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Traffic Signal - Munson Rd / UCONN Health Driveway at Middle Rd						
Middle Rd	<EBTR>	>500	882	954	81	136
	<WBT>	>500	326	385	71	120
Munson Rd	<NB>	>500	1067	1155	63	119
UCONN Health Driveway	SBTL	135	151	211	127	202
	SBR	135	0	38	16	45
Traffic Signal - SR 531 (Colt Hwy) / Wolf Pit Rd at U.S. Route 6 (Colt Hwy) / I-84 WB Off-Ramp						
I-84 WB Off-Ramp	<WB>	>500	179	267	207	339
SR 531 (Colt Hwy)	NBTL	>500	54	106	111	199
Wolf Pit Rd	SBTR	>500	45	103	4	71
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd) / Fienemann Rd						
U.S. Route 6 (Colt Hwy)	EBL	375	30	67	67	164
	EBTR	>500	346	472	338	465
	WBL	405	292	481	72	164
	WBTR	>500	367	446	331	420
Fienemann Rd	NBL	450	142	233	163	304
	NBTR	>500	161	264	90	136
SR 549 (Birdseye Rd)	SBL	130	94	156	65	118
	SBTR	450	90	167	147	262

TABLE 3-9

2040 Future-Optimized Conditions Unsignalized Intersection Operation Summary

Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Design Queues
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive				
Route 4 (Farmington Ave)	EBL	>500	20	13
Park Drive	<SB>	80	130	200
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd				
SR 531 (South Rd)	SBL	360	60	18
Middle Rd	WBL	50	173	422
	WBR	>500	35	200
Unsignalized AWSC - SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd				
2 Mile Rd	EBTR	75	13	15
		>500	503	358
Colt Hwy	<WBL>	>500	882	408
South Rd	<WBTR>	225	113	215
SR 531 (South Rd)		65	18	85
	NBL	>500	1288	3160
Unsignalized TWSC - U.S. Route 6 / I-84 EB On-Ramp at SR 531 (Colt Hwy)				
SR 531 (Colt Hwy)	WB	1200	1720	3730
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway				
Munson Rd	NBTR	410	1358	43
16 Munson Rd Driveway	WBL	115	3	33
	WBR	100	5	23
Munson Rd	SBTL	>500	55	163
Unsignalized TWSC - Tunxis Rd at Woodruff Rd / Brookmoor Rd				
Woodruff Rd	<NB>	>500	18	50
Tunxis Rd	<EB>	>500	3	3
	<WB>	>500	0	3
Brookmoor Rd	<SB>	>500	23	15
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive				
Discovery Drive	NBL	65	13	145
	NBR	65	3	5
Route 4 (Farmington Ave)	WBL	280	10	3

TABLE 3-10
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	2016 Existing	2040 Future	2040 Optimized	2016 Existing	2040 Future	2040 Optimized
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)							
Overall		**C / 25.6**	**E / 65.3**	**D / 46.3**	**C / 29.6**	**E / 64.6**	**D / 36.1**
Route 4 (Farmington Ave)	EBT	C / 29.1	F / 86.6	C / 25.5	C / 23.9	C / 28.0	D / 40.7
SR 508 (Route 4 Connector)	WBT	C / 24.4	D / 46.5	C / 21.9	C / 23.1	C / 27.0	D / 36.9
	WBR	B / 14.5	E / 71.1	D / 53.1	A / 3.5	A / 5.7	A / 4.8
	NBT	D / 45.9	E / 64.2	F / 91.6	D / 45.1	D / 47.1	E / 63.8
Route 4 (Farmington Ave)	SBL	D / 38.0	D / 37.7	F / 99.4	E / 57.3	F / 200.3	D / 49.6
	SBR	B / 16.5	B / 15.8	C / 29.4	B / 19.4	C / 23.5	B / 16.0
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)							
Overall		**D / 36.0**	**D / 42.3**	**C / 23.7**	**C / 22.8**	**C / 29.8**	**B / 17.3**
SR 531 (South Rd)	WBL	B / 16.9	B / 18.8	D / 54.1	C / 33.9	C / 34.1	D / 40.4
	WBR	B / 18.0	C / 20.3	B / 11.0	B / 10.5	B / 14.9	A / 6.6
	NBT	D / 51.6	E / 66.2	C / 26.6	C / 22.1	C / 23.6	C / 30.4
Route 4 (Farmington Ave)	NBR	B / 11.7	B / 16.5	B / 16.9	A / 9.2	B / 10.3	B / 14.4
	SBL	E / 60.1	E / 64.0	D / 41.4	D / 48.1	E / 67.8	C / 20.1
	SBT	A / 4.1	A / 4.6	A / 2.2	A / 6.3	A / 7.4	A / 6.4
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr							
Overall		**B / 13.3**	**B / 15.6**	**A / 7.5**	**B / 13.4**	**B / 15.1**	**A / 8.4**
Oread Driveway	EB	C / 34.4	C / 34.1	C / 30.4	B / 18.2	B / 17.4	B / 17.5
Farm Glen Dr	WBL	D / 46.7	D / 47.1	D / 41.3	E / 58.4	E / 56.9	E / 57.9
	WBTR	B / 18.7	B / 18.1	B / 16.5	A / 8.8	A / 8.5	A / 9.0
	NBL	A / 3.0	A / 3.1	A / 1.2	A / 4.5	A / 5.1	A / 1.4
Route 4 (Farmington Ave)	NBTR	B / 17.3	C / 20.7	A / 8.3	A / 8.7	B / 10.1	A / 3.7
	SBL	D / 38.2	D / 40.1	D / 43.7	A / 6.3	A / 7.2	A / 1.7
	SBTR	A / 1.2	A / 1.6	A / 1.0	B / 12.0	B / 14.2	A / 5.8
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)							
Overall		**C / 28.5**	**D / 36.0**	**C / 27.7**	**C / 34.9**	**D / 45.5**	**D / 36.2**
The Exchange Driveway	EBL	D / 38.8	D / 38.7	D / 37.6	D / 49.7	D / 53.1	E / 69.1
	EBTR	D / 50.6	E / 59.2	E / 76.1	C / 24.8	C / 26.9	D / 36.6
	WBL	D / 46.4	D / 46.9	E / 65.9	E / 66.6	F / 87.9	D / 51.6
Main Rd (UCONN Health Driveway)	WBTL	D / 46.5	D / 47.0	E / 66.9	E / 67.1	F / 91.2	D / 52.7
	WBR	A / 2.5	A / 3.6	A / 5.3	B / 18.9	D / 39.1	D / 49.9
	NBL	D / 48.4	D / 49.6	E / 56.7	D / 54.5	D / 53.0	E / 78.5
	NBT	C / 29.9	D / 46.7	C / 20.6	C / 29.1	D / 39.4	C / 23.8
Route 4 (Farmington Ave)	NBR	C / 28.1	C / 34.7	B / 14.5	A / 9.3	B / 12.3	A / 3.1
	SBL	D / 41.8	D / 42.6	E / 62.3	C / 32.6	C / 32.5	F / 81.3
	SBTR	B / 18.6	B / 19.2	B / 15.1	C / 31.5	C / 33.1	C / 23.8
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza/Private Driveway							
Overall		**A / 7.8**	**A / 8.8**	**A / 3.9**	**A / 9.5**	**B / 10.3**	**A / 4.7**
Talcott Plaza	EBTL	D / 46.7	D / 47.3	D / 41.8	D / 44.8	D / 44.4	D / 40.7
	EBR	A / 7.7	B / 12.6	A / 8.9	A / 3.0	A / 6.3	A / 4.8
Private Driveway	WBL	D / 44.0	D / 44.0	D / 39.0	D / 51.3	D / 52.7	D / 48.5
	WBTR	D / 37.5	D / 38.7	C / 34.7	B / 18.3	B / 16.6	B / 16.2
	NBL	A / 2.2	A / 2.8	A / 0.6	A / 3.4	A / 3.7	A / 1.1
Route 4 (Farmington Ave)	NBTR	A / 5.6	A / 9.2	A / 0.6	A / 7.1	A / 8.7	A / 2.3
	SBL	A / 2.8	A / 2.3	A / 1.9	A / 4.0	A / 3.8	A / 2.0
	SBTR	A / 9.3	A / 8.0	A / 6.1	B / 10.8	B / 10.3	A / 5.1
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd/Private Driveway/Old Mountain Rd							
Overall		**D / 39.3**	**F / 112.6**	**F / 88.8**	**D / 37.5**	**F / 105.9**	**F / 86.9**
Talcott Notch Rd	EBTL	D / 42.0	F / 164.7	F / 138.5	D / 50.9	F / 149.4	F / 177.2
	EBR	D / 35.0	F / 146.2	E / 72.3	B / 16.6	C / 21.1	B / 16.8
Private Driveway	WB	C / 24.8	C / 24.0	C / 32.6	D / 35.9	D / 38.3	D / 51.9
	NBL	E / 71.9	F / 222.5	F / 123.0	F / 89.2	F / 328.0	F / 154.9
	NBTR	B / 11.9	B / 15.7	D / 38.3	A / 9.5	B / 12.1	B / 16.4
Route 4 (Farmington Ave)	SBL	B / 16.5	B / 16.6	C / 26.9	B / 11.0	B / 11.3	B / 17.0
	SBTR	D / 38.7	D / 45.9	F / 88.6	C / 34.7	D / 52.2	F / 89.6
Old Mountain Rd	SEB	F / 99.5	F / 240.7	F / 146.9	E / 62.9	F / 103.8	F / 173.9
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd)/Farm Glen Dr							
Overall		**C / 23.8**	**C / 28.6**	**C / 27.6**	**D / 41.4**	**F / 100.0**	**C / 33.6**
	EBL	B / 10.9	B / 12.8	B / 13.8	A / 3.4	A / 3.5	A / 8.4
	EBT	B / 18.0	C / 25.4	C / 26.3	B / 10.9	B / 12.3	C / 32.3
SR 531 (South Rd)	EBR	A / 1.3	A / 2.9	A / 6.5	B / 12.3	B / 11.7	A / 9.3
	WBL	D / 52.7	E / 63.2	E / 62.4	F / 115.4	F / 456.3	E / 72.6
	WBTR	B / 16.6	C / 20.7	C / 21.5	B / 14.0	B / 14.8	B / 16.2
SR 549 (Birdseye Rd)	NBL	D / 44.6	D / 40.9	D / 36.3	D / 46.4	D / 46.5	D / 45.7
	NBTR	D / 44.8	E / 57.3	D / 47.1	B / 17.3	B / 15.9	B / 16.8
Farm Glen Dr	SBTL	E / 55.4	E / 59.9	E / 60.4	F / 193.6	F / 320.1	E / 76.4
	SBR	A / 0.8	A / 0.7	A / 0.6	B / 11.6	A / 9.2	A / 1.7

TABLE 3-10
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	**2016 Existing**	**2040 Future**	**2040 Optimized**	**2016 Existing**	**2040 Future**	**2040 Optimized**
Traffic Signal - SR 531 (South Rd) at Munson Rd							
Overall		**A / 6.2**	**A / 7.7**	**A / 7.7**	**B / 16.4**	**D / 35.5**	**C / 24.9**
SR 531 (South Rd)	EBL	A / 3.9	A / 5.3	A / 5.3	A / 6.4	A / 5.3	A / 7.5
	EBT	A / 5.0	A / 7.3	A / 7.3	B / 11.4	B / 12.7	B / 17.5
	WBT	B / 12.5	B / 15.0	B / 15.0	B / 17.8	B / 16.6	C / 23.8
	WBR	A / 1.5	A / 3.4	A / 3.4	A / 0.7	A / 0.6	A / 0.8
Munson Rd	SB	C / 20.5	C / 21.4	C / 21.4	C / 26.5	F / 87.1	D / 43.8
Traffic Signal - Munson Rd/UCONN Health Driveway at Middle Rd							
Overall		**B / 18.4**	**F / 289.7**	**F / 230.1**	**A / 7.6**	**B / 14.4**	**B / 13.5**
Middle Rd	EB	C / 26.7	F / 699.4	F / 425.0	B / 17.5	D / 35.7	C / 30.9
	WB	B / 10.3	C / 21.4	C / 20.7	B / 17.0	C / 28.9	C / 24.6
Munson Rd	NB	B / 19.0	F / 134.9	F / 243.0	A / 3.6	B / 10.8	B / 10.7
UCONN Health Driveway	SBTL	B / 13.4	B / 15.9	D / 50.7	A / 7.4	B / 13.1	B / 13.4
	SBR	A / 4.8	A / 3.8	A / 6.7	A / 1.4	A / 3.2	A / 3.5
Traffic Signal - SR 531 (Colt Hwy)/Wolf Pit Rd at U.S. Route 6 (Colt Hwy)/I-84 WB Off-Ramp							
Overall		**B / 16.9**	**C / 21.1**	**B / 16.3**	**B / 16.9**	**B / 19.9**	**B / 19.7**
I-84 WB Off-Ramp	WB	B / 14.0	B / 17.0	B / 13.5	B / 15.7	B / 17.4	B / 17.7
SR 531 (Colt Hwy)	NB	C / 28.9	D / 37.6	C / 27.2	C / 29.3	D / 38.4	D / 36.8
Wolf Pit Rd	SB	C / 27.1	D / 36.0	C / 26.2	B / 11.2	B / 13.2	B / 12.3
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd)/Fienemann Rd							
Overall		**D / 37.8**	**E / 58.0**	**D / 51.1**	**D / 36.5**	**E / 69.0**	**D / 45.8**
U.S. Route 6 (Colt Hwy)	EBL	D / 51.3	D / 54.5	E / 66.3	D / 51.6	E / 56.5	F / 87.8
	EBTR	D / 38.3	D / 47.5	E / 60.8	C / 33.4	F / 101.0	D / 43.7
	WBL	E / 68.5	F / 167.4	E / 79.4	D / 51.9	E / 57.2	E / 78.4
	WBTR	C / 23.0	C / 26.7	C / 21.9	D / 38.2	E / 71.7	C / 34.6
Fienemann Rd	NBL	E / 78.3	F / 152.3	E / 67.9	D / 53.7	E / 61.2	E / 71.4
	NBTR	D / 41.0	D / 47.2	E / 73.7	C / 28.5	C / 29.5	C / 33.1
SR 549 (Birdseye Rd)	SBL	E / 59.1	E / 73.4	E / 65.8	E / 55.1	E / 66.1	E / 55.6
	SBTR	C / 25.0	C / 27.1	D / 50.6	C / 28.3	D / 36.1	D / 51.3
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive							
Route 4 (Farmington Ave)	NBL	B / 11.2	B / 12.2	B / 12.2	B / 14.6	C / 16.3	C / 16.3
Park Drive	EB	B / 12.7	F / 189.0	F / 189.0	E / 43.3	F / 125.3	F / 125.3
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd							
SR 531 (South Rd)	EBL	A / 8.7	B / 11.3	B / 11.3	A / 8.1	A / 9.2	A / 9.2
Middle Rd	SBL	D / 26.0	F / 251.6	F / 251.6	C / 20.6	F / 321.6	F / 321.6
	SBR	B / 10.2	B / 13.5	B / 13.5	B / 12.1	D / 31.9	D / 31.9
Unsignalized AWSC - SR 531 (South Rd)/2 Mile Rd at Colt Hwy/South Rd							
Overall		**F / 178.8**	**F / 368.0**	**F / 368.0**	**F / 277.5**	**F / 686.1**	**F / 686.1**
2 Mile Rd	NBL	C / 15.6	C / 19.2	C / 19.2	C / 15.5	C / 19.2	C / 19.2
	NBTR	F / 77.1	F / 233.9	F / 233.9	F / 57.0	F / 144.1	F / 144.1
Colt Hwy	EB	F / 194.2	F / 395.9	F / 395.9	F / 58.8	F / 174.0	F / 174.0
South Rd	WB	D / 30.4	F / 51.8	F / 51.8	E / 38.5	F / 83.3	F / 83.3
SR 531 (South Rd)	SBL	C / 15.2	C / 18.4	C / 18.4	C / 20.1	D / 28.4	D / 28.4
	SBTR	F / 301.2	F / 571.1	F / 571.1	F / 580.9	F / 1273.1	F / 1273.1
Unsignalized TWSC - U.S. Route 6/I-84 EB On-Ramp at SR 531 (Colt Hwy)							
SR 531 (Colt Hwy)	WB	F / 408.9	F / 982.6	F / 982.6	F / 900.6	F / 2084.0	F / 2084.0
Unsignalized AWSC - Munson Rd at 16 Munson Rd Driveway							
Overall		**C / 18.4**	**F / 169.0**	**F / 169.0**	**B / 10.8**	**C / 16.4**	**C / 16.4**
Munson Rd	NB	C / 21.6	F / 215.7	F / 215.7	A / 9.1	B / 11.9	B / 11.9
16 Munson Rd Driveway	WBL	A / 9.9	B / 11.2	B / 11.2	B / 10.4	B / 12.8	B / 12.8
	WBR	A / 8.7	B / 10.1	B / 10.1	A / 8.5	B / 10.3	B / 10.3
Munson Rd	SB	A / 9.9	B / 12.4	B / 12.4	B / 12.1	C / 21.5	C / 21.5
Unsignalized TWSC - Tunxis Rd at Woodruff Rd/Brookmoor Rd							
Woodruff Rd	NB	B / 11.4	C / 16.3	C / 16.3	B / 13.5	C / 22.5	C / 22.5
Tunxis Rd	EBL	A / 7.6	A / 7.9	A / 7.9	A / 7.5	A / 7.8	A / 7.8
	WBL	A / 7.6	A / 7.9	A / 7.9	A / 7.7	A / 8.0	A / 8.0
Brookmoor Rd	SB	B / 12.1	C / 15.1	C / 15.1	B / 12.5	C / 15.1	C / 15.1
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive							
Discovery Drive	WBL	F / 114.6	F / 169.2	F / 169.2	F / 218.3	F / 426.5	F / 426.5
	WBR	C / 17.3	C / 18.6	C / 18.6	B / 13.7	B / 14.4	B / 14.4
Route 4 (Farmington Ave)	SBL	C / 16.0	C / 17.7	C / 17.7	B / 11.6	B / 12.0	B / 12.0

TABLE 3-11

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	**Available Storage**	**2016 Existing**	**2040 Future**	**2040 Optimized**	**2016 Existing**	**2040 Future**	**2040 Optimized**
Traffic Signal - Route 4 (Farmington Ave) at SR 508 (Route 4 Connector)								
Route 4 (Farmington Ave)	EBT	765	334 / 583	626 / 763	492 / 593	219 / 313	296 / 405	309 / 436
SR 508 (Route 4 Connector)	WBT	>500	256 / 417	457 / 614	389 / 471	200 / 286	276 / 380	288 / 402
	WBR	450	314 / 482	903 / 1056	1009 / 1159	35 / 68	80 / 134	73 / 100
	NBT	>500	158 / 243	247 / 364	313 / 437	119 / 168	150 / 204	140 / 233
Route 4 (Farmington Ave)	SBL	>500	88 / 134	124 / 173	169 / 276	262 / 423	484 / 648	318 / 455
	SBR	385	45 / 80	58 / 99	88 / 145	126 / 196	203 / 304	153 / 237
Traffic Signal - Route 4 (Farmington Ave) at SR 531 (South Rd)								
SR 531 (South Rd)	WBL	420	29 / 21	22 / 41	46 / 76	44 / 85	69 / 106	92 / 134
	WBR	420	176 / 256	246 / 298	84 / 110	30 / 90	87 / 134	77 / 106
	NBT	>700	569 / 665	578 / 673	392 / 467	136 / 199	140 / 205	152 / 210
Route 4 (Farmington Ave)	NBR	250	208 / 293	306 / 434	284 / 415	60 / 99	84 / 132	91 / 152
	SBL	560	213 / 274	232 / 320	207 / 274	312 / 396	350 / 485	219 / 250
	SBT	>500	22 / 46	22 / 54	12 / 26	87 / 216	108 / 238	160 / 130
Traffic Signal - Route 4 (Farmington Ave) at Oread Driveway/Farm Glen Dr								
Oread Driveway	EB	150	5 / 22	6 / 25	5 / 24	8 / 34	11 / 41	10 / 41
Farm Glen Dr	WBL	275	16 / 41	18 / 45	16 / 41	108 / 168	121 / 185	107 / 195
	WBTR	275	1 / 25	1 / 26	1 / 25	1 / 40	1 / 42	1 / 43
	NBL	425	2 / 3	3 / 4	1 / 1	1 / 3	1 / 5	0 / 1
Route 4 (Farmington Ave)	NBTR	>600	473 / 515	548 / 534	214 / 235	161 / 214	185 / 242	38 / 90
	SBL	260	22 / 70	28 / 76	14 / 81	6 / 12	8 / 13	1 / 2
	SBTR	>500	10 / 36	17 / 45	15 / 21	252 / 429	262 / 610	42 / 415
Traffic Signal - Route 4 (Farmington Ave) at Main Rd (UCONN Health Driveway)								
The Exchange Driveway	EBL	120	9 / 27	11 / 33	10 / 32	28 / 64	39 / 81	36 / 96
	EBTR	120	79 / 138	109 / 199	100 / 218	14 / 61	21 / 74	19 / 90
	WBL	375	26 / 61	32 / 71	31 / 84	180 / 323	226 / 414	189 / 335
Main Rd (UCONN Health Driveway)	WBTL	400	27 / 62	33 / 72	31 / 86	182 / 326	234 / 425	194 / 345
	WBR	315	0 / 13	0 / 22	0 / 28	90 / 148	170 / 345	182 / 390
	NBL	220	20 / 27	25 / 30	25 / 31	34 / 69	42 / 73	39 / 95
	NBT	>500	342 / 506	429 / 578	228 / 320	354 / 436	370 / 463	184 / 235
Route 4 (Farmington Ave)	NBR	360	370 / 475	405 / 477	177 / 242	23 / 81	59 / 85	5 / 14
	SBL	360	79 / 114	105 / 161	148 / 238	35 / 44	42 / 61	50 / 107
	SBTR	>500	277 / 359	294 / 378	164 / 222	297 / 392	333 / 412	171 / 207
Traffic Signal - Route 4 (Farmington Ave) at Talcott Plaza/Private Driveway								
Talcott Plaza	EBTL	165	7 / 26	10 / 31	9 / 29	9 / 28	11 / 32	10 / 30
	EBR	165	0 / 17	0 / 32	0 / 25	0 / 4	0 / 16	0 / 11
Private Driveway	WBL	60	2 / 11	2 / 13	2 / 13	24 / 56	32 / 67	28 / 64
	WBTR	60	1 / 8	1 / 10	1 / 10	1 / 29	1 / 32	1 / 31
	NBL	95	1 / 6	6 / 7	0 / 1	4 / 12	8 / 11	1 / 2
Route 4 (Farmington Ave)	NBTR	>500	43 / 160	122 / 163	5 / 12	123 / 298	213 / 335	50 / 92
	SBL	95	4 / 4	4 / 3	2 / 5	1 / 1	1 / 1	0 / 2
	SBTR	>500	176 / 230	156 / 151	163 / 213	174 / 283	161 / 190	110 / 152
Traffic Signal - Route 4 (Farmington Ave) at Talcott Notch Rd/Private Driveway/Old Mountain Rd								
Talcott Notch Rd	EBTL	>500	102 / 171	336 / 515	482 / 686	66 / 118	197 / 353	287 / 469
	EBR	190	164 / 324	480 / 686	531 / 758	80 / 118	137 / 206	168 / 234
Private Driveway	WB	150	2 / 13	3 / 16	4 / 19	27 / 62	38 / 81	55 / 106
	NBL	400	119 / 262	255 / 430	344 / 541	297 / 514	632 / 860	760 / 1009
Route 4 (Farmington Ave)	NBTR	>500	63 / 169	111 / 194	319 / 412	122 / 226	171 / 233	203 / 282
	SBL	100	2 / 10	4 / 14	6 / 19	1 / 4	1 / 5	1 / 5
	SBTR	>500	241 / 309	255 / 348	416 / 550	247 / 335	305 / 433	484 / 620
Old Mountain Rd	SEB	>500	170 / 326	324 / 496	429 / 626	79 / 155	125 / 264	207 / 368
Traffic Signal - SR 531 (South Rd) at SR 549 (Birdseye Rd)/Farm Glen Dr								
	EBL	135	62 / 80	60 / 77	91 / 122	4 / 4	4 / 4	7 / 9
	EBT	550	106 / 229	264 / 305	249 / 285	74 / 202	154 / 241	207 / 315
SR 531 (South Rd)	EBR	250	0 / 40	34 / 102	76 / 90	267 / 345	268 / 298	179 / 288
	WBL	350	35 / 66	72 / 117	65 / 117	132 / 275	368 / 548	210 / 384
	WBTR	400	48 / 74	103 / 131	99 / 130	47 / 81	80 / 126	85 / 121
SR 549 (Birdseye Rd)	NBL	230	148 / 174	147 / 180	128 / 159	81 / 117	82 / 117	74 / 113
	NBTR	>500	142 / 200	190 / 297	156 / 234	13 / 57	15 / 68	13 / 68
Farm Glen Dr	SBTL	75	45 / 81	55 / 95	49 / 98	166 / 309	236 / 392	147 / 288
	SBR	75	0 / 0	0 / 0	0 / 0	0 / 44	0 / 35	0 / 0
Traffic Signal - SR 531 (South Rd) at Munson Rd								
	EBL	100	3 / 13	7 / 27	7 / 27	2 / 8	3 / 10	3 / 12
SR 531 (South Rd)	EBT	>500	33 / 83	60 / 162	60 / 162	111 / 180	175 / 267	190 / 318
	WBT	>500	28 / 67	47 / 110	47 / 110	53 / 97	85 / 137	92 / 161
	WBR	150	0 / 19	7 / 29	7 / 29	0 / 7	0 / 8	0 / 11
Munson Rd	SB	>500	33 / 72	46 / 108	46 / 108	117 / 295	249 / 580	191 / 372
Traffic Signal - Munson Rd/UCONN Health Driveway at Middle Rd								
Middle Rd	EB	>500	92 / 171	444 / 566	882 / 954	19 / 66	104 / 163	81 / 136
	WB	>500	41 / 82	146 / 225	326 / 385	18 / 65	91 / 145	71 / 120
Munson Rd	NB	>500	101 / 184	366 / 488	1067 / 1155	12 / 34	73 / 140	63 / 119
UCONN Health Driveway	SBTL	135	26 / 59	47 / 81	151 / 211	58 / 109	141 / 234	127 / 202
	SBR	135	0 / 13	0 / 24	0 / 38	0 / 15	16 / 46	16 / 45

TABLE 3-11

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	**Available Storage**	**2016 Existing**	**2040 Future**	**2040 Optimized**	**2016 Existing**	**2040 Future**	**2040 Optimized**
Traffic Signal - SR 531 (Colt Hwy)/Wolf Pit Rd at U.S. Route 6 (Colt Hwy)/I-84 WB Off-Ramp								
I-84 WB Off-Ramp	WB	>500	137 / 243	204 / 361	179 / 267	139 / 247	214 / 377	207 / 339
SR 531 (Colt Hwy)	NB	>500	41 / 113	70 / 146	54 / 106	64 / 160	117 / 217	111 / 199
Wolf Pit Rd	SB	>500	38 / 109	65 / 142	45 / 103	3 / 67	5 / 76	4 / 71
Traffic Signal - U.S. Route 6 (Colt Hwy) at SR 549 (Birdseye Rd)/Fienemann Rd								
U.S. Route 6 (Colt Hwy)	EBL	375	28 / 69	29 / 63	30 / 67	62 / 131	66 / 128	67 / 164
	EBTR	>500	231 / 318	318 / 424	346 / 472	247 / 460	445 / 682	338 / 465
	WBL	405	187 / 401	363 / 549	292 / 481	46 / 104	71 / 137	72 / 164
	WBTR	>500	286 / 421	386 / 508	367 / 446	273 / 520	431 / 667	331 / 420
Fienemann Rd	NBL	450	98 / 239	174 / 318	142 / 233	112 / 213	160 / 326	163 / 304
	NBTR	>500	101 / 159	148 / 201	161 / 264	66 / 110	83 / 130	90 / 136
SR 549 (Birdseye Rd)	SBL	130	61 / 126	93 / 187	94 / 156	45 / 105	67 / 159	65 / 118
	SBTR	450	52 / 98	72 / 115	90 / 167	85 / 160	138 / 216	147 / 262
Unsignalized TWSC - Route 4 (Farmington Ave) at Park Drive								
Route 4 (Farmington Ave)	NBL	>500	15	20	20	10	13	13
Park Drive	EB	80	10	130	130	93	200	200
Unsignalized TWSC - SR 531 (South Rd) at Middle Rd								
SR 531 (South Rd)	EBL	360	25	60	60	8	18	18
Middle Rd	SBL	50	10	173	173	18	422	422
	SBR	>500	13	35	35	40	200	200
Unsignalized TWSC - SR 531 (South Rd)/2 Mile Rd at Colt Hwy/South Rd								
2 Mile Rd	NBL	75	10	13	13	13	15	15
	NBTR	>500	263	503	503	215	358	358
Colt Hwy	EB	>500	583	882	882	217	408	408
South Rd	WB	225	88	113	113	138	215	215
SR 531 (South Rd)	SBL	65	15	18	18	57	85	85
	SBTR	>500	875	1288	1288	1768	3160	3160
Unsignalized TWSC - U.S. Route 6/I-84 EB On-Ramp at SR 531 (Colt Hwy)								
SR 531 (Colt Hwy)	WB	1200	948	1720	1720	2080	3730	3730
Unsignalized TWSC - Munson Rd at 16 Munson Rd Driveway								
Munson Rd	NB	410	220	1358	1358	18	43	43
16 Munson Rd Driveway	WBL	115	3	3	3	18	33	33
	WBR	100	3	5	5	10	23	23
Munson Rd	SB	>500	33	55	55	68	163	163
Unsignalized TWSC - Tunxis Rd at Woodruff Rd/Brookmoor Rd								
Woodruff Rd	NB	>500	8	18	18	23	50	50
Tunxis Rd	EBL	>500	0	3	3	0	3	3
	WBL	>500	0	0	0	3	3	3
Brookmoor Rd	SB	>500	10	23	23	8	15	15
Unsignalized TWSC - Route 4 (Farmington Ave) at Discovery Drive								
Discovery Drive	WBL	65	8	13	13	93	145	145
	WBR	65	0	3	3	3	5	5
Route 4 (Farmington Ave)	SBL	280	8	10	10	0	3	3

TABLE 4-1
2040 Improved Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

	Lane Use	Weekday Morning Peak Hour LOS	Weekday Morning Peak Hour Avg. Delay (s/veh)	Weekday Morning Peak Hour v/c	Weekday Afternoon Peak Hour LOS	Weekday Afternoon Peak Hour Avg. Delay (s/veh)	Weekday Afternoon Peak Hour v/c
Route 4 (Farmington Ave) at Talcott Notch Rd / Old Mountain Rd - Roundabout							
Overall		**C**	**23.6**	**0.70**	**C**	**19.3**	**0.68**
Talcott Notch Rd	SBTL	D	27.2	0.74	B	11.9	0.42
	SBR	F	114.5	1.16	C	15.6	0.60
Private Driveway	NB	B	10.9	0.03	C	19.6	0.27
Route 4 (Farmington Ave)	EBTL	C	18.1	0.70	C	19.4	0.79
	EBTR	B	14.6	0.64	C	19.4	0.79
	WBTL	A	7.5	0.37	C	20.4	0.70
	WBTR	A	7.4	0.37	C	20.4	0.70
Old Mountain Rd	SEB	B	14.3	0.53	C	17.8	0.46
Route 4 (Farmington Ave) at Talcott Notch Rd - Old Mountain Rd Realigned							
Overall		**C**	**26.9**	**0.83**	**C**	**30.5**	**0.79**
Talcott Notch Rd	SBL	D	36.9	0.78	D	42.2	0.71
	SBT	B	10.7	0.72	B	14.2	0.68
	SBR	B	10.3	0.71	B	13.9	0.67
Private Driveway	NBL	C	29	0.01	C	34.0	0.06
	NBTR	C	29.7	0.01	D	37.0	0.29
Route 4 (Farmington Ave)	EBL	D	38	0.78	D	41.5	0.79
	EBTR	C	32.6	0.83	D	37.2	0.77
	WBL	C	34.7	0.05	C	24.3	0.01
	WBT	C	32.3	0.67	C	27.9	0.54
	WBR	A	8.4	0.26	A	6.3	0.48
Talcott Notch Rd at Old Mountain Rd - New Intersection							
Overall		**B**	**15.8**	**0.73**	**B**	**11.9**	**0.56**
Talcott Notch Rd	EB	A	8.8	0.38	A	8.7	0.25
	WB	B	15.1	0.22	B	11.3	0.56
Old Mountain Rd	SB	D	38.6	0.73	C	26.3	0.36

TABLE 4-1
2040 Improved Conditions Signalized Intersection Operation Summary
Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	LOS	Avg. Delay (s/veh)	v/c	LOS	Avg. Delay (s/veh)	v/c
Munson Rd/UCONN Health Driveway at Middle Rd							
Overall		**D**	**35.9**	**0.98**	**B**	**11.0**	**0.70**
Middle Rd	EBL	D	46.2	0.98	B	14.5	0.05
	EBTR	B	10.1	0.17	C	27.3	0.52
	WBL	B	13.3	0.25	B	15.2	0.12
	WBT	D	50.8	0.81	C	22.6	0.40
	WBR	B	17.6	0.53	A	0.4	0.09
Munson Rd	NB	D	39.7	0.87	A	5.2	0.32
UCONN Health Driveway	SBTL	C	31.9	0.55	B	15.0	0.70
	SBR	D	35.9	0.98	B	11.0	0.70
SR 531 (South Rd) at Middle Rd							
Overall		**B**	**12.5**	**0.65**	**B**	**18.6**	**0.76**
SR 531 (South Rd)	SBL	B	19.4	0.65	B	14.9	0.35
	SBTR	A	2.3	0.22	B	15.3	0.32
	NB	B	17.9	0.54	B	15.0	0.50
Middle Rd	WBL	D	44.7	0.47	D	49.5	0.76
	WBR	A	3.1	0.29	B	13.6	0.65
SR 531 (South Rd)/2 Mile Rd at Colt Hwy/South Rd							
Overall		**C**	**22.8**	**0.92**	**C**	**25.2**	**0.92**
Colt Hwy	EBL	C	31.7	0.82	B	15.7	0.45
	EBTR	B	17.1	0.41	B	16.1	0.38
South Rd	WBL	B	13.7	0.09	B	10.4	0.05
	WBTR	B	16.1	0.51	C	21.1	0.58
2 Mill Rd	NBL	B	12.3	0.14	B	15.9	0.18
	NBTR	D	46.3	0.92	D	49.4	0.89
SR 531 (South Rd)	SBL	B	16.2	0.35	D	42.2	0.79
	SBT	C	21.1	0.46	C	25.9	0.55
	SBR	A	4.4	0.57	B	18.2	0.92

TABLE 4-2
2040 Improved Conditions Signalized Intersection Operation Summary
Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Route 4 (Farmington Ave) at Talcott Notch Rd / Old Mountain Rd - Roundabout						
Talcott Notch Rd	SBTL	>500	--	159	--	52
	SBR	350	--	596	--	103
Private Driveway	NB	150	--	2	--	27
Route 4 (Farmington Ave)	EBTL	>500	--	148	--	215
	EBTR	>500	--	121	--	215
	WBTL	>500	--	44	--	146
	WBTR	>500	--	44	--	146
Old Mountain Rd	SEB	>500	--	81	--	60
Route 4 (Farmington Ave) at Talcott Notch Rd / Old Mountain Rd - Old Mountain Rd Realigned						
Talcott Notch Rd	SBL	160	123	235	77	121
	SBT	160	87	145	7	86
	SBR	160	85	142	6	84
Private Driveway	NBL	150	1	9	8	25
	NBTR	150	1	9	26	63
Route 4 (Farmington Ave)	EBL	250	75	154	228	281
	EBTR	>500	260	321	209	228
	WBL	150	6	21	1	8
	WBT	>500	170	226	145	198
	WBR	50	10	50	10	73
Talcott Notch Rd at Old Mountain Rd - New Intersection						
Talcott Notch Rd	EB	>500	110	137	63	83
	WB	160	61	96	101	177
Old Mountain Rd	SB	>500	181	280	88	148

TABLE 4-2
2040 Improved Conditions Signalized Intersection Operation Summary
Vehicular 50th / 95th Percentile Queue (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour Avg. Queues	Weekday Morning Peak Hour Design Queues	Weekday Afternoon Peak Hour Avg. Queues	Weekday Afternoon Peak Hour Design Queues
Munson Rd / UCONN Health Driveway at Middle Rd						
	EBL	275	291	446	4	15
	EBTR	>500	36	61	49	108
Middle Rd	WBL	75	16	29	10	26
	WBT	>500	136	215	44	97
	WBR	75	36	83	0	0
Munson Rd	NB	>500	200	238	15	42
UCONN Health Driveway	SBTL	135	79	128	92	237
	SBR	135	0	31	3	33
SR 531 (South Rd) at Middle Rd						
	SBL	360	168	267	81	100
SR 531 (South Rd)	SBT	360	9	73	202	240
	NB	>500	176	335	163	259
Middle Rd	WBL	50	50	92	137	197
	WBR	>500	0	31	84	140
SR 531 (South Rd) / 2 Mile Rd at Colt Hwy / South Rd						
Colt Hwy	EBL	200	130	270	42	75
	EBTR	>500	82	177	78	163
South Rd	WBL	205	8	23	5	16
	WBTR	>500	41	105	103	177
2 Mile Rd	NBL	75	13	33	15	43
	NBTR	>500	234	441	179	406
	SBL	100	18	42	55	184
SR 531 (South Rd)	SBT	>500	107	185	135	281
	SBR	100	0	68	65	488

TABLE 4-3
Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	2016 Existing	2040 Future	2040 Improved	2016 Existing	2040 Future	2040 Improved
Route 4 (Farmington Ave) at Talcott Notch Rd/Old Mountain Rd - Roundabout							
Overall		**D / 39.3**	**F / 112.6**	**C / 23.6**	**D / 37.5**	**F / 105.9**	**C / 19.3**
Talcott Notch Rd	SBTL	D / 42.0	F / 164.7	D / 27.2	D / 50.9	F / 149.4	B / 11.9
	SBR	D / 35.0	F / 146.2	F / 114.5	B / 16.6	C / 21.1	C / 15.6
Private Driveway	NB	C / 24.8	C / 24.0	B / 10.9	D / 35.9	D / 38.3	C / 19.6
Route 4 (Farmington Ave)	EBTL	E / 71.9	F / 222.5	C / 18.1	F / 89.2	F / 328.0	C / 19.4
	EBTR	B / 11.9	B / 15.7	B / 14.6	A / 9.5	B / 12.1	C / 19.4
	WBTL	B / 16.5	B / 16.6	A / 7.5	B / 11.0	B / 11.3	C / 20.4
	WBTR	D / 38.7	D / 45.9	A / 7.4	C / 34.7	D / 52.2	C / 20.4
Old Mountain Rd	SEB	F / 99.5	F / 240.7	B / 14.3	E / 62.9	F / 103.8	C / 17.8
Route 4 (Farmington Ave) at Talcott Notch Rd - Old Mountain Rd Realigned							
Overall		**D / 39.3**	**F / 112.6**	**C / 26.9**	**D / 37.5**	**F / 105.9**	**C / 30.5**
Talcott Notch Rd	SBL	-- / --	-- / --	D / 36.9	-- / --	-- / --	D / 42.2
	SBT	D / 42.0	F / 164.7	B / 10.7	D / 50.9	F / 149.4	B / 14.2
	SBR	D / 35.0	F / 146.2	B / 10.3	B / 16.6	C / 21.1	B / 13.9
Private Driveway	NBL	-- / --	-- / --	C / 29.0	-- / --	-- / --	C / 34.0
	NBTR	C / 24.8	C / 24.0	C / 29.7	D / 35.9	D / 38.3	D / 37.0
Route 4 (Farmington Ave)	EBL	E / 71.9	F / 222.5	D / 38.0	F / 89.2	F / 328.0	D / 41.5
	EBTR	B / 11.9	B / 15.7	C / 32.6	A / 9.5	B / 12.1	D / 37.2
	WBL	B / 16.5	B / 16.6	C / 34.7	B / 11.0	B / 11.3	C / 24.3
	WBT	D / 38.7	D / 45.9	C / 32.3	C / 34.7	D / 52.2	C / 27.9
	WBR	-- / --	-- / --	A / 8.4	-- / --	-- / --	A / 6.3
Old Mountain Rd	SEB	F / 99.5	F / 240.7	-- / --	E / 62.9	F / 103.8	-- / --
Talcott Notch Rd at Old Mountain Rd - New Intersection							
Overall		**-- / --**	**-- / --**	**B / 15.8**	**-- / --**	**-- / --**	**B / 11.9**
Talcott Notch Rd	EB	-- / --	-- / --	A / 8.8	-- / --	-- / --	A / 8.7
	WB	-- / --	-- / --	B / 15.1	-- / --	-- / --	B / 11.3
Old Mountain Rd	SB	-- / --	-- / --	D / 38.6	-- / --	-- / --	C / 26.3
Munson Rd/UCONN Health Driveway at Middle Rd							
Overall		**B / 18.4**	**F / 289.7**	**D / 35.9**	**A / 7.6**	**B / 14.4**	**B / 11.0**
Middle Rd	EBL	-- / --	-- / --	D / 46.2	-- / --	-- / --	B / 14.5
	EBTR	C / 26.7	F / 699.4	B / 10.1	B / 17.5	D / 35.7	C / 27.3
	WBL	-- / --	-- / --	B / 13.3	-- / --	-- / --	B / 15.2
	WBT	B / 10.3	C / 21.4	D / 50.8	B / 17.0	C / 28.9	C / 22.6
	WBR	-- / --	-- / --	B / 17.6	-- / --	-- / --	A / 0.4
Munson Rd	NB	B / 19.0	F / 134.9	D / 39.7	A / 3.6	B / 10.8	A / 5.2
UCONN Health Driveway	SBTL	B / 13.4	B / 15.9	C / 31.9	A / 7.4	B / 13.1	B / 15.0
	SBR	A / 4.8	A / 3.8	A / 5.7	A / 1.4	A / 3.2	A / 2.9
SR 531 (South Rd) at Middle Rd[1]							
Overall		**-- / --**	**-- / --**	**B / 12.5**	**-- / --**	**-- / --**	**B / 18.6**
SR 531 (South Rd)	SBL	A / 8.7	B / 11.3	B / 19.4	A / 8.1	A / 9.2	B / 14.9
	SBTR	-- / --	-- / --	A / 2.3	-- / --	-- / --	B / 15.3
	NB	-- / --	-- / --	B / 17.9	-- / --	-- / --	B / 15.0
Middle Rd	WBL	D / 26.0	F / 251.6	D / 44.7	C / 20.6	F / 321.6	D / 49.5
	WBR	B / 10.2	B / 13.5	A / 3.1	B / 12.1	D / 31.9	B / 13.6
SR 531 (South Rd)/2 Mile Rd at Colt Hwy/South Rd[1]							
Overall		**F / 178.8**	**F / 368.0**	**C / 22.8**	**F / 277.5**	**F / 686.1**	**C / 25.2**
Colt Hwy	EBL	-- / --	-- / --	C / 31.7	-- / --	-- / --	B / 15.7
	EBTR	F / 194.2	F / 395.9	B / 17.1	F / 58.8	F / 174.0	B / 16.1
South Rd	WBL	-- / --	-- / --	B / 13.7	-- / --	-- / --	B / 10.4
	WBTR	D / 30.4	F / 51.8	B / 16.1	E / 38.5	F / 83.3	C / 21.1
2 Mile Rd	NBL	C / 15.6	C / 19.2	B / 12.3	C / 15.5	C / 19.2	B / 15.9
	NBTR	F / 77.1	F / 233.9	D / 46.3	F / 57.0	F / 144.1	D / 49.4
SR 531 (South Rd)	SBL	C / 15.2	C / 18.4	B / 16.2	C / 20.1	D / 28.4	D / 42.2
	SBT	F / 301.2	F / 571.1	C / 21.1	F / 580.9	F / 1273.1	C / 25.9
	SBR	-- / --	-- / --	A / 4.4	-- / --	-- / --	B / 18.2

TABLE 4-4

Intersection Operation Summary - Vehicular 50th / 95th Percentile Queue (In Feet)

			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	**Available Storage**	**2016 Existing**	**2040 Future**	**2040 Improved**	**2016 Existing**	**2040 Future**	**2040 Improved**
Route 4 (Farmington Ave) at Talcott Notch Rd/Old Mountain Rd - Roundabout								
Talcott Notch Rd	SBTL	>500	102 / 171	336 / 515	-- /159	66 / 118	197 / 353	-- /52
	SBR	350	164 / 324	480 / 686	-- /596	80 / 118	137 / 206	-- /103
Private Driveway	NB	150	2 / 13	3 / 16	-- / 2	27 / 62	38 / 81	-- / 27
Route 4 (Farmington Ave)	EBTL	>500	119 / 262	255 / 430	-- / 148	297 / 514	632 / 860	-- / 215
	EBTR	>500	63 / 169	111 / 194	-- / 121	122 / 226	171 / 233	-- / 215
	WBTL	>500	2 / 10	4 / 14	-- / 44	1 / 4	1 / 5	-- / 146
	WBTR	>500	241 / 309	255 / 348	-- / 44	247 / 335	305 / 433	-- / 146
Old Mountain Rd	SEB	>500	170 / 326	324 / 496	-- / 81	79 / 155	125 / 264	-- / 60
Route 4 (Farmington Ave) at Talcott Notch Rd/Old Mountain Rd - Old Mountain Rd Realigned								
	SBL	160	-- / --	-- / --	123 / 235	-- / --	-- / --	77 / 121
Talcott Notch Rd	SBT	160	102 / 171	336 / 515	87 / 145	66 / 118	197 / 353	7 / 86
	SBR	160	164 / 324	480 / 686	85 / 142	80 / 118	137 / 206	6 / 84
Private Driveway	NBL	150	-- / --	-- / --	1 / 9	-- / --	-- / --	8 / 25
	NBTR	150	2 / 13	3 / 16	1 / 9	27 / 62	38 / 81	26 / 63
	EBL	250	119 / 262	255 / 430	75 / 154	297 / 514	632 / 860	228 / 281
	EBTR	>500	63 / 169	111 / 194	260 / 321	122 / 226	171 / 233	209 / 228
Route 4 (Farmington Ave)	WBL	150	2 / 10	4 / 14	6 / 21	1 / 4	1 / 5	1 / 8
	WBT	>500	241 / 309	255 / 348	170 / 226	247 / 335	305 / 433	145 / 198
	WBR	50	-- / --	-- / --	10 / 50	-- / --	-- / --	10 / 73
Old Mountain Rd	SEB	>500	170 / 326	324 / 496	-- / --	79 / 155	125 / 264	-- / --
Talcott Notch Rd at Old Mountain Rd - New Intersection								
Talcott Notch Rd	EB	>500	-- / --	-- / --	110 / 137	-- / --	-- / --	63 / 83
	WB	160	-- / --	-- / --	61 / 96	-- / --	-- / --	101 / 177
Old Mountain Rd	SB	>500	-- / --	-- / --	181 / 280	-- / --	-- / --	88 / 148
Munson Rd/UCONN Health Driveway at Middle Rd								
	EBL	275	-- / --	-- / --	291 / 446	-- / --	-- / --	4 / 15
	EBTR	>500	92 / 171	444 / 566	36 / 61	19 / 66	104 / 163	49 / 108
Middle Rd	WBL	75	-- / --	-- / --	16 / 29	-- / --	-- / --	10 / 26
	WBT	>500	41 / 82	146 / 225	136 / 215	18 / 65	91 / 145	44 / 97
	WBR	75	-- / --	-- / --	36 / 83	-- / --	-- / --	0 / 0
Munson Rd	NB	>500	101 / 184	366 / 488	200 / 238	12 / 34	73 / 140	15 / 42
UCONN Health Driveway	SBTL	135	26 / 59	47 / 81	79 / 128	58 / 109	141 / 234	92 / 237
	SBR	135	0 / 13	0 / 24	0 / 31	0 / 15	16 / 46	3 / 33
SR 531 (South Rd) at Middle Rd[1]								
	SBL	360	25	60	168 / 267	8	18	81 / 100
SR 531 (South Rd)	SBT	360	--	--	9 / 73	--	--	202 / 240
	NB	>500	--	--	176 / 335	--	--	163 / 259
Middle Rd	WBL	50	10	173	50 / 92	18	422	137 / 197
	WBR	>500	13	35	0 / 31	40	200	84 / 140
SR 531 (South Rd)/2 Mile Rd at Colt Hwy/South Rd[1]								
Colt Hwy	EBL	200	--	--	130 / 270		--	42 / 75
	EBTR	>500	583	882	82 / 177	217	408	78 / 163
South Rd	WBL	205	--	--	8 / 23		--	5 / 16
	WBTR	>500	88	113	41 / 105	138	215	103 / 177
2 Mile Rd	NBL	75	10	13	13 / 33	13	15	15 / 43
	NBTR	>500	263	503	234 / 441	215	358	179 / 406
	SBL	100	15	18	18 / 42	57	85	55 / 184
SR 531 (South Rd)	SBT	>500	875	1288	107 / 185	1768	3160	135 / 281
	SBR	100	--	--	0 / 68	--	--	65 / 488

APPENDIX C

Concept Improvement Plans

Tighe&Bond

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide ADA compliant pedestrian signals, sidewalks, crosswalks and pedestrian refuge islands
- Transit Accessibility - Relocate Route 4 southbound bus stop closer to intersection
- Transit Amenities - Provide bus shelter at Park & Ride lot, and sidewalk connections to both bus stops
- Vehicular Safety - Extend Route 4 westbound two receiving lanes to relieve congestion and address existing safety
- Vehicular Operations - Extend Route 4 westbound two receiving lanes to increase capacity of arterial and intersection and improve traffic operations.

PROPOSED BUS SHELTER

PROPOSED SIDEWALKS TO CONNECT METACOMET TRAIL, PARK AND RIDE LOT AND BUS STOPS ON ROUTE 4

RELOCATED BUS STOP

INSTALL ADA COMPLIANT PEDESTRIAN COUNTDOWN SIGNALS WITH PEDESTRIAN PUSHBUTTONS

PROPOSED SIDEWALKS TO CONNECT METACOMET TRAIL, PARK AND RIDE LOT, AND BUS STOPS ON ROUTE 4

PROPOSED RAISED PEDESTRIAN REFUGE ISLAND

RESTRIPE TO EXTEND TWO RECEIVING LANES ON ROUTE 4 TO RELIEVE INTERSECTION AND ROADWAY CONGESTION

WIDEN TO MAINTAIN EXISTING 4-FT SHOULDER WIDTH

500' LANE MERGE TAPER

PROPOSED SIGNAGE AND PAVEMENT MARKINGS FOR LANE MERGE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

PROPOSED SIDEWALKS TO CONNECT METACOMET TRAIL, PARK AND RIDE LOT AND BUS STOPS ON ROUTE 4

PROPOSED CROSSWALK

PROPOSED RAISED PEDESTRIAN REFUGE ISLAND

PROPOSED CROSSWALK

ROUTE 4 (FARMINGTON AVE)

PILGRIM PATH

METACOMET TRAIL

4

508

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ROUTE 4 TRANSPORTATION SAFETY & IMPROVEMENTS STUDY FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT A ROUTE 4 AT SR 508 (I-84 RAMPS)

DATE: 5/14/2018
SCALE: 1" = 100'
FIGURE A

Tighe&Bond
www.tighebond.com

Feb 06, 2020-1:04pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept A - Route 4 at I-84 Ramps.dwg

CAPACITY ANALYSIS RESULTS:

2040 FUTURE: F | F

2040 IMPROVED: C/B* | C/B*

PM LOS

AM LEVEL OF SERVICE (LOS)

*T-INTERSECTION

250' LANE MERGE TAPER

REALIGN OLD MOUNTAIN ROAD TO FORM A NEW T-INTERSECTION AT TALCOTT NOTCH ROAD; WIDEN TALCOTT NOTCH ROAD TO PROVIDE THREE EASTBOUND THROUGH LANES AND TWO WESTBOUND THROUGH LANES

PROPERTY IMPACT 29,500 SF

TALCOTT NOTCH ROAD

OLD MOUNTAIN ROAD

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide ADA compliant pedestrian signals, additional sidewalks and crosswalks
- Transit Accessibility - Propose one additional bus stop
- Transit Amenities - Provide shelters at, and sidewalk connections to, all bus stops
- Vehicular Safety - Realign Old Mountain Road to reduce vehicle conflicting points and drivers' confusion
- Vehicle Operations - LOS improved from F to C/B

N

REALIGN TALCOTT NOTCH ROAD TO BE PERPENDICULAR TO ROUTE 4 AND WIDEN TO PROVIDE A SECOND LEFT-TURN LANE AND EXCLUSIVE RIGHT-TURN LANE

CLOSE OLD MOUNTAIN ROAD AT ROUTE 4

INSTALL NEW TRAFFIC SIGNALS WITH CLUSTER SIGNAL OPERATION INSTALL ADA COMPLIANT PEDESTRIAN SIGNALS, PEDESTRIAN PUSH BUTTONS, CROSSWALKS AND SIDEWALKS

WIDEN TO PROVIDE AN EXCLUSIVE RIGHT-TURN LANE AND A PAINTED MEDIAN TO SEPARATE LEFT-TURN LANE FROM THROUGH LANES

PROPOSED SIDEWALKS

CONVERT TO OPEN SPACE

PROPERTY IMPACT 2,650 SF

RELOCATED BUS STOP AND PROPOSED BUS SHELTER

4

PROPOSED SIDEWALKS

ROUTE 4 (FARMINGTON AVENUE)

PROPOSED SIDEWALKS

WIDEN TO MAINTAIN EXISTING 4-FT SHOULDER WIDTH

PROPERTY IMPACT 1,200 SF

PROPERTY IMPACT 2,300 SF

REALIGN PRIVATE DRIVE TO ALIGN WITH TALCOTT NOTCH RD; WIDEN TO PROVIDE A DEDICATED LEFT-TURN LANE

PRIVATE DRIVE

WIDEN TO PROVIDE A SECOND LEFT-TURN LANE AND MAINTAIN EXISTING 4-FT SHOULDER WIDTH

INFILL SIDEWALK

PROPOSED CAT TRACKS

PROPOSED BUS STOP AND SHELTER

PROPOSED BUS SHELTER

INSTALL ADA COMPLIANT PEDESTRIAN SIGNALS, PEDESTRIAN PUSH BUTTONS, CROSSWALKS AND SIDEWALKS

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT B-1
ROUTE 4 AT TALCOTT NOTCH RD, OLD MOUNTAIN RD AND PRIVATE DRIVE

DATE: 5/14/2018
SCALE: 1" = 100'
FIGURE B-1

Tighe&Bond
www.tighebond.com

Jan 29, 2020-2:51pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept B-1 - Talcott Notch Rd and Old Mountain Rd Realign

CAPACITY ANALYSIS RESULTS:

2040 FUTURE: F | F

2040 IMPROVED: C* | C

PM LOS

AM LEVEL OF SERVICE (LOS)

*LOS F FOR TALCOTT NOTCH RD SB RIGHT-TURN APPROACH

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide additional sidewalks and crosswalks
- Transit Accessibility - Propose one additional bus stop
- Transit Amenities - Provide shelters at, and sidewalk connections to, all bus stops
- Vehicular Safety - Provide a roundabout to lower vehicle speeds and reduce vehicle conflict points
- Vehicle Operations - LOS improved from F to C

TALCOTT NOTCH ROAD

OLD MOUNTAIN ROAD

ROUTE 4 (FARMINGTON AVENUE)

PRIVATE DRIVE

PROPERTY IMPACT 1,500 SF

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

PROPOSED SIDEWALKS

PROPOSED BUS STOPS AND SHELTERS

INSTALL ADA COMPLIANT PEDESTRIAN SIGNALS, PEDESTRIAN PUSH BUTTONS, CROSSWALKS AND SIDEWALKS

95 FT RADIUS TO ACCOMMODATE WB-62 DESIGN VEHICLE

PROPERTY IMPACT 8,500 SF

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

PROPERTY IMPACT 3,450 SF

PROPOSED SIDEWALKS

RELOCATED BUS STOPS

PROPOSED SIDEWALKS

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT B-2
ROUTE 4 AT TALCOTT NOTCH RD, OLD MOUNTAIN RD AND PRIVATE DRIVE

DATE: 5/14/2018

SCALE: 1" = 100'

FIGURE B-2

Tighe&Bond
www.tighebond.com

Feb 06, 2020-2:33pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept B-2 - Talcott Notch Rd and Old Mountain Rd Roundabout.dwg

CAPACITY ANALYSIS RESULTS:

2040 FUTURE: F B

2040 IMPROVED: D B

PM LOS

AM LEVEL OF SERVICE (LOS)

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Relocate sidewalks due to widening and infill existing sidewalk gaps
- Transit Accessibility/Amenities - Provide a shelter at, and sidewalk connections to, the existing bus stop
- Vehicular Safety - Install a median to provide better alignment of northbound travel lanes
- Vehicle Operations - LOS improved from F to D

UCONN HEALTH

MODIFY THE SIGNAL CONTROLLER TO PROVIDE QUAD PHASE FOR EASTBOUND/WESTBOUND APPROACHES AND RETAIN PERMITTED PHASE FOR NORTHBOUND/SOUTHBOUND APPROACHES

WIDEN TO PROVIDE EXCLUSIVE LEFT-TURN LANE AND EXCLUSIVE RIGHT-TURN LANE

MIDDLE ROAD

PROPOSED INFILL SIDEWALKS TO CONNECT TO TRANSIT STOP

PROPOSED BUS SHELTER

WIDEN TO PROVIDE EXCLUSIVE LEFT-TURN LANE

LANDSCAPED MEDIAN

RELOCATE SIDEWALKS AND INFILL TO EXISTING SIDEWALKS

WIDEN TO PROVIDE A SECOND SHARED THROUGH LANE

PROPERTY IMPACT 2,500 SF

MUNSON ROAD

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT C
MIDDLE ROAD AT MUNSON ROAD AND UCONN HEALTH DRIVEWAY

DATE: 5/14/2018

SCALE: 1" = 100'

FIGURE C

Tighe&Bond
www.tighebond.com

Feb 05, 2020-5:10pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept C - Middle Road at Munson Road & UConn Health Dwy.dwg

CAPACITY ANALYSIS RESULTS:

2040 FUTURE: F F

2040 IMPROVED: B B

PM LOS

AM LEVEL OF SERVICE (LOS)

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide ADA compliant pedestrian signals, additional sidewalks and crosswalks
- Vehicular Safety - Re-stripe SR 531 southbound to provide two receiving lanes to reduce merging and drivers' confusion
- Vehicle Operations - LOS improved from F to B

PROPOSED ADA COMPLIANT PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTONS

PROPOSED TRAFFIC SIGNAL, ADA COMPLIANT PEDESTRIAN SIGNALS, SIDEWALK RAMPS AND PEDESTRIAN PUSHBUTTONS

PROPOSED INFILL SIDEWALKS TO CONNECT TO MUNSON ROAD

PROPOSED CROSSWALKS

PROPOSED SIGNAGE AND PAVEMENT MARKINGS FOR LANE MERGE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR LANE MERGES

PROPOSED CROSSWALKS

PROPERTY IMPACT 3,750 SF

RESTRIPE TO EXTEND TWO RECEIVING LANES FROM BIRDSEYE ROAD THROUGH PATRICK FLOOD ROAD

PROPOSED SIDEWALKS TO CONNECT TO BIRDSEYE ROAD

300' LANE MERGE TAPER

WIDEN TO MAINTAIN EXISTING 4-FT SHOULDER

PROPOSED SIDEWALKS TO CONNECT TO IRVING A. ROBBINS MIDDLE SCHOOL

MIDDLE ROAD

SR 531 (SOUTH ROAD)

SR 549 (BIRDSEYE ROAD)

PATRICK FLOOD ROAD

531

N

SCALE IN FEET

0 100' 200'

GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT D
SR 531 AT
MIDDLE ROAD

DATE: 5/14/2018

SCALE: 1" = 100'

FIGURE D

Tighe&Bond
www.tighebond.com

Jan 29, 2020-2:51pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept D - SR531 at Middle Road.dwg

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide ADA compliant pedestrian signals, additional sidewalks and crosswalks
- Transit Accessibility/Amenities - Provide shelters at, and sidewalk connections to, both bus stops

PROPOSED CROSSWALKS

16 MUNSON ROAD (UCONN HEALTH)

PROPOSED BUS SHELTERS

UNACCEPTABLE LEVEL OF SERVICE FOR THE STOP CONTROLLED NORTHBOUND APPROACH UNDER FUTURE (2040) AM PEAK HOUR PROJECTED TRAFFIC; SIGNAL NOT WARRANTED BASED ON FUTURE (2040) PM PEAK HOUR VOLUMES

PROPOSED INFILL SIDEWALK

MUNSON ROAD

PROPOSED INFILL SIDEWALKS ALONG SR 531 FROM MIDDLE ROAD

PROPERTY IMPACT 850 SF

PROPOSED CROSSWALKS

SR 531 (SOUTH ROAD)

531

INSTALL ADA COMPLIANT PEDESTRIAN COUNTDOWN SIGNALS, SIDEWALK RAMPS AND PEDESTRIAN PUSHBUTTONS

PROPOSED SIDEWALKS TO CONNECT TO EXISTING SIDEWALK ON SR 531 BRIDGE

N

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT E
MUNSON ROAD AT 16 MUNSON ROAD & SR 531 AT MUNSON ROAD

DATE: 5/14/2018
SCALE: 1" = 100'
FIGURE E

Tighe&Bond
www.tighebond.com

Jan 29, 2020-2:51pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\CVC\1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept E - Munson Road at 16 Munson Road.dwg

CAPACITY ANALYSIS RESULTS:

2040 FUTURE: F F

2040 IMPROVED: C D*

PM LOS

AM LEVEL OF SERVICE (LOS)

*LOS F FOR SB RIGHT-TURN APPROACH

MAJOR ISSUES ADDRESSED:

- Pedestrian Accessibility/Safety - Provide ADA compliant pedestrian signals, sidewalks and crosswalks
- Transit Accessibility - Provide one bus stop at the proposed commuter lot
- Transit Amenities - Provide shelters at, and sidewalk connections to, all bus stops
- Vehicular Safety - Provide a roundabout to lower vehicle speeds and reduce vehicle conflict points
- Vehicular Operations - LOS improved from F to D

SOUTH ROAD

I-84 WEST

I-84 EAST

531

N

PROPOSED SIDEWALKS TO CONNECT TO THE EXISTING SIDEWALK ON SR 531 BRIDGE AND THE PROPOSED COMMUTER LOT (SPN 170-411)

PROPOSED BUS STOP AND BUS SHELTER

PROPOSED HYBRID MULTI- LANE MODERN ROUNDABOUT

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

PROPOSED ADA COMPLIANT CROSSWALKS, SIDEWALKS AND SIDEWALK RAMPS

FUTURE COMMUTER LOT (SPN 170-411)
156 PARKING SPACES (6 HANDICAPPED)

COLT HIGHWAY

2 MILE ROAD

PROPOSED SIDEWALKS TO CONNECT TO BATTERSON PARK

SCALE IN FEET
0 100' 200'
GRAPHIC SCALE

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT F
SR 531 AT COLT HIGHWAY,
SOUTH ROAD AND 2 MILE ROAD

DATE: 5/14/2018
SCALE: 1" = 100'
FIGURE F

Tighe&Bond
www.tighebond.com

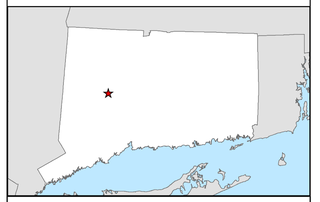
Feb 06, 2020-2:36pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\Concept F - SR 531 at Colt HWY- Roundabout.dwg

OVERALL PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES IMPROVEMENTS

LEGEND

- Existing Pedestrian Signal
- Proposed Pedestrian Signal
- Existing "Share the Road" Sign
- Proposed "Share the Road" Sign
- Existing "Bus Stop"
- Proposed "Bus Stop"
- Existing Bus Shelter
- Proposed Bus Shelter
- Existing Park and Ride
- Future Park and Ride
- Existing Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Proposed Crosswalk
- Metacomet Trail
- Rerouted 909 Express
- CT*fastrak* 102
- Rerouted 66 Farmington Ave (Hartford
- Rerouted 506 Farmington Ave (New Britain Local)
- Study Area

LOCUS MAP



0 600 1,200 Feet

1:7,200

NOTES

1. Based on 2016 Statewide Orthophotography, Courtesty of CTECO.

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

Concept G

February 2020

Tighe&Bond
Engineers | Environmental Specialists

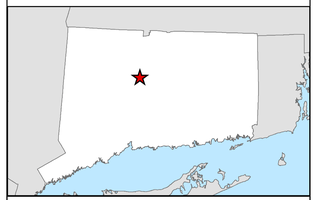
V:\Projects\C\C1072\MXDs\FullSizeMap_20200206.mxd

OVERALL PEDESTRIAN, BICYCLE, TRANSIT & COMMUTER FACILITIES IMPROVEMENTS

LEGEND

- Existing Pedestrian Signal
- Proposed Pedestrian Signal
- Existing "Share the Road" Sign
- Proposed "Share the Road" Sign
- Existing "Bus Stop"
- Proposed "Bus Stop"
- Existing Bus Shelter
- Proposed Bus Shelter
- Existing Park and Ride
- Future Park and Ride
- Existing Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Proposed Crosswalk
- Metacomet Trail
- Rerouted 902 Express / 909 Express
- Rerouted CT Fastrak 121
- Rerouted 66 Farmington Ave (Hartford Local)
- Rerouted 506 Farmington Ave (New Britain Local)
- Stack Lot and Transit Connection
- Study Area

LOCUS MAP



0 600 1,200 Feet

1:7,200

NOTES

1. Based on 2016 Statewide Orthophotography, Courtesy of CTECO.

Route 4
Transportation Safety & Improvements Study
Farmington, Connecticut

Concept H
January 2018

Tighe&Bond
Engineers | Environmental Specialists

V:\Projects\C\C1072\MXDs\FullSizeMap_20171026.mxd

TECHNICAL APPENDICES

Tighe&Bond

APPENDIX D

Traffic Control Signal Plans and
Closed Loop Coordination Tables

Tighe&Bond

			PRE-EMPT 1				PRE-EMPT 2				PRE-EMPT 3			MOVEMENT DIAGRAM								
NTOR			PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y				G	G	G	G	Y	R	R	R	R	R	R	R									
	2	Y				G	G	G	G	Y	R	R	R	R	R	R	R									
	3	Y				G	G	G	G	Y→⑧	R→②	R →	R →③	R →③	R	R	R									
	4	R				R	R	R	R	R	R	←	Y	R	R	R	R									
	5	R				R	R	R	R	R	R	R	R	R	G	Y	R									
	6	R				R	R	R	R	R	R	G	Y→④	R →⑤	R →	R →	R									
	7	R				R	R	R	R	R	R	← G	Y	R	R	R	R									
	8	R				↗	↗	↗	↗	↗①	↗②	↗	↗⑥	R ⑥	R	R	R									
	9	R				R	R	R	R	R	R	R	R	R	G	Y	R									
	FLASHING STOP																									
	AHEAD SIGN					OFF ←											→ ON									
						← YIELD POINT																				
INTERVALS	MIN GRN					15			1			5			5											
	WALK														23											
	PED CLR														1											
	VEH EXT					3						2			2											
	MAX 1					42			1			24			22											
	MAX 2					29			1			20			19											
	YELLOW						4.5			4.5			3.3			3.3										
	RED							1			1.0			1.9			1.8									
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			OFF			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			OFF			OFF			OFF		
INT START						THIS PHASE																				

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D2	6' x 6'	6	PRESENCE
D2A	6' x 6'	6	PRESENCE
D2B	6' x 6'	3	PRESENCE
D2C	8' x 6'	3	PRESENCE
D4,D4A	7' x 6'	3	PRESENCE
D4B	8' x 6'	3	8" DELAY
D4C	6' x 6'	3	8" DELAY
D5	6' x 6'	3	PRESENCE
D5A	7' x 6'	3	PRESENCE
SD12	20' x 6'	4	PRESENCE
SD13-SD14	6' x 6'	6	PRESENCE
SD15-SD16	6' x 6'	6	PRESENCE

PROGRAM			COORDINATION TYPE - CLOSED LOOP ⑦												PERMIS PERIOD	
FUNCTION	T I M E	DAYS	CYCLE	OFFSET		PHASE SPLITS				SEC / %						
				SEC	%	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø	SEC
FLASH	FUTURE														
MAX1	ALL OTHER TIMES	DAILY													
MAX2	1900-0600	DAILY													
FREE	ALL TIMES														

SYSTEM LOC	TECHNICAL NOTES
MASTER	STANDARD OVERLAP SKIP FEATURES APPLY / EQUIPPED FOR INCLUSION IN CLLCU.
51-253	PHASE 3 SHALL FOLLOW PHASE 2
51-229	PHASE 2 OMIT PHASE 4 & 5
51-203	PHASE 4 & 5 CHECK TO CALL PHASE 3
51-254	PHASE 3 TO CALL PHASE 5
51-219	PREEMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
51-230	① TO BE Y IF PHASE 5 NEXT. ⑧ TO BE Y IF PHASE 5 NEXT.
51-226	② TO BE R IF PHASE 5 NEXT.
	③ TO BE R → IF PHASE 2 NEXT.
	④ TO BE Y IF PHASE 2 NEXT.
	⑤ TO BE R IF PHASE 2 NEXT.
	⑥ TO BE ↗ IF PHASE 2 NEXT.
	⑦ SIGNAL TO RUN FREE.

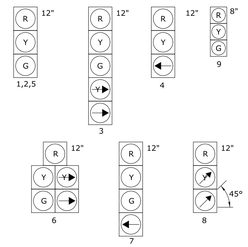
LEGEND:

R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	←—	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

ENERGY BY - STATE | ADDRESS # 359
MAINT LEVEL - 1 | SERVICE POLE - CL&P 1876
UNMETERED_SERVICE

INTERSECTION # 051-229

SIGNAL FACES



ALL SIGNALS HAVE TUNNEL VISORS.
ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	0	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	0	0	0
HOLD GREEN	15	15	15
HOLD YELLOW	4.5	3.3	3.3
HOLD RED	1	1.9	1.8
HOLD PHASE	2	4	5
EXIT PHASE	3	5	2
EXIT CALL	NONE	NONE	NONE

OFFICE RECORD
REVISION #14

TIR # 051-1308-01 SM # N/A
SIGNAL REVISED: 01-18-2015
ADDED SECOND RIGHT TURN LANE FOR WESTBOUND APPROACH ON SR 508. INSTALLED NEW MAST ARM ON NORTH EAST END.
AS-BUILT PLAN DRAWN:

REVISION #15
TIR # N/A SM # 100544
TRAFFIC DES: FUSS & O'NEILL ELEC DES: N/A
SIGNAL REVISED: 12-07-2015
REVISED TIMINGS UNDER PROJECT 174-387.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL PLAN

TOWN OF FARMINGTON
SR 508 (ROUTE 4 CONNECTOR) AT
ROUTE 4 (FARMINGTON AVE.)

REV #	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAWN BY	MILONE & MACBROOM®			10/3/13
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

SIGN LEGEND

A	31-0244		H	31-1526	
B	31-1648	NO TURNS	I	31-0407	ONLY
C	31-1546		J	SPAN MTD 31-0823	NO TURN ON RED
D	31-1119	DO NOT ENTER	K	31-0334	ONLY
E	31-1177	ONE WAY	L	41-0534 W/FLASHERS	WHEN FLASHING STOP AHEAD
F	31-1188	ONE WAY	M	31-0830	NO TURN ON RED
G	31-1122	WRONG WAY	N	31-0849	RIGHT TURN ON RED FROM RIGHT LANE ONLY
			O	31-0806	DO NOT BLOCK INTERSECTION

NOTES:

SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON.

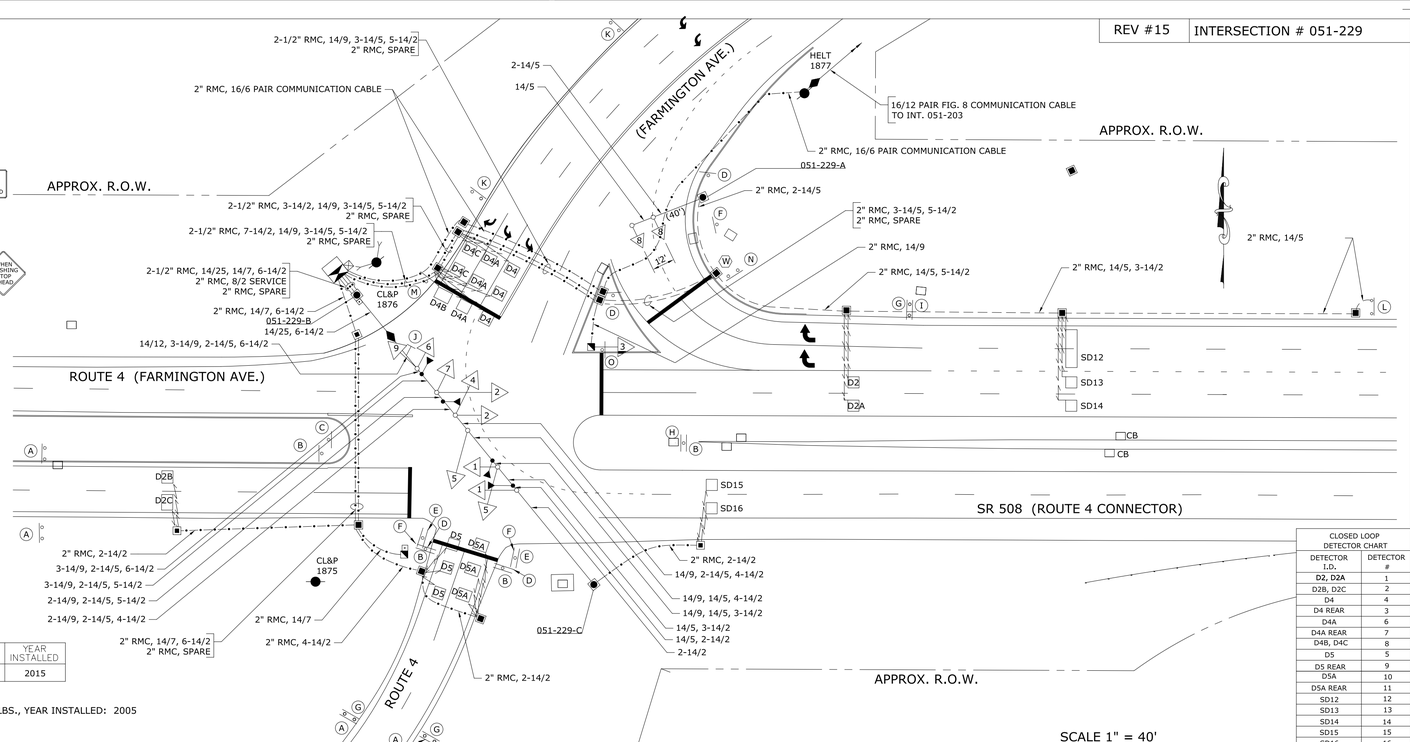
(W) 30" X 30" HANDHOLE

MAST ARM INFORMATION

I.D. NUMBER	SHAFT HEIGHT	ARM LENGTH	ARM MOUNT HEIGHT	BOLT CIRCLE	YEAR INSTALLED
051-229-A	20'	40'	17'	24"	2015

SPAN POLE INFORMATION

051-229-B, 051-229-C : HEIGHT 34', B.C. 22", LOAD AT YIELD 11,200 LBS., YEAR INSTALLED: 2005



SCALE 1" = 40'

CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D2, D2A	1
D2B, D2C	2
D4	4
D4 REAR	3
D4A	6
D4A REAR	7
D4B, D4C	8
D5	5
D5 REAR	9
D5A	10
D5A REAR	11
SD12	12
SD13	13
SD14	14
SD15	15
SD16	16

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

REV #15 | INTERSECTION # 051-229

REV #

INTERSECTION # 051-229

P:\1958-89\DESIGN\CAD\TR_MSH_TCS_051229_1958-89.dwg

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
DIRECTIONAL ARW. FOR PUSH BUTTON
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
PROPOSED PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SD SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

DRAWN BY : NA
DESIGNED BY : VK
DATE PLOTTED : 3/17/2014

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
SR 508 (ROUTE 4 CONNECTOR) AT
ROUTE 4 (FARMINGTON AVE.)

TOWN: FARMINGTON, CT

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 1958-89
DRAWING NO. TCS-01
SHEET NO. 29

NONE	PRE-EMPT 1	PRE-EMPT 2		PRE-EMPT 3	MOVEMENT DIAGRAM				

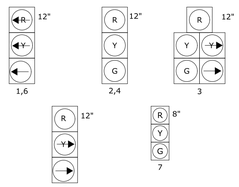
NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1		◄R	◄—	◄Y	◄R	◄R	◄R				◄R	◄R	◄R												
2		Y	G	G	G	Y	R				R	R	R												
3		Y	R	R	R	G	① Y →	② R →			R →	R Y ►	R												
4		Y	R	R	R	G	Y	R			R	R	R												
5		R	—►	—Y►	R	R	R	R			—►	—Y►	R												
6		◄R	◄R	◄R	◄R	◄R	◄R	◄R			◄—	◄Y	◄R												
7		R	R	R	R	R	R	R			G	Y	R												
						◄— YIELD POINT																			

INTERVALS																									
	MIN GRN	6			15						7														
	WALK										26														
	PED CLR										1														
	VEH EXT	2.5			2.5						2														
	MAX 1	23			34						15														
	MAX 2	23			34						15														
	YELLOW		3.0			4.6						3.0													
	RED			1.9			1.0						1.9												
	ADD INIT				2.5																				
	MAX INIT				22																				
	TBR																								
	TTR																								
	MIN GAP				2.5																				
MODE		NON-LOCK			MIN-RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF		
INT START					THIS PHASE																				

ENERGY BY - STATE | ADDRESS # 358
MAINT LEVEL - 1 | SERVICE POLE - CL&P 12983
UNMETERED_SERVICE

INTERSECTION # 051-203

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

FACE 7 HAS TUNNEL VISORS.

PRE- EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET LOCK	YES	YES	YES
DELAY	0	0	0
ALT MIN GREEN	5	5	5
ALT YELLOW	PARENT	PARENT	PARENT
ALT RED	PARENT	PARENT	PARENT
ALT PED CLR	0	0	0
HOLD GREEN	15	15	15
HOLD YELLOW	3.0	4.6	3.0
HOLD RED	1.9	1.0	1.9
HOLD PHASE	1	2	4
EXIT PHASE	2	4	1
EXIT CALL	NONE	NONE	NONE

OFFICE RECORD
REVISION # 18
TIR # 051-1308-02 SM # N/A
SIGNAL REVISED: 01/15/15
ADDED SECOND RIGHT TURN LANE FOR WESTBOUND APPROACH ON SR 531. INSTALLED NEW SIGNAL HEADS NO. 5 AND 6. REPLACED RED BALL FOR SIGNAL HEAD NO. 1 WITH RED ARROW.
AS-BUILT PLAN DRAWN

REVISION #19
TIR # N/A SM # 100544
TRAFFIC DES: FUSS & O'NEILL ELEC DES: N/A
SIGNAL REVISED: 12-02-2015
REVISED TIMINGS UNDER PROJECT 174-387.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL PLAN

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.) AT
SR 531 (SOUTH RD.)

REV #	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER	MILONE & MACBROOM®			10/3/13
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

DETECTORS

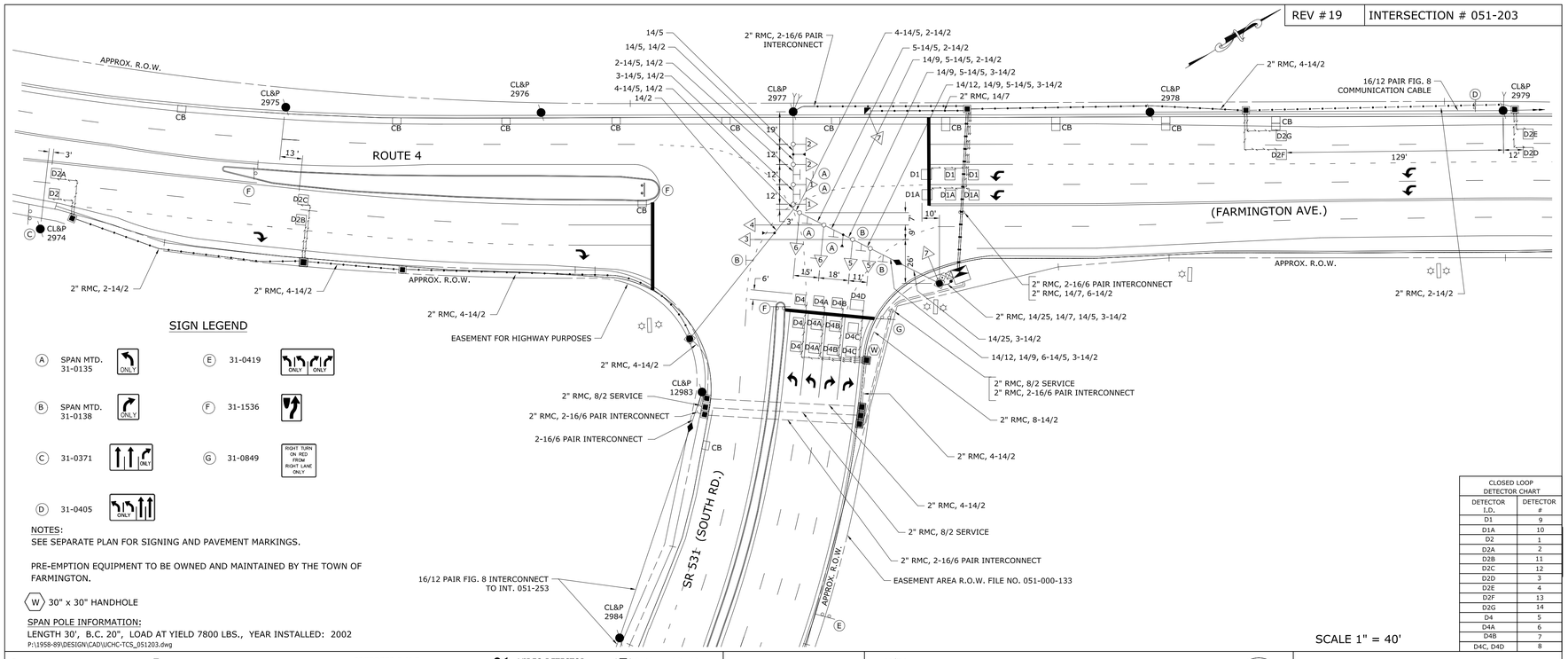
IDENT	SIZE (WXL)	TURNS	MODE
D1, D1A	6' x 6'	3	PRESENCE
D2, D2A	6' x 6'	5	PRESENCE
D2B, D2C	6' x 6'	5	PRESENCE
D2D, D2E	6' x 6'	5	PRESENCE
D2F, D2G	6' x 6'	5	PRESENCE
D4, D4A	6' x 6'	3	PRESENCE
D4B	6' x 6'	3	PRESENCE
D4C	6' x 6'	3	8" DELAY
D4D	8' x 6'	3	8" DELAY

PROGRAM / COORDINATION TYPE - CLOSED LOOP

FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	PERMIS PERIOD Ø	PERMIS PERIOD SEC
FLASH	FUTURE														
MAX 1	ALL OTHER TIMES														
MAX 2	FUTURE	DAILY													
PATTERN 1	06:30-09:15	M-F	100												
PATTERN 2	09:15-15:00 18:30-19:00	M-F	75												
	07:30-18:00	SA-SU	75												
PATTERN 5	1500-1830	M-F	100												
FREE	ALL OTHER TIMES														

SYSTEM LOC	TECHNICAL NOTES
MASTER	STANDARD OVERLAP SKIP FEATURES APPLY
51-253	① TO BE Y IF PHASE 1 IS NEXT
51-229	② TO BE R IF PHASE 1 IS NEXT
51-203	
51-254	ACTUATION OF PHASE 4 PED BUTTON MAY CAUSE SIGNAL TO DOUBLE CYCLE
51-219	ARTERIAL LOOPS TO BE NON-ACTUATING DURING COORDINATION
51-230	PREEMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
51-226	

LEGEND:
R RED ◄R RED ARROW
Y YELLOW ◄Y YELLOW ARROW
G GREEN ◄— GREEN ARROW
FL. FLASHING WØ WALK/ PED. CLR
D.W. DON'T WALK



SIGN LEGEND

A	SPAN MTD. 31-0135	ONLY	E	31-0419	ONLY ONLY
B	SPAN MTD. 31-0138	ONLY	F	31-1536	
C	31-0371	ONLY	G	31-0849	RIGHT TURN ON RED FROM RIGHT LANE ONLY
D	31-0405	ONLY			

NOTES:
SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON.

(W) 30" x 30" HANDHOLE

SPAN POLE INFORMATION:
LENGTH 30', B.C. 20", LOAD AT YIELD 7800 LBS., YEAR INSTALLED: 2002

P:\1958-89\DESIGN\CAD\UCHC-TCS_051203.dwg

CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1	9
D1A	10
D2	1
D2A	2
D2B	11
D2C	12
D2D	3
D2E	4
D2F	13
D2G	14
D4	5
D4A	6
D4B	7
D4C, D4D	8

SCALE 1" = 40'

NO.	DATE	INIT.	DESCRIPTION
2	1/23/2014	KB	CTDOT/TOWN COMMENTS

REVISIONS

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
□ PROPOSED STEEL SPAN POLE
■ EXISTING STEEL SPAN POLE
⊗ PROPOSED UTILITY POLE
● EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
DIRECTIONAL ARW. FOR PUSH BUTTON
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
EXISTING PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SD SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

DRAWN BY : NA
DESIGNED BY : VK
DATE PLOTTED : 3/17/14

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.) AT
SR 531 (SOUTH RD.)

TOWN: FARMINGTON, CT
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN
PROJECT NO. 1958-89
DRAWING NO. TCS-02
SHEET NO. 30

REV # | INTERSECTION # 051-203

MOVEMENT DIAGRAM

NTOR		PHASE 1 - PRE-EMPT. 1			PHASE 2 - PRE-EMPT. 2			PHASE 3			PHASE 4			PHASE 5 - PRE-EMPT. 2			PHASE 6 - PRE-EMPT. 1			PHASE 7			PHASE 8					
NONE																												
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	← R	◄Y R	R	R	R	R				R	R	R	R	R	R	G	Y	R									
2	Y	R	R	R	G	Y	R				R	R	R	R	R	R	R	R	R									
3	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
4	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R									
5	Y	R	R	R	G	Y	R				R	R	R	← R	◄Y R	R	R	R	R									
6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R									
					←YIELD PT.												←YIELD PT.											
MIN GRN		3			15						9			3			15											
WALK											23																	
PED CLR											1																	
VEH EXT		1			2.5						2			1			2.5											
MAX 1		12			49						25			12			49											
MAX 2		5			42						19			5			42											
YELLOW			3.0			4.6						3.3			3.0			4.6										
RED				1.0			2.0						1.3			1.0			2.0									
ADD INIT																												
MAX INIT																												
TBR																												
TTR																												
MIN GAP																												
MODE		NON-LOCK			MIN RECALL			OFF			NON-LOCK			NON-LOCK			MIN RECALL			OFF			OFF					
INT START					THIS PHASE												THIS PHASE											

TECHNICAL NOTES

- STANDARD OVERLAP SKIP FEATURES APPLY
- DETECTORS D2, D2A, D6, AND D6A TO BE NON-ACTUATING DURING COORDINATION.
- PHASE 1 & 5 TO DRIVE FACES 1 & 5 ARROWS ONLY.
- PHASE 2 & 6 TO DRIVE FACES 1 & 5 G, Y, & R.
- PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

OFFICE RECORD

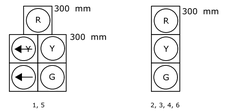
REV # 10 | TIR # N/A | SM # 100544 | SIGNAL REVISED: 12/07/2015

REVISED TIMINGS UNDER PROJECT 174-387

DETECTORS				SYSTEM LOC
IDENT	SIZE (WXL)	TURNS	MODE	MASTER 051-253
D1	1.8 m X 1.8 m	3	PRESENCE	051-229
D2, D2A	1.8 m X 1.8 m	4	PRESENCE	051-203
D4	4.5 m X 1.8 m	3	PRESENCE	051-254
D4A	1.8 m X 1.8 m	3	PRESENCE	051-219
D4B	1.8 m X 1.8 m	3	PRESENCE	051-230
D4C	6.8 m X 1.8 m	3	DELAY 4"	051-226
D4D	4.0 m X 1.8 m	3	DELAY 4"	
D4E	2.7 m X 1.8 m	3	DELAY 4"	
D5	1.8 m X 1.8 m	3	PRESENCE	
D6, D6A	1.8 m X 1.8 m	4	PRESENCE	

COORDINATION TYPE: CLOSED LOOP																										PERMIS PERIOD	
PROGRAM			CYCLE	OFFSET		PHASE SPLITS SEC / %																					
FUNCTION	TIME	DAYS		SEC	%	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø	SEC
						16	16	61	61	23	23	16	61		
FLASH	1930-0600	DAILY													
	24 HOURS	SUN													
MAX 1	ALL OTHER TIMES														
MAX 2	1930-0630														
PATTERN 1	0630-0915	M-F	100"	55	55	16	16	61	61	23	23	16	61		
PATTERN 2	0915-1500	M-F	75"	36	48	10	13	42	56	23	31	10	13	42	56
	1830-1930														
	0630-1930	SAT													
PATTERN 3	FUTURE														
PATTERN 5	1500-1830	M-F	100"	55	55	10	10	61	61	29	29	10	61		
FREE	ALL OTHER TIMES														

SIGNAL FACES



ALL INDICATIONS TO HAVE LED LAMPS.

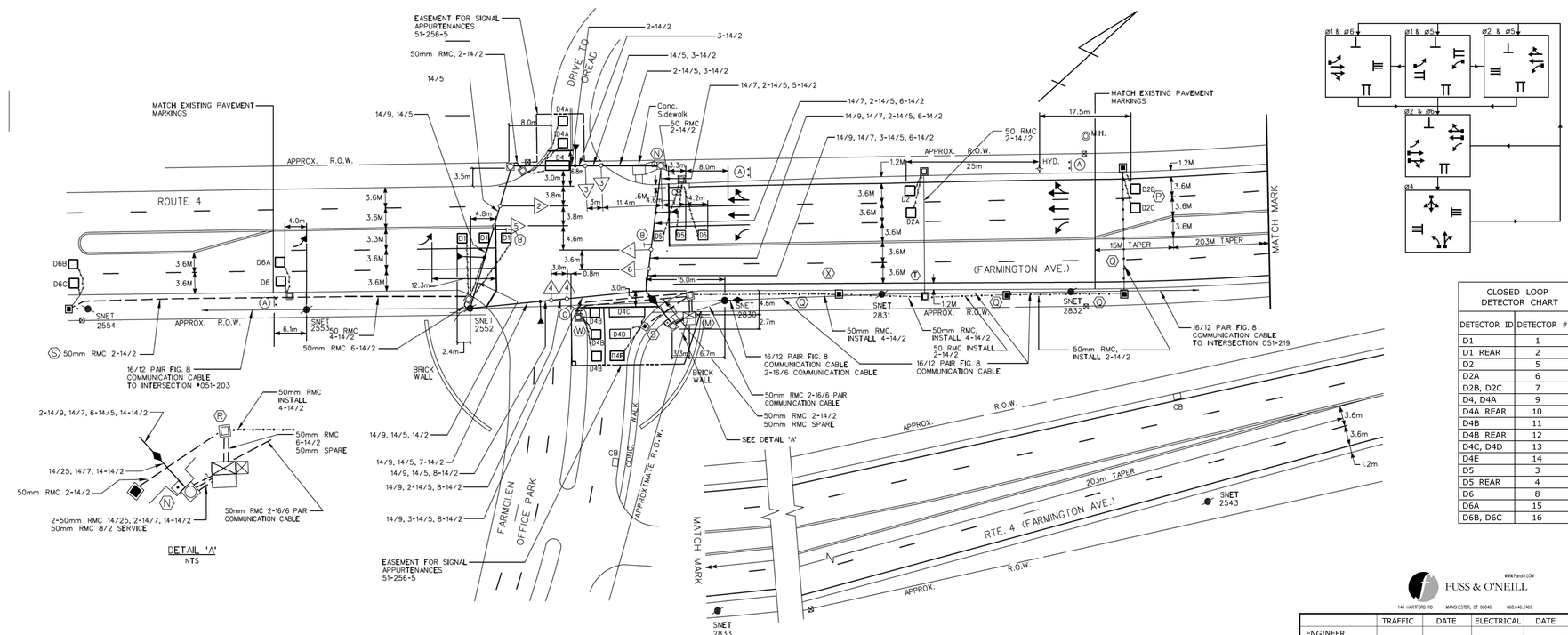
ALL INDICATIONS TO HAVE TUNNEL VISORS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	0	0
HOLD GREEN	15	15
HOLD YELLOW	3.0	3.0
HOLD RED	1.0	1.0
HOLD PHASE	1&6	2&5
EXIT PHASE	2&6	2&6
EXIT CALL	NONE	NONE

SIGN LEGEND

- (A) 31-0307 (ONLY)
- (B) 31-0135 (ONLY) - SPAN MOUNTED
- (C) 31-1536 (KEEP RIGHT - SYMBOL)



CLOSED LOOP DETECTOR CHART

DETECTOR ID	DETECTOR #
D1	1
D1 REAR	2
D2	5
D2A	6
D2B, D2C	7
D4, D4A	9
D4A REAR	10
D4B	11
D4B REAR	12
D4C, D4D	13
D4E	14
D5	3
D5 REAR	4
D6	8
D6A	15
D6B, D6C	16

SPAN POLE DATA		
LENGTH	BOLT CIRCLE	LOAD AT YIELD 460mm FROM TOP
10 m	560 mm	46,700 N

NOTE:

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINTED BY THE TOWN OF FARMINGTON.

FUSS & O'NEILL
WWW.FANDO.COM
146 HARTFORD RD MANCHESTER, CT 06040 860.646.2469

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #10 INTERSECTION # 051-254

ENERGY BY - TOWN | ADDRESS # 360

MAINT LEVEL 5 | SERVICE POLE - CNET #2830

UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

- R RED
- Y YELLOW
- G GREEN
- ◄R· RED ARROW
- ◄Y· YELLOW ARROW
- ◄· GREEN ARROW
- WØ WALK/ PED. CLR
- D.W. DON'T WALK
- FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON

- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE

- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR

- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 4 AT DRIVE TO FARMGLEN AND OREAD

TOWN: **FARMINGTON**

PROJECT NO. 174-387

DRAWING NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

SHEET NO.

DATE PLOTTED : 7/29/2016 pw:\\ctdot.projectwiseonline.com:CTDOT\Documents\02.2 - Asset - Signal Intersections\051-254\010_TR_ASSET_051-254.dgn

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED. SCALE 1:500

	PRE-EMPT 1	PRE-EMPT 2	MOVEMENT DIAGRAM		PRE-EMPT 2	PRE-EMPT 1	
	1	2		3 4 8 10	5 10	6 3	7 9
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8

FACE #	FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL
1	◀R	◀—		◀Y	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R			
2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
3	Y	R	R	R	R	R	R	R	R	R	R →	R Y▶	R	R	R	R	G	③ Y	④ R	R	R	R			
4	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀—	◀Y	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R			
5	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀—	◀Y	◀R	◀R	◀R	◀R	◀R	◀R	◀R			
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R			
7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R			
8	R	R	R	R	R	R	R	R	R	R	◀G	Y	R	R	R	R	R	R	R	R	R	R			
9	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◀ G	Y	R			
10	R	R	R	R	R	R	R	R	R	R	G →	① Y	② R	R →	R Y▶	R	R	R	R	R	R	R			
P	OFF	◀—			DW		▶	W Ø	◀—					DW								▶			
					◀— YIELD POINT													◀— YIELD POINT							

INTERVALS																									
MIN GRN	5			15						5			5			15			5					
WALK							7 ⑥																	
PED CLR							27 ⑤	ACCESSIBLE PEDESTRIAN SIGNAL																
VEH EXT	2			2.5						2			2			2.5			3					
MAX 1	23			44						22			23			44			16					
MAX 2	14			35						10			14			35			9					
YELLOW		3.0			4.6			4.0			3.0			3.0			4.6			3.0				
RED			3.0			2.0			0			3.2			3.0			2.0			3.2			
ADD INIT								COUNTDOWN PEDESTRIAN SIGNAL																
MAX INIT																								
TBR																								
TTR																								
MIN GAP																								
MODE	NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MIN RECALL			NON-LOCK			OFF		
INT START				THIS PHASE												THIS PHASE								

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2, D2A	6' x 6'	5	PRESENCE
D2B, D2C	6' x 6'	5	PRESENCE
D5, D5A	6' x 6'	3	PRESENCE
D6, D6A	6' x 6'	5	PRESENCE
D6B, D6C	6' x 6'	5	PRESENCE
D7	18' x 6'	3	PRESENCE
D7A	14' x 6'	3	PRESENCE
D7B	9' x 6'	3	PRESENCE
D7C	6' x 6'	3	PRESENCE
D8, D8A	6' x 6'	3	PRESENCE
D8B	6' x 6'	3	8" DELAY
D8C	10' x 6'	3	8" DELAY
D8D	13' x 6'	3	8" DELAY

PROGRAM			COORDINATION TYPE - CLOSED LOOP																PERMIS PERIOD	
FUNCTION	T I M E	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø	SEC
MAX 1	ALL OTHER TIMES														
MAX 2	1930-0630	DAILY													
PATTERN 1	0630-0915	M-F	100												
PATTERN 2	0915-1500	M-F	75												
PATTERN 2	1830-1930	M-F	75												
PATTERN 2	0630-1930	SA-SU	75												
PATTERN 5	1500-1830	M-F	100												
FREE	ALL OTHER TIMES														

SYSTEM LOC MASTER	TECHNICAL NOTES
051-253	STANDARD OVERLAP SKIP FEATURES APPLY
051-229	PHASE 2 AND 6 DETECTORS ARE TO BE NON ACTUATING DURING COORDINATION.
051-203	PREEMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
051-254	ACTUATION OF PED PHASE MAY CAUSE SIGNAL TO DOUBLE CYCLE.
051-219	MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.
051-230	① TO BE Y → IF PHASE 5 NEXT. ⑥ PERCUSSIVE TONE ONLY DURING PEDESTRIAN
051-226	② TO BE R → IF PHASE 5 NEXT. WALK INTERVAL.
	③ TO BE Y → IF PHASE 4 NEXT.
	④ TO BE R → IF PHASE 4 NEXT.
	⑤ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

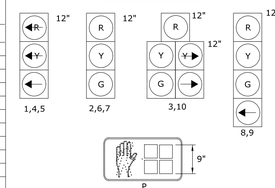
LEGEND:

R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	◀—	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

ENERGY BY UCHC | ADDRESS # 361
MAINT LEVEL 5 | SERVICE POLE SNET 2532
UNMETERED SERVICE

INTERSECTION # 051-219

SIGNAL FACES



ALL INDICATIONS HAVE LEDS AND TUNNEL VISORS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	27	27
HOLD GREEN	15	15
HOLD YELLOW	4.6	4.6
HOLD RED	3.0	3.0
HOLD PHASE	1 & 6	2 & 5
EXIT PHASE	2 & 6	2 & 6
EXIT CALL	NONE	NONE

OFFICE RECORD
REVISION #14
TIR # 051-1306-02 SM # N/A
SIGNAL REVISED: 2/3/2015
WIDENED SOUTH SIDE OF ROUTE 4. REVISED LANE ARRANGEMENT ON ROUTE 4 WB APPROACH. RELOCATED CONTROLLER ON SW CORNER. ADDED COUNTDOWN PEDESTRIAN SIGNALS AND APS PUSH BUTTONS. ALL LOOP DETECTORS ARE NEW.
AS-BUILT PLAN DRAWN.

NOT FOR CONSTRUCTION

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.) AT
DRIVE TO THE EXCHANGE AND
DRIVE TO UCONN HEALTH CENTER

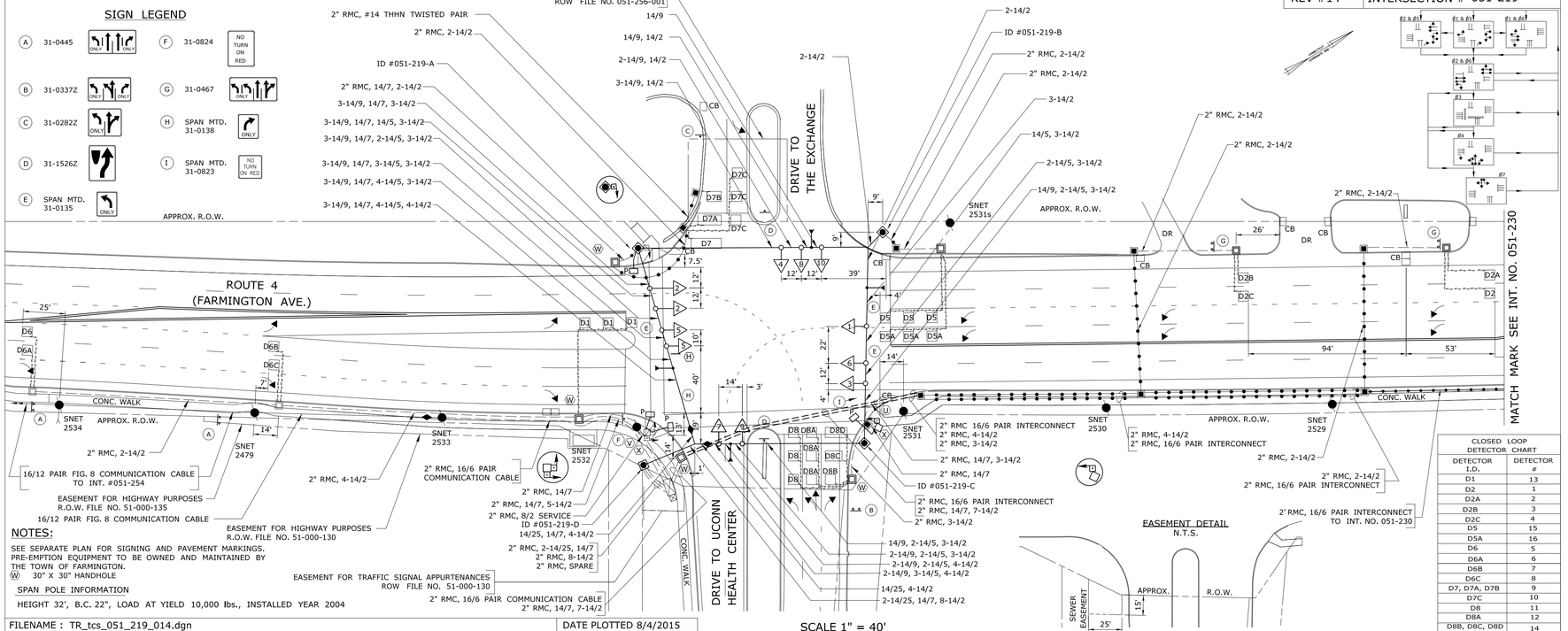
REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAWN BY	MILONE & MACBROOM®	11/14/13
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

SIGN LEGEND

A	31-0445	F	31-0824
B	31-0337Z	G	31-0467
C	31-0282Z	H	SPAN MTD. 31-0138
D	31-1526Z	I	SPAN MTD. 31-0823
E	SPAN MTD. 31-0135		

SPAN POLE INFORMATION
HEIGHT 32', B.C. 22", LOAD AT YIELD 10,000 lbs., INSTALLED YEAR 2004

NOTES:
SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.
PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON.
Ⓦ 30" X 30" HANDHOLE



CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1	13
D2	1
D2A	2
D2B	3
D2C	4
D5	15
D5A	16
D6	5
D6A	6
D6B	7
D6C	8
D7, D7A, D7B	9
D7C	10
D8	11
D8A	12
D8B, D8C, D8D	14

REV #14 | INTERSECTION # 051-219

FILENAME : TR_tcs_051_219_014.dgn | DATE PLOTTED 8/4/2015

SCALE 1" = 40'

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
□ PROPOSED STEEL SPAN POLE
■ EXISTING STEEL SPAN POLE
◇ PROPOSED UTILITY POLE
● EXISTING UTILITY POLE
⊢ PEDESTRIAN SIGNAL FACE
◀ AUDIBLE PEDESTRIAN SIGNAL
⊠ PROPOSED CONTROLLER
◁ TRAFFIC SIGNAL FACE
⊡ PEDESTRIAN PUSH BUTTON & SIGN
□ PROPOSED PEDESTAL MOUNTING
— PROPOSED R.M.C. (RIGID METAL CONDUIT)
-•- EXISTING R.M.C. (RIGID METAL CONDUIT)
~ DET. LEADS IN SAW CUT
☒ AUXILIARY TERMINATION CABINET
☒ AUXILIARY EQUIPMENT CABINET
◀● VIDEO DETECTOR
◀— OPTICAL DETECTOR
SD SYSTEM DETECTOR
▣ EXISTING CONTROLLER
■ PROPOSED HANDHOLE
■ EXISTING HANDHOLE
▽ SIDEWALK RAMP
◀ SONIC DETECTOR
GUY WIRE
▭ LOOP DETECTOR
■ MAGNETIC DETECTOR
◆ CABLE CLOSURE

DRAWN BY : NA
DESIGNED BY : VK

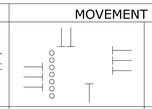
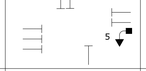
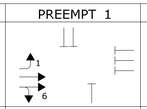
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.) AT
DRIVE TO THE EXCHANGE AND
DRIVE TO UCONN HEALTH CENTER

CONSTRUCTION NOTES :

REV #14
INTERSECTION # 051-219

TOWN: FARMINGTON
PROJECT NO. 1958-89
DRAWING NO. TCS-01
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN
SHEET NO. 27

	PREEMPT 1	PREEMPT 2	MOVEMENT DIAGRAM		PREEMPT 2	PREEMPT 1		
NONE								
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	R ◄	R ◄Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R						
	2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R						
	3	R	R	R	R	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R						
	4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R						
	5	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R ◄	R ◄Y	R	R	R	R						
	6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R						
	P	OFF	◄		DW	◄		DW	WØ ◄		DW	◄		DW	◄		DW	◄		DW						
							YIELD POINT												YIELD POINT							

INTERVALS																										
	MIN GRN	3			15			7			7			3			15									
	WALK							14 ①	COUNTDOWN PED. SIGNAL																	
	PED CLR																									
	VEH EXT	2									2			2												
	MAX 1	10			50						25			10			50									
	MAX 2	7			38						20			7			38									
	YELLOW		3.0			4.4			4			3			3.0			4.4								
	RED			1.0			2.7			0			2.0			1.0			2.7							
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE		NON-LOCK			MAX RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MAX RECALL			OFF			OFF		
INT START					THIS PHASE												THIS PHASE									

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D4	18' x 6'	3	PRESENCE
D4A	25' x 6'	3	PRESENCE
D4B	6' x 6'	3	PRESENCE
D4C	13' x 6'	3	DELAY - 3"
D4D	6' x 6'	3	DELAY - 3"
D5	6' x 6'	3	PRESENCE

PROGRAM			COORDINATION TYPE - CLOSED LOOP														PERMIS PERIOD		SYSTEM LOC	TECHNICAL NOTES
FUNCTION	T I M E	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8				Ø SEC			
FLASH	2200 - 0600	DAILY																	MASTER	STANDARD OVERLAP SKIP FEATURES APPLY
MAX 1	ALL OTHER TIMES	DAILY																	051-253	PHASES 1 & 5 TO DRIVE FACES 1 & 5 ◄Y AND ◄ ONLY.
MAX 2	1930 - 0630	DAILY																	051-229	PHASES 2 & 6 TO DRIVE FACES 1 & 5 G, Y, R.
PATTERN 1	0630 - 0915	M - F	100																051-203	ACTUATION OF PED PHASE MAY CAUSE SIGNAL TO DOUBLE CYCLE.
PATTERN 2	0915 - 1500	M - F	75																051-254	PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
PATTERN 2	1830 - 1930	M - F	75																051-219	① COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.
PATTERN 2	0630 - 1930	SA-SU	75																051-230	
PATTERN 5	1500 - 1830	M - F	100																051-226	
FREE	ALL OTHER TIMES																			

LEGEND:

R	RED	◄R	RED ARROW
Y	YELLOW	◄Y	YELLOW ARROW
G	GREEN	◄	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

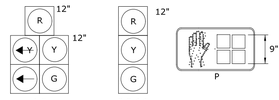
ENERGY BY TALCOTT PLAZA | ADDRESS # 362

MAINT LEVEL 5 | SERVICE POLE SNET 2527

UNMETERED SERVICE

INTERSECTION # 051-230

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.
ALL INDICATIONS HAVE TUNNEL VISORS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	15	15
HOLD GREEN	15	15
HOLD YELLOW	3.0	3.0
HOLD RED	1.0	1.0
HOLD PHASE	1 & 6	2 & 5
EXIT PHASE	2 & 6	2 & 6
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION #6

TIR # N/A SM # N/A
SIGNAL REVISED: 2/3/2015
REVISED SIGNAL HEAD LOCATIONS FOR ROUTE 4 APPROACHES. REVISED STRIPING ALONG ROUTE 4 NB APPROACH. NEW LOOP DETECTORS D1 AND D5.
REVISED TIMINGS AND INCLUDED COUNTDOWN PEDESTRIAN SIGNAL HEADS.
AS-BUILT PLAN DRAWN.

REV #7

TIR# N/A SM # 100544
TRAFFIC DES: FUSS & O'NEILL ELEC. DES: N/A
SIGNAL REVISED: 05/24/2016
REVISED TIMINGS UNDER PROJECT 174-387

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.)
AT
TALCOTT PLAZA AND OFFICE BUILDING

REV #	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAWN BY	MILONE & MACBROOM®			11/14/13
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

CONSTRUCTION NOTES :

SIGN LEGEND

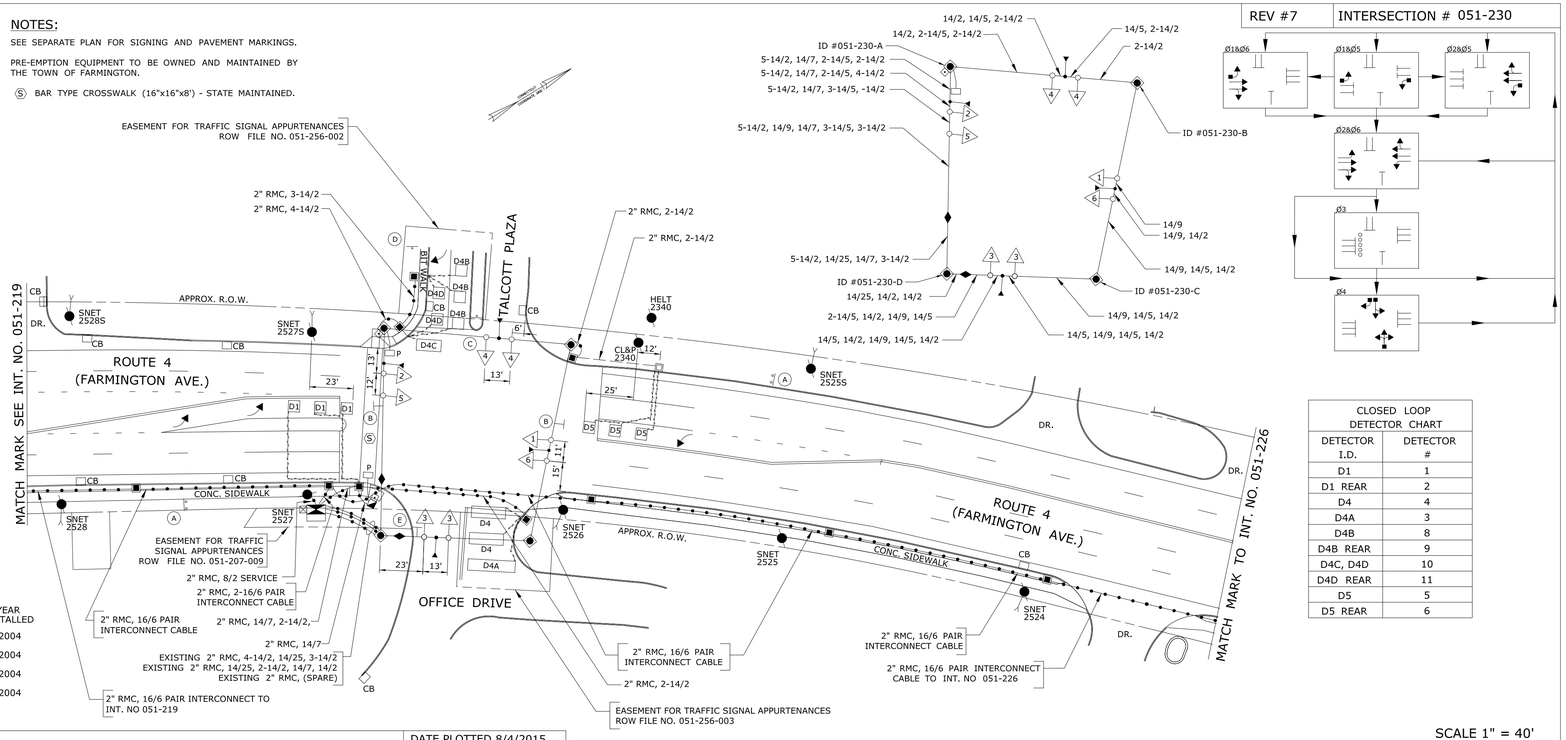
(A) 31-0307
(B) SPAN MTD 31-0135
(C) 31-1526Z
(D) 31-0283Z
(E) SPAN MTD 31-0138

NOTES:

SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON.

Ⓢ BAR TYPE CROSSWALK (16"x16"x8') - STATE MAINTAINED.



CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1	1
D1 REAR	2
D4	4
D4A	3
D4B	8
D4B REAR	9
D4C, D4D	10
D4D REAR	11
D5	5
D5 REAR	6

SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	YEAR INSTALLED
051-230-A	30'	20"		2004
051-230-B	30'	20"		2004
051-230-C	30'	20"		2004
051-230-D	30'	20"		2004

SCALE 1" = 40'

REV #	DATE	INIT.	DESCRIPTION
4	3/12/2014	KB	CTDOT/TOWN COMMENTS
3	1/23/2014	MJ	CTDOT/TOWN COMMENTS
2	1/21/2014	KB	ADDENDUM 1
1			
NO.	DATE	INIT.	DESCRIPTION

REVISIONS

REV #6

INTERSECTION # 051-230

FILENAME : TR_tcs_051_230_006.dgn | DATE PLOTTED 8/4/2015

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
AUDIBLE PEDESTRIAN SIGNAL
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
EXISTING PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

DRAWN BY : NA

DESIGNED BY : VRK

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
ROUTE 4 (FARMINGTON AVE.)
AT
TALCOTT PLAZA AND OFFICE BUILDING

TOWN: FARMINGTON

PROJECT NO. 1958-89

DRAWING NO. TCS-02

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

SHEET NO. 28

MOVEMENT DIAGRAM

	NTOR	PHASE 1 - PRE-EMPT. 1	PHASE 2 - PRE-EMPT. 2	PHASE 3	PHASE 4	PHASE 5 - PRE-EMPT. 2	PHASE 6 - PRE-EMPT. 1	PHASE 7	PHASE 8	
		1	2		9,4	5	1 6	7,8		

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y	← R	↓Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R						
	2	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R						
	3	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R						
	4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R						
	5	Y	R	R	R	G	Y	R	R	R	R	R	R	R	← R	↓Y R	R	R	R	R	R	R	R						
	6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R						
	7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	← G	Y	R						
	8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R						
	9	R	R →	R Y→	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R						
	P	OFF	←		DW →				WØ	←						DW		→										
						←YIELD PT.													←YIELD PT.								

INTERVALS	MIN GRN	3			15						7			3			15			7							
	WALK							7																		
	PED CLR							27																		
	VEH EXT	2									3			2						3						
	MAX 1	20			30						29			20			30			16						
	MAX 2	15			41						20			15			41			12						
	YELLOW		3.0			4.6			4.0			3.3			3.0			4.6			3.3					
	RED			1.0			2.4			0			2.3			1.0			2.4			2.4				
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
	MODE	NON-LOCK			MAX RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MAX RECALL			NON-LOCK			OFF			
	INT START				THIS PHASE												THIS PHASE									

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASES 1 & 5 TO DRIVE FACES 1 & 5 ← AND ← ONLY.
PHASES 2 & 6 TO DRIVE FACES 1 & 5 R, Y, G.
① TO BE Y → IF PHASE 1 IS NEXT.
② TO BE R → IF PHASE 1 IS NEXT.
ACTUATION OF PED PHASE MAY CAUSE SIGNAL TO DOUBLE CYCLE.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

OFFICE RECORD

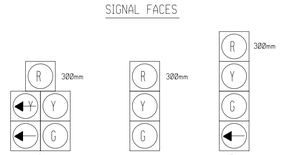
REV # 10 TIR # N/A SM # 100544 SIGNAL REVISED: 12/02/2015
REVISED TIMINGS UNDER PROJECT 174-387

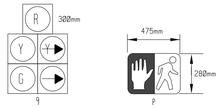
DETECTORS				SYSTEM LOC
IDENT	SIZE (WXL)	TURNS	MODE	MASTER 051-253
D1	1.8 m X 1.8 m	3	PRESENCE	051-229
D4	1.8 m X 1.8 m	3	PRESENCE	051-203
D4A	3.0 m X 1.8 m	3	PRESENCE	051-254
D4B	1.8 m X 1.8 m	3	PRESENCE	051-219
D4C	5.0 m X 1.8 m	3	PRESENCE	051-230
D4D	2.7 m X 1.8 m	3	PRESENCE	051-226
D5	1.8 m X 1.8 m	3	PRESENCE	
D7	1.8 m X 1.8 m	3	PRESENCE	
SD13-16	1.8 m X 1.8 m	4	PRESENCE	

COORDINATION TYPE: CLOSED LOOP

PROGRAM			CYCLE	OFFSET		PHASE SPLITS									PERMIS PERIOD	
FUNCTION	TIME	DAYS		SEC	%	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8		Ø	SEC
FLASH	FUTURE	DAILY														
MAX 1	ALL OTHER TIMES															
MAX 2	1930-0630	DAILY														
PATTERN 1	0630-0915	M-F	100"	18	18	9	9	36		34	34	9	9	36		
PATTERN 2	0915-1500	M-F												21		
	1830-1930		75"	19	25	10	13	26	35	22	29	10	13	26		
	0630-1930	SA-SU												35		
PATTERN 3														17		
PATTERN 5	1500-1830	M-F	100"	13	13	24	24	37		22	22	24	24	37		
FREE	ALL OTHER TIMES													17		

SIGNAL FACES

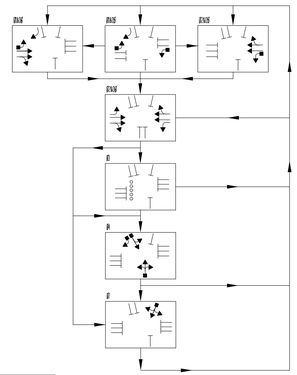




ALL SIGNAL FACES TO HAVE TUNNEL VISORS.
ALL INDICATIONS TO HAVE LED LAMPS.

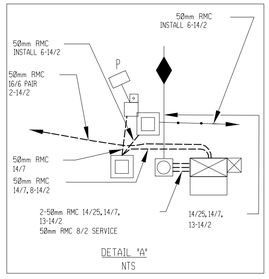
PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	27	27
HOLD GREEN	15	15
HOLD YELLOW	3.0	3.0
HOLD RED	1.0	1.0
HOLD PHASE	1&6	2&5
EXIT PHASE	2&6	2&6
EXIT CALL	NONE	NONE



SIGN LEGEND

Ⓐ SPAN MTD 31-0135 (← ONLY)
Ⓑ INSTALL 31-0307 (← ↑ → ONLY)
Ⓒ INSTALL 31-0824 (NTOR)
Ⓓ SPAN MTD 31-0823 (NTOR)
Ⓔ INSTALL 31-0552 (STOP)
Ⓕ INSTALL 31-1189 (DO NOT ENTER)



DETAIL 'A'
NTS

CLOSED LOOP DETECTOR CHART	
DETECTOR ID	DETECTOR #
D1	1
D1 REAR	2
D4	5
D4 REAR	6
D4A, D4B	7
D4B REAR	8
D4C, D4D	9
D4D REAR	10
D5	3
D5 REAR	11
D7	4
D7 REAR	12
SD13	13
SD14	14
SD15	15
SD16	16

SPAN POLE DATA		
LENGTH	BOLT CIRCLE	LOAD AT YIELD 460mm FROM TOP
10.5m	560mm	49,840N

NOTE: PREEMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON

Ⓚ INSTALL BAR TYPE CROSSWALK.

FUSS & O'NEILL
WWW.FANDO.COM
146 HARTFORD RD MANCHESTER, CT 06040 860.646.2469

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #10 INTERSECTION # 051-226

ENERGY BY - TOWN	ADDRESS # 363
MAINT LEVEL 2	SERVICE POLE - SNET #2520
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄ GREEN ARROW
WØ WALK/ PED. CLR
DW. DON'T WALK
FL. FLASHING

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 4/7/2016 \\DOT-SDCENG07V\CTDOT_ProJects$\0174-0387\Traffic\FINAL DESIGN\Farmington - 51\TR_MSH_174-387_051-226.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

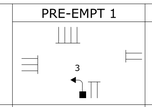
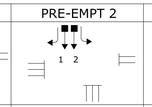
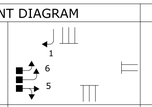
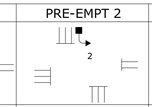
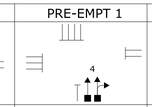
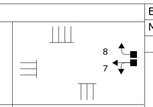
ROUTE 4 (FARMINGTON AVENUE) AT TALCOTT NOTCH ROAD, OLD MOUNTAIN ROAD, AND DRIVE TO 195 BUILDING

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED. SCALE 1:500

TOWN: **FARMINGTON**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO. 174-387
DRAWING NO.
SHEET NO.

	PRE-EMPT 1	PRE-EMPT 2	MOVEMENT DIAGRAM			PRE-EMPT 2	PRE-EMPT 1			
NONE										
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4		PHASE 5	PHASE 6		PHASE 7	PHASE 8
FACE # / FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL		GRN CL CL	GRN CL CL		GRN CL CL	GRN CL CL
1 Y	R R R	G → Y → R →		R → R ↰ ① R ①		R R R	R R R			R R R
2 Y	R R R	G Y R		R R R		← R ◄↰ R R	R R R			R R R
3 R	← ◄↰ R	R R R		R R R		R R R	R R R			R R R
4 Y	R R R	R R R		R R R		R R R	G Y R			R R R
5 R	R R R	R R R		G Y R		R R R	R R R			R R R
6 R	R R R	R R R		G ← Y R		R R R	R R R			R R R
7 R	R R R	R R R		R R R		R R R	R R R			G ← Y R
8 R	R R R	R R R		R R R		R R R	R R R			G Y R
9 R	R R R	R R R		G Y R		R R R	R R R			R R R
		◄ YIELD POINT					◄ YIELD POINT			
INTERVALS										
MIN GRN	5	15		11		5	15			7
WALK				33						
PED CLR				1						
VEH EXT	2	3		2		2	3			2
MAX 1	26	35		25		12	35			19
MAX 2	26	35		25		12	35			19
YELLOW	3.0	4.7		3.3		3.0	4.7			3.3
RED	1.6	1.9		2.3		1.0	1.9			2.6
ADD INIT		1.5					1.5			
MAX INIT		19					19			
TBR										
TTR										
MIN GAP										
MODE	NON-LOCK	MIN-RECALL	OFF	NON-LOCK		NON-LOCK	MIN-RECALL		OFF	NON-LOCK
INT START		THIS PHASE					THIS PHASE			

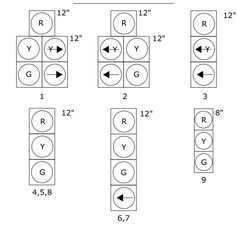
DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2, D2A	6' x 6'	6	PRESENCE
D4, D4A	6' x 6'	3	PRESENCE
D4B	9' x 6'	3	PRESENCE
D4C	13' x 6'	3	PRESENCE
D4D	20' x 6'	4	PRESENCE
D5	6' x 6'	4	PRESENCE
D5 REAR	6' x 6'	6	PRESENCE
D6, D6A	6' x 6'	6	PRESENCE
D8	6' x 6'	3	PRESENCE
D8A	6' x 6'	3	8" DELAY
D8B	9' x 6'	3	8" DELAY
D8C	16' x 6	3	8" DELAY

PROGRAM			COORDINATION TYPE - CLOSED LOOP														PERMIS PERIOD		SYSTEM LOC	TECHNICAL NOTES
FUNCTION	T I M E	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS ø1	ø2	ø3	ø4	SEC / % ø5	ø6	ø7	ø8				ø	SEC	MASTER	STANDARD OVERLAP SKIP FEATURES APPLY
FLASH	NONE																		51-253	① TO BE R → IF PHASE 2 IS NEXT.
MAX 1	ALL OTHER TIMES	DAILY																	51-229	PHASE 2 & 6 DETECTORS TO BE NON-ACTUATING DURING COORDINATION.
MAX 2	FUTURE																		51-203	PHASE 5 TO DRIVE FACE 2 ← AND ◄↰ ONLY.
PATTERN1	0630-0915	M-F	100"	43	43														51-254	PHASE 6 TO DRIVE FACE 2 R, Y, G.
PATTERN2	0915-1500	M-F	75"	15	20														51-219	PREEMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
	1830-1900	M-F																	51-230	ACTUATION OF PHASE 4 PED BUTTON MAY CAUSE SIGNAL TO DOUBLE CYCLE.
	0730-1800	SA-SU																	51-226	
FREE	ALL OTHER TIMES																			
PATTERN5	1500-1830	M-F	100"	44	44															

ENERGY BY - STATE | ADDRESS # M355 ML356 L357
MAINT LEVEL - 5 | SERVICE POLE - CL&P 2986
UNMETERED_SERVICE

INTERSECTION # 051-253

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.
HEAD #3 CIRCULAR RED INDICATION HAS 7", 5 VANE CUT-OFF LOUVERS.
HEAD #9 HAS 7", 5 VANE CUT-OFF LOUVERS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	0	0
HOLD GREEN	15	15
HOLD YELLOW	3.0	3.0
HOLD RED	1.0	1.0
HOLD PHASE	1 & 6	2 & 5
EXIT PHASE	2 & 6	2 & 6
EXIT CALL	NONE	NONE

LEGEND:

R	RED	◄R	RED ARROW
Y	YELLOW	◄Y	YELLOW ARROW
G	GREEN	◄	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

OFFICE RECORD
REVISION # 12

TIR # N/A SM # N/A
SIGNAL REVISED: 01/15/15
REVISED SIGNAL TIMINGS AND REPLACED LOOP
DETECTORS ON SR 531 (SOUTH RD.)
AS-BUILT PLAN DRAWN

REV #13

TIR# N/A SM # 100544
TRAFFIC DES: FUSS & O'NEILL ELEC. DES: N/A
SIGNAL REVISED:
REVISED TIMINGS UNDER PROJECT 174-387

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

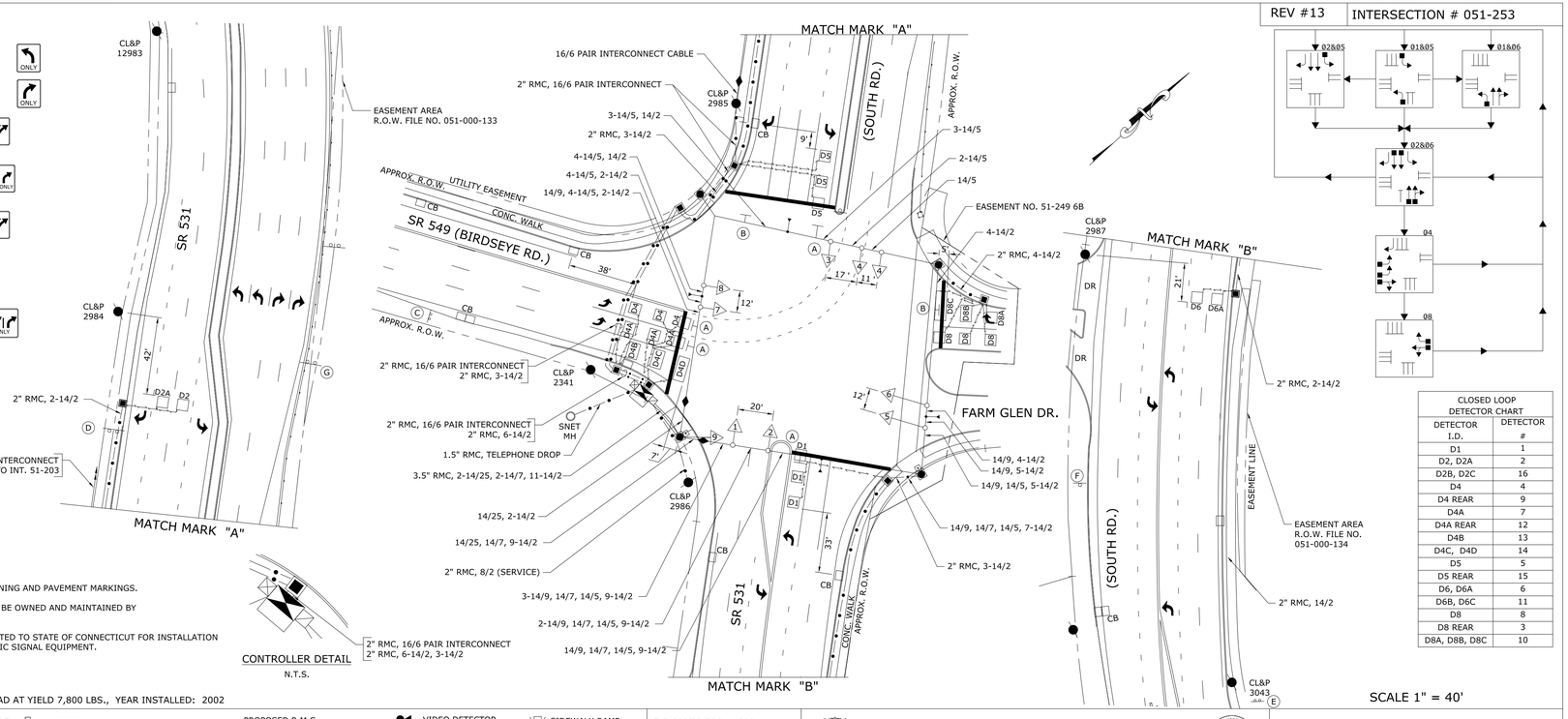
TRAFFIC CONTROL SIGNAL PLAN

TOWN OF FARMINGTON
SR 531 (SOUTH ROAD) AT
SR 549 (BIRDSEYE ROAD) AND
FARM GLEN DRIVE

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAWN BY	MILONE & MACBROOM®	10/3/13
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

SIGN LEGEND

Ⓐ SPAN MTD 31-0135 ONLY
Ⓑ SPAN MTD 31-0138 ONLY
Ⓒ 31-0308 ONLY
Ⓓ 31-0445 ONLY ONLY
Ⓔ 31-0307 ONLY
Ⓕ 31-0222 ONLY
Ⓖ 31-0419 ONLY ONLY



CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D1	1
D2, D2A	2
D2B, D2C	16
D4	4
D4 REAR	9
D4A	7
D4A REAR	12
D4B	13
D4C, D4D	14
D5	5
D5 REAR	15
D6, D6A	6
D6B, D6C	11
D8	8
D8 REAR	3
D8A, D8B, D8C	10

NOTES:

SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON.

PERMANENT EASEMENT GRANTED TO STATE OF CONNECTICUT FOR INSTALLATION AND MAINTENANCE OF TRAFFIC SIGNAL EQUIPMENT.

SPAN POLE INFORMATION

HEIGHT 30', B.C. 20", LOAD AT YIELD 7,800 LBS., YEAR INSTALLED: 2002

SCALE 1" = 40'

2	1/23/2014	KB	CTDOT/TOWN COMMENTS
NO.	DATE	INIT.	DESCRIPTION
REVISIONS			

REV # 13 | INTERSECTION # 051-253

○ PROPOSED WOOD SPAN POLE
● EXISTING WOOD SPAN POLE
⊠ PROPOSED STEEL SPAN POLE
◉ EXISTING STEEL SPAN POLE
⊗ PROPOSED UTILITY POLE
● EXISTING UTILITY POLE
PEDESTRIAN SIGNAL FACE
DIRECTIONAL ARW. FOR PUSH BUTTON
PROPOSED CONTROLLER
TRAFFIC SIGNAL FACE
PEDESTRIAN PUSH BUTTON & SIGN
PEDESTAL MOUNTING
PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT)
DET. LEADS IN SAW CUT
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTOR
OPTICAL DETECTOR
SD SYSTEM DETECTOR
EXISTING CONTROLLER
PROPOSED HANDHOLE
EXISTING HANDHOLE
SIDEWALK RAMP
SONIC DETECTOR
GUY WIRE
LOOP DETECTOR
MAGNETIC DETECTOR
CABLE CLOSURE

DRAWN BY : NA
DESIGNED BY : VK
DATE PLOTTED : 3/17/2014

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

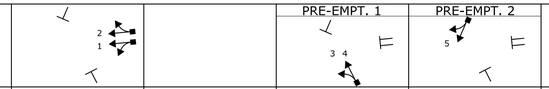
TOWN OF FARMINGTON
SR 531 (SOUTH ROAD) AT
SR 549 (BIRDSEYE ROAD)

TOWN: FARMINGTON, CT
PROJECT NO. 1958-89
DRAWING NO. TCS-04
SHEET NO. 32
DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

REV # | INTERSECTION # 051-253

NONE

MOVEMENT DIAGRAM

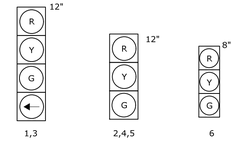


NTOR			PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	Y				G	Y	R				R	R	R	R	R	R									
	2	Y				G	Y	R				R	R	R	R	R	R									
	3	R				R	R	R				G	Y	R	R	R	R									
	4	R				R	R	R				G	Y	R	R	R	R									
	5	R				R	R	R				R	R	R	G	Y	R									
	6	R				R	R	R				R	R	R	G	Y	R									
INTERVALS	MIN GRN					18						9			7											
	WALK														9											
	PED CLR														1											
	VEH EXT					2.5						1.0			1.0											
	MAX 1					45						30			20											
	MAX 2					45						30			20											
	YELLOW						3.9						3.9			3.0										
	RED							1.1						1.2			1.0									
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			OFF			MIN RECALL			OFF			NON-LOCK			NON-LOCK			OFF			OFF			OFF		
INT START						THIS PHASE																				

ENERGY BY STATE | ADDRESS #
MAINT LEVEL 5 | SERVICE POLE CL&P 8577
UNMETERED SERVICE

INTERSECTION # 051-221

SIGNAL FACES



ALL INDICATIONS HAVE LED INDICATIONS.

ALL OVERHEAD SIGNAL FACES TO HAVE BACKPLATES WITH YELLOW RETOREFLECTIVE BORDERS

FACE 6 TO HAVE TUNNEL VISORS AND CUT-OFF RIGHT LOUVERS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	0	0
HOLD GREEN	15	15
HOLD YELLOW	3.9	3.0
HOLD RED	1.2	1.0
HOLD PHASE	4	5
EXIT PHASE	2	2
EXIT CALL	NONE	NONE

OFFICE RECORD
REVISION #11

TIR # 051-1308-04 SM # N/A
SIGNAL REVISED :12/15/2015
UPGRADED SIGNAL UNDER PROJECT No. 174-362 AND ADDED EMERGENCY PRE-EMPTION.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

TOWN OF FARMINGTON
U.S. ROUTE 6 (COLT HIGHWAY)
AT I-84 W.B. OFF RAMP
AND WOLF PIT ROAD

REV #7	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	GMG	9/13	ABB	10/13
DRAWN BY	MJC	9/13	MJC	10/13
CHECKED BY	JGB	12/13	PSF	10/13
SUBMITTED BY	EBL	12/13	LNC	10/13
APPROVED BY	Barbara B. Rlcozzl		Tracy L. Fogarty	
DATE	12/20/13		12/12/13	

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D2	6' X 6'	5	PRESENCE
D2A	6' X 6'	5	PRESENCE
D2B	20' X 6'	3	PRESENCE
D4	16' X 6'	3	PRESENCE
D5	14' X 34'	VIDEO	6" DELAY

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	2200-0600	DAILY
MAX 1	ALL OTHER TIMES	
MAX 2	FUTURE	

COORDINATION TYPE -NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS Ø1	Ø2	Ø3	Ø4	SEC / % Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD Ø	SEC

SYSTEM LOC
MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

LEGEND:

R	RED	◄R	RED ARROW
Y	YELLOW	◄Y	YELLOW ARROW
G	GREEN	◄	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

CONSTRUCTION NOTES :

SIGN LEGEND:

- (A) SPAN MTD. 31-1604 ( )
- (B) SPAN MTD. 31-1603 ( )
- (C) EXIST. 41-0848 ( )
- (D) EXIST. 41-0836Z ( )
- (E) EXIST. 31-0523 (YIELD)
- (F) EXIST. 31-1120 (ONE WAY)
- (J) EXIST. 31-1536 ( )
- (K) EXIST. 31-1122 (WRONG WAY)

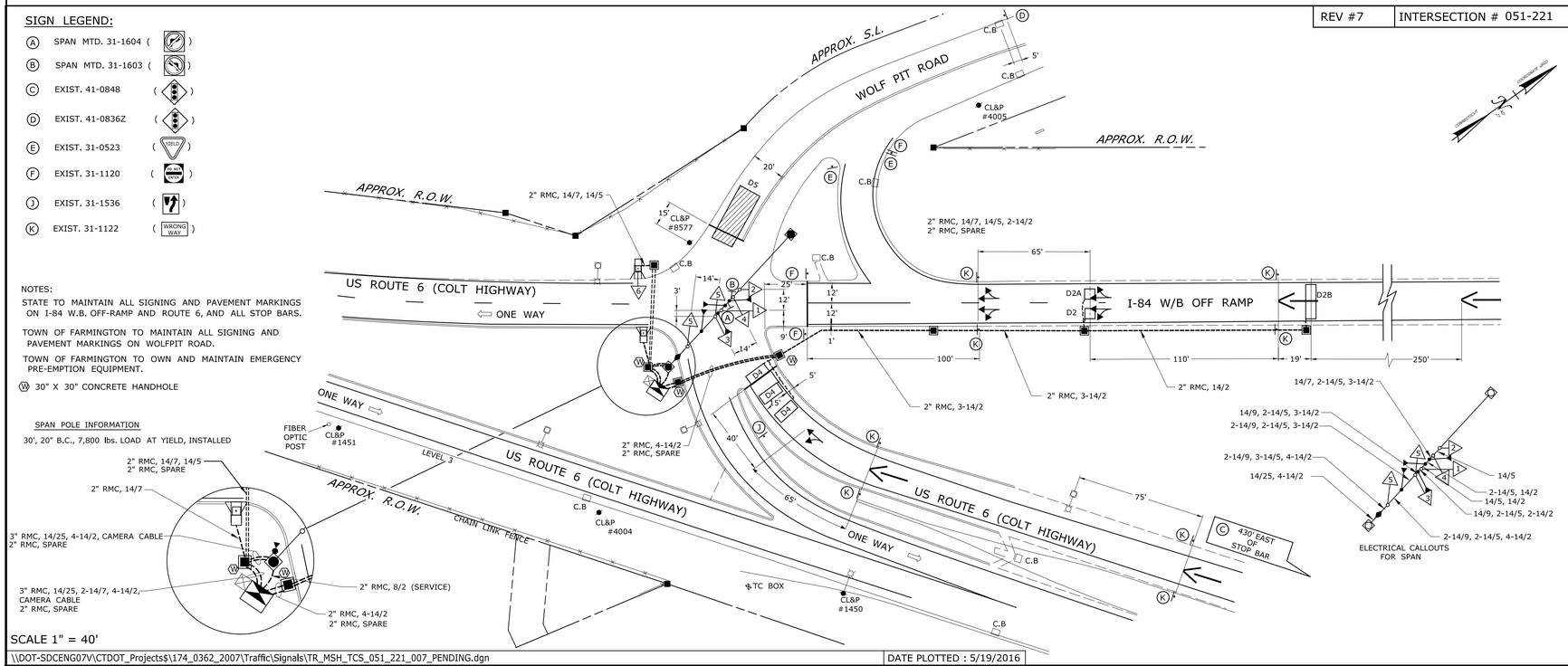
NOTES:

STATE TO MAINTAIN ALL SIGNING AND PAVEMENT MARKINGS ON I-84 W.B. OFF-RAMP AND ROUTE 6, AND ALL STOP BARS.

TOWN OF FARMINGTON TO MAINTAIN ALL SIGNING AND PAVEMENT MARKINGS ON WOLFPIT ROAD.

TOWN OF FARMINGTON TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.

(W) 30" X 30" CONCRETE HANDHOLE



SPAN POLE INFORMATION

30', 20" B.C., 7,800 lbs. LOAD AT YIELD, INSTALLED

ELECTRICAL CALLOUTS FOR SPAN

SCALE 1" = 40'

REV #7 | INTERSECTION # 051-221

REV # | INTERSECTION # 051-221

NO.	DATE	INIT.	DESCRIPTION

REVISIONS

\\DOT-SDCENG07V\CTDOT_Projects$\174_0362_2007\Traffic\Signals\TR_MSH_TCS_051_221_007_PENDING.dgn

DATE PLOTTED : 5/19/2016

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- TRAFFIC SIGNAL FACE
- DIRECTIONAL ARW. FOR PUSH BUTTON
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- PROPOSED CONTROLLER
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTOR
- OPTICAL DETECTOR
- SD SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- CABLE CLOSURE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
U.S. ROUTE 6 (COLT HIGHWAY)
AT I-84 W.B. OFF RAMP
AND WOLF PIT ROAD

OFFICE OF ENGINEERING

TOWN: FARMINGTON

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 174-362
DRAWING NO. TCS-07
SHEET NO.

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE	1	2 2	3	4 4	5	6 6	7	8 8	
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	◄R	◄—	◄Y	◄R	◄R	◄R	◄R	◄R	◄R	
2	Y	R R R	G Y R	R R R	R R R	R R R	R R R	R R R	R R R	
3	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄—	◄Y	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	
4	R	R R R	R R R	G Y R	R R R	R R R	R R R	R R R	R R R	
5	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄—	◄Y ◄R	◄R ◄R ◄R	◄R ◄R ◄R	
6	Y	R R R	R R R	R R R	R R R	R R R	G Y R	R R R	R R R	
7	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄—	◄Y ◄R	◄R ◄R ◄R
8	R	R R R	R R R	R R R	R R R	R R R	R R R	R R R	G Y R	
9	R	R R R	R R R	R R R	R R R	R R R	R R R	R R R	G Y R	
INTERVALS MIN GRN		5	25	5	9	5	25	5	9	
WALK					26					
PED CLR					1					
VEH EXT		2.0	1	2.0	2.0	2.0	1	2.0	2.0	
MAX 1		20	33	11	20	20	33	11	20	
MAX 2		20	28	10	25	20	28	21	25	
YELLOW		3.0	4.7	3.0	4.4	3.0	4.7	3.0	4.4	
RED		1.0	1.7	1.8	2.0	3.5	1.7	1.6	2.0	
ADD INIT										
MAX INIT										
TBR										
TTR										
MIN GAP										
MODE		NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	
INT START			THIS PHASE				THIS PHASE			

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PEDESTRIAN PUSHBUTTONS TO CALL PHASE 4.
TIME CLOCK TO HAVE COORDINATION AVAILABLE.

OFFICE RECORD

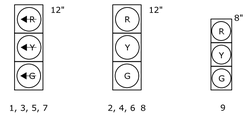
REV # 23 TIR # N/A SM # 100544 SIGNAL REVISED: 01/07/2016
REVISED TIMINGS UNDER PROJECT 174-387

DETECTORS				SYSTEM LOC
IDENT	SIZE (WXL)	TURNS	MODE	MASTER
D1-D6	6' X 6'	3	PRESENCE	
D7	10' X 6'	3	DELAY 8"	
D8	15' X 6'	3	DELAY 8"	
D9	20' X 6'	3	DELAY 8"	
D10	15' X 6'	3	DELAY 8"	
D11	20' X 6'	3	DELAY 8"	
D12	28' X 6'	3	DELAY 8"	
D13	21' X 6'	3	EXT. 3.0"	
D14,D15	22' X 6'	3	EXT. 1.5"	
D16	22' X 6'	3	EXT. 3.5"	

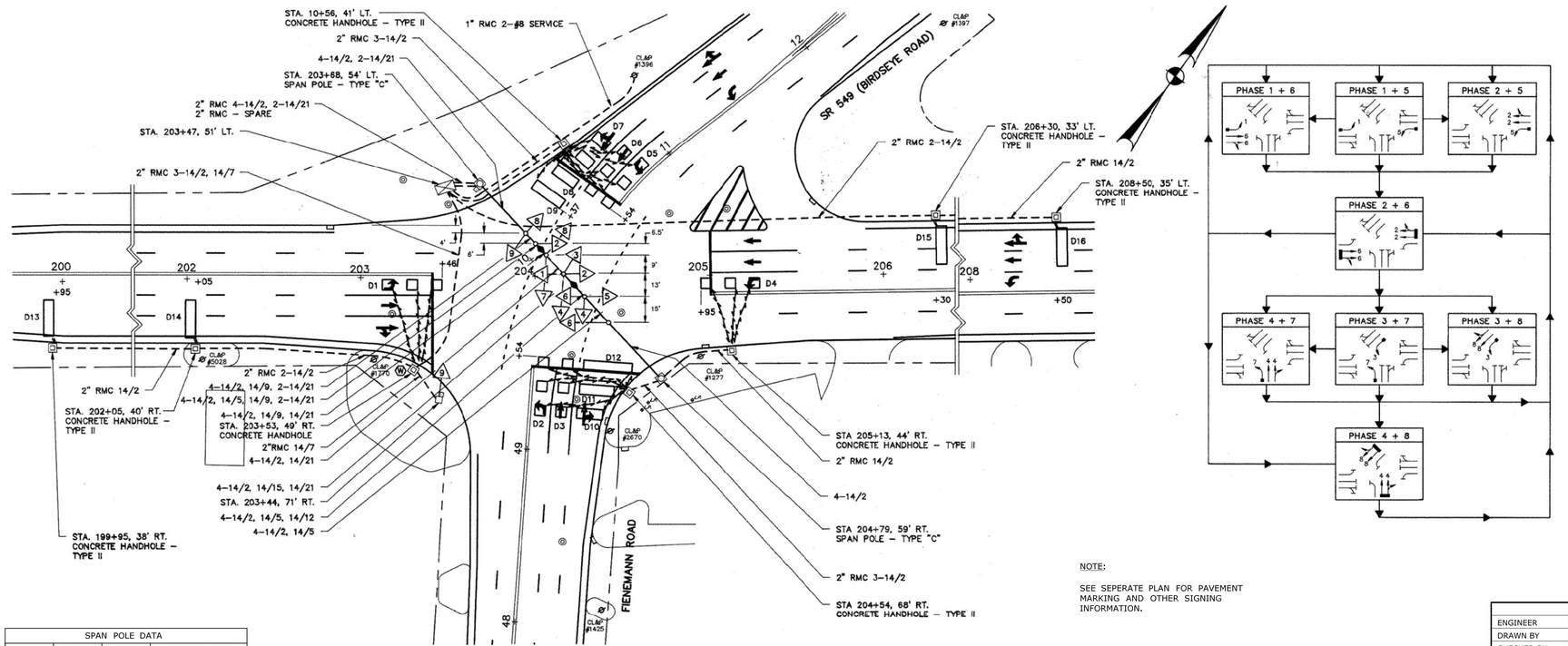
COORDINATION TYPE: NONE

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	FUTURE				
MAX 1	ALL OTHER TIMES	DAILY			
MAX 2	1530-1900	M-F			

SIGNAL FACES



HEADS 9 TO HAVE TUNNEL VISORS AND LOUVERS.
ALL INDICATIONS HAVE LED LAMPS.



NOTE:

SEE SEPERATE PLAN FOR PAVEMENT MARKING AND OTHER SIGNING INFORMATION.

SPAN POLE DATA			
POLE LOCATION	POLE LENGTH	BOLT CIRCLE	LOAD AT YIELD 18" FROM TOP
C	32'	22"	10,000 LBS.

FUSS & O'NEILL
WWW.FANDO.COM
146 HARTFORD RD MANCHESTER, CT 06040 860.646.2469

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV #23 INTERSECTION # 051-218

ENERGY BY - TOWN | ADDRESS #
MAINT LEVEL 1 | SERVICE POLE - CL&P #1396
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 4/16/2016 \\DOT-SDCENG07V\CTDOT_Projects$\0174-0387\Traffic\FINAL DESIGN\Farmington - 51\TR_MSH_174-387_051-218.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 6 AT SR 549 (BIRDSEYE ROAD) AND FIENEMANN ROAD

SCALE 1" = 40'

TOWN: **FARMINGTON**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO. 174-387
DRAWING NO.
SHEET NO.

NONE	PRE-EMPT 1	PRE-EMPT 2	MOVEMENT DIAGRAM

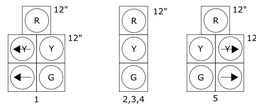
ENERGY BY - TOWN	ADDRESS #	INTERSECTION # 051-268
MAINT LEVEL - 5	SERVICE POLE - SNET 24	
UNMETERED_SERVICE		

NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	Y	◀— G	◀Y G	G	G	Y	R				R	R	R												
2	Y	G	G	G	G	Y	R				R	R	R												
3	Y	R	R	R	G	Y	R				R	R	R												
4	R	R	R	R	R	R	R				G	Y	R												
5	Y	R	R	R	G	Y	R				R —▶	R Y▶	R												

FACE #

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15		5				
WALK								
PED CLR								
VEH EXT	1.5	2.5		1.5				
MAX 1	7	40		19				
MAX 2	7	30		29				
YELLOW	3	4.7	3.0					
RED	1	1.7	1.1					
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	NON-LOCK	MIN RECALL	OFF	NON-LOCK	OFF	OFF	OFF	OFF
INT START		THIS PHASE						

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	NO	NO
HOLD GREEN	30	15
HOLD YELLOW	4.1	3.0
HOLD RED	1.7	1.1
HOLD PHASE	2	4
EXIT PHASE	4	2
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION # 1

TIR # 051-1308-03 SM # N/A

SIGNAL REVISED: 01-08-2015

ADDED RIGHT TURN LANE FOR WESTBOUND APPROACH ON SR 531.

HARDWIRE ADDED TO EXISTING PRE-EMPT 1 FOR FIREHOUSE.

AS-BUILT PLAN DRAWN

REVISION #2

TIR # N/A SM # 100544

TRAFFIC DES: FUSS & O'NEILL ELEC DES: N/A

SIGNAL REVISED: 01-07-2016

REVISED TIMINGS UNDER PROJECT 174-387.

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	4	PRESENCE
D2A	6' x 6'	4	PRESENCE
D2B	6' x 6'	6	PRESENCE
D2C	6' x 6'	6	PRESENCE
D4	6' x 6'	3	DELAY 8"
D4A	8' x 6'	3	DELAY 8"
D4B	16' x 6'	3	DELAY 8"

PROGRAM		
FUNCTION	T I M E	DAYS
FLASH	23:00 - 05:00	DAILY
MAX 1	15:00 - 19:00	M - F
MAX 2	ALL OTHER TIMES	

COORDINATION TYPE - NONE

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8

PERMIS PERIOD	
Ø	SEC

SYSTEM LOC MASTER

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

PHASE 2 ON TO OMIT PHASE 1.

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

FIRE HOUSE PUSH BUTTON TO CALL PRE-EMPT 1.

LEGEND:

R	RED	◀R	RED ARROW
Y	YELLOW	◀Y	YELLOW ARROW
G	GREEN	◀—	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL PLAN

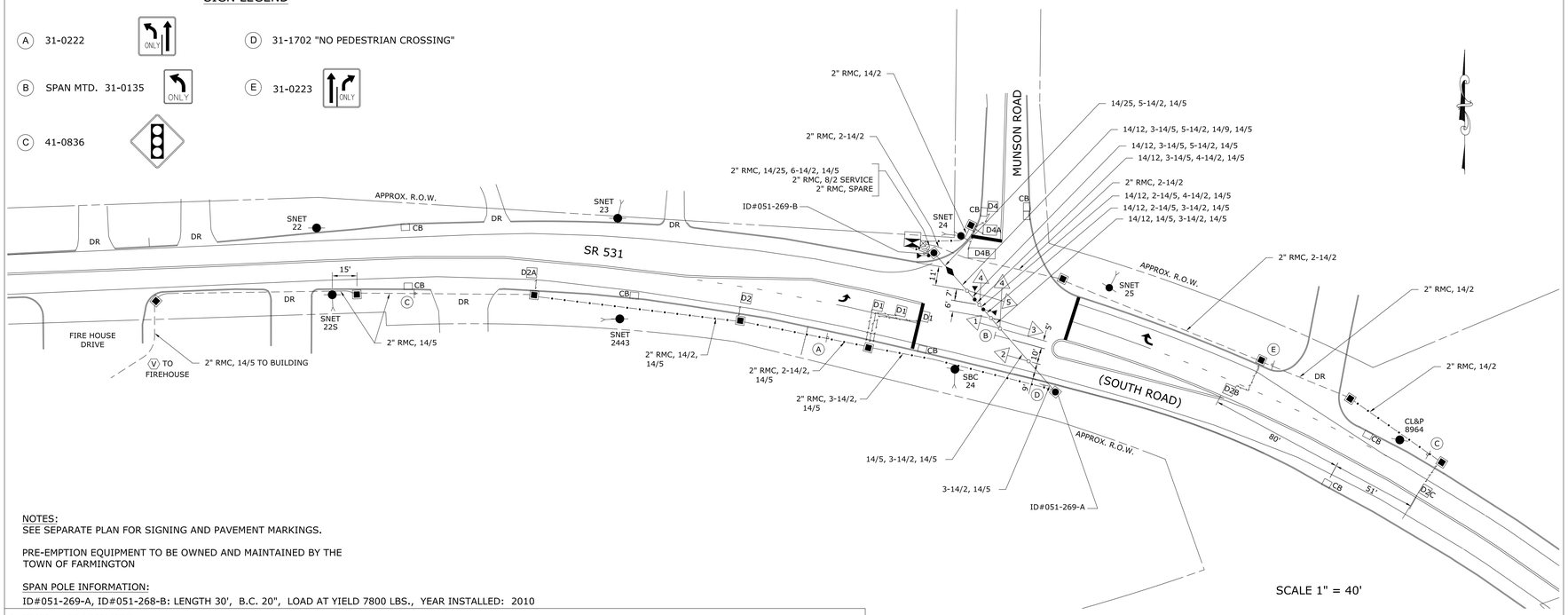
TOWN OF FARMINGTON
SR 531 (SOUTH RD.) AT
MUNSON ROAD

REV # 1	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER				
DRAWN BY	MILONE & MACBROOM®	10/22/13		
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
DATE				

REV # 2	INTERSECTION # 051-268

SIGN LEGEND

- (A) 31-0222
- (B) SPAN MTD. 31-0135
- (C) 41-0836
- (D) 31-1702 "NO PEDESTRIAN CROSSING"
- (E) 31-0223



SCALE 1" = 40'

NOTES:
SEE SEPARATE PLAN FOR SIGNING AND PAVEMENT MARKINGS.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FARMINGTON

SPAN POLE INFORMATION:
ID#051-269-A, ID#051-268-B: LENGTH 30', B.C. 20", LOAD AT YIELD 7800 LBS., YEAR INSTALLED: 2010

P:\1958-89\Design\CAD\PH2-TCS_051268.dgn

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- DIRECTIONAL ARW. FOR PUSH BUTTON
- PROPOSED CONTROLLER
- TRAFFIC SIGNAL FACE
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTOR
- OPTICAL DETECTOR
- SD SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- LOOP DETECTOR
- MAGNETIC DETECTOR
- CABLE CLOSURE

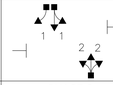
DRAWN BY :	NA
DESIGNED BY :	VK
DATE PLOTTED :	3/17/2014

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

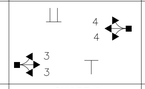
TOWN OF FARMINGTON
SR 531 (SOUTH RD.) AT
MUNSON ROAD

NONE

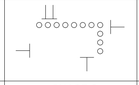
PRE-EMPT 1



PRE-EMPT 2



MOVEMENT DIAGRAM

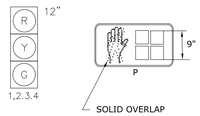


NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
1	R				G	Y	R	R	R	R	R	R	R												
2	R				G	Y	R	R	R	R	R	R	R												
3	Y				R	R	R	R	R	R	G	Y	R												
4	Y				R	R	R	R	R	R	G	Y	R												
P	OFF				◄	DW	►	WØ	◄	►	DW														
MIN GRN					15			7 ②	COUNTDOWN		9														
WALK								23 ①	PEDESTRIAN																
PED CLR									SIGNAL																
VEH EXT					3						2														
MAX 1					21						28														
MAX 2					45						20														
YELLOW						3.0			4.0			3.6													
RED							1.5			0.0			2.0												
ADD INIT																									
MAX INIT																									
TBR																									
TTR																									
MIN GAP																									
MODE		OFF			MIN RECALL THIS PHASE			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF		
INT START																									

ENERGY BY UCHC	ADDRESS #
MAINT LEVEL 5	SERVICE POLE - SNET 69
UNMETERED_SERVICE	

INTERSECTION # 051-901

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

ALL OVERHEAD VEHICULAR INDICATIONS HAVE BACKPLATES WITH YELLOW RETRO-REFLECTIVE BORDER.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET LOCK	YES	YES
DELAY	0	0
ALT MIN GREEN	5	5
ALT YELLOW	PARENT	PARENT
ALT RED	PARENT	PARENT
ALT PED CLR	23	23
HOLD GREEN	15	15
HOLD YELLOW	3	3.6
HOLD RED	1.5	2
HOLD PHASE	2	4
EXIT PHASE	4	2
EXIT CALL	NONE	NONE

OFFICE RECORD

TIR # 051-1306-01 SM # N/A
SIGNAL IN OPERATION : 2/3/2015
NEW SIGNAL INSTALLED UNDER PERMIT.
AS-BUILT PLAN DRAWN.

REVISION #1
TIR # N/A SM # N/A
SIGNAL REVISED: 8/18/2015
REVISED TIMINGS.

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 50'	VIDEO	PRESENCE
D1A	6' x 50'	VIDEO	PRESENCE
D1B	6' x 6'	VIDEO	PRESENCE
D1C	6' x 6'	VIDEO	PRESENCE
D2	6' x 6'	VIDEO	PRESENCE
D3	6' x 50'	VIDEO	PRESENCE
D4	6' x 50'	VIDEO	PRESENCE

PROGRAM			COORDINATION TYPE - NONE													PERMIS PERIOD		SYSTEM LOC
FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8			Ø	SEC	MASTER
FLASH	2359 - 0500	DAILY																
MAX 1	ALL OTHER TIMES																	
MAX 2	1500 - 1800	M-F																

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.

① COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.

LEGEND:

R	RED	◄R	RED ARROW
Y	YELLOW	◄Y	YELLOW ARROW
G	GREEN	◄	GREEN ARROW
FL.	FLASHING	WØ	WALK/ PED. CLR
		D.W.	DON'T WALK

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL PLAN

TOWN OF FARMINGTON
MUNSON ROAD AT
MIDDLE ROAD

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAWN BY	MILONE & MACBROOM®	11/6/13
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

REV # 1 | INTERSECTION # 051-901

SIGN LEGEND

Ⓔ 31-1526Z

Ⓕ 31-0283Z

NOTES:

TOWN OF FARMINGTON TO OWN AND MAINTAIN PRE-EMPTION EQUIPMENT.

Ⓣ BAR TYPE CROSS WALK (16"x16"x8' MIN.) - TOWN MAINTAINED.

Ⓞ BAR TYPE CROSS WALK (16"x16"x8' MIN.) - MAINTAINED BY UCHC.

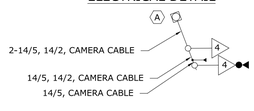
TOWN OF FARMINGTON TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON MIDDLE ROAD AND MUNSON ROAD.

UCHC TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON PRIVATE DRIVE.

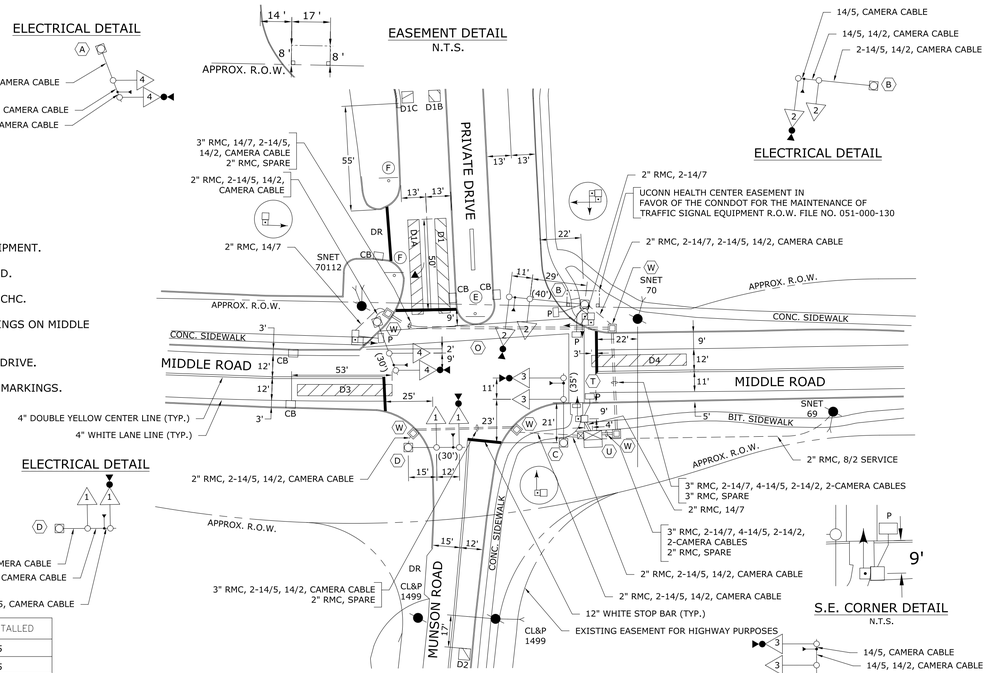
PAVEMENT MARKINGS ON TOWN ROADS TO BE PAINTED PAVEMENT MARKINGS.

Ⓦ 30" x 30" HANDHOLE

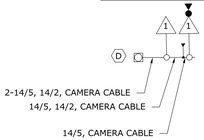
ELECTRICAL DETAIL



EASEMENT DETAIL
N.T.S.

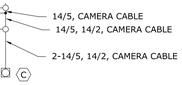


ELECTRICAL DETAIL



ELECTRICAL DETAIL

S.E. CORNER DETAIL
N.T.S.



ELECTRICAL DETAIL

MAST ARM INFORMATION

ID	I.D. NUMBER	SHAFT HEIGHT	ARM LENGTH	ARM MOUNT HEIGHT	BOLT CIRCLE	YEAR INSTALLED
Ⓐ	051-901-A	20'	30'	16.5'	2'	2015
Ⓑ	051-901-B	20'	40'	16.5'	2'	2015
Ⓒ	051-901-C	20'	35'	17'	2'	2015
Ⓓ	051-901-D	20'	30'	17'	2'	2015

FILENAME : X:\TRAFFIC_SIGNAL_PLANS\Traffic\WORKING_FILES\051-FARMINGTON\TR_tcs_051_901_001pending.dgn

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTRIAN SIGNAL FACE
- DIRECTIONAL ARW. FOR PUSH BUTTON
- PROPOSED CONTROLLER
- TRAFFIC SIGNAL FACE
- PEDESTRIAN PUSH BUTTON & SIGN
- PEDESTAL MOUNTING
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTOR
- OPTICAL DETECTOR
- SYSTEM DETECTOR
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- SIDEWALK RAMP
- SONIC DETECTOR
- GUY WIRE
- VIDEO DETECTOR ZONE
- MAGNETIC DETECTOR
- CABLE CLOSURE

DRAWN BY : NMA
DESIGNED BY : VRK
PLOTTED : 9/3/2015

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TOWN OF FARMINGTON
MUNSON ROAD AT
MIDDLE ROAD

SCALE 1" = 40'

TIME-SPACE DIAGRAM COVER SHEET

Farmington N-30 Rte 4 (355M) 2016.xlsx

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: 0630-0915
DAY(S) OF OPERATION: MON-FRI
TOWN(S): FARMINGTON

CYCLE: 1 LENGTH: 100 "
SPLIT: 1
OFFSET: 1

INT #	ID #	LOCATION	PHASES (sec-%)																OFFSET (sec-%)		DISTANCE (ft)
			Φ1		Φ2		Φ3		Φ4		Φ5		Φ6		Φ7		Φ8				
051-229	359	RTE 4 CONNECTOR	FREE																0	0%	-
051-253	356ML/357L	SOUTH RD & BIRDSEYE	16	16%	40	40%			29	29%	16	16%	40	40%			15	15%	43	43%	0
051-203	358	RTE 4 @ SOUTH ROAD	28	28%	47	47%			25	25%									52	52%	410
051-254	360	FARMGLEN	16	16%	55	55%			29	29%	16	16%	55	55%					55	55%	1350
051-219	361	EXCHANGE & HEALTH CNTR	27	27%	36	36%			17	17%	27	27%	36	36%	20	20%			5	5%	2415
051-230	362	LOEHMANNS PLAZA	14	14%	61	61%			25	25%	14	14%	61	61%					7	7%	695
051-226	363	TALCOTT NOTCH	14	14%	34	34%			31	31%	14	14%	34	34%	21	21%			18	18%	675

TIME-SPACE DIAGRAM COVER SHEET

Farmington N-30 Rte 4 (355M) 2016.xlsx

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: 0915-1500, 1830-1930 / 0730-1800
DAY(S) OF OPERATION: MON-FRI / SAT-SUN
TOWN(S): FARMINGTON

CYCLE: 2 LENGTH: 75 "
SPLIT: 2
OFFSET: 2

INT #	ID #	LOCATION	PHASES (sec-%)																OFFSET (sec-%)		DISTANCE (ft)
			Φ1		Φ2		Φ3		Φ4		Φ5		Φ6		Φ7		Φ8				
051-229	359	RTE 4 CONNECTOR	FREE																0	0%	-
051-253	356ML/357L	SOUTH RD & BIRDSEYE	16	21%	26	35%			19	25%	16	21%	26	35%			14	19%	15	20%	0
051-203	358	RTE 4 @ SOUTH ROAD	24	32%	31	41%			20	27%									14	19%	410
051-254	360	FARMGLEN	10	13%	36	48%			29	39%	10	13%	36	48%					36	48%	1350
051-219	361	EXCHANGE & HEALTH CNTR	15	20%	25	33%			20	27%	15	20%	25	33%	15	20%			4	5%	2415
051-230	362	LOEHMANNS PLAZA	10	13%	45	60%			20	27%	10	13%	45	60%					8	11%	695
051-226	363	TALCOTT NOTCH	15	20%	24	32%			19	25%	15	20%	24	32%	17	23%			19	25%	675
			INT 051-203 & 253 RUNS PATTERN 2 MON-FRI 0915-1500, 1830-1900																		
			INT 051-219 & 226 RUNS PATTERN 2 SAT-SUN 0630-1930																		

TIME-SPACE DIAGRAM COVER SHEET

Farmington N-30 Rte 4 (355M) 2016.xlsx

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: 1500-1830
DAY(S) OF OPERATION: MON-FRI
TOWN(S): FARMINGTON

CYCLE: 5 LENGTH: 100 "
SPLIT: 5
OFFSET: 5

INT #	ID #	LOCATION	PHASES (sec-%)																OFFSET (sec-%)		DISTANCE (ft)
			Φ1		Φ2		Φ3		Φ4		Φ5		Φ6		Φ7		Φ8				
051-229	359	RTE 4 CONNECTOR	FREE																0	0%	-
051-253	356ML/357L	SOUTH RD & BIRDSEYE	16	16%	40	40%			29	29%	16	16%	40	40%			15	15%	44	44%	0
051-203	358	RTE 4 @ SOUTH ROAD	34	34%	33	33%			33	33%									44	44%	410
051-254	360	FARMGLEN	10	10%	61	61%			29	29%	10	10%	61	61%					55	55%	1350
051-219	361	EXCHANGE & HEALTH CNTR	18	18%	40	40%			27	27%	18	18%	40	40%	15	15%			6	6%	2415
051-230	362	LOEHMANNS PLAZA	14	14%	56	56%			30	30%	14	14%	56	56%					0	0%	695
051-226	363	TALCOTT NOTCH	24	24%	37	37%			22	22%	24	24%	37	37%	17	17%			13	13%	675

TIME-SPACE DIAGRAM COVER SHEET

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: FLASH
DAY(S) OF OPERATION:
TOWN(S): FARMINGTON

INT #	ID #	LOCATION	HOURS			
			MON-FRI	SAT	SUN	DAILY
051-229	359	RTE 4 CONNECTOR				
051-253	356ML/357L	SOUTH RD & BIRDSEYE				
051-203	358	RTE 4 @ SOUTH ROAD				
051-254	360	FARMGLEN	1930-0600	1930-0600		
051-219	361	EXCHANGE & HEALTH CNTR				
051-230	362	LOEHMANNS PLAZA				1930-0600
051-226	363	TALCOTT NOTCH				

TIME-SPACE DIAGRAM COVER SHEET

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: FREE
DAY(S) OF OPERATION:
TOWN(S): FARMINGTON

INT #	ID #	LOCATION	HOURS			
			MON-FRI	SAT	SUN	DAILY
051-229	359	RTE 4 CONNECTOR				ALL OTHER HOURS
051-253	356ML/357L	SOUTH RD & BIRDSEYE				ALL OTHER HOURS
051-203	358	RTE 4 @ SOUTH ROAD				ALL OTHER HOURS
051-254	360	FARMGLEN				ALL OTHER HOURS
051-219	361	EXCHANGE & HEALTH CNTR				ALL OTHER HOURS
051-230	362	LOEHMANNS PLAZA				ALL OTHER HOURS
051-226	363	TALCOTT NOTCH				ALL OTHER HOURS

TIME OF DAY COVER SHEET

ROUTE: 4
SYSTEM: N-30
PROJ #:

HOURS OF OPERATION: SEE BELOW
DAY(S) OF OPERATION: SEE BELOW
TOWN(S): FARMINGTON

INT #	ID #	LOCATION	PATTERN 1		PATTERN 2		PATTERN 3		PATTERN 4		PATTERN 5		PATTERN 6		FLASH		FREE	
			MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN	MON-FRI	SAT-SUN
051-229	359	RTE 4 CONNECTOR															ALL HOURS	ALL HOURS
051-253	356ML/357L	SOUTH RD & BIRDSEYE	0630-0915		0915-1500 1830-1900	0730-1800					1500-1830						ALL OTHER HOURS	ALL OTHER HOURS
051-203	358	RTE 4 @ SOUTH ROAD	0630-0915		0915-1500 1830-1900	0730-1800					1500-1830						ALL OTHER HOURS	ALL OTHER HOURS
051-254	360	FARMGLEN	0630-0915		0915-1500 1830-1930	0730-1800					1500-1830				1930-0600	1930-0600 (SAT)	ALL OTHER HOURS	ALL OTHER HOURS
051-219	361	EXCHANGE & HEALTH CNTR	0630-0915		0915-1500 1830-1930	0630-1930					1500-1830						ALL OTHER HOURS	ALL OTHER HOURS
051-230	362	LOEHMANNS PLAZA	0630-0915		0915-1500 1830-1930	0730-1800					1500-1830				1930-0600	1930-0600	ALL OTHER HOURS	ALL OTHER HOURS
051-226	363	TALCOTT NOTCH	0630-0915		0915-1500 1830-1930	0630-1930					1500-1830						ALL OTHER HOURS	ALL OTHER HOURS

APPENDIX E

Intersection Turning Movement Count Data

Tighe&Bond

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at I-84 Ramp
Farmington, Connecticut

File Name : 13727
Site Code : 13727
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

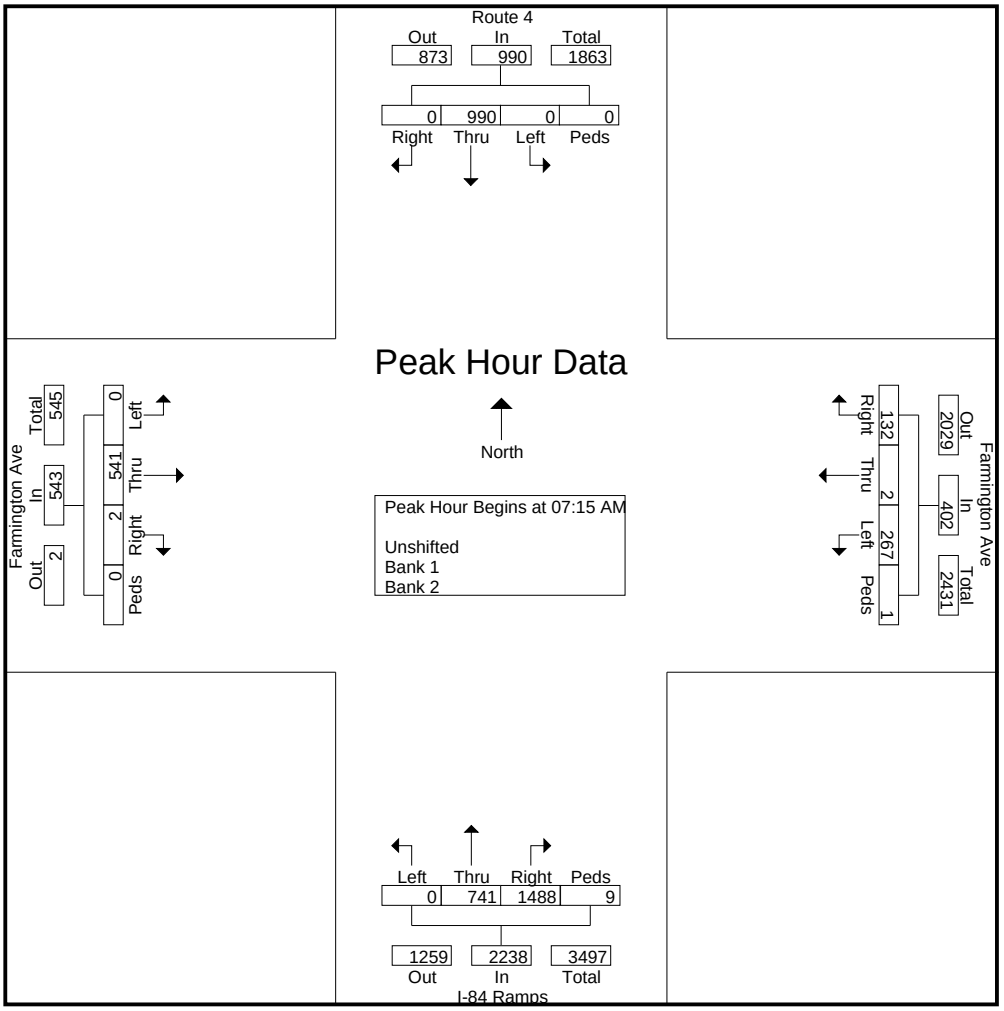
	Route 4 From North					Farmington Ave From East					I-84 Ramps From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	254	0	0	254	24	0	35	0	59	217	184	0	0	401	0	83	0	0	83	797
07:15 AM	0	262	0	0	262	24	0	57	0	81	370	192	0	0	562	0	123	0	0	123	1028
07:30 AM	0	237	0	0	237	40	0	72	1	113	409	191	0	0	600	1	147	0	0	148	1098
07:45 AM	0	241	0	0	241	39	0	75	0	114	424	185	0	2	611	0	142	0	0	142	1108
Total	0	994	0	0	994	127	0	239	1	367	1420	752	0	2	2174	1	495	0	0	496	4031
08:00 AM	0	250	0	0	250	29	2	63	0	94	285	173	0	7	465	1	129	0	0	130	939
08:15 AM	2	220	0	0	222	33	0	84	1	118	337	184	0	0	521	0	114	0	0	114	975
08:30 AM	0	240	0	0	240	33	0	105	0	138	334	172	0	0	506	0	128	0	0	128	1012
08:45 AM	0	204	0	0	204	36	0	48	0	84	279	167	0	0	446	0	122	0	0	122	856
Total	2	914	0	0	916	131	2	300	1	434	1235	696	0	7	1938	1	493	0	0	494	3782
Grand Total	2	1908	0	0	1910	258	2	539	2	801	2655	1448	0	9	4112	2	988	0	0	990	7813
Apprch %	0.1	99.9	0	0		32.2	0.2	67.3	0.2		64.6	35.2	0	0.2		0.2	99.8	0	0		
Total %	0	24.4	0	0	24.4	3.3	0	6.9	0	10.3	34	18.5	0	0.1	52.6	0	12.6	0	0	12.7	
Unshifted	2	1843									2635	1383									
% Unshifted	100	96.6	0	0	96.6	94.6	100	99.3	50	97.6	99.2	95.5	0	100	97.9	100	97.5	0	0	97.5	97.5
Bank 1	0	43	0	0	43	4	0	3	0	7	17	53	0	0	70	0	11	0	0	11	131
% Bank 1	0	2.3	0	0	2.3	1.6	0	0.6	0	0.9	0.6	3.7	0	0	1.7	0	1.1	0	0	1.1	1.7
Bank 2	0	22	0	0	22	10	0	1	1	12	3	12	0	0	15	0	14	0	0	14	63
% Bank 2	0	1.2	0	0	1.2	3.9	0	0.2	50	1.5	0.1	0.8	0	0	0.4	0	1.4	0	0	1.4	0.8

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13727
Site Code : 13727
Start Date : 12/2/2015
Page No : 2

	Route 4 From North					Farmington Ave From East					I-84 Ramps From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**262**	0	0	**262**	24	0	57	0	81	370	**192**	0	0	562	0	123	0	0	123	1028
07:30 AM	0	237	0	0	237	**40**	0	72	**1**	113	409	191	0	0	600	**1**	**147**	0	0	**148**	1098
07:45 AM	0	241	0	0	241	39	0	**75**	0	**114**	**424**	185	0	2	**611**	0	142	0	0	142	**1108**
08:00 AM	0	250	0	0	250	29	**2**	63	0	94	285	173	0	**7**	465	1	129	0	0	130	939
Total Volume	0	990	0	0	990	132	2	267	1	402	1488	741	0	9	2238	2	541	0	0	543	4173
% App. Total	0	100	0	0		32.8	0.5	66.4	0.2		66.5	33.1	0	0.4		0.4	99.6	0	0		
PHF	.000	.945	.000	.000	.945	.825	.250	.890	.250	.882	.877	.965	.000	.321	.916	.500	.920	.000	.000	.917	.942

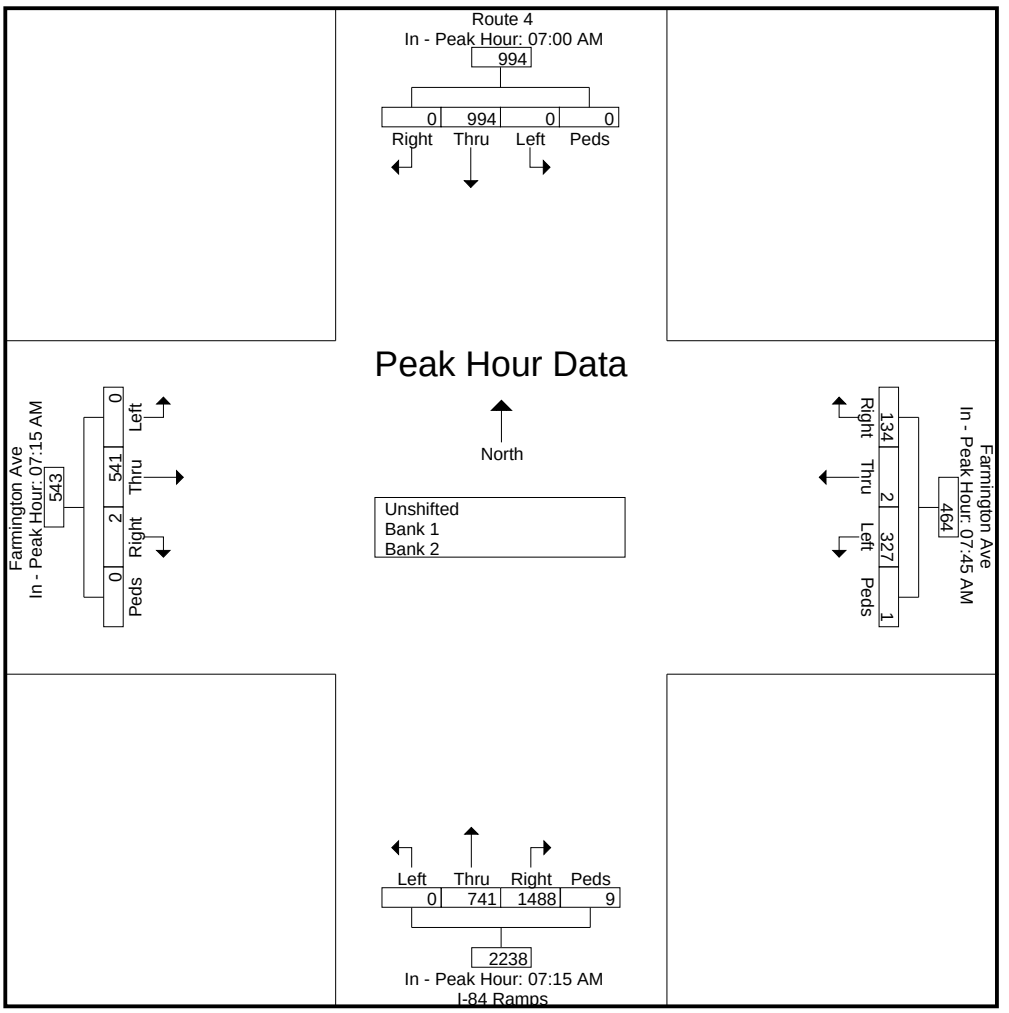


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13727
Site Code : 13727
Start Date : 12/2/2015
Page No : 3

	Route 4 From North					Farmington Ave From East					I-84 Ramps From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:45 AM					07:15 AM					07:15 AM					
+0 mins.	0	254	0	0	254	**39**	0	75	0	114	370	**192**	0	0	562	0	123	0	0	123	
+15 mins.	0	**262**	0	0	**262**	29	**2**	63	0	94	409	191	0	0	600	**1**	**147**	0	0	**148**	
+30 mins.	0	237	0	0	237	33	0	84	**1**	118	**424**	185	0	2	**611**	0	142	0	0	142	
+45 mins.	0	241	0	0	241	33	0	**105**	0	**138**	285	173	0	**7**	465	1	129	0	0	130	
Total Volume	0	994	0	0	994	134	2	327	1	464	1488	741	0	9	2238	2	541	0	0	543	
% App. Total	0	100	0	0		28.9	0.4	70.5	0.2		66.5	33.1	0	0.4		0.4	99.6	0	0		
PHF	.000	.948	.000	.000	.948	.859	.250	.779	.250	.841	.877	.965	.000	.321	.916	.500	.920	.000	.000	.917	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 4 at I-84 Ramps
Farmington, Connecticut

File Name : 13728
Site Code : 13728
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

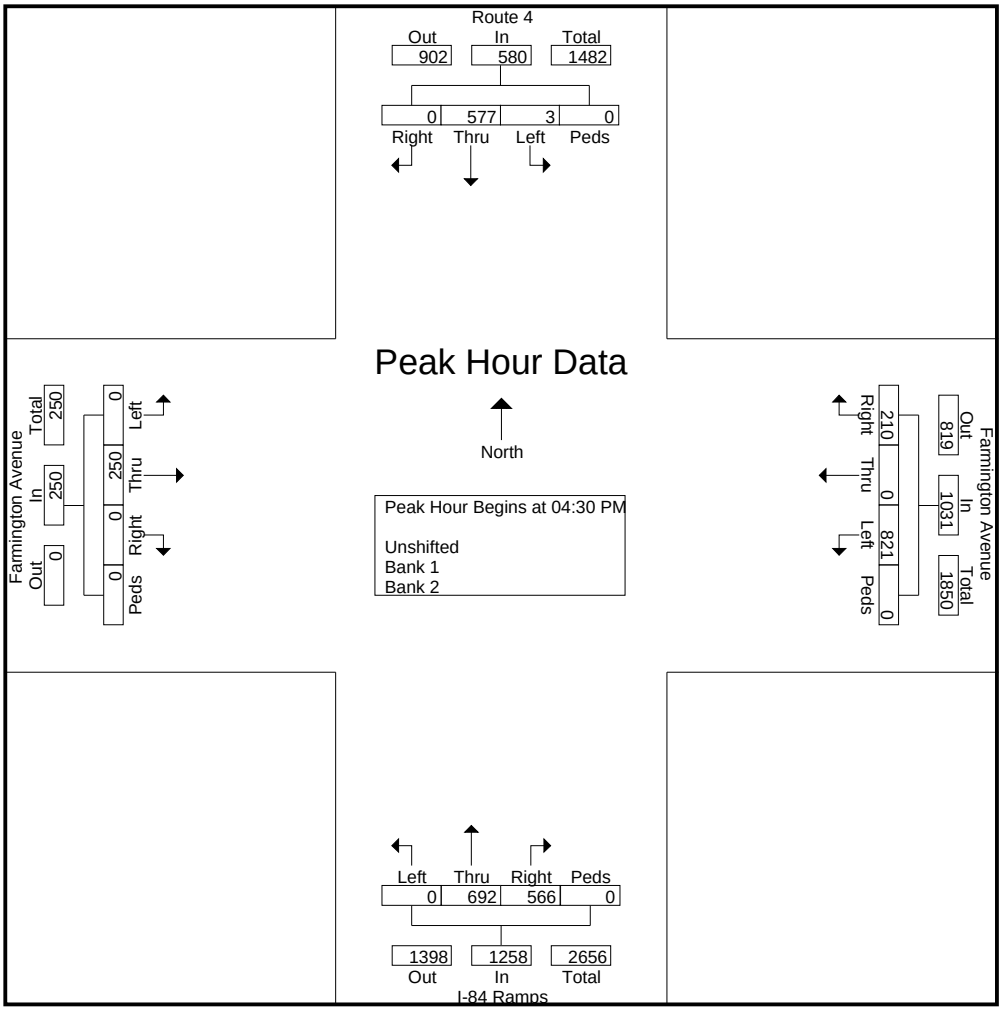
	Route 4 From North					Farmington Avenue From East					I-84 Ramps From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	142	0	0	142	68	0	190	0	258	125	161	0	0	286	0	66	0	0	66	752
04:15 PM	0	150	0	0	150	51	0	147	0	198	98	128	0	0	226	0	58	0	0	58	632
04:30 PM	0	139	1	0	140	70	0	223	0	293	137	162	0	0	299	0	79	0	0	79	811
04:45 PM	0	144	1	0	145	45	0	169	0	214	125	153	0	0	278	0	55	0	0	55	692
Total	0	575	2	0	577	234	0	729	0	963	485	604	0	0	1089	0	258	0	0	258	2887
05:00 PM	0	135	1	0	136	59	0	239	0	298	149	181	0	0	330	0	51	0	0	51	815
05:15 PM	0	159	0	0	159	36	0	190	0	226	155	196	0	0	351	0	65	0	0	65	801
05:30 PM	0	157	0	0	157	45	0	211	0	256	141	187	0	0	328	0	59	0	0	59	800
05:45 PM	0	142	1	0	143	41	0	187	0	228	138	179	0	0	317	0	54	0	0	54	742
Total	0	593	2	0	595	181	0	827	0	1008	583	743	0	0	1326	0	229	0	0	229	3158
Grand Total	0	1168	4	0	1172	415	0	1556	0	1971	1068	1347	0	0	2415	0	487	0	0	487	6045
Apprch %	0	99.7	0.3	0		21.1	0	78.9	0		44.2	55.8	0	0		0	100	0	0		
Total %	0	19.3	0.1	0	19.4	6.9	0	25.7	0	32.6	17.7	22.3	0	0	40	0	8.1	0	0	8.1	
Unshifted	0	1144						1555			1062	1324									
% Unshifted	0	97.9	100	0	98	99.5	0	99.9	0	99.8	99.4	98.3	0	0	98.8	0	97.9	0	0	97.9	98.9
Bank 1	0	19	0	0	19	0	0	0	0	0	1	10	0	0	11	0	5	0	0	5	35
% Bank 1	0	1.6	0	0	1.6	0	0	0	0	0	0.1	0.7	0	0	0.5	0	1	0	0	1	0.6
Bank 2	0	5	0	0	5	2	0	1	0	3	5	13	0	0	18	0	5	0	0	5	31
% Bank 2	0	0.4	0	0	0.4	0.5	0	0.1	0	0.2	0.5	1	0	0	0.7	0	1	0	0	1	0.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13728
Site Code : 13728
Start Date : 12/2/2015
Page No : 2

	Route 4 From North					Farmington Avenue From East					I-84 Ramps From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	139	**1**	0	140	**70**	0	223	0	293	137	162	0	0	299	0	**79**	0	0	**79**	811
04:45 PM	0	144	1	0	145	45	0	169	0	214	125	153	0	0	278	0	55	0	0	55	692
05:00 PM	0	135	1	0	136	59	0	**239**	0	**298**	149	181	0	0	330	0	51	0	0	51	**815**
05:15 PM	0	**159**	0	0	**159**	36	0	190	0	226	**155**	**196**	0	0	**351**	0	65	0	0	65	801
Total Volume	0	577	3	0	580	210	0	821	0	1031	566	692	0	0	1258	0	250	0	0	250	3119
% App. Total	0	99.5	0.5	0		20.4	0	79.6	0		45	55	0	0		0	100	0	0		
PHF	.000	.907	.750	.000	.912	.750	.000	.859	.000	.865	.913	.883	.000	.000	.896	.000	.791	.000	.000	.791	.957

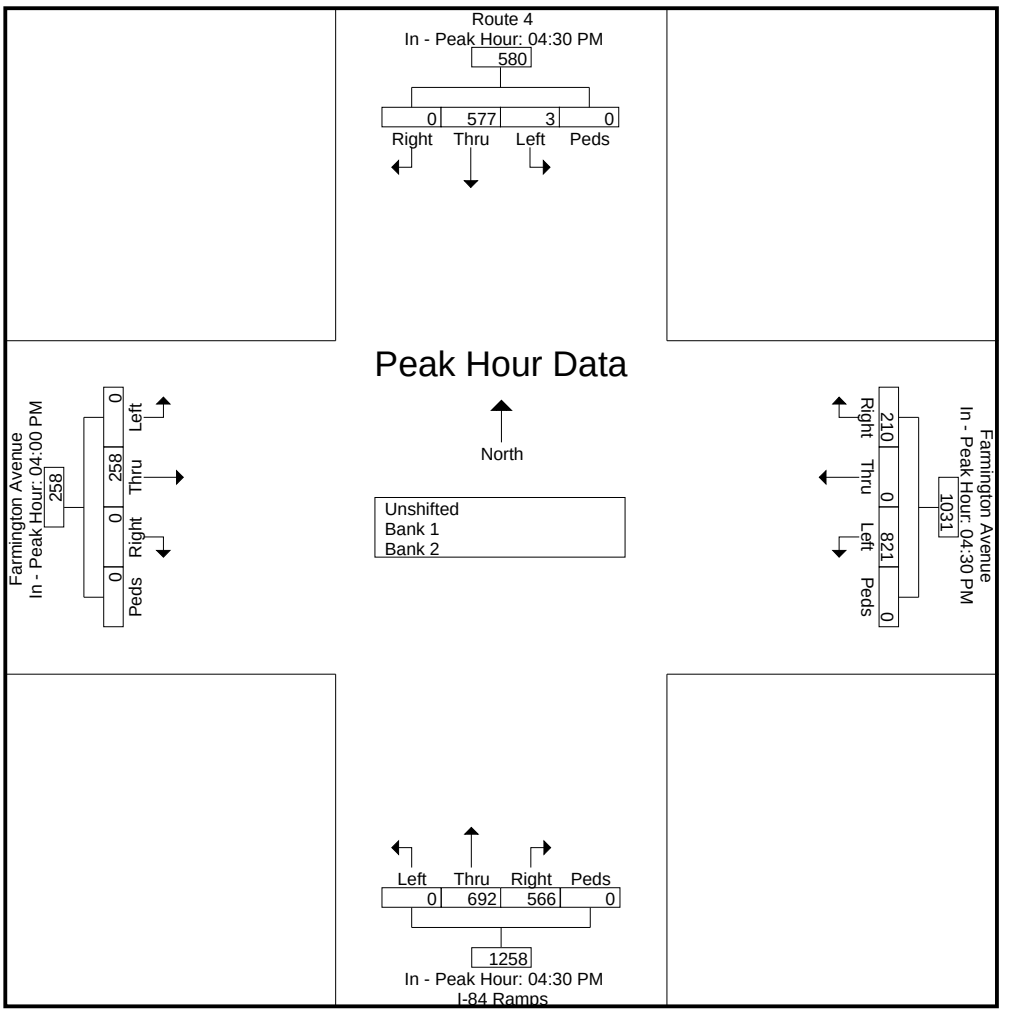


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13728
Site Code : 13728
Start Date : 12/2/2015
Page No : 3

	Route 4 From North					Farmington Avenue From East					I-84 Ramps From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					04:30 PM					04:00 PM					
+0 mins.	0	139	**1**	0	140	**70**	0	223	0	293	137	162	0	0	299	0	66	0	0	66	
+15 mins.	0	144	1	0	145	45	0	169	0	214	125	153	0	0	278	0	58	0	0	58	
+30 mins.	0	135	1	0	136	59	0	**239**	0	**298**	149	181	0	0	330	0	**79**	0	0	**79**	
+45 mins.	0	**159**	0	0	**159**	36	0	190	0	226	**155**	**196**	0	0	**351**	0	55	0	0	55	
Total Volume	0	577	3	0	580	210	0	821	0	1031	566	692	0	0	1258	0	258	0	0	258	
% App. Total	0	99.5	0.5	0		20.4	0	79.6	0		45	55	0	0		0	100	0	0		
PHF	.000	.907	.750	.000	.912	.750	.000	.859	.000	.865	.913	.883	.000	.000	.896	.000	.816	.000	.000	.816	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at South Road
Farmington, Connecticut

File Name : 13749
Site Code : 13749
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

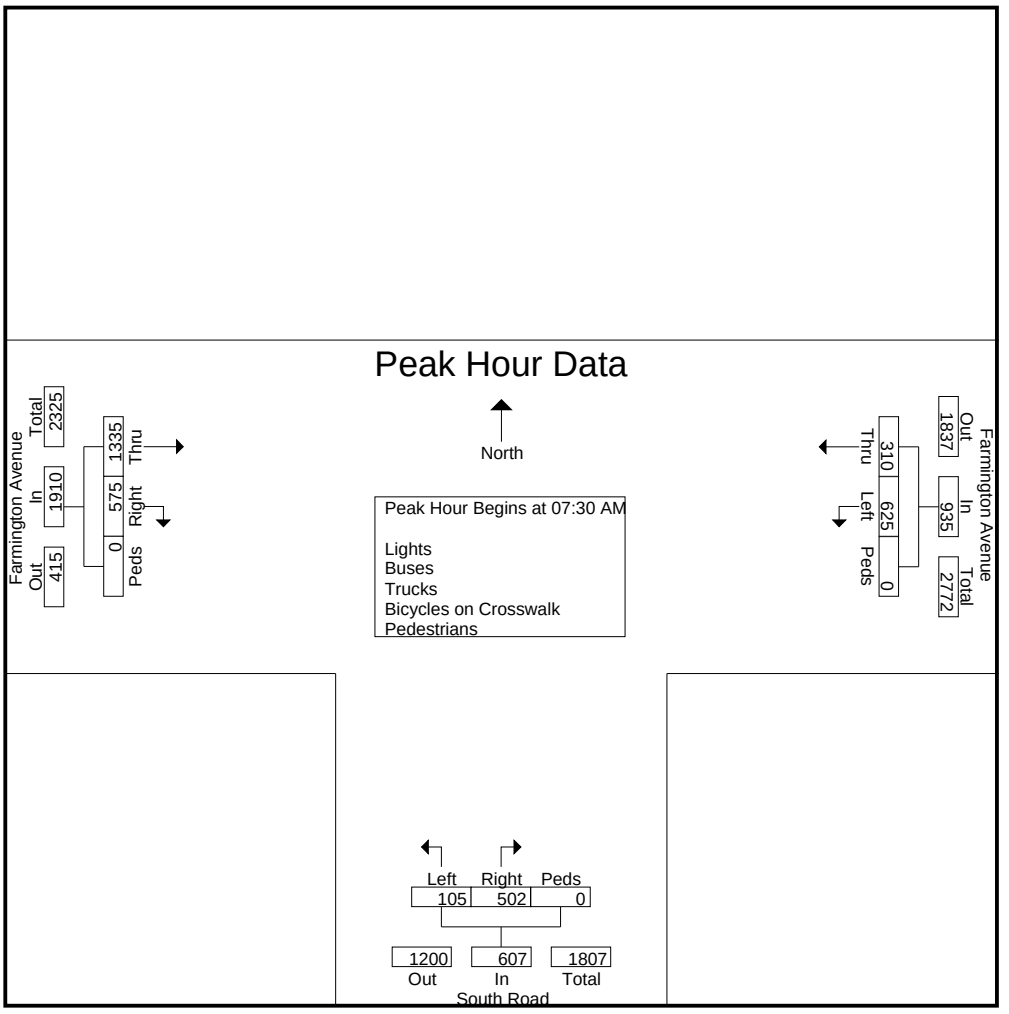
	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	44	75	0	119	82	12	0	94	106	205	0	311	524
07:15 AM	56	96	0	152	105	15	0	120	115	303	0	418	690
07:30 AM	78	131	0	209	120	25	0	145	142	365	0	507	861
07:45 AM	71	161	0	232	147	33	0	180	178	372	0	550	962
Total	249	463	0	712	454	85	0	539	541	1245	0	1786	3037
08:00 AM	79	160	0	239	122	23	0	145	134	298	0	432	816
08:15 AM	82	173	0	255	113	24	0	137	121	300	0	421	813
08:30 AM	103	153	0	256	115	30	0	145	139	267	0	406	807
08:45 AM	60	140	0	200	100	20	0	120	109	280	0	389	709
Total	324	626	0	950	450	97	0	547	503	1145	0	1648	3145
Grand Total	573	1089	0	1662	904	182	0	1086	1044	2390	0	3434	6182
Apprch %	34.5	65.5	0		83.2	16.8	0		30.4	69.6	0		
Total %	9.3	17.6	0	26.9	14.6	2.9	0	17.6	16.9	38.7	0	55.5	
Lights	556	1074	0	1630	893	173	0	1066	1024	2358	0	3382	6078
% Lights	97	98.6	0	98.1	98.8	95.1	0	98.2	98.1	98.7	0	98.5	98.3
Buses	4	9	0	13	4	6	0	10	11	6	0	17	40
% Buses	0.7	0.8	0	0.8	0.4	3.3	0	0.9	1.1	0.3	0	0.5	0.6
Trucks	13	6	0	19	7	3	0	10	9	26	0	35	64
% Trucks	2.3	0.6	0	1.1	0.8	1.6	0	0.9	0.9	1.1	0	1	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13749
Site Code : 13749
Start Date : 12/2/2015
Page No : 2

	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	78	131	0	209	120	25	0	145	142	365	0	507	861
07:45 AM	71	161	0	232	**147**	**33**	0	**180**	**178**	**372**	0	**550**	**962**
08:00 AM	79	160	0	239	122	23	0	145	134	298	0	432	816
08:15 AM	**82**	**173**	0	**255**	113	24	0	137	121	300	0	421	813
Total Volume	310	625	0	935	502	105	0	607	575	1335	0	1910	3452
% App. Total	33.2	66.8	0		82.7	17.3	0		30.1	69.9	0		
PHF	.945	.903	.000	.917	.854	.795	.000	.843	.808	.897	.000	.868	.897

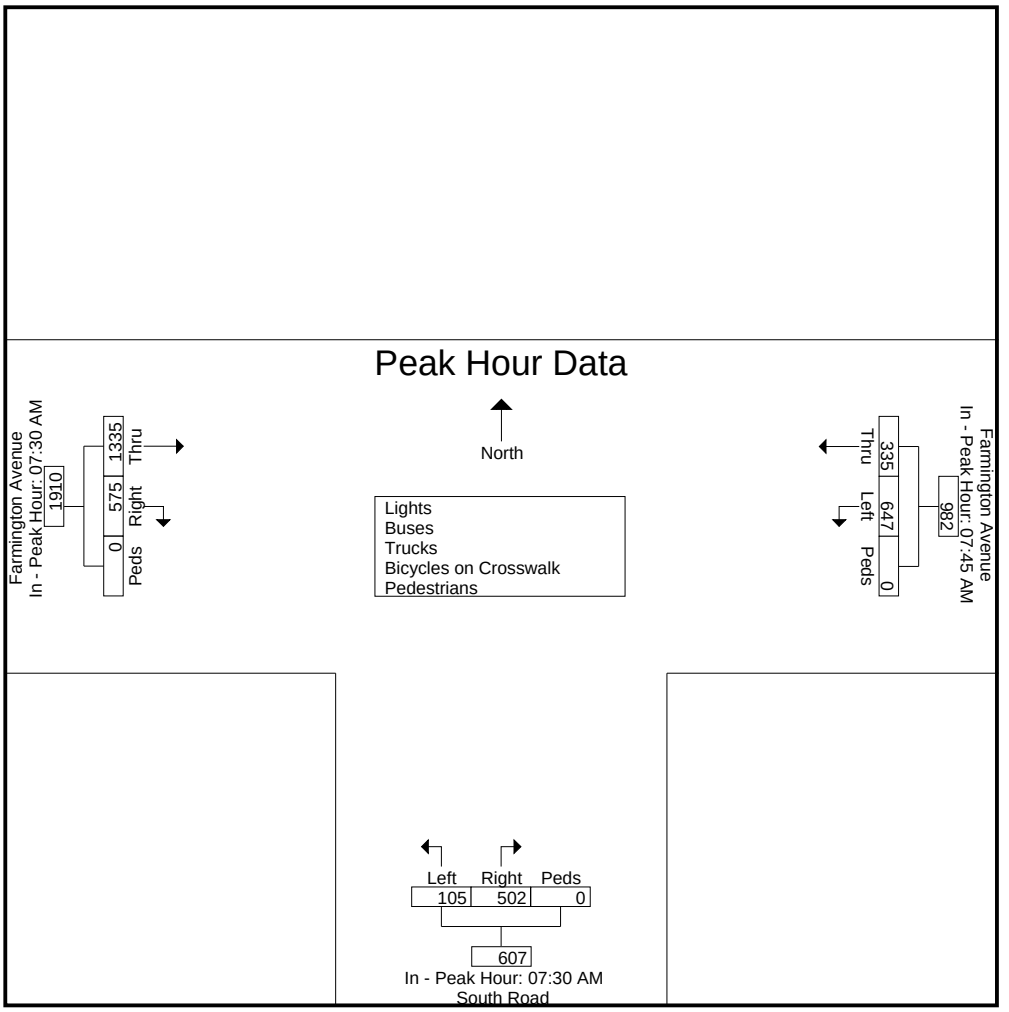


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13749
Site Code : 13749
Start Date : 12/2/2015
Page No : 3

	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				07:30 AM				07:30 AM				
+0 mins.	71	161	0	232	120	25	0	145	142	365	0	507	
+15 mins.	79	160	0	239	**147**	**33**	0	**180**	**178**	**372**	0	**550**	
+30 mins.	82	**173**	0	255	122	23	0	145	134	298	0	432	
+45 mins.	**103**	153	0	**256**	113	24	0	137	121	300	0	421	
Total Volume	335	647	0	982	502	105	0	607	575	1335	0	1910	
% App. Total	34.1	65.9	0		82.7	17.3	0		30.1	69.9	0		
PHF	.813	.935	.000	.959	.854	.795	.000	.843	.808	.897	.000	.868	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmngton Ave at South Road
Farmington, Connecticut

File Name : 13750
Site Code : 13750
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

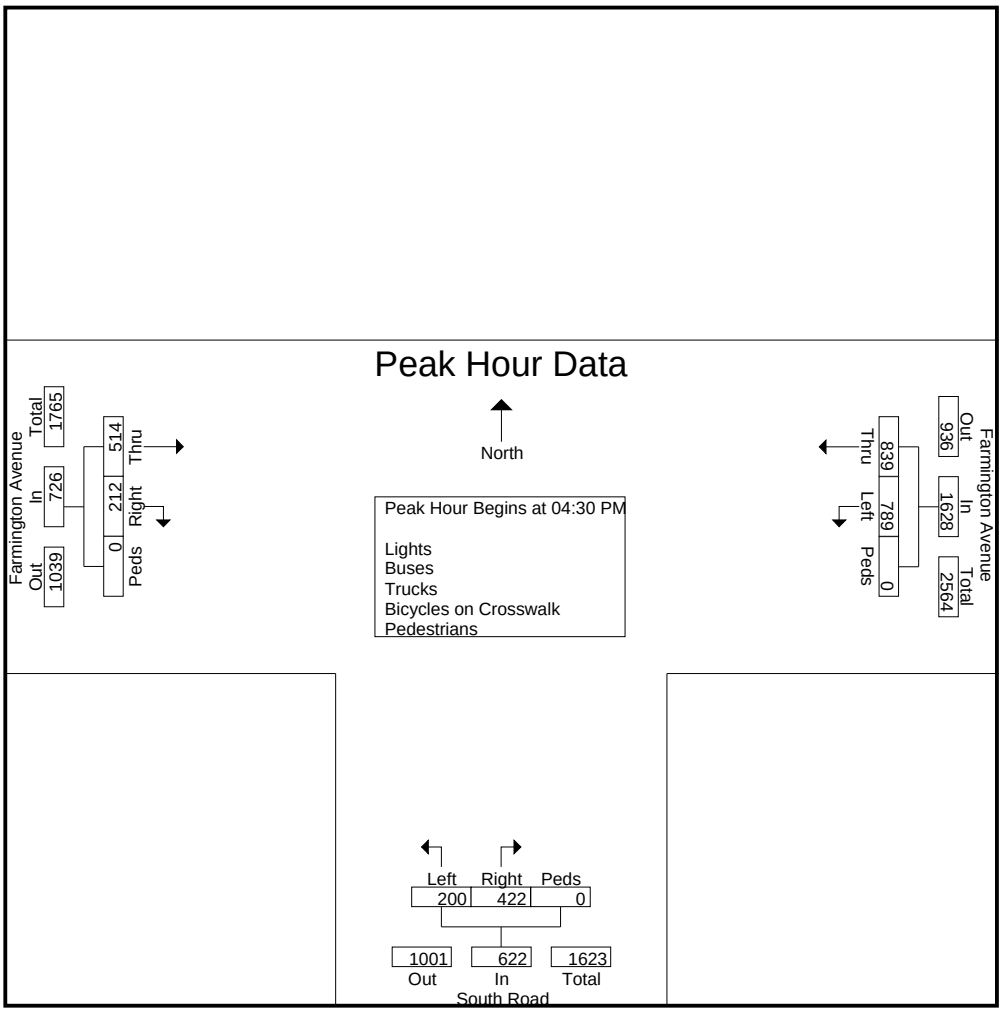
	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:45 PM	156	144	0	300	84	60	0	144	41	137	0	178	622
Total	156	144	0	300	84	60	0	144	41	137	0	178	622
04:00 PM	196	180	0	376	86	62	0	148	76	107	0	183	707
04:15 PM	183	160	0	343	95	57	0	152	55	125	0	180	675
04:30 PM	228	189	0	417	90	58	0	148	62	128	0	190	755
04:45 PM	180	177	0	357	110	53	0	163	44	120	0	164	684
Total	787	706	0	1493	381	230	0	611	237	480	0	717	2821
05:00 PM	239	223	0	462	120	46	0	166	49	130	0	179	807
05:15 PM	192	200	0	392	102	43	0	145	57	136	0	193	730
05:30 PM	170	163	0	333	91	40	0	131	43	121	0	164	628
05:45 PM	106	117	0	223	71	30	0	101	51	167	0	218	542
Total	707	703	0	1410	384	159	0	543	200	554	0	754	2707
06:00 PM	119	119	0	238	66	31	0	97	38	114	0	152	487
Grand Total	1769	1672	0	3441	915	480	0	1395	516	1285	0	1801	6637
Apprch %	51.4	48.6	0		65.6	34.4	0		28.7	71.3	0		
Total %	26.7	25.2	0	51.8	13.8	7.2	0	21	7.8	19.4	0	27.1	
Lights	1765	1650	0	3415	901	473	0	1374	506	1274	0	1780	6569
% Lights	99.8	98.7	0	99.2	98.5	98.5	0	98.5	98.1	99.1	0	98.8	99
Buses	1	9	0	10	11	2	0	13	5	4	0	9	32
% Buses	0.1	0.5	0	0.3	1.2	0.4	0	0.9	1	0.3	0	0.5	0.5
Trucks	3	13	0	16	3	5	0	8	5	7	0	12	36
% Trucks	0.2	0.8	0	0.5	0.3	1	0	0.6	1	0.5	0	0.7	0.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13750
Site Code : 13750
Start Date : 12/2/2015
Page No : 2

	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	228	189	0	417	90	**58**	0	148	**62**	128	0	190	755
04:45 PM	180	177	0	357	110	53	0	163	44	120	0	164	684
05:00 PM	**239**	**223**	0	**462**	**120**	46	0	**166**	49	130	0	179	**807**
05:15 PM	192	200	0	392	102	43	0	145	57	**136**	0	**193**	730
Total Volume	839	789	0	1628	422	200	0	622	212	514	0	726	2976
% App. Total	51.5	48.5	0		67.8	32.2	0		29.2	70.8	0		
PHF	.878	.885	.000	.881	.879	.862	.000	.937	.855	.945	.000	.940	.922

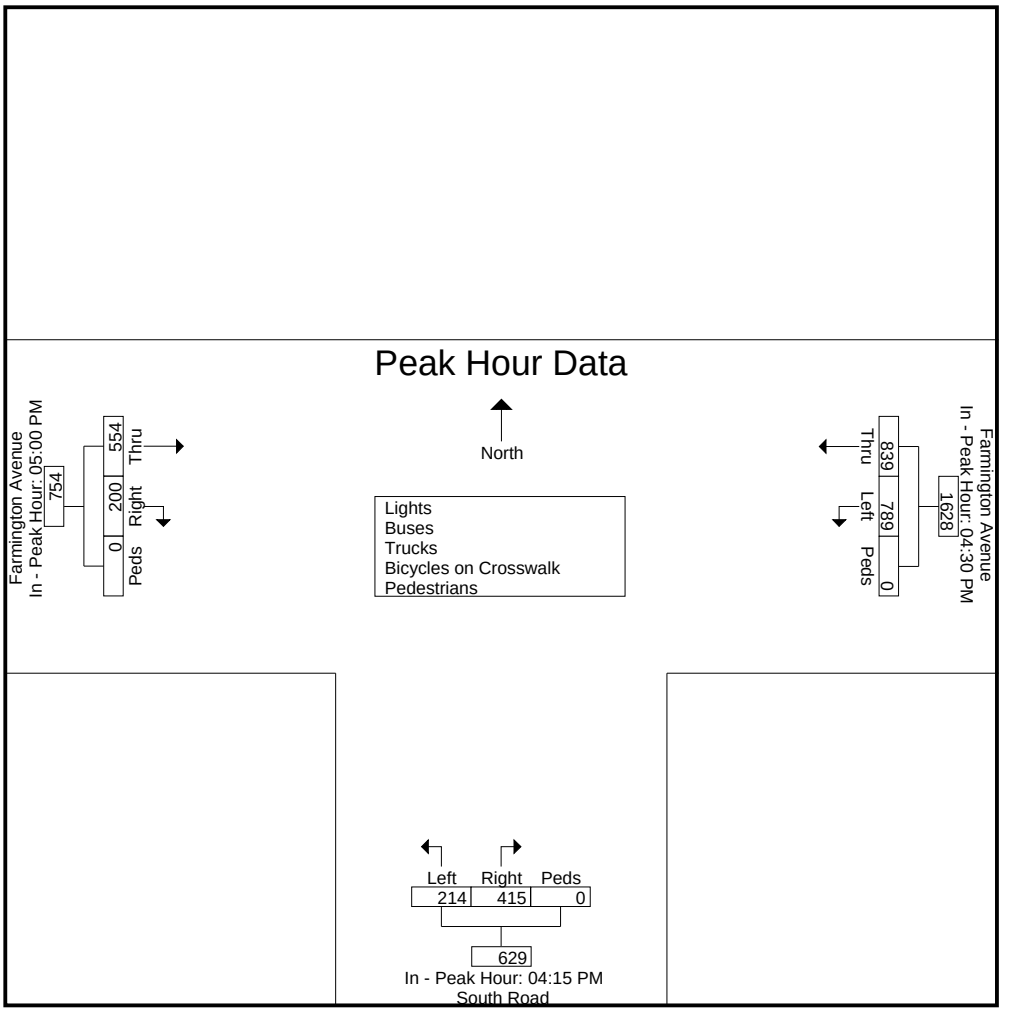


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13750
Site Code : 13750
Start Date : 12/2/2015
Page No : 3

	Farmington Avenue From East				South Road From South				Farmington Avenue From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:15 PM				05:00 PM				
+0 mins.	228	189	0	417	95	57	0	152	49	130	0	179	
+15 mins.	180	177	0	357	90	**58**	0	148	**57**	136	0	193	
+30 mins.	**239**	**223**	0	**462**	110	53	0	163	43	121	0	164	
+45 mins.	192	200	0	392	**120**	46	0	**166**	51	**167**	0	**218**	
Total Volume	839	789	0	1628	415	214	0	629	200	554	0	754	
% App. Total	51.5	48.5	0		66	34	0		26.5	73.5	0		
PHF	.878	.885	.000	.881	.865	.922	.000	.947	.877	.829	.000	.865	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 4 at Farm Glenn Blvd/Private Dr
Farmington, Connecticut

File Name : 13743
Site Code : 13743
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

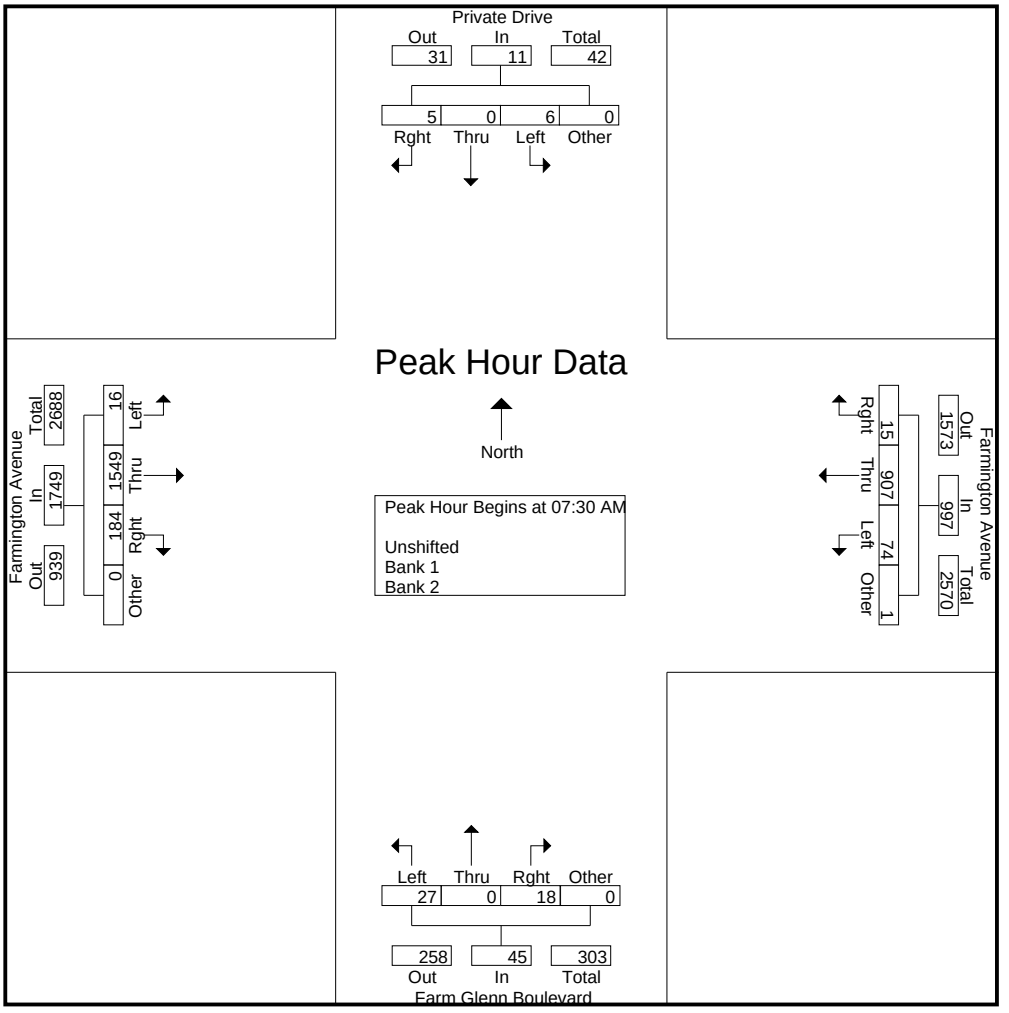
	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
07:00 AM	1	0	2	0	3	2	127	8	0	137	6	0	3	0	9	14	278	3	0	295	444
07:15 AM	1	0	1	0	2	3	167	12	0	182	4	0	2	0	6	17	403	1	0	421	611
07:30 AM	0	0	1	0	1	4	194	17	1	216	11	0	8	0	19	27	410	4	0	441	677
07:45 AM	2	0	4	0	6	2	264	24	0	290	5	0	8	0	13	71	412	6	0	489	798
Total	4	0	8	0	12	11	752	61	1	825	26	0	21	0	47	129	1503	14	0	1646	2530
08:00 AM	1	0	0	0	1	3	220	23	0	246	2	0	6	0	8	43	345	2	0	390	645
08:15 AM	2	0	1	0	3	6	229	10	0	245	0	0	5	0	5	43	382	4	0	429	682
08:30 AM	0	0	2	0	2	6	226	7	1	240	4	0	4	1	9	35	370	9	0	414	665
08:45 AM	0	0	1	0	1	4	196	9	0	209	5	0	4	0	9	20	347	5	0	372	591
Total	3	0	4	0	7	19	871	49	1	940	11	0	19	1	31	141	1444	20	0	1605	2583
Grand Total	7	0	12	0	19	30	1623	110	2	1765	37	0	40	1	78	270	2947	34	0	3251	5113
Apprch %	36.8	0	63.2	0		1.7	92	6.2	0.1		47.4	0	51.3	1.3		8.3	90.6	1	0		
Total %	0.1	0	0.2	0	0.4	0.6	31.7	2.2	0	34.5	0.7	0	0.8	0	1.5	5.3	57.6	0.7	0	63.6	
Unshifted	7	0	5	0	12	23	1598										2919				
% Unshifted	100	0	41.7	0	63.2	76.7	98.5	100	100	98.2	100	0	97.5	100	98.7	99.6	99	100	0	99.1	98.7
Bank 1	0	0	1	0	1	1	12	0	0	13	0	0	1	0	1	1	19	0	0	20	35
% Bank 1	0	0	8.3	0	5.3	3.3	0.7	0	0	0.7	0	0	2.5	0	1.3	0.4	0.6	0	0	0.6	0.7
Bank 2	0	0	6	0	6	6	13	0	0	19	0	0	0	0	0	0	9	0	0	9	34
% Bank 2	0	0	50	0	31.6	20	0.8	0	0	1.1	0	0	0	0	0	0	0.3	0	0	0.3	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13743
Site Code : 13743
Start Date : 12/2/2015
Page No : 2

Start Time	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	1	0	1	4	194	17	**1**	216	**11**	0	**8**	0	**19**	27	410	4	0	441	677
07:45 AM	**2**	0	**4**	0	**6**	2	**264**	**24**	0	**290**	5	0	8	0	13	**71**	**412**	**6**	0	**489**	**798**
08:00 AM	1	0	0	0	1	3	220	23	0	246	2	0	6	0	8	43	345	2	0	390	645
08:15 AM	2	0	1	0	3	**6**	229	10	0	245	0	0	5	0	5	43	382	4	0	429	682
Total Volume	5	0	6	0	11	15	907	74	1	997	18	0	27	0	45	184	1549	16	0	1749	2802
% App. Total	45.5	0	54.5	0		1.5	91	7.4	0.1		40	0	60	0		10.5	88.6	0.9	0		
PHF	.625	.000	.375	.000	.458	.625	.859	.771	.250	.859	.409	.000	.844	.000	.592	.648	.940	.667	.000	.894	.878

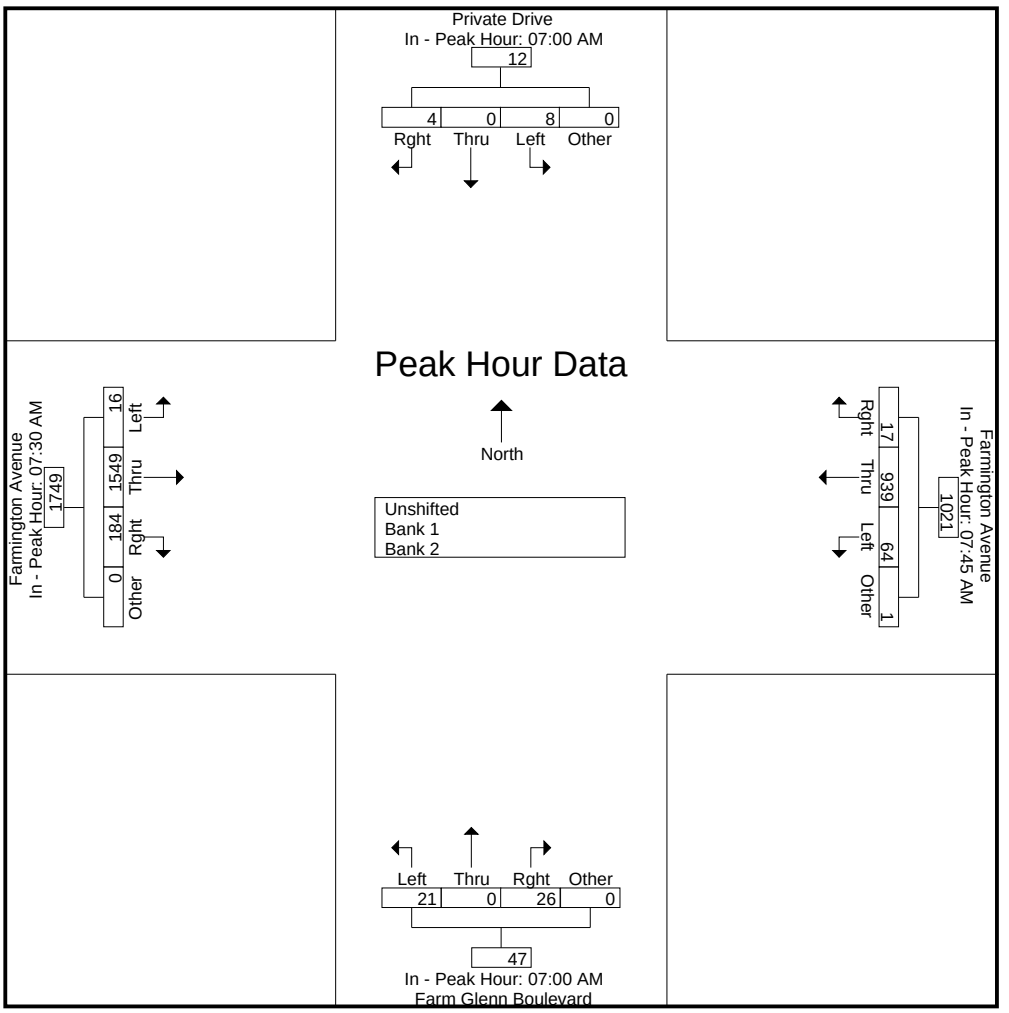


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13743
Site Code : 13743
Start Date : 12/2/2015
Page No : 3

	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:45 AM					07:00 AM					07:30 AM					
+0 mins.	1	0	2	0	3	2	**264**	**24**	0	**290**	6	0	3	0	9	27	410	4	0	441	
+15 mins.	1	0	1	0	2	3	220	23	0	246	4	0	2	0	6	**71**	**412**	**6**	0	**489**	
+30 mins.	0	0	1	0	1	**6**	229	10	0	245	**11**	0	**8**	0	**19**	43	345	2	0	390	
+45 mins.	**2**	0	**4**	0	**6**	6	226	7	**1**	240	5	0	8	0	13	43	382	4	0	429	
Total Volume	4	0	8	0	12	17	939	64	1	1021	26	0	21	0	47	184	1549	16	0	1749	
% App. Total	33.3	0	66.7	0		1.7	92	6.3	0.1		55.3	0	44.7	0		10.5	88.6	0.9	0		
PHF	.500	.000	.500	.000	.500	.708	.889	.667	.250	.880	.591	.000	.656	.000	.618	.648	.940	.667	.000	.894	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 4 at Farm Glenn Blvd/Private Dr
Farmington, Connecticut

File Name : 13744
Site Code : 13744
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

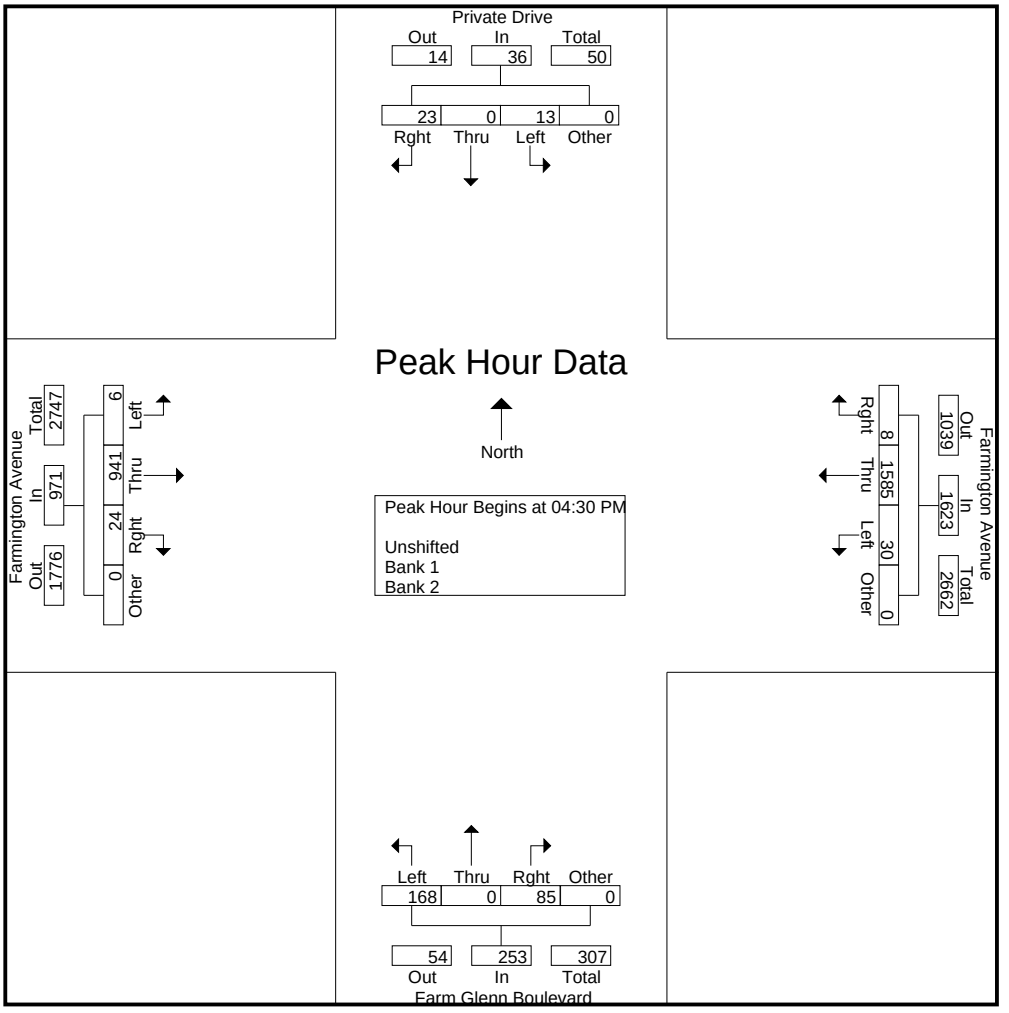
	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
04:00 PM	2	0	1	0	3	0	373	5	0	378	22	0	17	0	39	1	191	4	0	196	616
04:15 PM	3	1	6	0	10	4	331	5	0	340	12	0	23	0	35	7	199	1	0	207	592
04:30 PM	7	0	2	0	9	3	417	7	0	427	19	0	36	0	55	10	208	3	0	221	712
04:45 PM	4	0	0	0	4	1	375	13	0	389	20	0	40	0	60	6	244	2	0	252	705
Total	16	1	9	0	26	8	1496	30	0	1534	73	0	116	0	189	24	842	10	0	876	2625
05:00 PM	8	0	6	0	14	1	435	5	0	441	27	0	60	0	87	3	256	1	0	260	802
05:15 PM	4	0	5	0	9	3	358	5	0	366	19	0	32	0	51	5	233	0	0	238	664
05:30 PM	3	1	4	0	8	3	311	8	0	322	11	0	23	0	34	6	202	0	0	208	572
05:45 PM	6	0	0	0	6	2	219	5	0	226	12	0	11	0	23	1	230	1	0	232	487
Total	21	1	15	0	37	9	1323	23	0	1355	69	0	126	0	195	15	921	2	0	938	2525
Grand Total	37	2	24	0	63	17	2819	53	0	2889	142	0	242	0	384	39	1763	12	0	1814	5150
Apprch %	58.7	3.2	38.1	0		0.6	97.6	1.8	0		37	0	63	0		2.1	97.2	0.7	0		
Total %	0.7	0	0.5	0	1.2	0.3	54.7	1	0	56.1	2.8	0	4.7	0	7.5	0.8	34.2	0.2	0	35.2	
Unshifted	36	2	18	0	56	11	2806										1753				
% Unshifted	97.3	100	75	0	88.9	64.7	99.5	100	0	99.3	100	0	100	0	100	100	99.4	100	0	99.4	99.3
Bank 1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Bank 1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Bank 2	1	0	6	0	7	6	9	0	0	15	0	0	0	0	0	0	8	0	0	8	30
% Bank 2	2.7	0	25	0	11.1	35.3	0.3	0	0	0.5	0	0	0	0	0	0	0.5	0	0	0.4	0.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13744
Site Code : 13744
Start Date : 12/2/2015
Page No : 2

	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	0	2	0	9	**3**	417	7	0	427	19	0	36	0	55	**10**	208	**3**	0	221	712
04:45 PM	4	0	0	0	4	1	375	**13**	0	389	20	0	40	0	60	6	244	2	0	252	705
05:00 PM	**8**	0	**6**	0	**14**	1	**435**	5	0	**441**	**27**	0	**60**	0	**87**	3	**256**	1	0	**260**	**802**
05:15 PM	4	0	5	0	9	3	358	5	0	366	19	0	32	0	51	5	233	0	0	238	664
Total Volume	23	0	13	0	36	8	1585	30	0	1623	85	0	168	0	253	24	941	6	0	971	2883
% App. Total	63.9	0	36.1	0		0.5	97.7	1.8	0		33.6	0	66.4	0		2.5	96.9	0.6	0		
PHF	.719	.000	.542	.000	.643	.667	.911	.577	.000	.920	.787	.000	.700	.000	.727	.600	.919	.500	.000	.934	.899

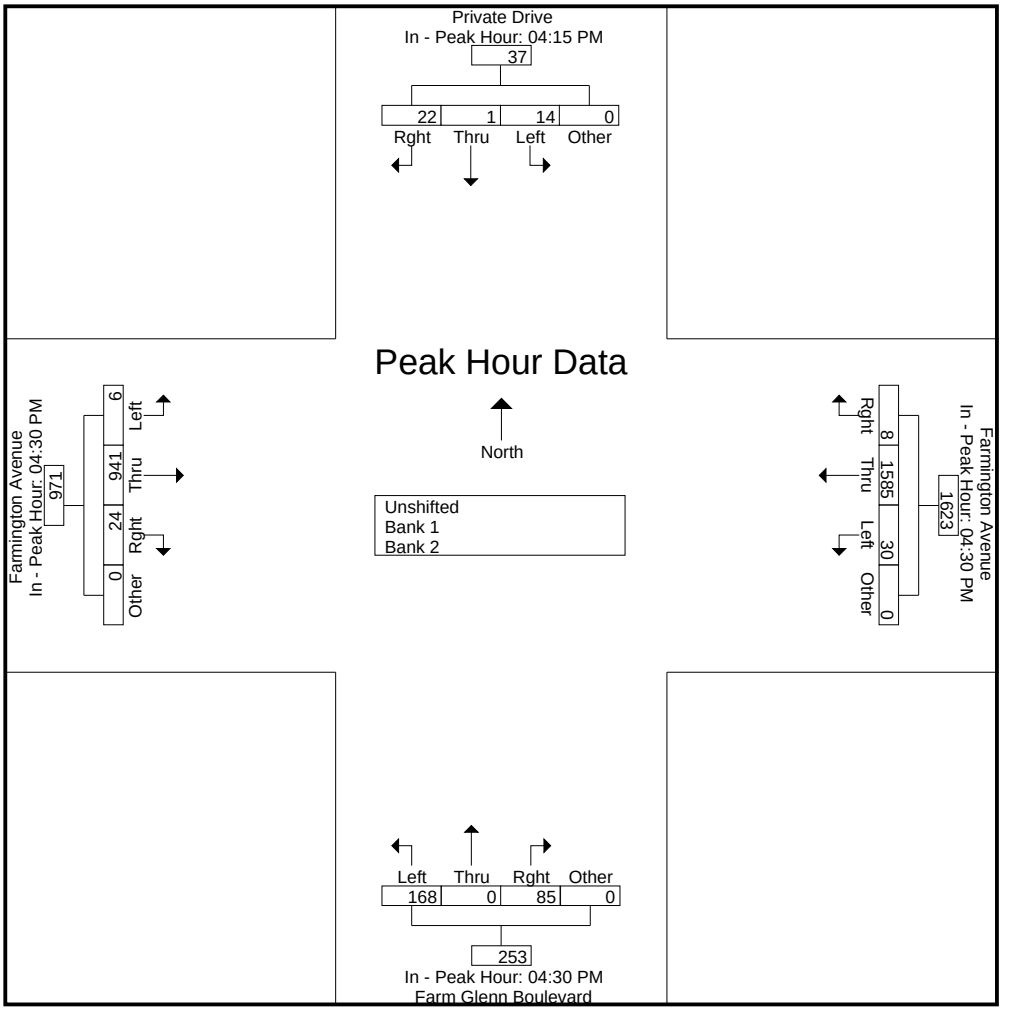


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13744
Site Code : 13744
Start Date : 12/2/2015
Page No : 3

	Private Drive From North					Farmington Avenue From East					Farm Glenn Boulevard From South					Farmington Avenue From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:30 PM					04:30 PM					04:30 PM					
+0 mins.	3	**1**	**6**	0	10	**3**	417	7	0	427	19	0	36	0	55	**10**	208	**3**	0	221	
+15 mins.	7	0	2	0	9	1	375	**13**	0	389	20	0	40	0	60	6	244	2	0	252	
+30 mins.	4	0	0	0	4	1	**435**	5	0	**441**	**27**	0	**60**	0	**87**	3	**256**	1	0	**260**	
+45 mins.	**8**	0	6	0	**14**	3	358	5	0	366	19	0	32	0	51	5	233	0	0	238	
Total Volume	22	1	14	0	37	8	1585	30	0	1623	85	0	168	0	253	24	941	6	0	971	
% App. Total	59.5	2.7	37.8	0		0.5	97.7	1.8	0		33.6	0	66.4	0		2.5	96.9	0.6	0		
PHF	.688	.250	.583	.000	.661	.667	.911	.577	.000	.920	.787	.000	.700	.000	.727	.600	.919	.500	.000	.934	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at Discovery Drive
Farmington, Connecticut

File Name : 13731
Site Code : 13731
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

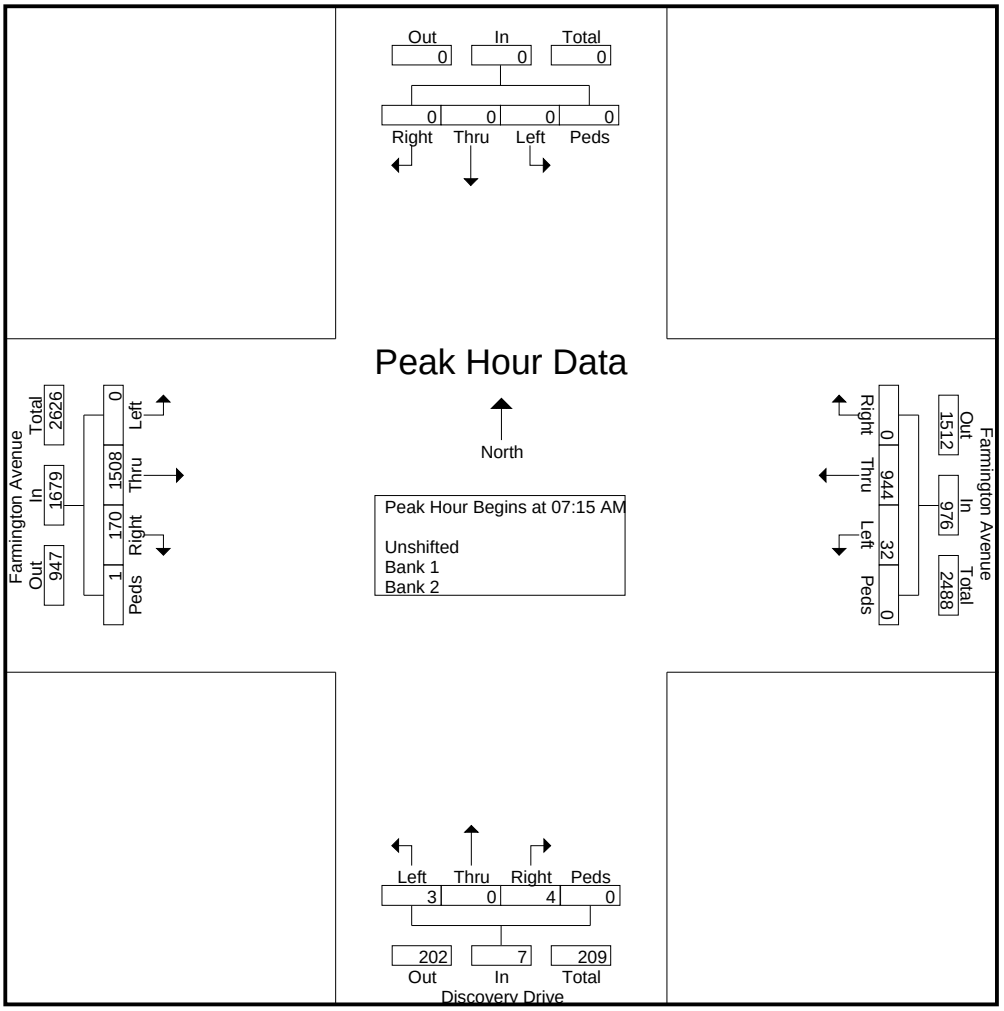
	From North					Farmington Avenue From East					Discovery Drive From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	138	10	0	148	0	0	0	0	0	22	296	0	0	318	466
07:15 AM	0	0	0	0	0	0	211	9	0	220	0	0	0	0	0	46	376	0	1	423	643
07:30 AM	0	0	0	0	0	0	216	6	0	222	0	0	0	0	0	50	397	0	0	447	669
07:45 AM	0	0	0	0	0	0	246	8	0	254	1	0	1	0	2	56	402	0	0	458	714
Total	0	0	0	0	0	0	811	33	0	844	1	0	1	0	2	174	1471	0	1	1646	2492
08:00 AM	0	0	0	0	0	0	271	9	0	280	3	0	2	0	5	18	333	0	0	351	636
08:15 AM	0	0	0	0	0	0	248	2	0	250	2	0	0	0	2	23	264	0	1	288	540
08:30 AM	0	0	0	0	0	0	208	9	0	217	6	0	0	0	6	26	322	0	0	348	571
08:45 AM	0	0	0	0	0	0	210	4	0	214	5	0	2	0	7	19	226	0	0	245	466
Total	0	0	0	0	0	0	937	24	0	961	16	0	4	0	20	86	1145	0	1	1232	2213
Grand Total	0	0	0	0	0	0	1748	57	0	1805	17	0	5	0	22	260	2616	0	2	2878	4705
Apprch %	0	0	0	0		0	96.8	3.2	0		77.3	0	22.7	0		9	90.9	0	0.1		
Total %	0	0	0	0	0	0	37.2	1.2	0	38.4	0.4	0	0.1	0	0.5	5.5	55.6	0	0	61.2	
Unshifted	0	0	0	0	0	0	1708										2555				
% Unshifted	0	0	0	0	0	0	97.7	100	0	97.8	94.1	0	100	0	95.5	98.8	97.7	0	100	97.8	97.8
Bank 1	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	3	34	0	0	37	60
% Bank 1	0	0	0	0	0	0	1.3	0	0	1.2	5.9	0	0	0	4.5	1.2	1.3	0	0	1.3	1.3
Bank 2	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	27	0	0	27	45
% Bank 2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0.9	1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13731
Site Code : 13731
Start Date : 12/2/2015
Page No : 2

	From North					Farmington Avenue From East					Discovery Drive From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	211	**9**	0	220	0	0	0	0	0	46	376	0	**1**	423	643
07:30 AM	0	0	0	0	0	0	216	6	0	222	0	0	0	0	0	50	397	0	0	447	669
07:45 AM	0	0	0	0	0	0	246	8	0	254	1	0	1	0	2	**56**	**402**	0	0	**458**	**714**
08:00 AM	0	0	0	0	0	0	**271**	9	0	**280**	**3**	0	**2**	0	**5**	18	333	0	0	351	636
Total Volume	0	0	0	0	0	0	944	32	0	976	4	0	3	0	7	170	1508	0	1	1679	2662
% App. Total	0	0	0	0		0	96.7	3.3	0		57.1	0	42.9	0		10.1	89.8	0	0.1		
PHF	.000	.000	.000	.000	.000	.000	.871	.889	.000	.871	.333	.000	.375	.000	.350	.759	.938	.000	.250	.916	.932

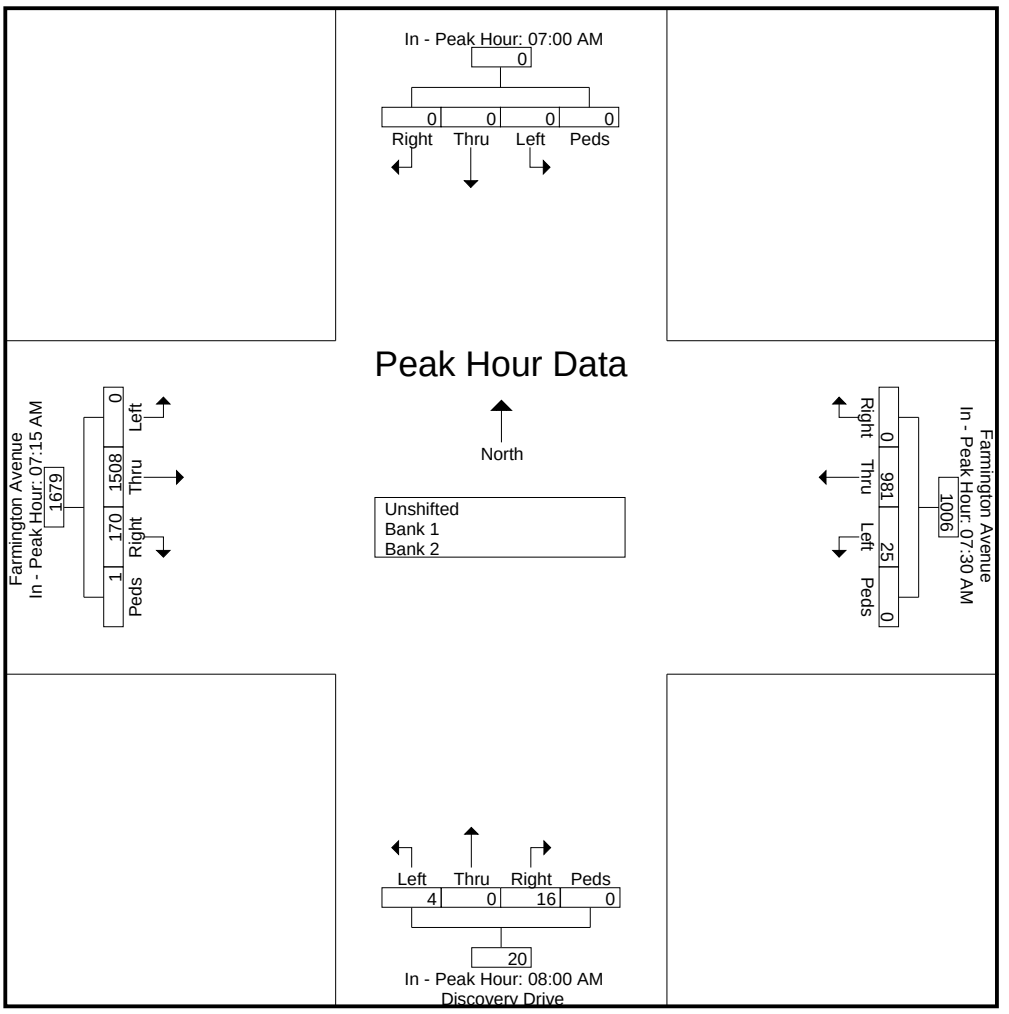


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13731
Site Code : 13731
Start Date : 12/2/2015
Page No : 3

	From North					Farmington Avenue From East					Discovery Drive From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	216	6	0	222	3	0	**2**	0	5	46	376	0	**1**	423	
+15 mins.	0	0	0	0	0	0	246	8	0	254	2	0	0	0	2	50	397	0	0	447	
+30 mins.	0	0	0	0	0	0	**271**	**9**	0	**280**	**6**	0	0	0	6	**56**	**402**	0	0	**458**	
+45 mins.	0	0	0	0	0	0	248	2	0	250	5	0	2	0	**7**	18	333	0	0	351	
Total Volume	0	0	0	0	0	0	981	25	0	1006	16	0	4	0	20	170	1508	0	1	1679	
% App. Total	0	0	0	0		0	97.5	2.5	0		80	0	20	0		10.1	89.8	0	0.1		
PHF	.000	.000	.000	.000	.000	.000	.905	.694	.000	.898	.667	.000	.500	.000	.714	.759	.938	.000	.250	.916	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at Discovery Drive
Farmington, Connecticut

File Name : 13732
Site Code : 13732
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

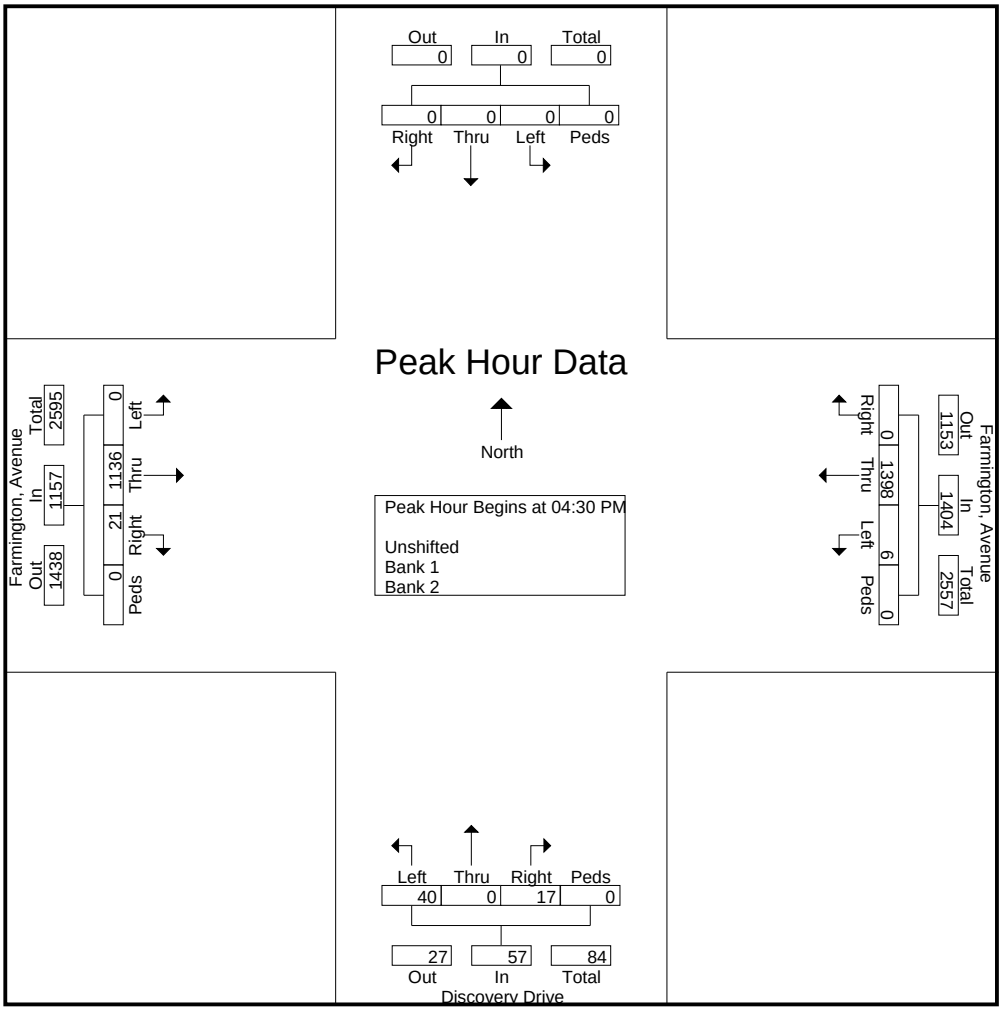
	From North					Farmington, Avenue From East					Discovery Drive From South					Farmington, Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	264	3	0	267	6	0	10	0	16	10	201	1	0	212	495
04:15 PM	0	0	0	0	0	0	283	7	0	290	5	0	1	1	7	4	237	0	0	241	538
04:30 PM	0	0	0	0	0	0	415	2	0	417	6	0	3	0	9	9	301	0	0	310	736
04:45 PM	0	0	0	0	0	0	273	0	0	273	4	0	7	0	11	5	234	0	0	239	523
Total	0	0	0	0	0	0	1235	12	0	1247	21	0	21	1	43	28	973	1	0	1002	2292
05:00 PM	0	0	0	0	0	0	399	1	0	400	7	0	11	0	18	4	259	0	0	263	681
05:15 PM	0	0	0	0	0	0	311	3	0	314	0	0	19	0	19	3	342	0	0	345	678
05:30 PM	0	0	0	0	0	0	351	2	0	353	2	0	5	0	7	1	269	0	0	270	630
05:45 PM	0	0	0	0	0	0	204	0	0	204	0	0	4	0	4	0	260	1	0	261	469
Total	0	0	0	0	0	0	1265	6	0	1271	9	0	39	0	48	8	1130	1	0	1139	2458
Grand Total	0	0	0	0	0	0	2500	18	0	2518	30	0	60	1	91	36	2103	2	0	2141	4750
Apprch %	0	0	0	0		0	99.3	0.7	0		33	0	65.9	1.1		1.7	98.2	0.1	0		
Total %	0	0	0	0	0	0	52.6	0.4	0	53	0.6	0	1.3	0	1.9	0.8	44.3	0	0	45.1	
Unshifted	0	0	0	0	0	0	2466										2074				
% Unshifted	0	0	0	0	0	0	98.6	100	0	98.6	93.3	0	100	100	97.8	94.4	98.6	100	0	98.6	98.6
Bank 1	0	0	0	0	0	0	19	0	0	19	2	0	0	0	2	2	11	0	0	13	34
% Bank 1	0	0	0	0	0	0	0.8	0	0	0.8	6.7	0	0	0	2.2	5.6	0.5	0	0	0.6	0.7
Bank 2	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	33
% Bank 2	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.9	0	0	0.8	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13732
Site Code : 13732
Start Date : 12/2/2015
Page No : 2

	From North					Farmington, Avenue From East					Discovery Drive From South					Farmington, Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	**415**	2	0	**417**	6	0	3	0	9	**9**	301	0	0	310	**736**
04:45 PM	0	0	0	0	0	0	273	0	0	273	4	0	7	0	11	5	234	0	0	239	523
05:00 PM	0	0	0	0	0	0	399	1	0	400	**7**	0	11	0	18	4	259	0	0	263	681
05:15 PM	0	0	0	0	0	0	311	**3**	0	314	0	0	**19**	0	**19**	3	**342**	0	0	**345**	678
Total Volume	0	0	0	0	0	0	1398	6	0	1404	17	0	40	0	57	21	1136	0	0	1157	2618
% App. Total	0	0	0	0		0	99.6	0.4	0		29.8	0	70.2	0		1.8	98.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.842	.500	.000	.842	.607	.000	.526	.000	.750	.583	.830	.000	.000	.838	.889

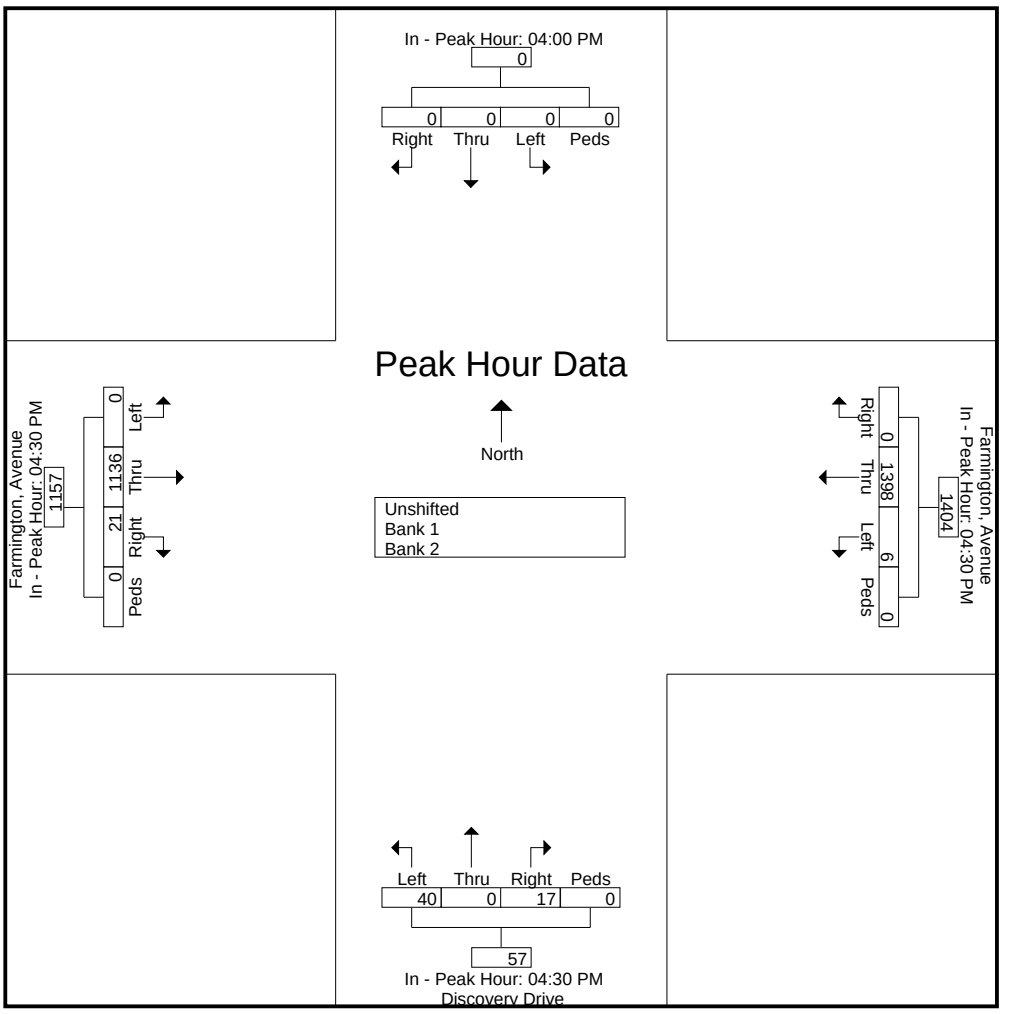


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13732
Site Code : 13732
Start Date : 12/2/2015
Page No : 3

	From North					Farmington, Avenue From East					Discovery Drive From South					Farmington, Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:30 PM					04:30 PM					
+0 mins.	0	0	0	0	0	0	**415**	2	0	**417**	6	0	3	0	9	**9**	301	0	0	310	
+15 mins.	0	0	0	0	0	0	273	0	0	273	4	0	7	0	11	5	234	0	0	239	
+30 mins.	0	0	0	0	0	0	399	1	0	400	**7**	0	11	0	18	4	259	0	0	263	
+45 mins.	0	0	0	0	0	0	311	**3**	0	314	0	0	**19**	0	**19**	3	**342**	0	0	**345**	
Total Volume	0	0	0	0	0	0	1398	6	0	1404	17	0	40	0	57	21	1136	0	0	1157	
% App. Total	0	0	0	0		0	99.6	0.4	0		29.8	0	70.2	0		1.8	98.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.842	.500	.000	.842	.607	.000	.526	.000	.750	.583	.830	.000	.000	.838	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Farmington Ave at Main Road/Private Dr
Farmington, Connecticut

File Name : 13747
Site Code : 13747
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

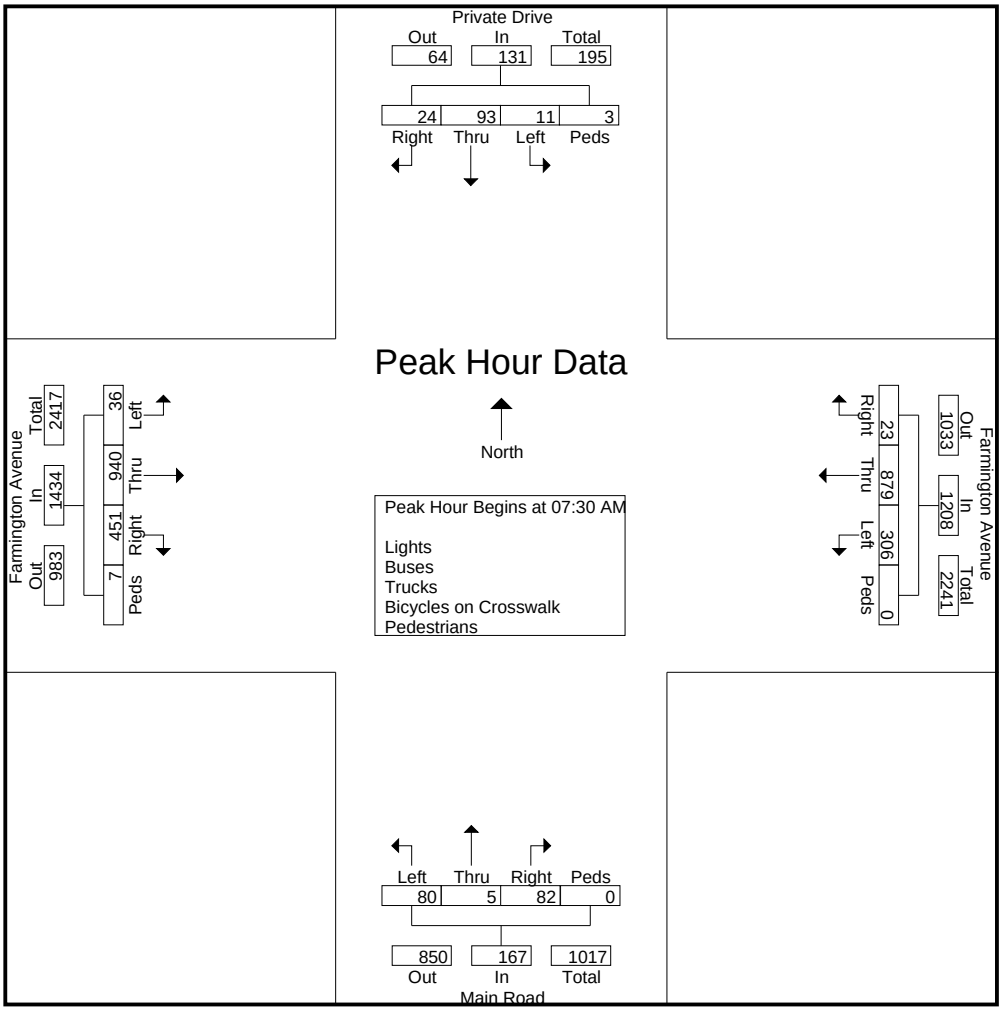
	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	7	2	0	15	2	133	33	0	168	14	2	8	0	24	59	158	3	0	220	427
07:15 AM	6	18	3	1	28	1	154	76	0	231	10	1	10	0	21	101	239	2	1	343	623
07:30 AM	8	31	0	0	39	6	188	84	0	278	25	1	29	0	55	128	266	9	2	405	777
07:45 AM	4	38	5	0	47	6	229	107	0	342	19	0	21	0	40	142	219	11	1	373	802
Total	24	94	10	1	129	15	704	300	0	1019	68	4	68	0	140	430	882	25	4	1341	2629
08:00 AM	8	11	6	2	27	4	215	63	0	282	23	2	9	0	34	96	220	9	2	327	670
08:15 AM	4	13	0	1	18	7	247	52	0	306	15	2	21	0	38	85	235	7	2	329	691
08:30 AM	2	9	2	1	14	7	232	49	0	288	22	3	28	0	53	85	192	8	4	289	644
08:45 AM	6	7	6	0	19	11	179	63	0	253	21	1	26	0	48	82	213	18	3	316	636
Total	20	40	14	4	78	29	873	227	0	1129	81	8	84	0	173	348	860	42	11	1261	2641
Grand Total	44	134	24	5	207	44	1577	527	0	2148	149	12	152	0	313	778	1742	67	15	2602	5270
Apprch %	21.3	64.7	11.6	2.4		2	73.4	24.5	0		47.6	3.8	48.6	0		29.9	66.9	2.6	0.6		
Total %	0.8	2.5	0.5	0.1	3.9	0.8	29.9	10	0	40.8	2.8	0.2	2.9	0	5.9	14.8	33.1	1.3	0.3	49.4	
Lights	43	133	21	0	197	43	1557										1715				
% Lights	97.7	99.3	87.5	0	95.2	97.7	98.7	98.7	0	98.7	92.6	91.7	90.1	0	91.4	97.7	98.5	97	0	97.6	97.6
Buses	0	1	3	0	4	0	5	6	0	11	8	1	12	0	21	9	5	0	0	14	50
% Buses	0	0.7	12.5	0	1.9	0	0.3	1.1	0	0.5	5.4	8.3	7.9	0	6.7	1.2	0.3	0	0	0.5	0.9
Trucks	1	0	0	0	1	1	15	1	0	17	3	0	3	0	6	9	22	2	0	33	57
% Trucks	2.3	0	0	0	0.5	2.3	1	0.2	0	0.8	2	0	2	0	1.9	1.2	1.3	3	0	1.3	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	0	0
Pedestrians	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	19
% Pedestrians	0	0	0	100	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	93.3	0.5	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13747
Site Code : 13747
Start Date : 12/2/2015
Page No : 2

Start Time	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**8**	31	0	0	39	6	188	84	0	278	**25**	1	**29**	0	**55**	128	**266**	9	**2**	**405**	777
07:45 AM	4	**38**	5	0	**47**	6	229	**107**	0	**342**	19	0	21	0	40	**142**	219	**11**	1	373	**802**
08:00 AM	8	11	**6**	**2**	27	4	215	63	0	282	23	**2**	9	0	34	96	220	9	2	327	670
08:15 AM	4	13	0	1	18	**7**	**247**	52	0	306	15	2	21	0	38	85	235	7	2	329	691
Total Volume	24	93	11	3	131	23	879	306	0	1208	82	5	80	0	167	451	940	36	7	1434	2940
% App. Total	18.3	71	8.4	2.3		1.9	72.8	25.3	0		49.1	3	47.9	0		31.5	65.6	2.5	0.5		
PHF	.750	.612	.458	.375	.697	.821	.890	.715	.000	.883	.820	.625	.690	.000	.759	.794	.883	.818	.875	.885	.916

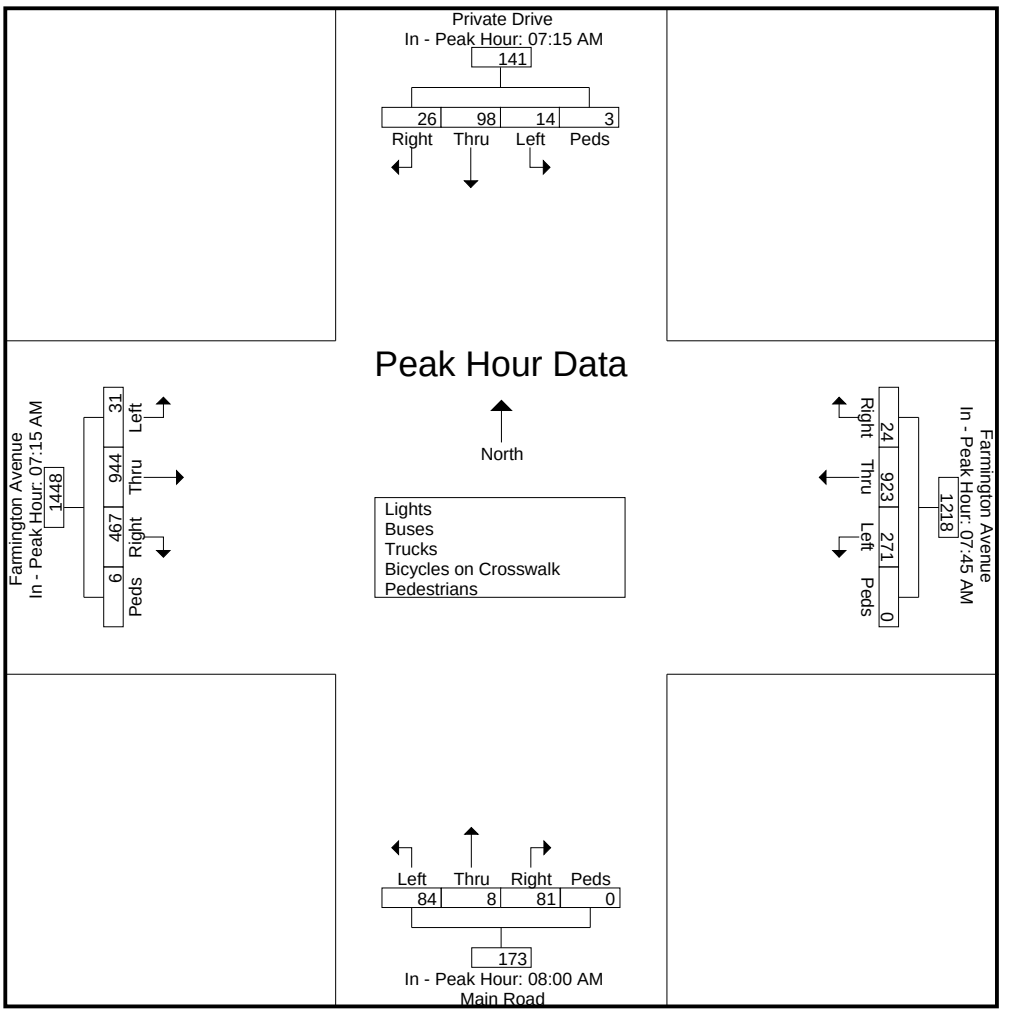


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13747
Site Code : 13747
Start Date : 12/2/2015
Page No : 3

	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					08:00 AM					07:15 AM					
+0 mins.	6	18	3	1	28	6	229	**107**	0	**342**	**23**	2	9	0	34	101	239	2	1	343	
+15 mins.	**8**	31	0	0	39	4	215	63	0	282	15	2	21	0	38	128	**266**	9	**2**	**405**	
+30 mins.	4	**38**	5	0	**47**	**7**	**247**	52	0	306	22	**3**	**28**	0	**53**	**142**	219	**11**	1	373	
+45 mins.	8	11	**6**	**2**	27	7	232	49	0	288	21	1	26	0	48	96	220	9	2	327	
Total Volume	26	98	14	3	141	24	923	271	0	1218	81	8	84	0	173	467	944	31	6	1448	
% App. Total	18.4	69.5	9.9	2.1		2	75.8	22.2	0		46.8	4.6	48.6	0		32.3	65.2	2.1	0.4		
PHF	.813	.645	.583	.375	.750	.857	.934	.633	.000	.890	.880	.667	.750	.000	.816	.822	.887	.705	.750	.894	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Farmington Ave at Main Road/Private Dr
Farmington, Connecticut

File Name : 13748
Site Code : 13748
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

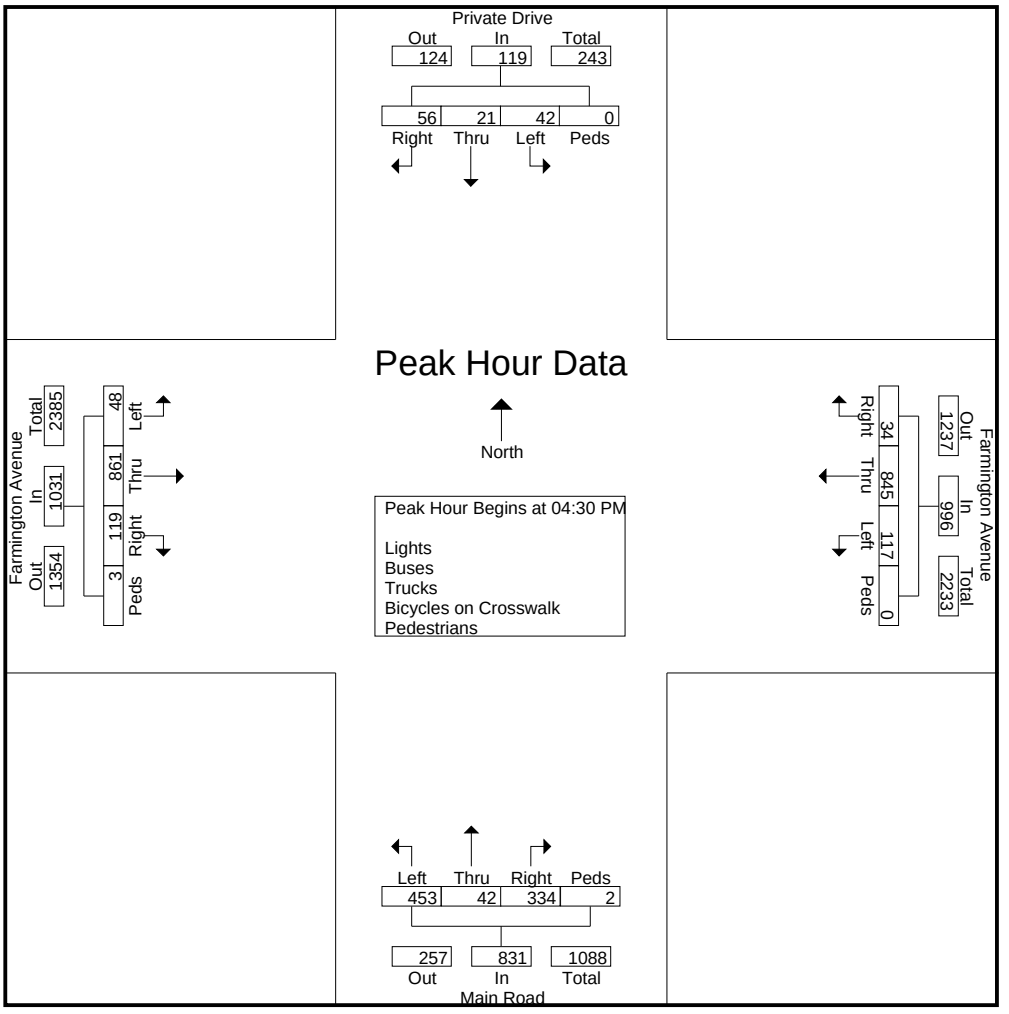
	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	4	15	0	38	11	188	19	0	218	104	16	96	0	216	25	166	10	1	202	674
04:15 PM	9	3	15	0	27	6	195	25	0	226	73	9	83	0	165	19	194	4	0	217	635
04:30 PM	12	3	5	0	20	8	226	17	0	251	100	8	145	0	253	28	199	10	1	238	762
04:45 PM	13	6	13	0	32	9	203	37	0	249	84	14	90	1	189	26	196	11	2	235	705
Total	53	16	48	0	117	34	812	98	0	944	361	47	414	1	823	98	755	35	4	892	2776
05:00 PM	18	4	13	0	35	11	227	29	0	267	86	12	125	1	224	34	236	14	0	284	810
05:15 PM	13	8	11	0	32	6	189	34	0	229	64	8	93	0	165	31	230	13	0	274	700
05:30 PM	15	3	10	0	28	5	210	32	0	247	54	6	61	0	121	24	198	12	0	234	630
05:45 PM	8	1	8	0	17	6	152	29	0	187	56	10	37	0	103	31	197	8	0	236	543
Total	54	16	42	0	112	28	778	124	0	930	260	36	316	1	613	120	861	47	0	1028	2683
Grand Total	107	32	90	0	229	62	1590	222	0	1874	621	83	730	2	1436	218	1616	82	4	1920	5459
Apprch %	46.7	14	39.3	0		3.3	84.8	11.8	0		43.2	5.8	50.8	0.1		11.4	84.2	4.3	0.2		
Total %	2	0.6	1.6	0	4.2	1.1	29.1	4.1	0	34.3	11.4	1.5	13.4	0	26.3	4	29.6	1.5	0.1	35.2	
Lights	107	31	90	0	228	62	1573										1603				
% Lights	100	96.9	100	0	99.6	100	98.9	96.8	0	98.7	97.7	97.6	98.5	0	98	94	99.2	98.8	0	98.4	98.4
Buses	0	1	0	0	1	0	5	4	0	9	9	2	8	0	19	12	7	0	0	19	48
% Buses	0	3.1	0	0	0.4	0	0.3	1.8	0	0.5	1.4	2.4	1.1	0	1.3	5.5	0.4	0	0	1	0.9
Trucks	0	0	0	0	0	0	12	3	0	15	5	0	3	0	8	1	6	1	0	8	31
% Trucks	0	0	0	0	0	0	0.8	1.4	0	0.8	0.8	0	0.4	0	0.6	0.5	0.4	1.2	0	0.4	0.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	6
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	0.2	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13748
Site Code : 13748
Start Date : 12/2/2015
Page No : 2

	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	12	3	5	0	20	8	226	17	0	251	**100**	8	**145**	0	**253**	28	199	10	1	238	762
04:45 PM	13	6	**13**	0	32	9	203	**37**	0	249	84	**14**	90	**1**	189	26	196	11	**2**	235	705
05:00 PM	**18**	4	13	0	**35**	**11**	**227**	29	0	**267**	86	12	125	1	224	**34**	**236**	**14**	0	**284**	**810**
05:15 PM	13	**8**	11	0	32	6	189	34	0	229	64	8	93	0	165	31	230	13	0	274	700
Total Volume	56	21	42	0	119	34	845	117	0	996	334	42	453	2	831	119	861	48	3	1031	2977
% App. Total	47.1	17.6	35.3	0		3.4	84.8	11.7	0		40.2	5.1	54.5	0.2		11.5	83.5	4.7	0.3		
PHF	.778	.656	.808	.000	.850	.773	.931	.791	.000	.933	.835	.750	.781	.500	.821	.875	.912	.857	.375	.908	.919

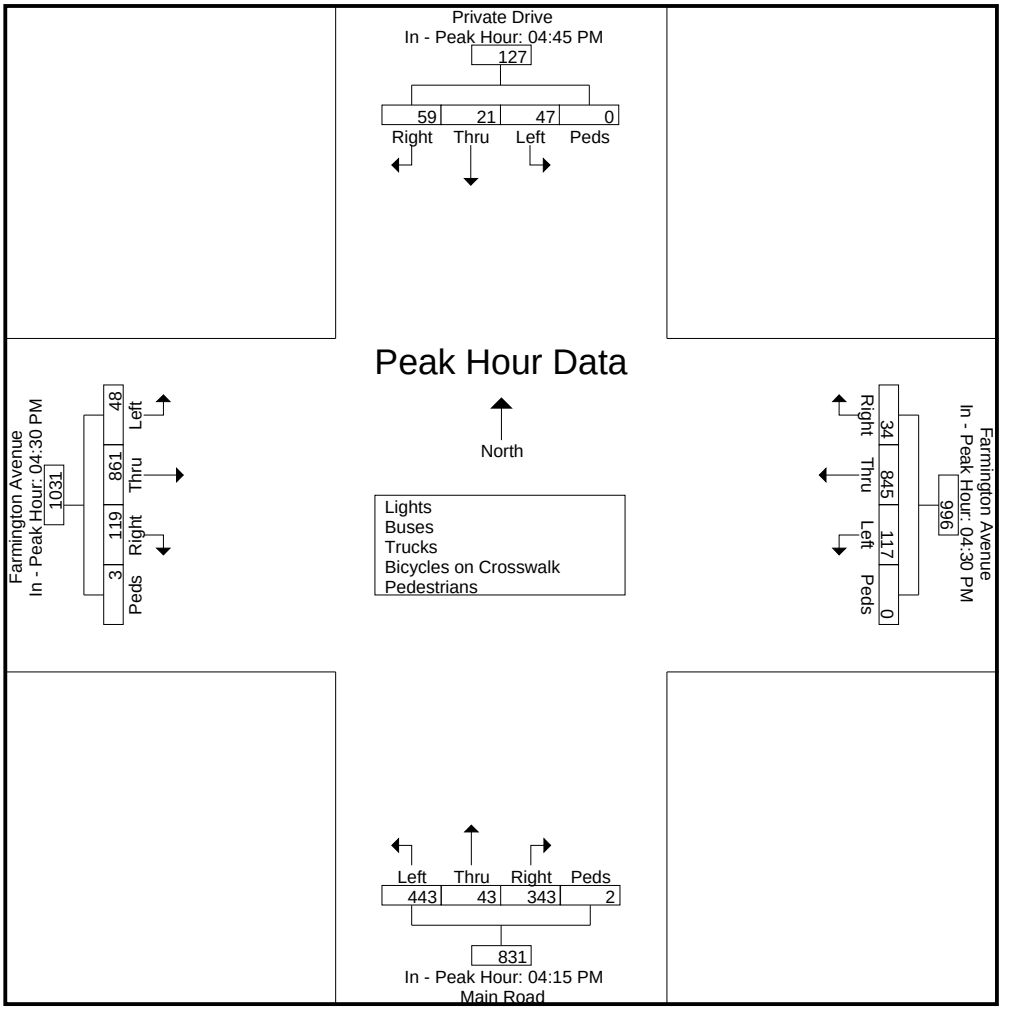


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13748
Site Code : 13748
Start Date : 12/2/2015
Page No : 3

	Private Drive From North					Farmington Avenue From East					Main Road From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:30 PM					04:15 PM					04:30 PM					
+0 mins.	13	6	**13**	0	32	8	226	17	0	251	73	9	83	0	165	28	199	10	1	238	
+15 mins.	**18**	4	13	0	**35**	9	203	**37**	0	249	**100**	8	**145**	0	**253**	26	196	11	**2**	235	
+30 mins.	13	**8**	11	0	32	**11**	**227**	29	0	**267**	84	**14**	90	**1**	189	**34**	**236**	**14**	0	**284**	
+45 mins.	15	3	10	0	28	6	189	34	0	229	86	12	125	1	224	31	230	13	0	274	
Total Volume	59	21	47	0	127	34	845	117	0	996	343	43	443	2	831	119	861	48	3	1031	
% App. Total	46.5	16.5	37	0		3.4	84.8	11.7	0		41.3	5.2	53.3	0.2		11.5	83.5	4.7	0.3		
PHF	.819	.656	.904	.000	.907	.773	.931	.791	.000	.933	.858	.768	.764	.500	.821	.875	.912	.857	.375	.908	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at 230/231 Farmington Ave
Farmington, Connecticut

File Name : 13723
Site Code : 13723
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

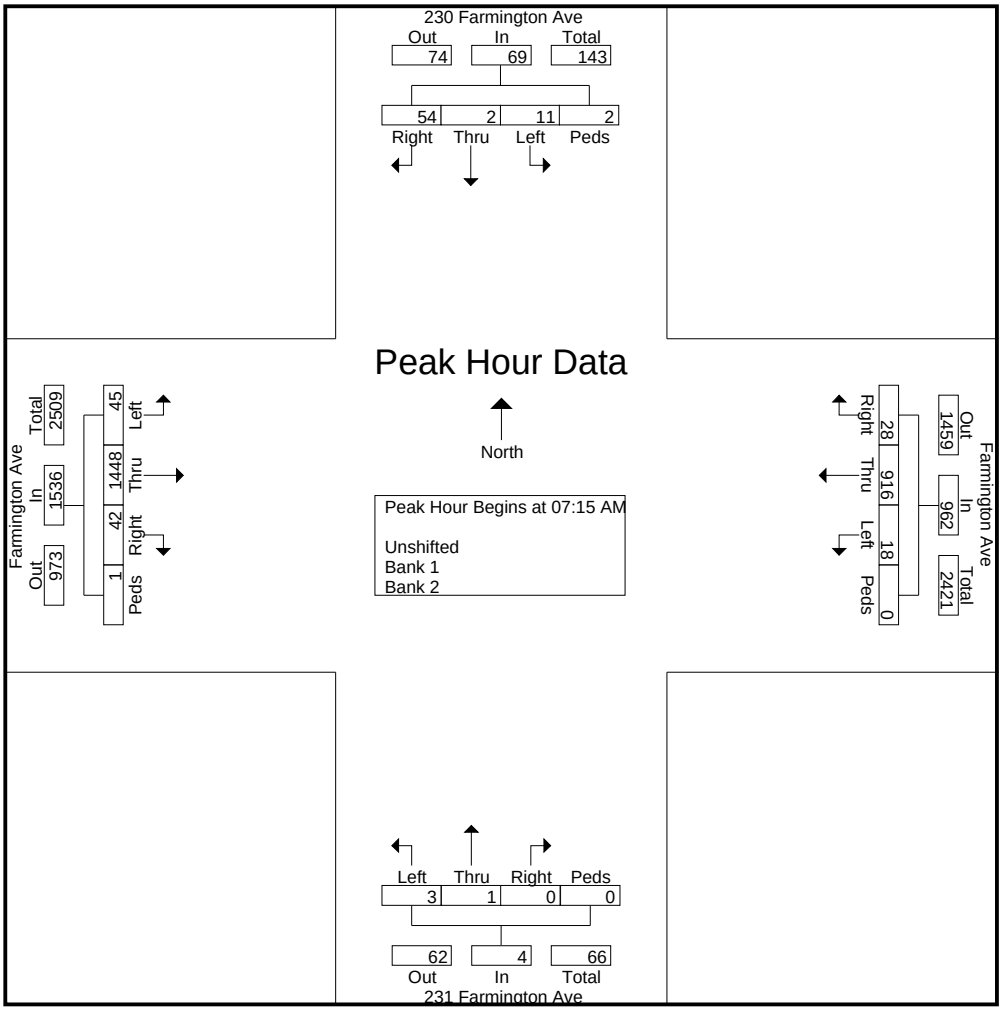
	230 Farmington Ave From North					Farmington Ave From East					231 Farmington Ave From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	0	3	0	17	7	187	1	0	195	0	0	1	0	1	7	243	13	0	263	476
07:15 AM	10	0	0	0	10	6	218	3	0	227	0	0	0	0	0	9	403	7	0	419	656
07:30 AM	17	0	3	0	20	11	231	4	0	246	0	0	1	0	1	8	344	11	0	363	630
07:45 AM	15	1	5	0	21	3	235	6	0	244	0	0	0	0	0	16	348	17	0	381	646
Total	56	1	11	0	68	27	871	14	0	912	0	0	2	0	2	40	1338	48	0	1426	2408
08:00 AM	12	1	3	2	18	8	232	5	0	245	0	1	2	0	3	9	353	10	1	373	639
08:15 AM	13	0	1	0	14	5	216	9	0	230	0	0	0	0	0	10	311	10	0	331	575
08:30 AM	9	1	2	0	12	10	216	3	0	229	1	1	2	0	4	8	298	17	1	324	569
08:45 AM	11	0	6	0	17	11	200	2	0	213	1	0	2	0	3	13	276	15	1	305	538
Total	45	2	12	2	61	34	864	19	0	917	2	2	6	0	10	40	1238	52	3	1333	2321
Grand Total	101	3	23	2	129	61	1735	33	0	1829	2	2	8	0	12	80	2576	100	3	2759	4729
Apprch %	78.3	2.3	17.8	1.6		3.3	94.9	1.8	0		16.7	16.7	66.7	0		2.9	93.4	3.6	0.1		
Total %	2.1	0.1	0.5	0	2.7	1.3	36.7	0.7	0	38.7	0	0	0.2	0	0.3	1.7	54.5	2.1	0.1	58.3	
Unshifted	100	3	23	2	128	58	1715										2548				
% Unshifted	99	100	100	100	99.2	95.1	98.8	100	0	98.7	100	100	100	0	100	100	98.9	99	100	98.9	98.9
Bank 1	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	0	15	1	0	16	28
% Bank 1	1	0	0	0	0.8	1.6	0.6	0	0	0.6	0	0	0	0	0	0	0.6	1	0	0.6	0.6
Bank 2	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	13	0	0	13	25
% Bank 2	0	0	0	0	0	3.3	0.6	0	0	0.7	0	0	0	0	0	0	0.5	0	0	0.5	0.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13723
Site Code : 13723
Start Date : 12/2/2015
Page No : 2

	230 Farmington Ave From North					Farmington Ave From East					231 Farmington Ave From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	10	0	0	0	10	6	218	3	0	227	0	0	0	0	0	9	**403**	7	0	**419**	**656**
07:30 AM	**17**	0	3	0	20	**11**	231	4	0	**246**	0	0	1	0	1	8	344	11	0	363	630
07:45 AM	15	**1**	**5**	0	**21**	3	**235**	**6**	0	244	0	0	0	0	0	**16**	348	**17**	0	381	646
08:00 AM	12	1	3	**2**	18	8	232	5	0	245	0	**1**	**2**	0	**3**	9	353	10	**1**	373	639
Total Volume	54	2	11	2	69	28	916	18	0	962	0	1	3	0	4	42	1448	45	1	1536	2571
% App. Total	78.3	2.9	15.9	2.9		2.9	95.2	1.9	0		0	25	75	0		2.7	94.3	2.9	0.1		
PHF	.794	.500	.550	.250	.821	.636	.974	.750	.000	.978	.000	.250	.375	.000	.333	.656	.898	.662	.250	.916	.980

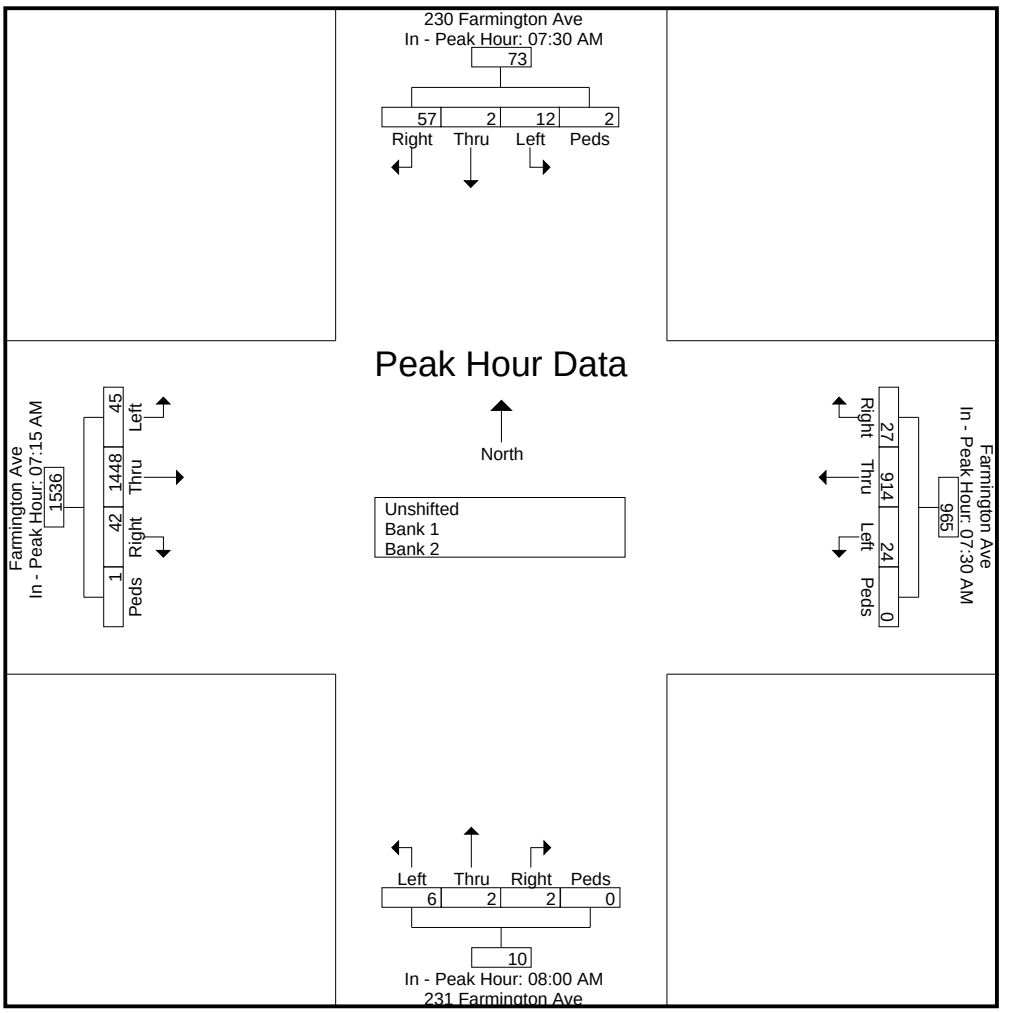


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13723
Site Code : 13723
Start Date : 12/2/2015
Page No : 3

	230 Farmington Ave From North					Farmington Ave From East					231 Farmington Ave From South					Farmington Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	**17**	0	3	0	20	**11**	231	4	0	**246**	0	**1**	**2**	0	3	9	**403**	7	0	**419**	
+15 mins.	15	**1**	**5**	0	**21**	3	**235**	6	0	244	0	0	0	0	0	8	344	11	0	363	
+30 mins.	12	1	3	**2**	18	8	232	5	0	245	**1**	1	2	0	**4**	**16**	348	**17**	0	381	
+45 mins.	13	0	1	0	14	5	216	**9**	0	230	1	0	2	0	3	9	353	10	**1**	373	
Total Volume	57	2	12	2	73	27	914	24	0	965	2	2	6	0	10	42	1448	45	1	1536	
% App. Total	78.1	2.7	16.4	2.7		2.8	94.7	2.5	0		20	20	60	0		2.7	94.3	2.9	0.1		
PHF	.838	.500	.600	.250	.869	.614	.972	.667	.000	.981	.500	.500	.750	.000	.625	.656	.898	.662	.250	.916	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at 230/231 Farmington Ave
Farmington, Connecticut

File Name : 13724
Site Code : 13724
Start Date : 12/2/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

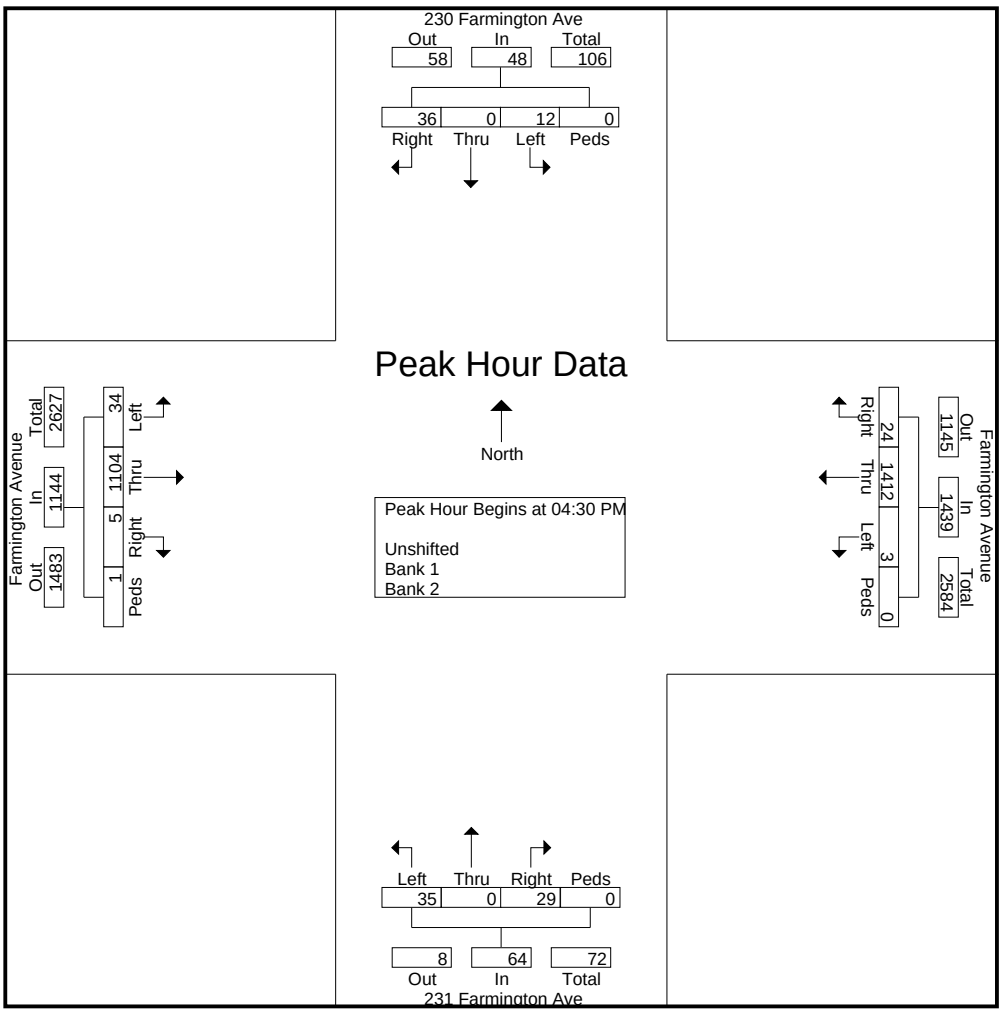
	230 Farmington Ave From North					Farmington Avenue From East					231 Farmington Ave From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	0	2	0	11	6	294	0	0	300	9	0	16	1	26	2	237	8	1	248	585
04:15 PM	4	0	8	0	12	6	346	1	0	353	4	0	1	0	5	0	241	14	0	255	625
04:30 PM	8	0	3	0	11	8	382	0	0	390	9	0	7	0	16	1	267	7	0	275	692
04:45 PM	13	0	2	0	15	7	351	1	0	359	3	0	4	0	7	2	262	8	0	272	653
Total	34	0	15	0	49	27	1373	2	0	1402	25	0	28	1	54	5	1007	37	1	1050	2555
05:00 PM	7	0	6	0	13	6	345	1	0	352	13	0	21	0	34	2	298	10	0	310	709
05:15 PM	8	0	1	0	9	3	334	1	0	338	4	0	3	0	7	0	277	9	1	287	641
05:30 PM	5	0	4	0	9	3	336	0	0	339	2	0	7	0	9	1	262	4	0	267	624
05:45 PM	8	0	4	0	12	5	277	0	0	282	1	0	1	0	2	0	254	9	0	263	559
Total	28	0	15	0	43	17	1292	2	0	1311	20	0	32	0	52	3	1091	32	1	1127	2533
Grand Total	62	0	30	0	92	44	2665	4	0	2713	45	0	60	1	106	8	2098	69	2	2177	5088
Apprch %	67.4	0	32.6	0		1.6	98.2	0.1	0		42.5	0	56.6	0.9		0.4	96.4	3.2	0.1		
Total %	1.2	0	0.6	0	1.8	0.9	52.4	0.1	0	53.3	0.9	0	1.2	0	2.1	0.2	41.2	1.4	0	42.8	
Unshifted	62	0	30	0	92	42	2653										2085				
% Unshifted	100	0	100	0	100	95.5	99.5	100	0	99.5	100	0	100	100	100	100	99.4	100	100	99.4	99.5
Bank 1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Bank 1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	12	0	0	12	21
% Bank 2	0	0	0	0	0	4.5	0.3	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.6	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13724
Site Code : 13724
Start Date : 12/2/2015
Page No : 2

	230 Farmington Ave From North					Farmington Avenue From East					231 Farmington Ave From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	0	3	0	11	**8**	**382**	0	0	**390**	9	0	7	0	16	1	267	7	0	275	692
04:45 PM	**13**	0	2	0	**15**	7	351	**1**	0	359	3	0	4	0	7	**2**	262	8	0	272	653
05:00 PM	7	0	**6**	0	13	6	345	1	0	352	**13**	0	**21**	0	**34**	2	**298**	**10**	0	**310**	**709**
05:15 PM	8	0	1	0	9	3	334	1	0	338	4	0	3	0	7	0	277	9	**1**	287	641
Total Volume	36	0	12	0	48	24	1412	3	0	1439	29	0	35	0	64	5	1104	34	1	1144	2695
% App. Total	75	0	25	0		1.7	98.1	0.2	0		45.3	0	54.7	0		0.4	96.5	3	0.1		
PHF	.692	.000	.500	.000	.800	.750	.924	.750	.000	.922	.558	.000	.417	.000	.471	.625	.926	.850	.250	.923	.950

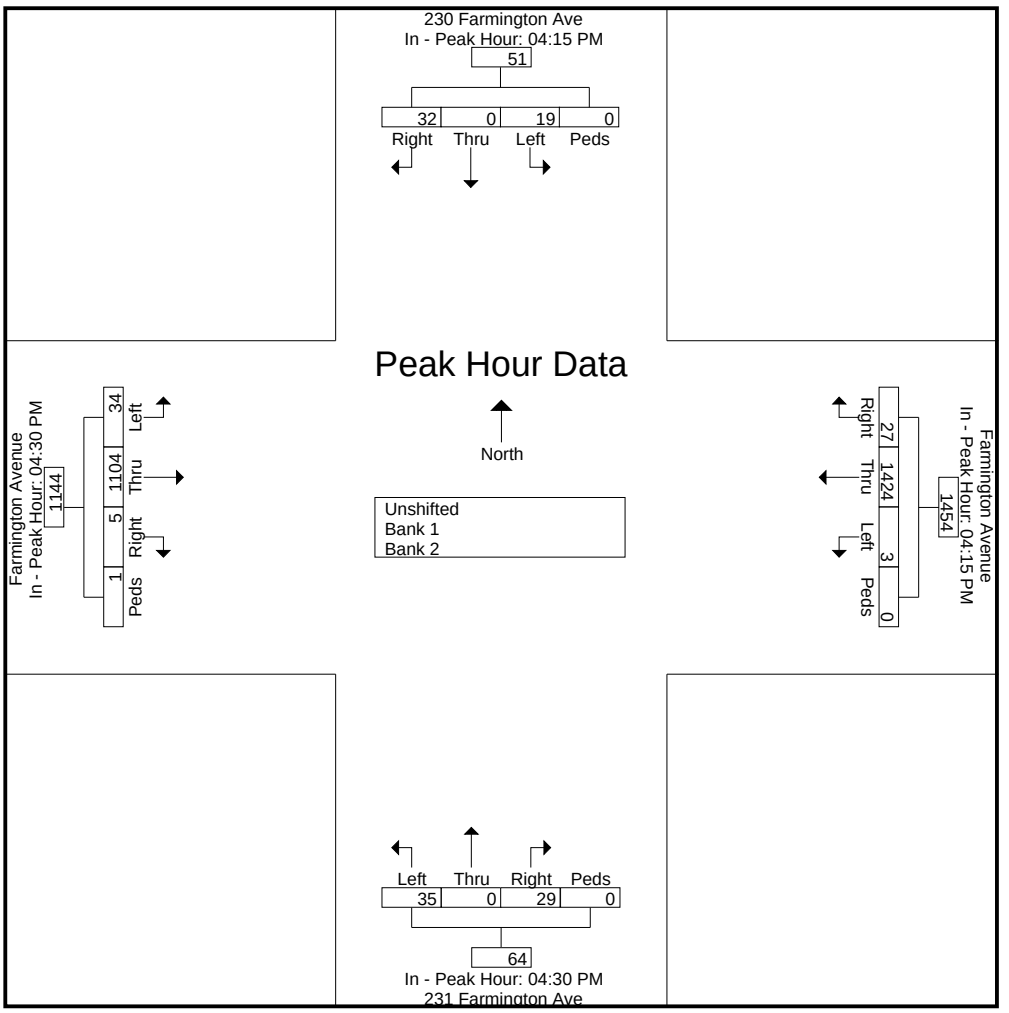


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13724
Site Code : 13724
Start Date : 12/2/2015
Page No : 3

	230 Farmington Ave From North					Farmington Avenue From East					231 Farmington Ave From South					Farmington Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:15 PM					04:30 PM					04:30 PM					
+0 mins.	4	0	**8**	0	12	6	346	**1**	0	353	9	0	7	0	16	1	267	7	0	275	
+15 mins.	8	0	3	0	11	**8**	**382**	0	0	**390**	3	0	4	0	7	**2**	262	8	0	272	
+30 mins.	**13**	0	2	0	**15**	7	351	1	0	359	**13**	0	**21**	0	**34**	2	**298**	**10**	0	**310**	
+45 mins.	7	0	6	0	13	6	345	1	0	352	4	0	3	0	7	0	277	9	**1**	287	
Total Volume	32	0	19	0	51	27	1424	3	0	1454	29	0	35	0	64	5	1104	34	1	1144	
% App. Total	62.7	0	37.3	0		1.9	97.9	0.2	0		45.3	0	54.7	0		0.4	96.5	3	0.1		
PHF	.615	.000	.594	.000	.850	.844	.932	.750	.000	.932	.558	.000	.417	.000	.471	.625	.926	.850	.250	.923	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Farmington Ave at Tolcott Notch/Old Mt.
Farmington, Connecticut

File Name : 13741
Site Code : 13741
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

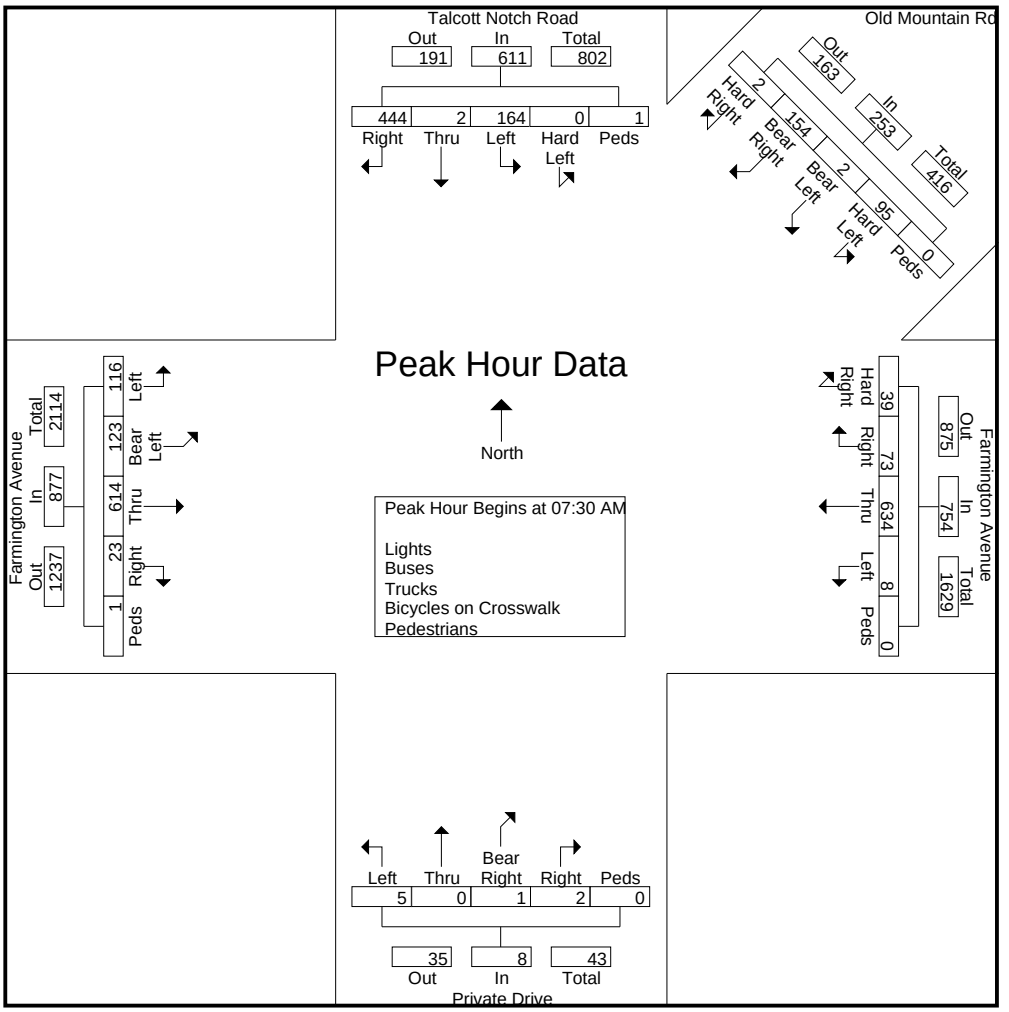
	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
07:00 AM	80	0	35	0	0	115	1	22	0	14	0	37	6	7	83	0	0	96	0	0	0	0	1	1	0	117	17	16	0	150	399
07:15 AM	91	0	38	0	1	130	0	28	0	10	1	39	3	9	117	0	0	129	0	0	0	0	0	0	5	150	23	21	0	199	497
07:30 AM	105	0	36	0	1	142	1	37	0	24	0	62	6	14	139	0	0	159	0	0	0	1	0	1	3	165	34	31	1	234	598
07:45 AM	132	0	49	0	0	181	1	50	0	25	0	76	7	20	173	4	0	204	0	0	0	0	0	0	5	162	25	25	0	217	678
Total	408	0	158	0	2	568	3	137	0	73	1	214	22	50	512	4	0	588	0	0	0	1	1	2	13	594	99	93	1	800	2172
08:00 AM	110	1	39	0	0	150	0	34	1	26	0	61	11	20	163	2	0	196	2	1	0	2	0	5	9	166	38	25	0	238	650
08:15 AM	97	1	40	0	0	138	0	33	1	20	0	54	15	19	159	2	0	195	0	0	0	2	0	2	6	121	26	35	0	188	577
08:30 AM	116	2	34	1	0	153	1	34	2	15	0	52	8	12	150	0	0	170	0	1	0	1	0	2	10	138	38	31	0	217	594
08:45 AM	88	1	27	1	0	117	1	21	0	13	0	35	7	16	140	1	0	164	0	0	0	0	0	0	7	125	36	28	0	196	512
Total	411	5	140	2	0	558	2	122	4	74	0	202	41	67	612	5	0	725	2	2	0	5	0	9	32	550	138	119	0	839	2333
Grand Total	819	5	298	2	2	1126	5	259	4	147	1	416	63	117	1124	9	0	1313	2	2	0	6	1	11	45	1144	237	212	1	1639	4505
Apprch %	72.7	0.4	26.5	0.2	0.2		1.2	62.3	1	35.3	0.2		4.8	8.9	85.6	0.7	0		18.2	18.2	0	54.5	9.1		2.7	69.8	14.5	12.9	0.1		
Total %	18.2	0.1	6.6	0	0	25	0.1	5.7	0.1	3.3	0	9.2	1.4	2.6	25	0.2	0	29.1	0	0	0	0.1	0	0.2	1	25.4	5.3	4.7	0	36.4	
Lights	814	5	293	1	0	1113	4	257	4	145	0	410	61	113	1106	8	0	1288	2	0	0	5	0	7	42	1125	231	209	0	1607	4425
% Lights	99.4	100	98.3	50	0	98.8	80	99.2	100	98.6	0	98.6	96.8	96.6	98.4	88.9	0	98.1	100	0	0	83.3	0	63.6	93.3	98.3	97.5	98.6	0	98	98.2
Buses	1	0	2	0	0	3	1	2	0	1	0	4	1	3	8	0	0	12	0	2	0	0	0	2	2	6	4	0	0	12	33
% Buses	0.1	0	0.7	0	0	0.3	20	0.8	0	0.7	0	1	1.6	2.6	0.7	0	0	0.9	0	100	0	0	0	18.2	4.4	0.5	1.7	0	0	0.7	0.7
Trucks	4	0	3	1	0	8	0	0	0	1	0	1	1	1	10	1	0	13	0	0	0	1	0	1	1	13	2	3	0	19	42
% Trucks	0.5	0	1	50	0	0.7	0	0	0	0.7	0	0.2	1.6	0.9	0.9	11.1	0	1	0	0	0	16.7	0	9.1	2.2	1.1	0.8	1.4	0	1.2	0.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	9.1	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	0	100	0.2	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13741
Site Code : 13741
Start Date : 12/3/2015
Page No : 2

	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:30 AM																															
07:30 AM	105	0	36	0	**1**	142	**1**	37	0	24	0	62	6	14	139	0	0	159	0	0	0	1	0	1	3	165	34	31	**1**	234	598
07:45 AM	**132**	0	**49**	0	0	**181**	1	**50**	0	25	0	**76**	7	**20**	**173**	**4**	0	**204**	0	0	0	0	0	0	5	162	25	25	0	217	**678**
08:00 AM	110	**1**	39	0	0	150	0	34	**1**	**26**	0	61	11	20	163	2	0	196	**2**	**1**	0	**2**	0	**5**	**9**	**166**	**38**	25	0	**238**	650
08:15 AM	97	1	40	0	0	138	0	33	1	20	0	54	**15**	19	159	2	0	195	0	0	0	2	0	2	6	121	26	**35**	0	188	577
Total Volume	444	2	164	0	1	611	2	154	2	95	0	253	39	73	634	8	0	754	2	1	0	5	0	8	23	614	123	116	1	877	2503
% App. Total	72.7	0.3	26.8	0	0.2		0.8	60.9	0.8	37.5	0		5.2	9.7	84.1	1.1	0		25	12.5	0	62.5	0		2.6	70	14	13.2	0.1		
PHF	.841	.500	.837	.000	.250	.844	.500	.770	.500	.913	.000	.832	.650	.913	.916	.500	.000	.924	.250	.250	.000	.625	.000	.400	.639	.925	.809	.829	.250	.921	.923

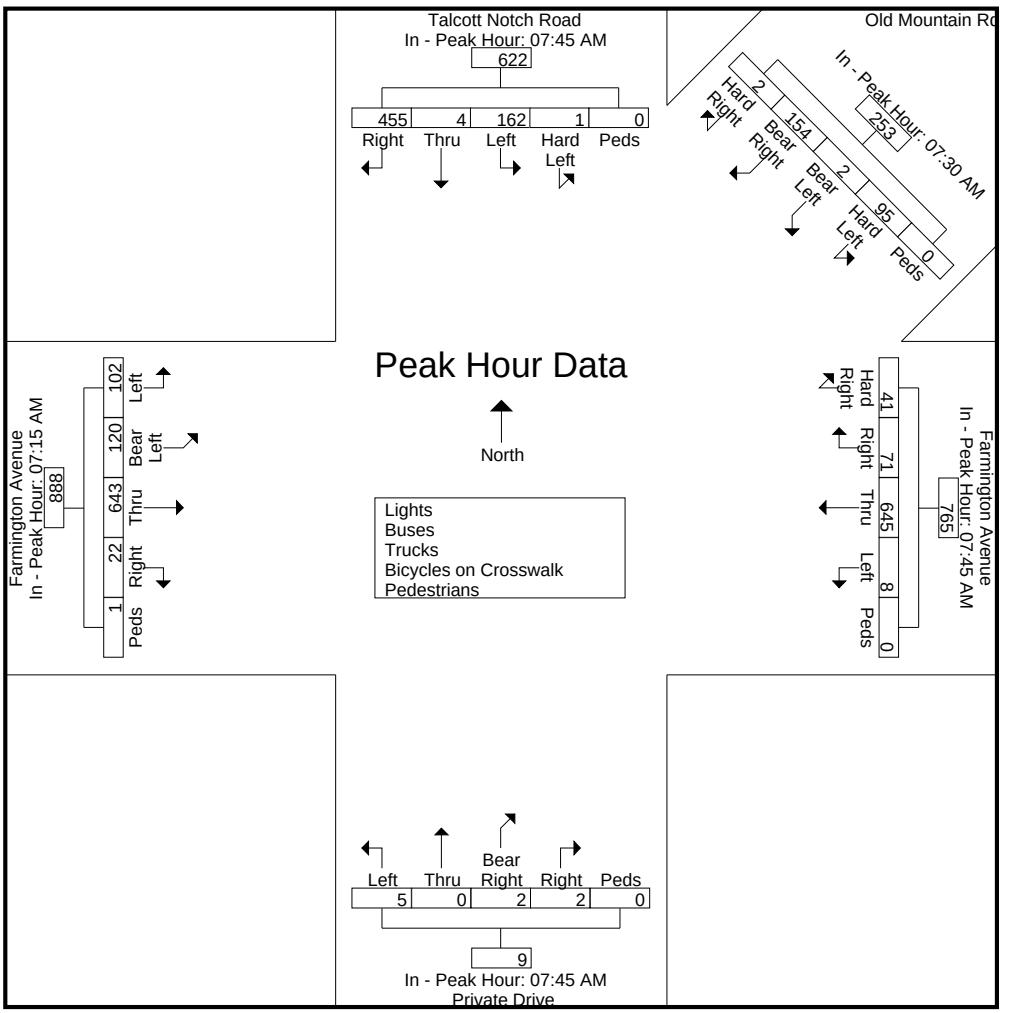


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13741
Site Code : 13741
Start Date : 12/3/2015
Page No : 3

	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Each Approach Begins at:																															
	07:45 AM						07:30 AM						07:45 AM						07:45 AM						07:15 AM						
+0 mins.	**132**	0	**49**	0	0	**181**	**1**	37	0	24	0	62	7	**20**	**173**	**4**	0	**204**	0	0	0	0	0	0	5	150	23	21	0	199	
+15 mins.	110	1	39	0	0	150	1	**50**	0	25	0	**76**	11	20	163	2	0	196	**2**	**1**	0	**2**	0	**5**	3	165	34	**31**	**1**	234	
+30 mins.	97	1	40	0	0	138	0	34	**1**	**26**	0	61	**15**	19	159	2	0	195	0	0	0	2	0	2	5	162	25	25	0	217	
+45 mins.	116	**2**	34	**1**	0	153	0	33	1	20	0	54	8	12	150	0	0	170	0	1	0	1	0	2	**9**	**166**	**38**	25	0	**238**	
Total Volume	455	4	162	1	0	622	2	154	2	95	0	253	41	71	645	8	0	765	2	2	0	5	0	9	22	643	120	102	1	888	
% App. Total	73.2	0.6	26	0.2	0		0.8	60.9	0.8	37.5	0		5.4	9.3	84.3	1	0		22.2	22.2	0	55.6	0		2.5	72.4	13.5	11.5	0.1		
PHF	.862	.500	.827	.250	.000	.859	.500	.770	.500	.913	.000	.832	.683	.888	.932	.500	.000	.938	.250	.500	.000	.625	.000	.450	.611	.968	.789	.823	.250	.933	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Farmington Ave at Talcott Notch/Old Mt.
Farmington, Connecticut

File Name : 13742
Site Code : 13742
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

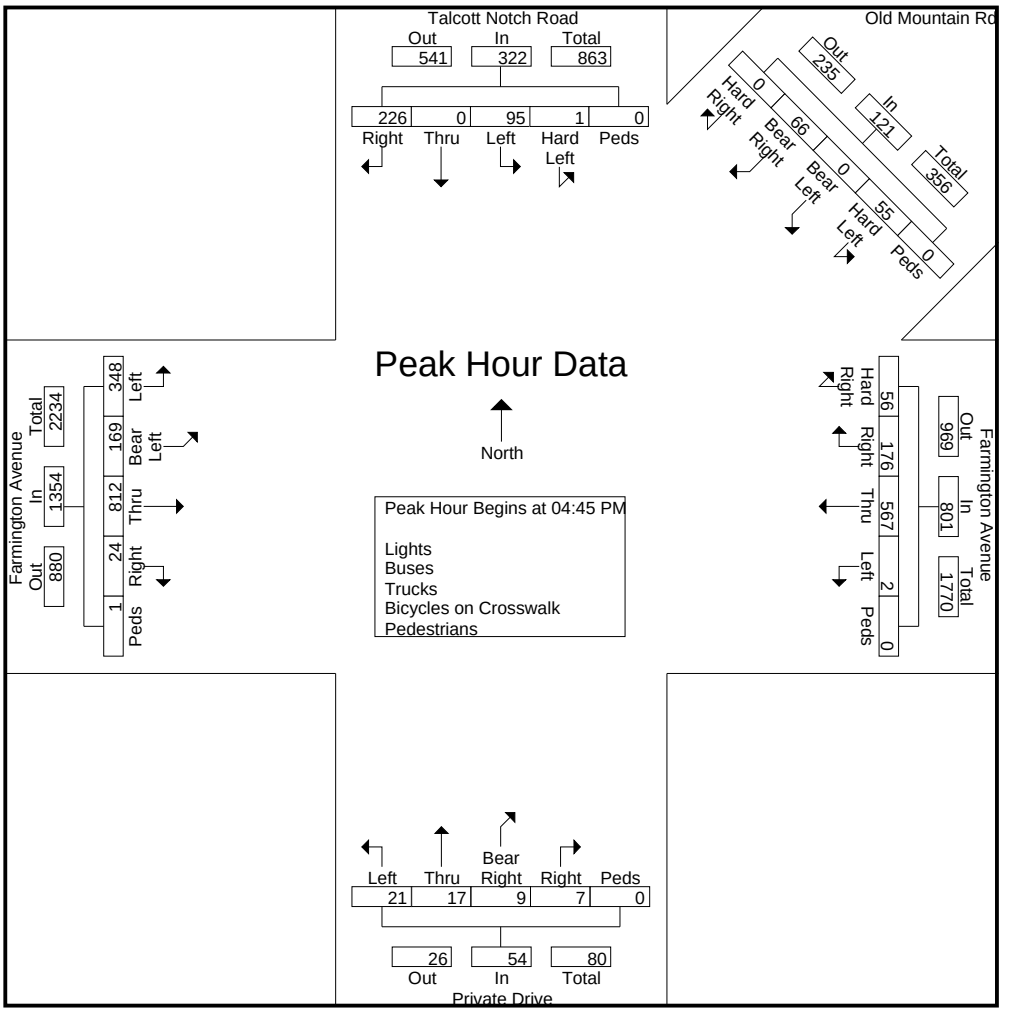
	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
04:00 PM	57	0	22	0	0	79	2	28	0	9	0	39	12	37	120	0	0	169	0	1	0	1	0	2	2	163	46	89	0	300	589
04:15 PM	51	0	13	2	1	67	0	21	0	11	0	32	11	44	120	2	0	177	7	1	2	0	0	10	2	149	52	88	1	292	578
04:30 PM	61	0	30	0	0	91	1	18	0	5	0	24	6	48	137	0	0	191	3	1	2	3	0	9	2	184	46	80	0	312	627
04:45 PM	59	0	23	0	0	82	0	14	0	14	0	28	14	50	129	0	0	193	2	0	2	4	0	8	3	196	42	95	0	336	647
Total	228	0	88	2	1	319	3	81	0	39	0	123	43	179	506	2	0	730	12	3	6	8	0	29	9	692	186	352	1	1240	2441
05:00 PM	59	0	27	0	0	86	0	22	0	19	0	41	15	49	144	2	0	210	3	3	8	8	0	22	13	212	36	71	1	333	692
05:15 PM	57	0	23	1	0	81	0	14	0	12	0	26	16	33	136	0	0	185	1	4	6	3	0	14	5	225	50	96	0	376	682
05:30 PM	51	0	22	0	0	73	0	16	0	10	0	26	11	44	158	0	0	213	1	2	1	6	0	10	3	179	41	86	0	309	631
05:45 PM	47	1	31	0	0	79	1	16	0	11	0	28	25	28	121	0	0	174	2	1	0	3	0	6	0	119	41	68	0	228	515
Total	214	1	103	1	0	319	1	68	0	52	0	121	67	154	559	2	0	782	7	10	15	20	0	52	21	735	168	321	1	1246	2520
Grand Total	442	1	191	3	1	638	4	149	0	91	0	244	110	333	1065	4	0	1512	19	13	21	28	0	81	30	1427	354	673	2	2486	4961
Apprch %	69.3	0.2	29.9	0.5	0.2		1.6	61.1	0	37.3	0		7.3	22	70.4	0.3	0		23.5	16	25.9	34.6	0		1.2	57.4	14.2	27.1	0.1		
Total %	8.9	0	3.9	0.1	0	12.9	0.1	3	0	1.8	0	4.9	2.2	6.7	21.5	0.1	0	30.5	0.4	0.3	0.4	0.6	0	1.6	0.6	28.8	7.1	13.6	0	50.1	
Lights	436	1	189	3	0	629	4	145	0	89	0	238	110	327	1055	4	0	1496	19	11	21	27	0	78	27	1418	354	663	0	2462	4903
% Lights	98.6	100	99	100	0	98.6	100	97.3	0	97.8	0	97.5	100	98.2	99.1	100	0	98.9	100	84.6	100	96.4	0	96.3	90	99.4	100	98.5	0	99	98.8
Buses	3	0	1	0	0	4	0	4	0	0	0	4	0	3	4	0	0	7	0	2	0	0	0	2	2	7	0	3	0	12	29
% Buses	0.7	0	0.5	0	0	0.6	0	2.7	0	0	0	1.6	0	0.9	0.4	0	0	0.5	0	15.4	0	0	0	2.5	6.7	0.5	0	0.4	0	0.5	0.6
Trucks	3	0	1	0	0	4	0	0	0	2	0	2	0	3	6	0	0	9	0	0	0	1	0	1	1	2	0	7	0	10	26
% Trucks	0.7	0	0.5	0	0	0.6	0	0	0	2.2	0	0.8	0	0.9	0.6	0	0	0.6	0	0	0	3.6	0	1.2	3.3	0.1	0	1	0	0.4	0.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
% Pedestrians	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13742
Site Code : 13742
Start Date : 12/3/2015
Page No : 2

	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:45 PM																															
04:45 PM	**59**	0	23	0	0	82	0	14	0	14	0	28	14	**50**	129	0	0	193	2	0	2	4	0	8	3	196	42	95	0	336	647
05:00 PM	59	0	**27**	0	0	**86**	0	**22**	0	**19**	0	**41**	15	49	144	**2**	0	210	**3**	3	**8**	**8**	0	**22**	**13**	212	36	71	**1**	333	**692**
05:15 PM	57	0	23	**1**	0	81	0	14	0	12	0	26	**16**	33	136	0	0	185	1	**4**	6	3	0	14	5	**225**	**50**	**96**	0	**376**	682
05:30 PM	51	0	22	0	0	73	0	16	0	10	0	26	11	44	**158**	0	0	**213**	1	2	1	6	0	10	3	179	41	86	0	309	631
Total Volume	226	0	95	1	0	322	0	66	0	55	0	121	56	176	567	2	0	801	7	9	17	21	0	54	24	812	169	348	1	1354	2652
% App. Total	70.2	0	29.5	0.3	0		0	54.5	0	45.5	0		7	22	70.8	0.2	0		13	16.7	31.5	38.9	0		1.8	60	12.5	25.7	0.1		
PHF	.958	.000	.880	.250	.000	.936	.000	.750	.000	.724	.000	.738	.875	.880	.897	.250	.000	.940	.583	.563	.531	.656	.000	.614	.462	.902	.845	.906	.250	.900	.958

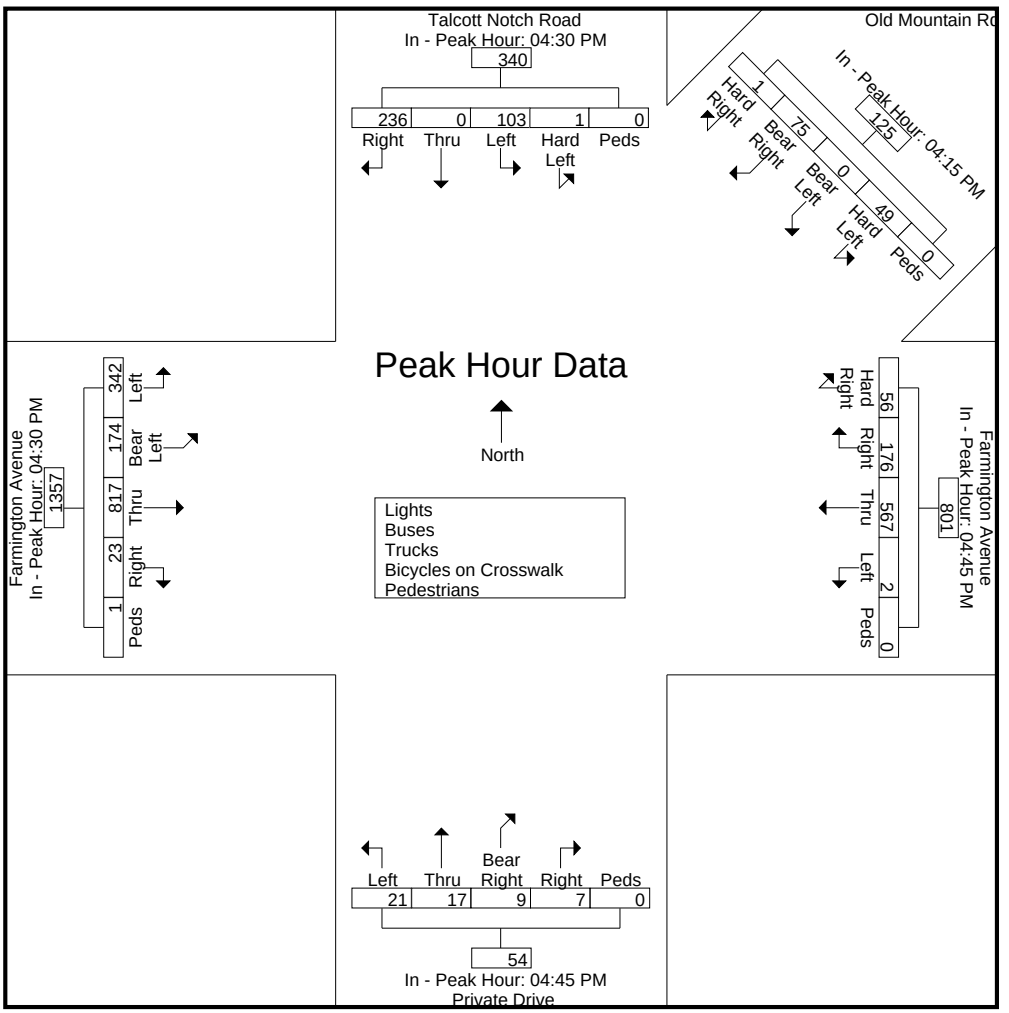


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13742
Site Code : 13742
Start Date : 12/3/2015
Page No : 3

	Talcott Notch Road From North						Old Mountain Rd From Northeast						Farmington Avenue From East						Private Drive From South						Farmington Avenue From West						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Each Approach Begins at:																															
	04:30 PM						04:15 PM						04:45 PM						04:45 PM						04:30 PM						
+0 mins.	**61**	0	**30**	0	0	**91**	0	21	0	11	0	32	14	**50**	129	0	0	193	2	0	2	4	0	8	2	184	46	80	0	312	
+15 mins.	59	0	23	0	0	82	**1**	18	0	5	0	24	15	49	144	**2**	0	210	**3**	3	**8**	**8**	0	**22**	3	196	42	95	0	336	
+30 mins.	59	0	27	0	0	86	0	14	0	14	0	28	**16**	33	136	0	0	185	1	**4**	6	3	0	14	**13**	212	36	71	**1**	333	
+45 mins.	57	0	23	**1**	0	81	0	**22**	0	**19**	0	**41**	11	44	**158**	0	0	**213**	1	2	1	6	0	10	5	**225**	**50**	**96**	0	**376**	
Total Volume	236	0	103	1	0	340	1	75	0	49	0	125	56	176	567	2	0	801	7	9	17	21	0	54	23	817	174	342	1	1357	
% App. Total	69.4	0	30.3	0.3	0		0.8	60	0	39.2	0		7	22	70.8	0.2	0		13	16.7	31.5	38.9	0		1.7	60.2	12.8	25.2	0.1		
PHF	.967	.000	.858	.250	.000	.934	.250	.852	.000	.645	.000	.762	.875	.880	.897	.250	.000	.940	.583	.563	.531	.656	.000	.614	.442	.908	.870	.891	.250	.902	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

South Road at Birdseye Road/Private Dr
Farmington, Connecticut

File Name : 13737
Site Code : 13737
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

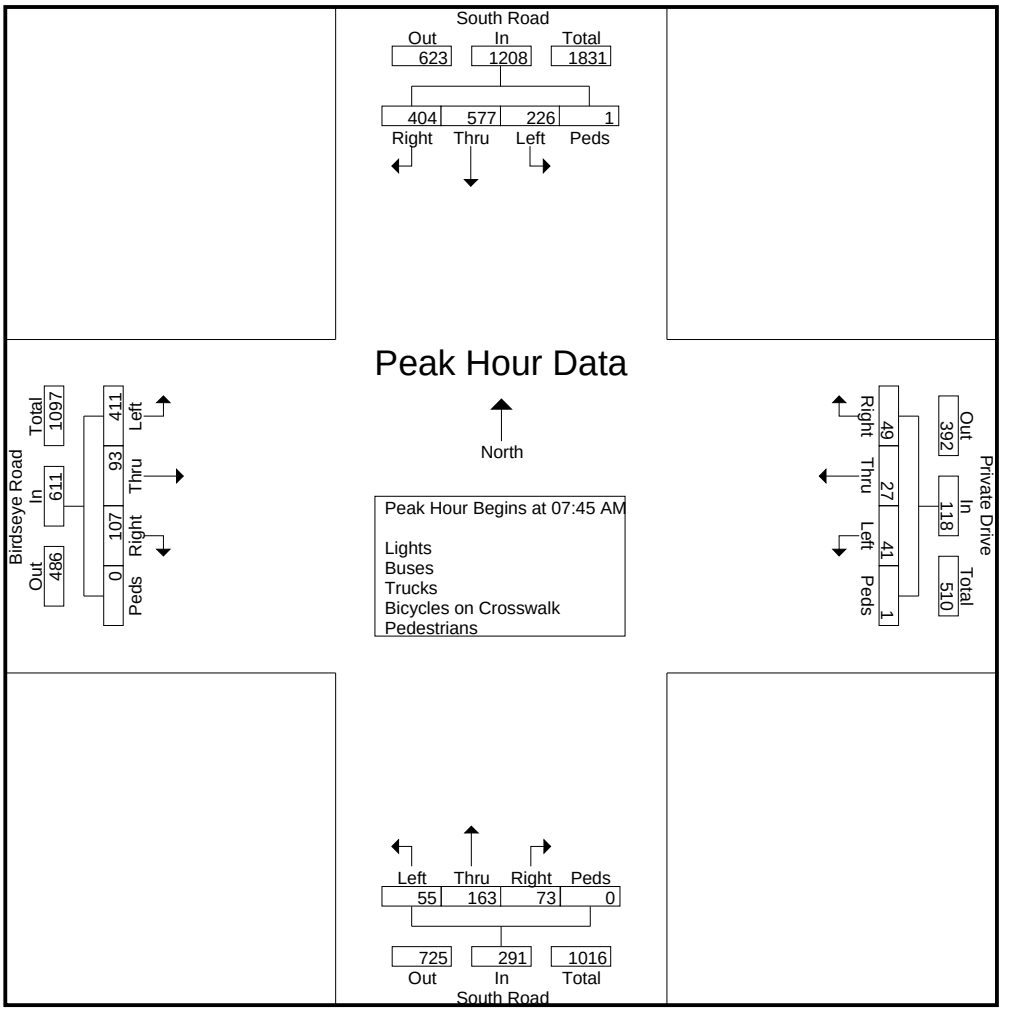
	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	47	102	30	0	179	3	3	3	0	9	10	23	4	0	37	13	10	76	0	99	324
07:15 AM	64	102	42	0	208	5	4	10	0	19	17	23	6	0	46	46	14	89	0	149	422
07:30 AM	95	134	47	0	276	3	4	12	0	19	7	36	14	0	57	34	29	96	0	159	511
07:45 AM	108	156	75	1	340	2	3	8	1	14	21	60	11	0	92	48	34	123	0	205	651
Total	314	494	194	1	1003	13	14	33	1	61	55	142	35	0	232	141	87	384	0	612	1908
08:00 AM	96	144	52	0	292	12	9	9	0	30	21	41	14	0	76	20	23	97	0	140	538
08:15 AM	98	131	59	0	288	19	5	8	0	32	9	31	11	0	51	24	16	94	0	134	505
08:30 AM	102	146	40	0	288	16	10	16	0	42	22	31	19	0	72	15	20	97	0	132	534
08:45 AM	77	125	43	0	245	14	9	9	0	32	11	28	9	0	48	20	16	82	0	118	443
Total	373	546	194	0	1113	61	33	42	0	136	63	131	53	0	247	79	75	370	0	524	2020
Grand Total	687	1040	388	1	2116	74	47	75	1	197	118	273	88	0	479	220	162	754	0	1136	3928
Apprch %	32.5	49.1	18.3	0		37.6	23.9	38.1	0.5		24.6	57	18.4	0		19.4	14.3	66.4	0		
Total %	17.5	26.5	9.9	0	53.9	1.9	1.2	1.9	0	5	3	7	2.2	0	12.2	5.6	4.1	19.2	0	28.9	
Lights	672	1027																			
% Lights	97.8	98.8	97.9	0	98.3	91.9	100	97.3	0	95.4	99.2	97.1	98.9	0	97.9	100	99.4	99.3	0	99.5	98.4
Buses	12	3	5	0	20	3	0	2	0	5	0	7	1	0	8	0	0	1	0	1	34
% Buses	1.7	0.3	1.3	0	0.9	4.1	0	2.7	0	2.5	0	2.6	1.1	0	1.7	0	0	0.1	0	0.1	0.9
Trucks	3	10	3	0	16	3	0	0	0	3	1	1	0	0	2	0	1	4	0	5	26
% Trucks	0.4	1	0.8	0	0.8	4.1	0	0	0	1.5	0.8	0.4	0	0	0.4	0	0.6	0.5	0	0.4	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0	0	0	0	100	0.5	0	0	0	0	0	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13737
Site Code : 13737
Start Date : 12/2/2015
Page No : 2

	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**108**	**156**	**75**	**1**	**340**	2	3	8	**1**	14	21	**60**	11	0	**92**	**48**	**34**	**123**	0	**205**	**651**
08:00 AM	96	144	52	0	292	12	9	9	0	30	21	41	14	0	76	20	23	97	0	140	538
08:15 AM	98	131	59	0	288	**19**	5	8	0	32	9	31	11	0	51	24	16	94	0	134	505
08:30 AM	102	146	40	0	288	16	**10**	**16**	0	**42**	**22**	31	**19**	0	72	15	20	97	0	132	534
Total Volume	404	577	226	1	1208	49	27	41	1	118	73	163	55	0	291	107	93	411	0	611	2228
% App. Total	33.4	47.8	18.7	0.1		41.5	22.9	34.7	0.8		25.1	56	18.9	0		17.5	15.2	67.3	0		
PHF	.935	.925	.753	.250	.888	.645	.675	.641	.250	.702	.830	.679	.724	.000	.791	.557	.684	.835	.000	.745	.856

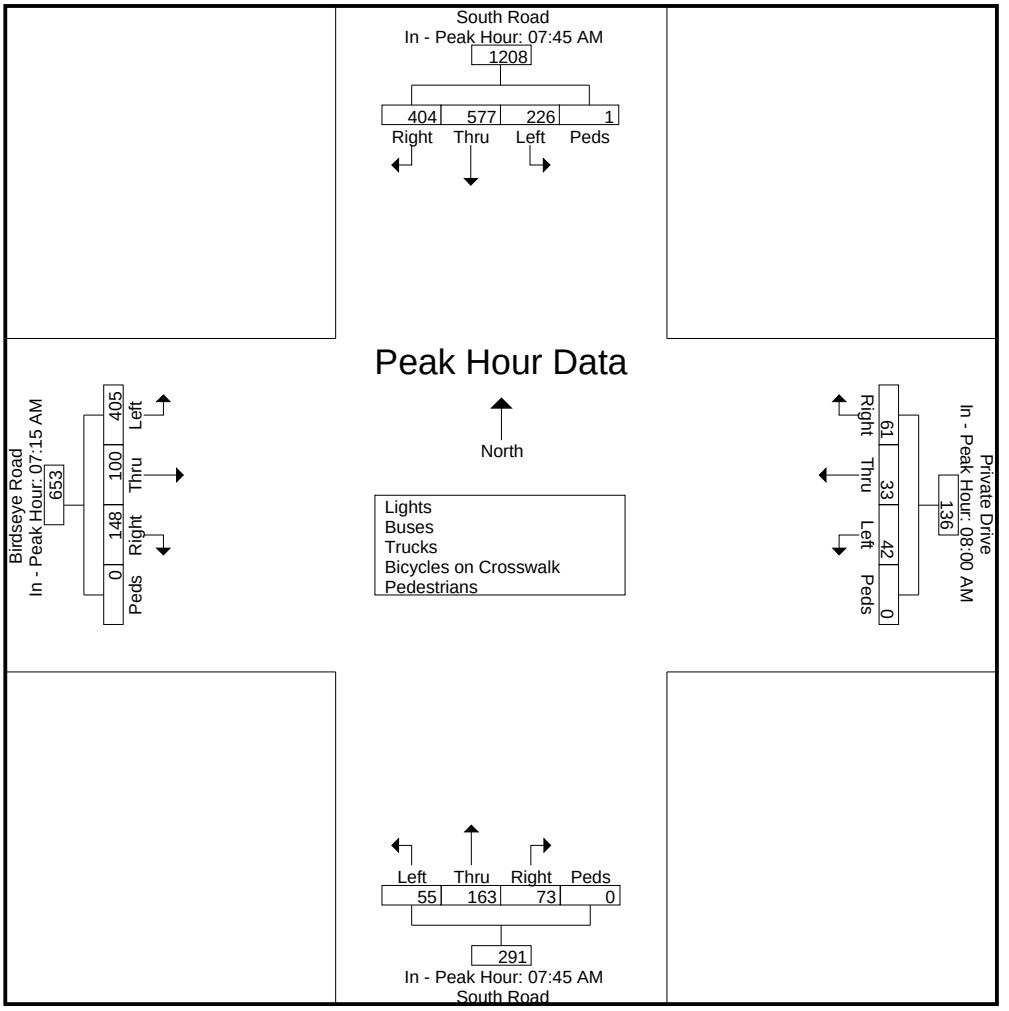


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13737
Site Code : 13737
Start Date : 12/2/2015
Page No : 3

	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					08:00 AM					07:45 AM					07:15 AM					
+0 mins.	**108**	**156**	**75**	**1**	**340**	12	9	9	0	30	21	**60**	11	0	**92**	46	14	89	0	149	
+15 mins.	96	144	52	0	292	**19**	5	8	0	32	21	41	14	0	76	34	29	96	0	159	
+30 mins.	98	131	59	0	288	16	**10**	**16**	0	**42**	9	31	11	0	51	**48**	**34**	**123**	0	**205**	
+45 mins.	102	146	40	0	288	14	9	9	0	32	**22**	31	**19**	0	72	20	23	97	0	140	
Total Volume	404	577	226	1	1208	61	33	42	0	136	73	163	55	0	291	148	100	405	0	653	
% App. Total	33.4	47.8	18.7	0.1		44.9	24.3	30.9	0		25.1	56	18.9	0		22.7	15.3	62	0		
PHF	.935	.925	.753	.250	.888	.803	.825	.656	.000	.810	.830	.679	.724	.000	.791	.771	.735	.823	.000	.796	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

South Road at Birdseye Road/Private Dr
Farmington, Connecticut

File Name : 13738
Site Code : 13738
Start Date : 12/2/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

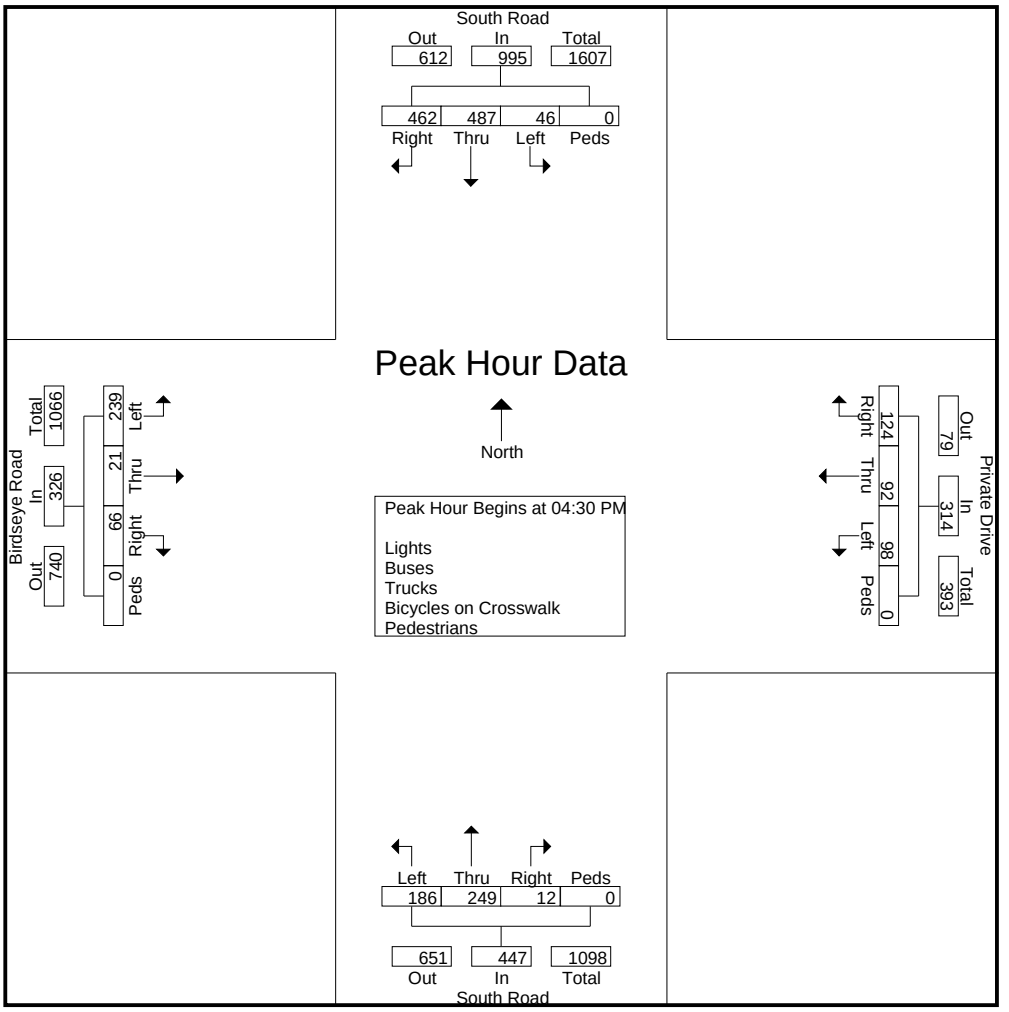
	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	97	144	20	0	261	36	21	19	0	76	2	58	62	0	122	23	3	58	0	84	543
04:15 PM	86	112	19	0	217	31	17	20	1	69	8	65	36	0	109	16	4	55	0	75	470
04:30 PM	115	121	16	0	252	32	33	22	0	87	2	61	53	0	116	15	2	53	0	70	525
04:45 PM	109	113	6	0	228	43	14	26	0	83	6	71	42	0	119	16	7	57	0	80	510
Total	407	490	61	0	958	142	85	87	1	315	18	255	193	0	466	70	16	223	0	309	2048
05:00 PM	115	131	13	0	259	25	26	29	0	80	3	66	52	0	121	20	4	78	0	102	562
05:15 PM	123	122	11	0	256	24	19	21	0	64	1	51	39	0	91	15	8	51	0	74	485
05:30 PM	91	104	11	0	206	16	18	16	0	50	2	43	27	0	72	14	5	61	0	80	408
05:45 PM	77	86	10	0	173	10	16	7	0	33	7	43	27	0	77	17	1	48	0	66	349
Total	406	443	45	0	894	75	79	73	0	227	13	203	145	0	361	66	18	238	0	322	1804
Grand Total	813	933	106	0	1852	217	164	160	1	542	31	458	338	0	827	136	34	461	0	631	3852
Apprch %	43.9	50.4	5.7	0		40	30.3	29.5	0.2		3.7	55.4	40.9	0		21.6	5.4	73.1	0		
Total %	21.1	24.2	2.8	0	48.1	5.6	4.3	4.2	0	14.1	0.8	11.9	8.8	0	21.5	3.5	0.9	12	0	16.4	
Lights	803	921	101	0	1825	213	162	159	0	534	29	449	336	0	814	135	34	460	0	629	3802
% Lights	98.8	98.7	95.3	0	98.5	98.2	98.8	99.4	0	98.5	93.5	98	99.4	0	98.4	99.3	100	99.8	0	99.7	98.7
Buses	5	3	5	0	13	4	1	1	0	6	1	4	1	0	6	1	0	1	0	2	27
% Buses	0.6	0.3	4.7	0	0.7	1.8	0.6	0.6	0	1.1	3.2	0.9	0.3	0	0.7	0.7	0	0.2	0	0.3	0.7
Trucks	5	9	0	0	14	0	1	0	0	1	1	5	1	0	7	0	0	0	0	0	22
% Trucks	0.6	1	0	0	0.8	0	0.6	0	0	0.2	3.2	1.1	0.3	0	0.8	0	0	0	0	0	0.6
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13738
Site Code : 13738
Start Date : 12/2/2015
Page No : 2

	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	115	121	**16**	0	252	32	**33**	22	0	**87**	2	61	**53**	0	116	15	2	53	0	70	525
04:45 PM	109	113	6	0	228	**43**	14	26	0	83	**6**	**71**	42	0	119	16	7	57	0	80	510
05:00 PM	115	**131**	13	0	**259**	25	26	**29**	0	80	3	66	52	0	**121**	**20**	4	**78**	0	**102**	**562**
05:15 PM	**123**	122	11	0	256	24	19	21	0	64	1	51	39	0	91	15	**8**	51	0	74	485
Total Volume	462	487	46	0	995	124	92	98	0	314	12	249	186	0	447	66	21	239	0	326	2082
% App. Total	46.4	48.9	4.6	0		39.5	29.3	31.2	0		2.7	55.7	41.6	0		20.2	6.4	73.3	0		
PHF	.939	.929	.719	.000	.960	.721	.697	.845	.000	.902	.500	.877	.877	.000	.924	.825	.656	.766	.000	.799	.926

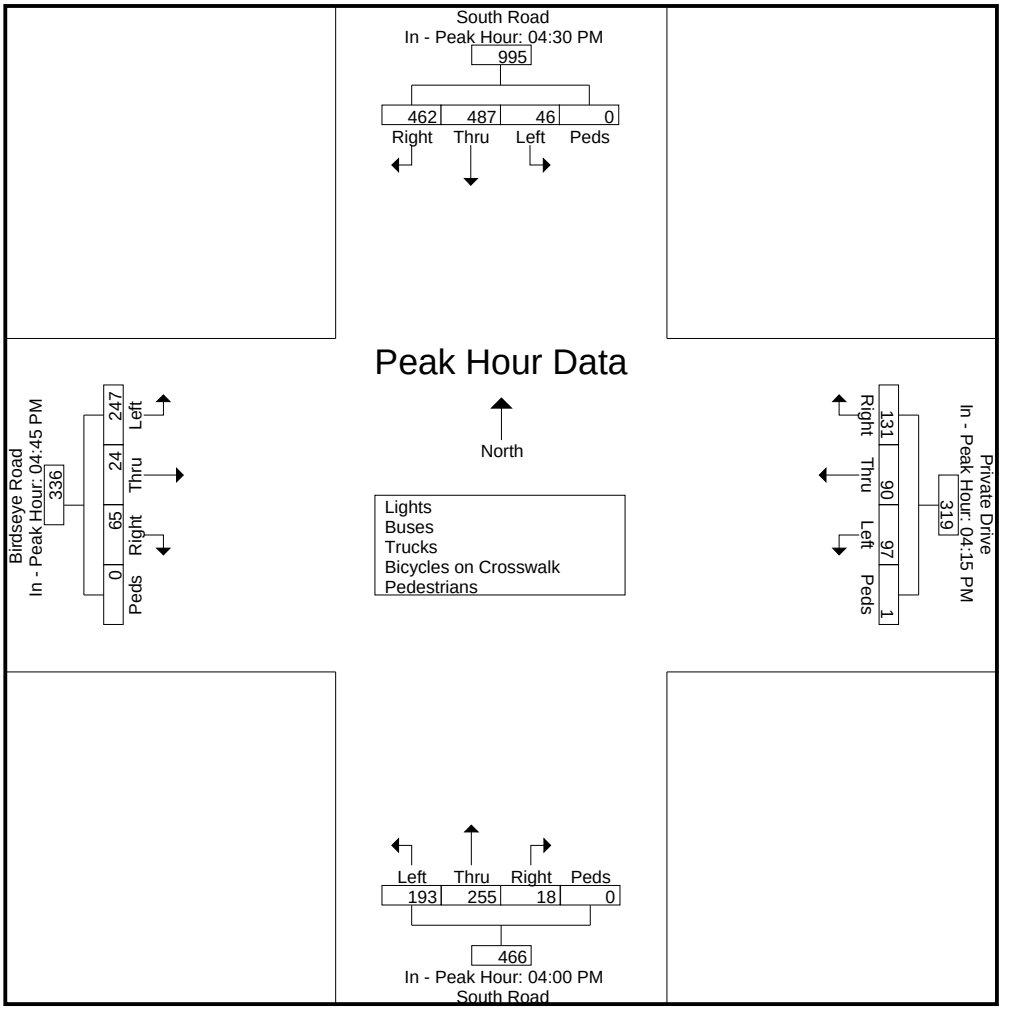


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13738
Site Code : 13738
Start Date : 12/2/2015
Page No : 3

	South Road From North					Private Drive From East					South Road From South					Birdseye Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:15 PM					04:00 PM					04:45 PM					
+0 mins.	115	121	**16**	0	252	31	17	20	**1**	69	2	58	**62**	0	**122**	16	7	57	0	80	
+15 mins.	109	113	6	0	228	32	**33**	22	0	**87**	**8**	65	36	0	109	**20**	4	**78**	0	**102**	
+30 mins.	115	**131**	13	0	**259**	**43**	14	26	0	83	2	61	53	0	116	15	**8**	51	0	74	
+45 mins.	**123**	122	11	0	256	25	26	**29**	0	80	6	**71**	42	0	119	14	5	61	0	80	
Total Volume	462	487	46	0	995	131	90	97	1	319	18	255	193	0	466	65	24	247	0	336	
% App. Total	46.4	48.9	4.6	0		41.1	28.2	30.4	0.3		3.9	54.7	41.4	0		19.3	7.1	73.5	0		
PHF	.939	.929	.719	.000	.960	.762	.682	.836	.250	.917	.563	.898	.778	.000	.955	.813	.750	.792	.000	.824	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Middle Road
Farmington, Connecticut

File Name : 13745
Site Code : 13745
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

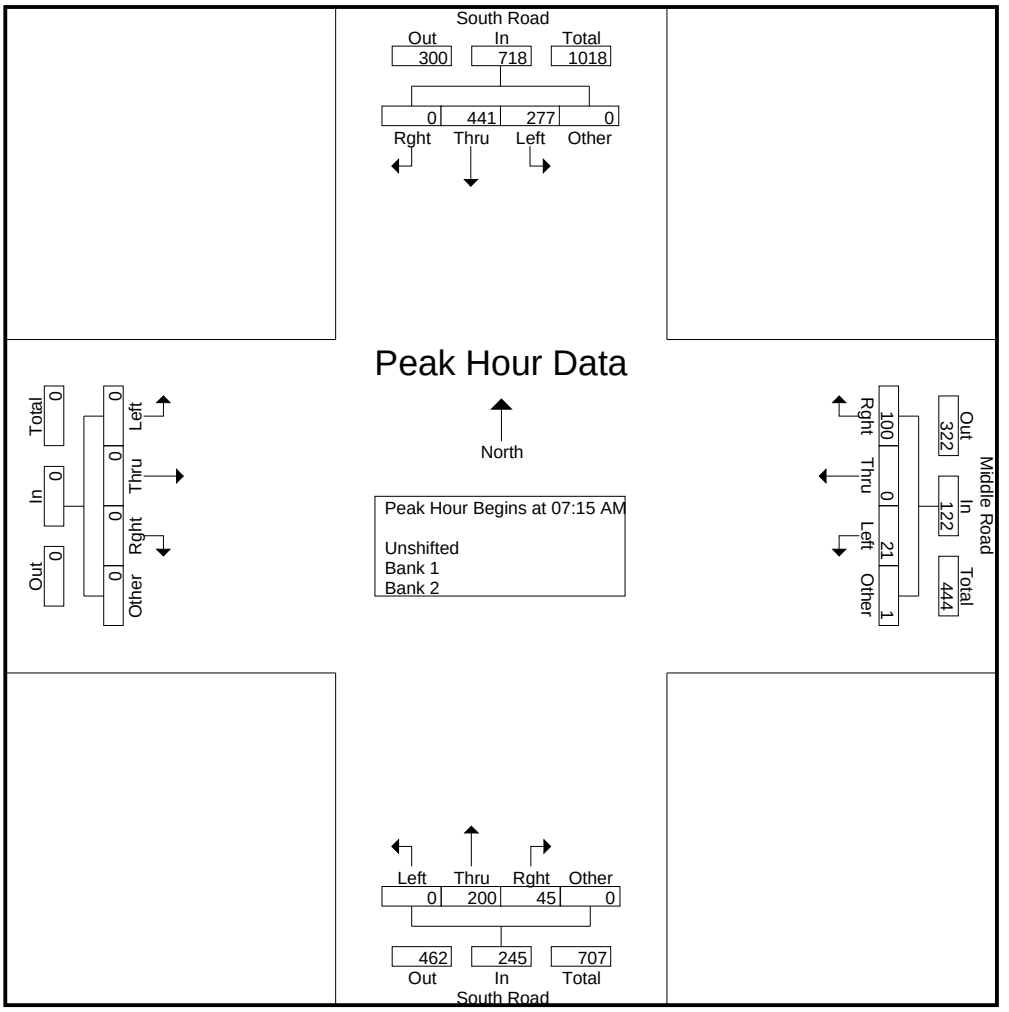
	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
07:00 AM	0	88	45	0	133	17	0	1	0	18	5	22	0	0	27	0	0	0	0	0	178
07:15 AM	0	99	77	0	176	9	0	3	1	13	9	39	0	0	48	0	0	0	0	0	237
07:30 AM	0	107	76	0	183	27	0	14	0	41	18	56	0	0	74	0	0	0	0	0	298
07:45 AM	0	109	82	0	191	33	0	2	0	35	17	66	0	0	83	0	0	0	0	0	309
Total	0	403	280	0	683	86	0	20	1	107	49	183	0	0	232	0	0	0	0	0	1022
08:00 AM	0	126	42	0	168	31	0	2	0	33	1	39	0	0	40	0	0	0	0	0	241
08:15 AM	0	114	39	0	153	23	0	1	0	24	3	45	0	0	48	0	0	0	0	0	225
08:30 AM	0	111	47	0	158	22	0	2	0	24	11	36	0	0	47	0	0	0	0	0	229
08:45 AM	0	112	42	0	154	21	0	1	0	22	3	20	0	0	23	0	0	0	0	0	199
Total	0	463	170	0	633	97	0	6	0	103	18	140	0	0	158	0	0	0	0	0	894
Grand Total	0	866	450	0	1316	183	0	26	1	210	67	323	0	0	390	0	0	0	0	0	1916
Apprch %	0	65.8	34.2	0		87.1	0	12.4	0.5		17.2	82.8	0	0		0	0	0	0		
Total %	0	45.2	23.5	0	68.7	9.6	0	1.4	0.1	11	3.5	16.9	0	0	20.4	0	0	0	0	0	
Unshifted	0	858	444	0	1302	178	0	25	1	204	65	315	0	0	380	0	0	0	0	0	1886
% Unshifted																					
Bank 1	0	5	2	0	7	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	12
% Bank 1	0	0.6	0.4	0	0.5	0.5	0	3.8	0	1	1.5	0.6	0	0	0.8	0	0	0	0	0	0.6
Bank 2	0	3	4	0	7	4	0	0	0	4	1	6	0	0	7	0	0	0	0	0	18
% Bank 2	0	0.3	0.9	0	0.5	2.2	0	0	0	1.9	1.5	1.9	0	0	1.8	0	0	0	0	0	0.9

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13745
Site Code : 13745
Start Date : 12/3/2015
Page No : 2

	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	99	77	0	176	9	0	3	**1**	13	9	39	0	0	48	0	0	0	0	0	237
07:30 AM	0	107	76	0	183	27	0	**14**	0	**41**	**18**	56	0	0	74	0	0	0	0	0	298
07:45 AM	0	109	**82**	0	**191**	**33**	0	2	0	35	17	**66**	0	0	**83**	0	0	0	0	0	**309**
08:00 AM	0	**126**	42	0	168	31	0	2	0	33	1	39	0	0	40	0	0	0	0	0	241
Total Volume	0	441	277	0	718	100	0	21	1	122	45	200	0	0	245	0	0	0	0	0	1085
% App. Total	0	61.4	38.6	0		82	0	17.2	0.8		18.4	81.6	0	0		0	0	0	0		
PHF	.000	.875	.845	.000	.940	.758	.000	.375	.250	.744	.625	.758	.000	.000	.738	.000	.000	.000	.000	.000	.878

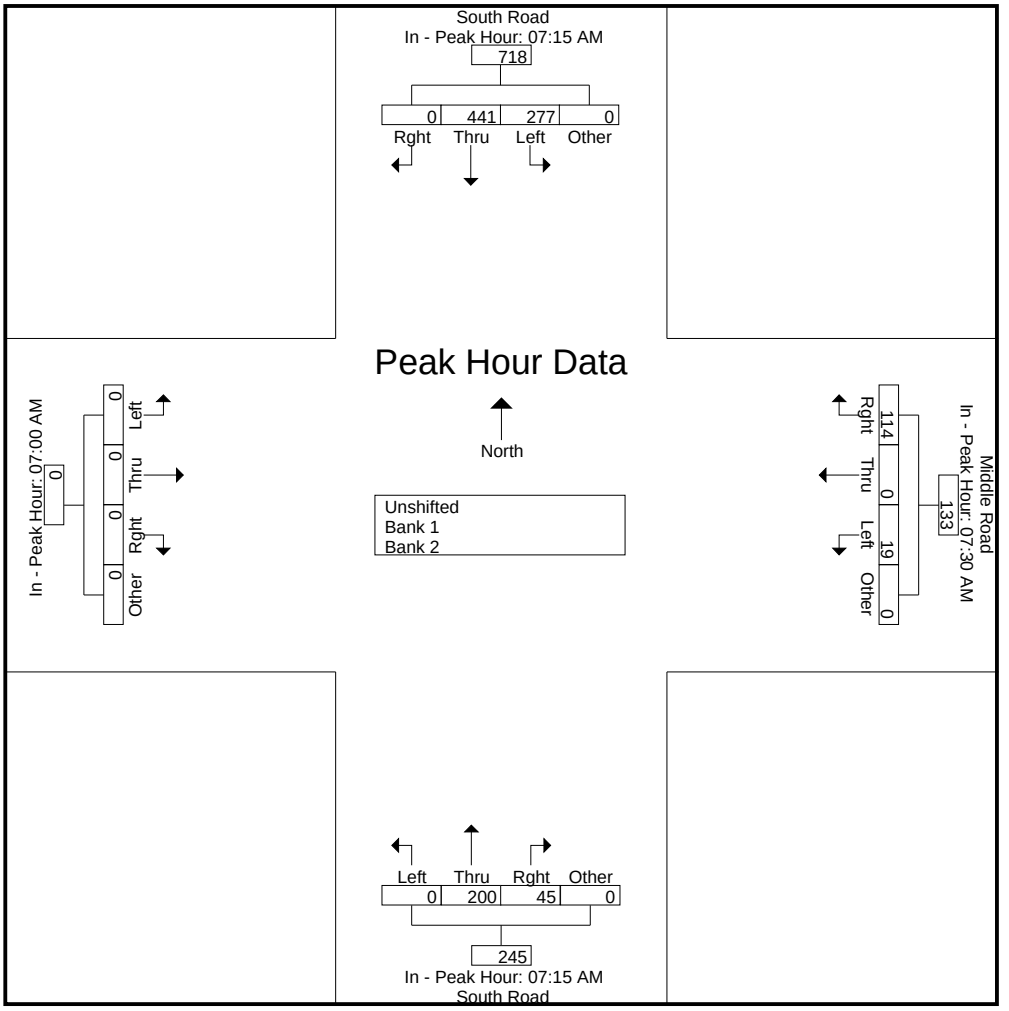


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13745
Site Code : 13745
Start Date : 12/3/2015
Page No : 3

	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:15 AM					07:00 AM					
+0 mins.	0	99	77	0	176	27	0	**14**	0	**41**	9	39	0	0	48	0	0	0	0	0	
+15 mins.	0	107	76	0	183	**33**	0	2	0	35	**18**	56	0	0	74	0	0	0	0	0	
+30 mins.	0	109	**82**	0	**191**	31	0	2	0	33	17	**66**	0	0	**83**	0	0	0	0	0	
+45 mins.	0	**126**	42	0	168	23	0	1	0	24	1	39	0	0	40	0	0	0	0	0	
Total Volume	0	441	277	0	718	114	0	19	0	133	45	200	0	0	245	0	0	0	0	0	
% App. Total	0	61.4	38.6	0		85.7	0	14.3	0		18.4	81.6	0	0		0	0	0	0		
PHF	.000	.875	.845	.000	.940	.864	.000	.339	.000	.811	.625	.758	.000	.000	.738	.000	.000	.000	.000	.000	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Middle Road
Farmington, Connecticut

File Name : 13746
Site Code : 13746
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

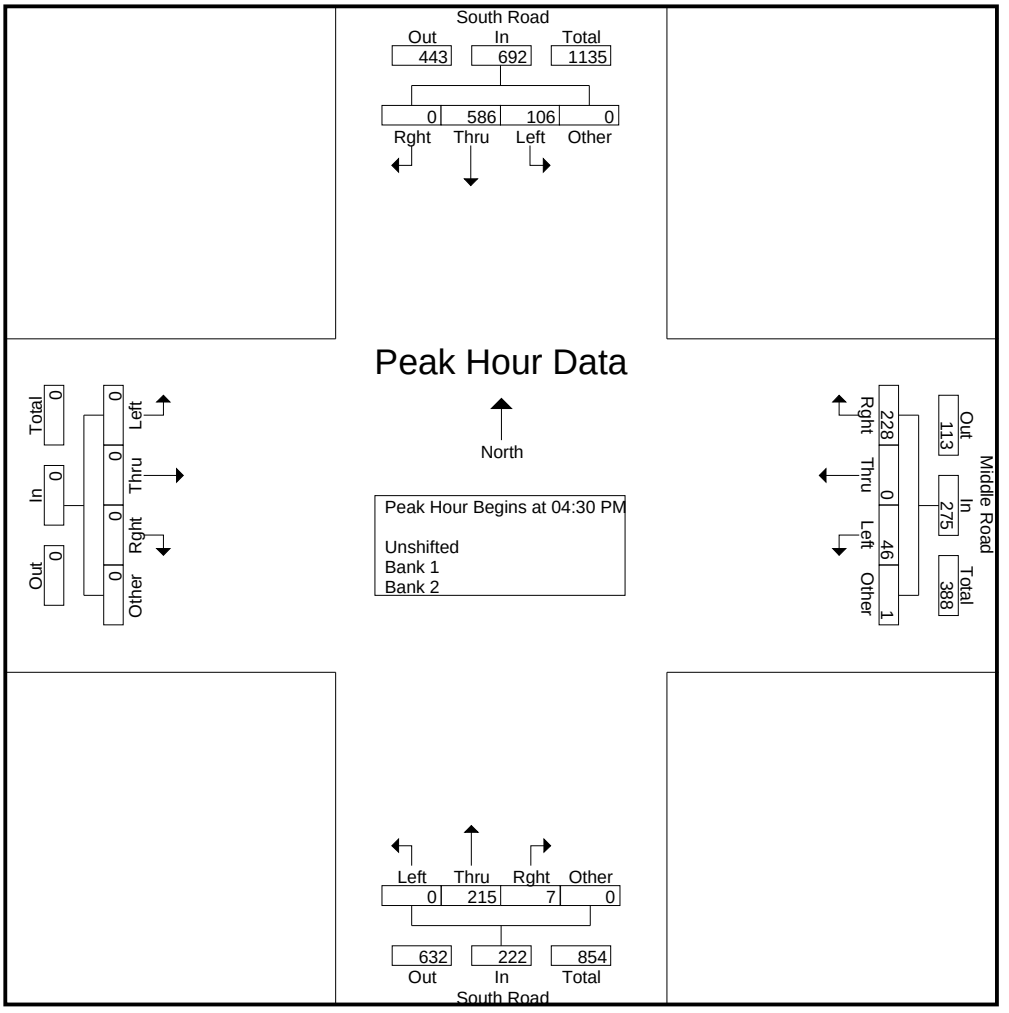
	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
04:00 PM	0	145	29	0	174	75	0	7	0	82	5	41	0	1	47	0	0	0	0	0	303
04:15 PM	0	132	18	0	150	51	0	9	0	60	3	46	0	0	49	0	0	0	0	0	259
04:30 PM	0	168	30	0	198	86	0	19	1	106	2	47	0	0	49	0	0	0	0	0	353
04:45 PM	0	135	21	0	156	42	0	10	0	52	3	51	0	0	54	0	0	0	0	0	262
Total	0	580	98	0	678	254	0	45	1	300	13	185	0	1	199	0	0	0	0	0	1177
05:00 PM	0	150	23	0	173	62	0	10	0	72	0	67	0	0	67	0	0	0	0	0	312
05:15 PM	0	133	32	0	165	38	0	7	0	45	2	50	0	0	52	0	0	0	0	0	262
05:30 PM	0	107	18	0	125	27	0	2	0	29	3	47	0	0	50	0	0	0	0	0	204
05:45 PM	0	85	21	0	106	28	0	6	0	34	3	39	0	0	42	0	0	0	0	0	182
Total	0	475	94	0	569	155	0	25	0	180	8	203	0	0	211	0	0	0	0	0	960
Grand Total	0	1055	192	0	1247	409	0	70	1	480	21	388	0	1	410	0	0	0	0	0	2137
Apprch %	0	84.6	15.4	0		85.2	0	14.6	0.2		5.1	94.6	0	0.2		0	0	0	0		
Total %	0	49.4	9	0	58.4	19.1	0	3.3	0	22.5	1	18.2	0	0	19.2	0	0	0	0	0	
Unshifted	0	1053																			
% Unshifted	0	99.8	99	0	99.7	98.8	0	100	100	99	100	99.5	0	100	99.5	0	0	0	0	0	99.5
Bank 1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
% Bank 1	0	0.1	0	0	0.1	0.2	0	0	0	0.2	0	0.5	0	0	0.5	0	0	0	0	0	0.2
Bank 2	0	1	2	0	3	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
% Bank 2	0	0.1	1	0	0.2	1	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13746
Site Code : 13746
Start Date : 12/3/2015
Page No : 2

	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	**168**	30	0	**198**	**86**	0	**19**	**1**	**106**	2	47	0	0	49	0	0	0	0	0	**353**
04:45 PM	0	135	21	0	156	42	0	10	0	52	**3**	51	0	0	54	0	0	0	0	0	262
05:00 PM	0	150	23	0	173	62	0	10	0	72	0	**67**	0	0	**67**	0	0	0	0	0	312
05:15 PM	0	133	**32**	0	165	38	0	7	0	45	2	50	0	0	52	0	0	0	0	0	262
Total Volume	0	586	106	0	692	228	0	46	1	275	7	215	0	0	222	0	0	0	0	0	1189
% App. Total	0	84.7	15.3	0		82.9	0	16.7	0.4		3.2	96.8	0	0		0	0	0	0		
PHF	.000	.872	.828	.000	.874	.663	.000	.605	.250	.649	.583	.802	.000	.000	.828	.000	.000	.000	.000	.000	.842

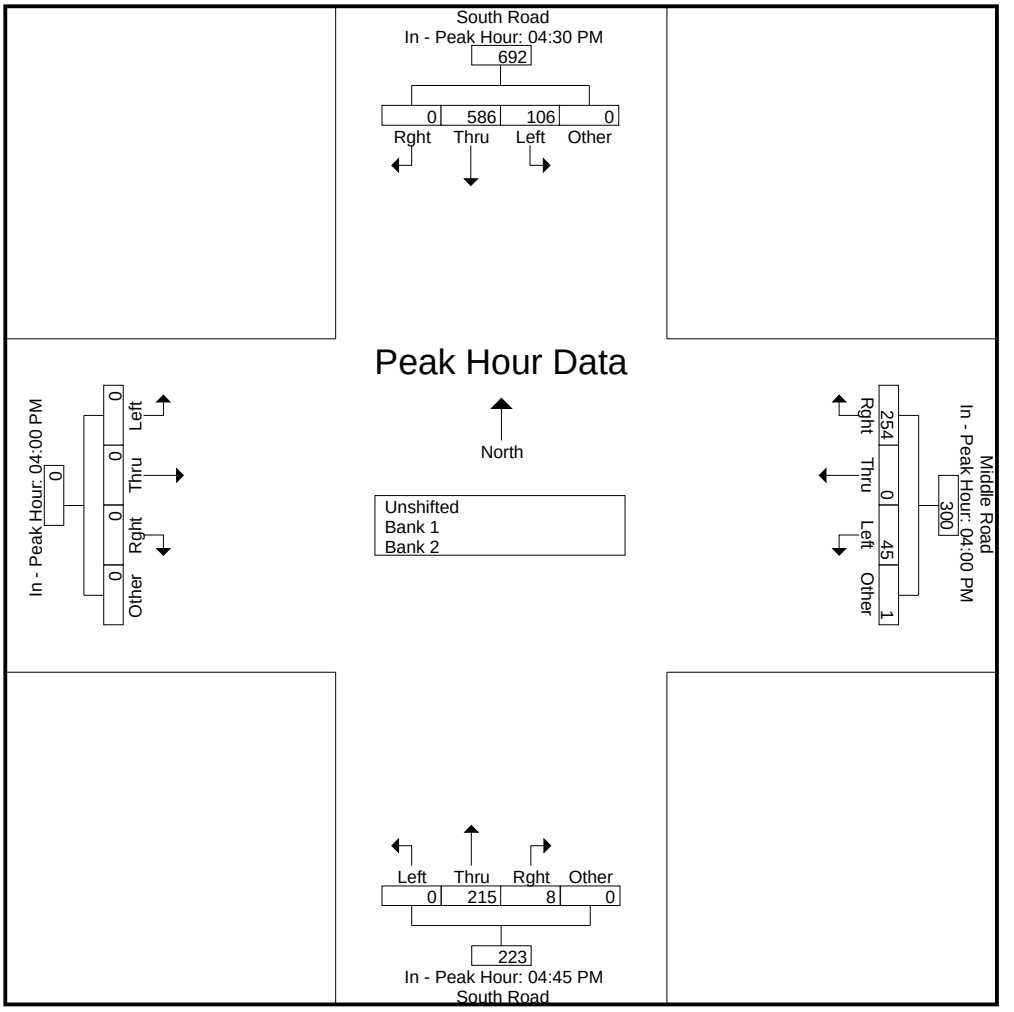


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13746
Site Code : 13746
Start Date : 12/3/2015
Page No : 3

	South Road From North					Middle Road From East					South Road From South					From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:45 PM					04:00 PM					
+0 mins.	0	**168**	30	0	**198**	75	0	7	0	82	**3**	51	0	0	54	0	0	0	0	0	
+15 mins.	0	135	21	0	156	51	0	9	0	60	0	**67**	0	0	**67**	0	0	0	0	0	
+30 mins.	0	150	23	0	173	**86**	0	**19**	**1**	**106**	2	50	0	0	52	0	0	0	0	0	
+45 mins.	0	133	**32**	0	165	42	0	10	0	52	3	47	0	0	50	0	0	0	0	0	
Total Volume	0	586	106	0	692	254	0	45	1	300	8	215	0	0	223	0	0	0	0	0	
% App. Total	0	84.7	15.3	0		84.7	0	15	0.3		3.6	96.4	0	0		0	0	0	0		
PHF	.000	.872	.828	.000	.874	.738	.000	.592	.250	.708	.667	.802	.000	.000	.832	.000	.000	.000	.000	.000	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Munson Road
Farmington, Connecticut

File Name : 13733
Site Code : 13733
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

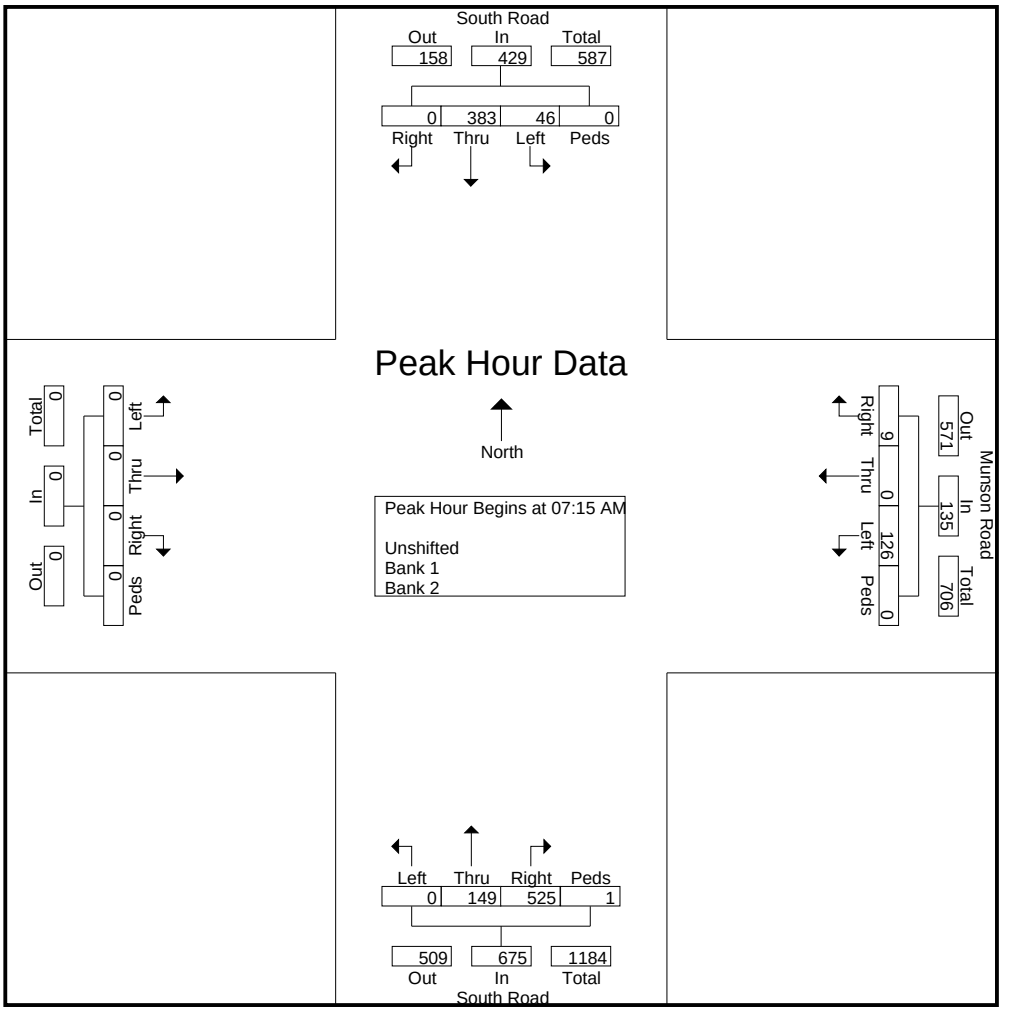
	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	79	11	0	90	1	0	18	0	19	79	22	0	2	103	0	0	0	0	0	212
07:15 AM	0	77	18	0	95	2	0	23	0	25	151	26	0	0	177	0	0	0	0	0	297
07:30 AM	0	91	5	0	96	4	0	43	0	47	147	49	0	0	196	0	0	0	0	0	339
07:45 AM	0	102	17	0	119	1	0	22	0	23	155	44	0	1	200	0	0	0	0	0	342
Total	0	349	51	0	400	8	0	106	0	114	532	141	0	3	676	0	0	0	0	0	1190
08:00 AM	0	113	6	0	119	2	0	38	0	40	72	30	0	0	102	0	0	0	0	0	261
08:15 AM	0	100	12	0	112	0	0	34	0	34	66	40	0	0	106	0	0	0	0	0	252
08:30 AM	0	104	11	0	115	2	0	22	0	24	51	34	0	0	85	0	0	0	0	0	224
08:45 AM	0	94	5	0	99	0	0	20	0	20	48	22	0	0	70	0	0	0	0	0	189
Total	0	411	34	0	445	4	0	114	0	118	237	126	0	0	363	0	0	0	0	0	926
Grand Total	0	760	85	0	845	12	0	220	0	232	769	267	0	3	1039	0	0	0	0	0	2116
Apprch %	0	89.9	10.1	0		5.2	0	94.8	0		74	25.7	0	0.3		0	0	0	0		
Total %	0	35.9	4	0	39.9	0.6	0	10.4	0	11	36.3	12.6	0	0.1	49.1	0	0	0	0	0	
Unshifted	0	752	85	0	837	11	0	203	0	214	756	262	0	3	1021	0	0	0	0	0	2072
% Unshifted																					
Bank 1	0	6	0	0	6	0	0	6	0	6	0	2	0	0	2	0	0	0	0	0	14
% Bank 1	0	0.8	0	0	0.7	0	0	2.7	0	2.6	0	0.7	0	0	0.2	0	0	0	0	0	0.7
Bank 2	0	2	0	0	2	1	0	11	0	12	13	3	0	0	16	0	0	0	0	0	30
% Bank 2	0	0.3	0	0	0.2	8.3	0	5	0	5.2	1.7	1.1	0	0	1.5	0	0	0	0	0	1.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13733
Site Code : 13733
Start Date : 12/3/2015
Page No : 2

	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	77	**18**	0	95	2	0	23	0	25	151	26	0	0	177	0	0	0	0	0	297
07:30 AM	0	91	5	0	96	**4**	0	**43**	0	**47**	147	**49**	0	0	196	0	0	0	0	0	339
07:45 AM	0	102	17	0	**119**	1	0	22	0	23	**155**	44	0	**1**	**200**	0	0	0	0	0	**342**
08:00 AM	0	**113**	6	0	119	2	0	38	0	40	72	30	0	0	102	0	0	0	0	0	261
Total Volume	0	383	46	0	429	9	0	126	0	135	525	149	0	1	675	0	0	0	0	0	1239
% App. Total	0	89.3	10.7	0		6.7	0	93.3	0		77.8	22.1	0	0.1		0	0	0	0		
PHF	.000	.847	.639	.000	.901	.563	.000	.733	.000	.718	.847	.760	.000	.250	.844	.000	.000	.000	.000	.000	.906

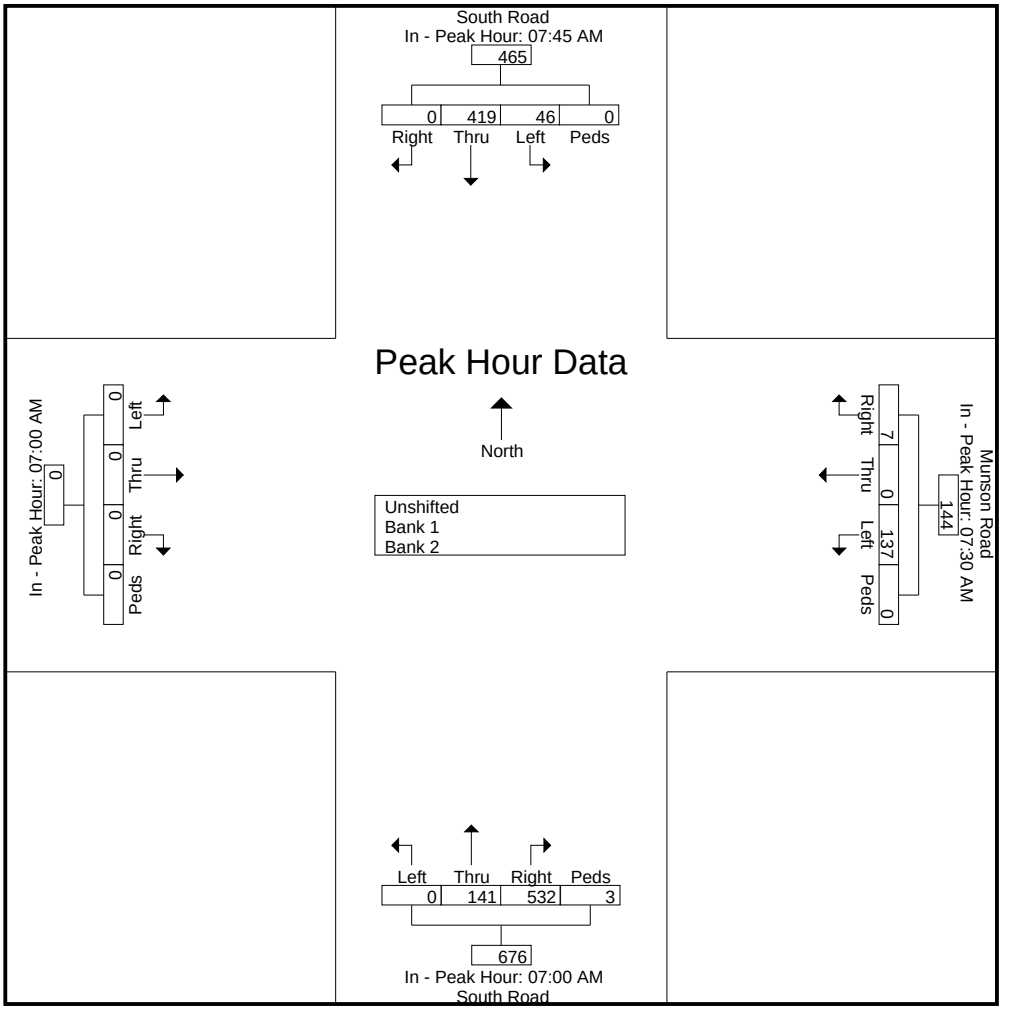


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13733
Site Code : 13733
Start Date : 12/3/2015
Page No : 3

	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:30 AM					07:00 AM					07:00 AM					
+0 mins.	0	102	**17**	0	**119**	**4**	0	**43**	0	**47**	79	22	0	**2**	103	0	0	0	0	0	
+15 mins.	0	**113**	6	0	119	1	0	22	0	23	151	26	0	0	177	0	0	0	0	0	
+30 mins.	0	100	12	0	112	2	0	38	0	40	147	**49**	0	0	196	0	0	0	0	0	
+45 mins.	0	104	11	0	115	0	0	34	0	34	**155**	44	0	1	**200**	0	0	0	0	0	
Total Volume	0	419	46	0	465	7	0	137	0	144	532	141	0	3	676	0	0	0	0	0	
% App. Total	0	90.1	9.9	0		4.9	0	95.1	0		78.7	20.9	0	0.4		0	0	0	0		
PHF	.000	.927	.676	.000	.977	.438	.000	.797	.000	.766	.858	.719	.000	.375	.845	.000	.000	.000	.000	.000	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Munson Road
Farmington, Connecticut

File Name : 13734
Site Code : 13734
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

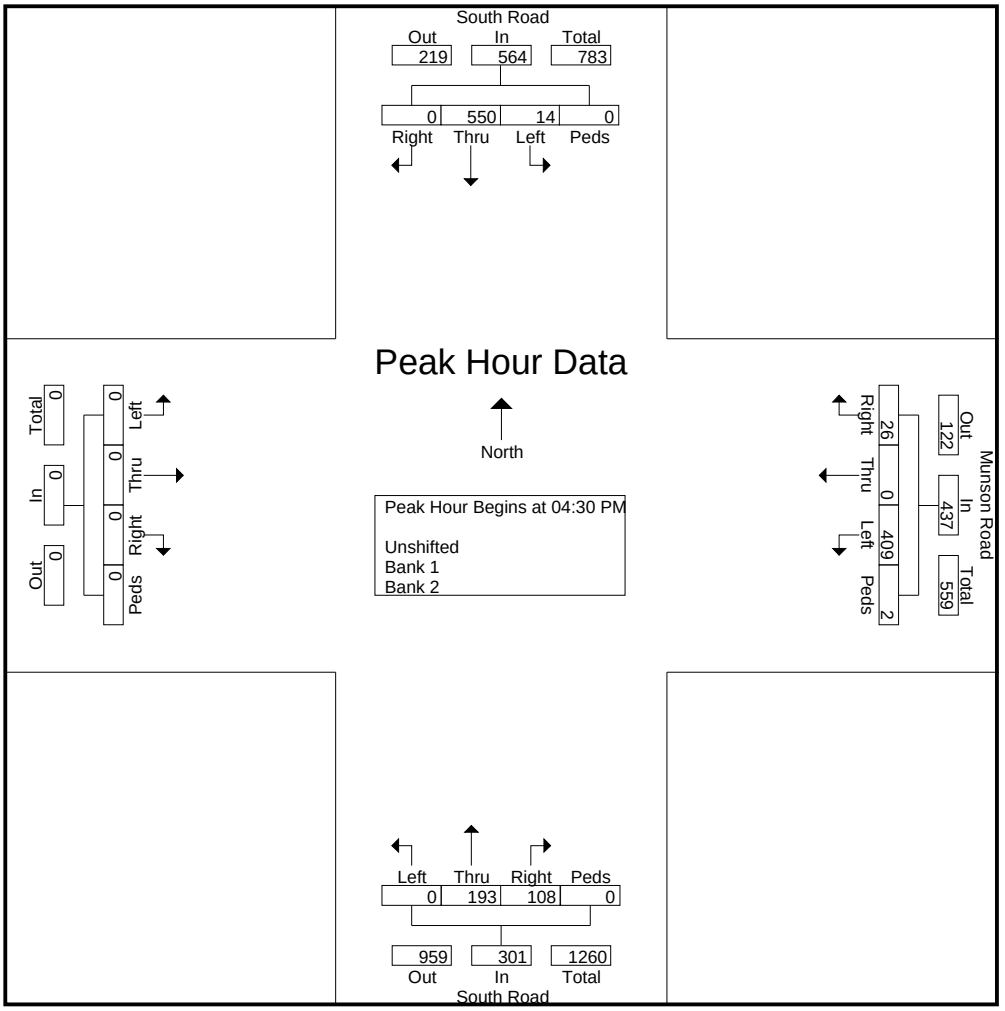
	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	127	1	0	128	6	0	123	0	129	20	40	0	0	60	0	0	0	0	0	317
04:15 PM	0	135	1	0	136	3	0	69	0	72	29	38	0	0	67	0	0	0	0	0	275
04:30 PM	0	152	5	0	157	7	0	118	0	125	17	37	0	0	54	0	0	0	0	0	336
04:45 PM	0	131	2	0	133	7	0	107	2	116	34	46	0	0	80	0	0	0	0	0	329
Total	0	545	9	0	554	23	0	417	2	442	100	161	0	0	261	0	0	0	0	0	1257
05:00 PM	0	126	2	0	128	6	0	105	0	111	22	62	0	0	84	0	0	0	0	0	323
05:15 PM	0	141	5	0	146	6	0	79	0	85	35	48	0	0	83	0	0	0	0	0	314
05:30 PM	0	112	1	0	113	11	0	44	0	55	14	36	0	0	50	0	0	0	0	0	218
05:45 PM	0	93	0	0	93	0	0	37	0	37	14	38	0	0	52	0	0	0	0	0	182
Total	0	472	8	0	480	23	0	265	0	288	85	184	0	0	269	0	0	0	0	0	1037
Grand Total	0	1017	17	0	1034	46	0	682	2	730	185	345	0	0	530	0	0	0	0	0	2294
Apprch %	0	98.4	1.6	0		6.3	0	93.4	0.3		34.9	65.1	0	0		0	0	0	0		
Total %	0	44.3	0.7	0	45.1	2	0	29.7	0.1	31.8	8.1	15	0	0	23.1	0	0	0	0	0	
Unshifted	0	1014																			
% Unshifted	0	99.7	100	0	99.7	100	0	99	100	99	94.6	100	0	0	98.1	0	0	0	0	0	99.1
Bank 1	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
% Bank 1	0	0.2	0	0	0.2	0	0	0.1	0	0.1	0.5	0	0	0	0.2	0	0	0	0	0	0.2
Bank 2	0	1	0	0	1	0	0	6	0	6	9	0	0	0	9	0	0	0	0	0	16
% Bank 2	0	0.1	0	0	0.1	0	0	0.9	0	0.8	4.9	0	0	0	1.7	0	0	0	0	0	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13734
Site Code : 13734
Start Date : 12/3/2015
Page No : 2

	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	**152**	**5**	0	**157**	**7**	0	**118**	0	**125**	17	37	0	0	54	0	0	0	0	0	**336**
04:45 PM	0	131	2	0	133	7	0	107	**2**	116	34	46	0	0	80	0	0	0	0	0	329
05:00 PM	0	126	2	0	128	6	0	105	0	111	22	**62**	0	0	**84**	0	0	0	0	0	323
05:15 PM	0	141	5	0	146	6	0	79	0	85	**35**	48	0	0	83	0	0	0	0	0	314
Total Volume	0	550	14	0	564	26	0	409	2	437	108	193	0	0	301	0	0	0	0	0	1302
% App. Total	0	97.5	2.5	0		5.9	0	93.6	0.5		35.9	64.1	0	0		0	0	0	0		
PHF	.000	.905	.700	.000	.898	.929	.000	.867	.250	.874	.771	.778	.000	.000	.896	.000	.000	.000	.000	.000	.969

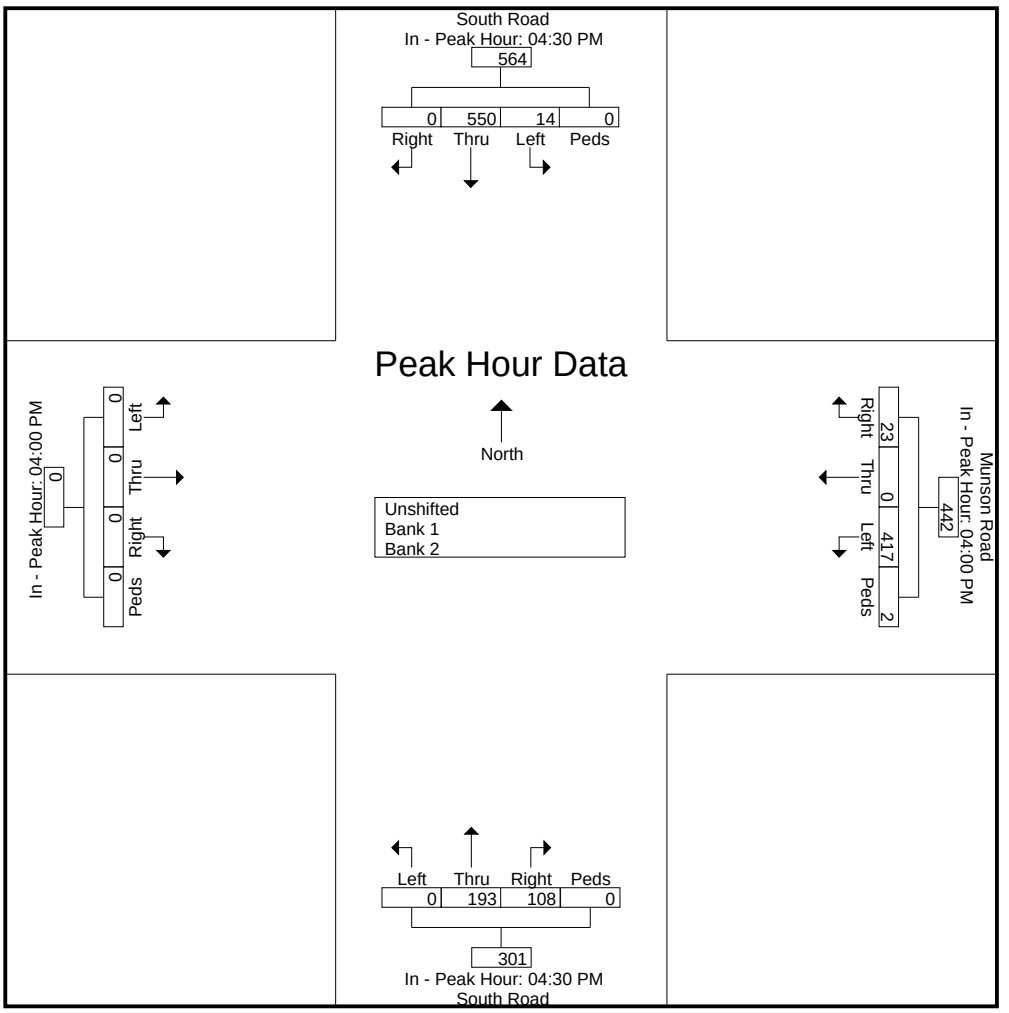


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13734
Site Code : 13734
Start Date : 12/3/2015
Page No : 3

	South Road From North					Munson Road From East					South Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:30 PM					04:00 PM					
+0 mins.	0	**152**	**5**	0	**157**	6	0	**123**	0	**129**	17	37	0	0	54	0	0	0	0	0	
+15 mins.	0	131	2	0	133	3	0	69	0	72	34	46	0	0	80	0	0	0	0	0	
+30 mins.	0	126	2	0	128	**7**	0	118	0	125	22	**62**	0	0	**84**	0	0	0	0	0	
+45 mins.	0	141	5	0	146	7	0	107	**2**	116	**35**	48	0	0	83	0	0	0	0	0	
Total Volume	0	550	14	0	564	23	0	417	2	442	108	193	0	0	301	0	0	0	0	0	
% App. Total	0	97.5	2.5	0		5.2	0	94.3	0.5		35.9	64.1	0	0		0	0	0	0		
PHF	.000	.905	.700	.000	.898	.821	.000	.848	.250	.857	.771	.778	.000	.000	.896	.000	.000	.000	.000	.000	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Colt Highway
Farmington, Connecticut

File Name : 13735
Site Code : 13735
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

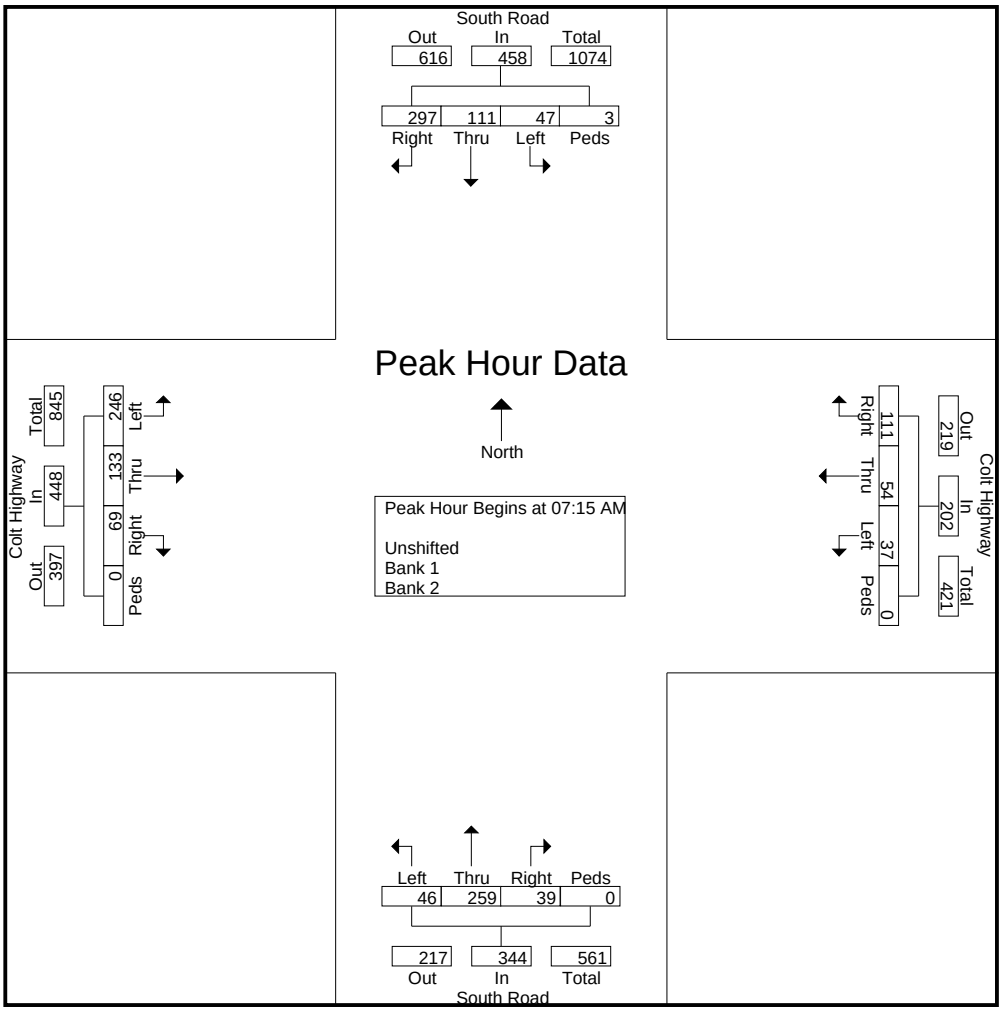
	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	67	14	8	0	89	21	14	1	0	36	5	32	11	0	48	12	20	46	0	78	251
07:15 AM	71	19	7	0	97	37	10	4	0	51	4	71	14	0	89	16	26	66	0	108	345
07:30 AM	75	28	11	0	114	27	24	18	0	69	10	68	13	0	91	14	37	67	0	118	392
07:45 AM	55	28	17	3	103	31	12	6	0	49	14	74	11	0	99	21	42	77	0	140	391
Total	268	89	43	3	403	116	60	29	0	205	33	245	49	0	327	63	125	256	0	444	1379
08:00 AM	96	36	12	0	144	16	8	9	0	33	11	46	8	0	65	18	28	36	0	82	324
08:15 AM	80	39	10	0	129	27	13	11	0	51	8	45	8	0	61	18	19	26	1	64	305
08:30 AM	78	38	8	0	124	16	25	7	0	48	8	35	18	0	61	15	25	28	0	68	301
08:45 AM	74	24	18	0	116	15	15	4	0	34	8	27	4	0	39	12	27	30	0	69	258
Total	328	137	48	0	513	74	61	31	0	166	35	153	38	0	226	63	99	120	1	283	1188
Grand Total	596	226	91	3	916	190	121	60	0	371	68	398	87	0	553	126	224	376	1	727	2567
Apprch %	65.1	24.7	9.9	0.3		51.2	32.6	16.2	0		12.3	72	15.7	0		17.3	30.8	51.7	0.1		
Total %	23.2	8.8	3.5	0.1	35.7	7.4	4.7	2.3	0	14.5	2.6	15.5	3.4	0	21.5	4.9	8.7	14.6	0	28.3	
Unshifted	580	224	87	3	894	185	114	56	0	355	67	396	85	0	548	123	219	366	1	709	2506
% Unshifted																					
Bank 1	9	1	1	0	11	2	6	3	0	11	0	0	0	0	0	1	2	0	0	3	25
% Bank 1	1.5	0.4	1.1	0	1.2	1.1	5	5	0	3	0	0	0	0	0	0.8	0.9	0	0	0.4	1
Bank 2	7	1	3	0	11	3	1	1	0	5	1	2	2	0	5	2	3	10	0	15	36
% Bank 2	1.2	0.4	3.3	0	1.2	1.6	0.8	1.7	0	1.3	1.5	0.5	2.3	0	0.9	1.6	1.3	2.7	0	2.1	1.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13735
Site Code : 13735
Start Date : 12/3/2015
Page No : 2

	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	71	19	7	0	97	**37**	10	4	0	51	4	71	**14**	0	89	16	26	66	0	108	345
07:30 AM	75	28	11	0	114	27	**24**	**18**	0	**69**	10	68	13	0	91	14	37	67	0	118	**392**
07:45 AM	55	28	**17**	**3**	103	31	12	6	0	49	**14**	**74**	11	0	**99**	**21**	**42**	**77**	0	**140**	391
08:00 AM	**96**	**36**	12	0	**144**	16	8	9	0	33	11	46	8	0	65	18	28	36	0	82	324
Total Volume	297	111	47	3	458	111	54	37	0	202	39	259	46	0	344	69	133	246	0	448	1452
% App. Total	64.8	24.2	10.3	0.7		55	26.7	18.3	0		11.3	75.3	13.4	0		15.4	29.7	54.9	0		
PHF	.773	.771	.691	.250	.795	.750	.563	.514	.000	.732	.696	.875	.821	.000	.869	.821	.792	.799	.000	.800	.926

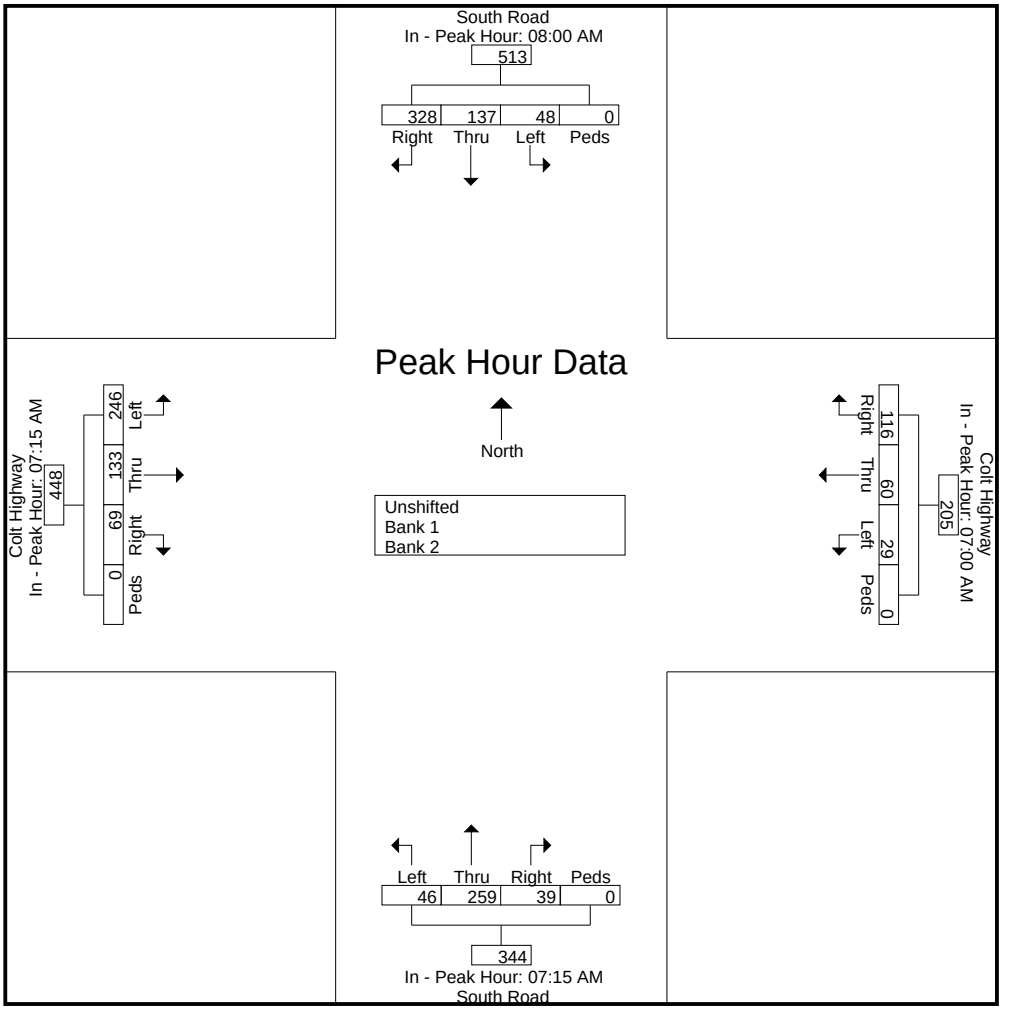


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13735
Site Code : 13735
Start Date : 12/3/2015
Page No : 3

	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:00 AM					07:15 AM					07:15 AM					
+0 mins.	**96**	36	12	0	**144**	21	14	1	0	36	4	71	**14**	0	89	16	26	66	0	108	
+15 mins.	80	**39**	10	0	129	**37**	10	4	0	51	10	68	13	0	91	14	37	67	0	118	
+30 mins.	78	38	8	0	124	27	**24**	**18**	0	**69**	**14**	**74**	11	0	**99**	**21**	**42**	**77**	0	**140**	
+45 mins.	74	24	**18**	0	116	31	12	6	0	49	11	46	8	0	65	18	28	36	0	82	
Total Volume	328	137	48	0	513	116	60	29	0	205	39	259	46	0	344	69	133	246	0	448	
% App. Total	63.9	26.7	9.4	0		56.6	29.3	14.1	0		11.3	75.3	13.4	0		15.4	29.7	54.9	0		
PHF	.854	.878	.667	.000	.891	.784	.625	.403	.000	.743	.696	.875	.821	.000	.869	.821	.792	.799	.000	.800	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

South Road at Colt Highway
Farmington, Connecticut

File Name : 13736
Site Code : 13736
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

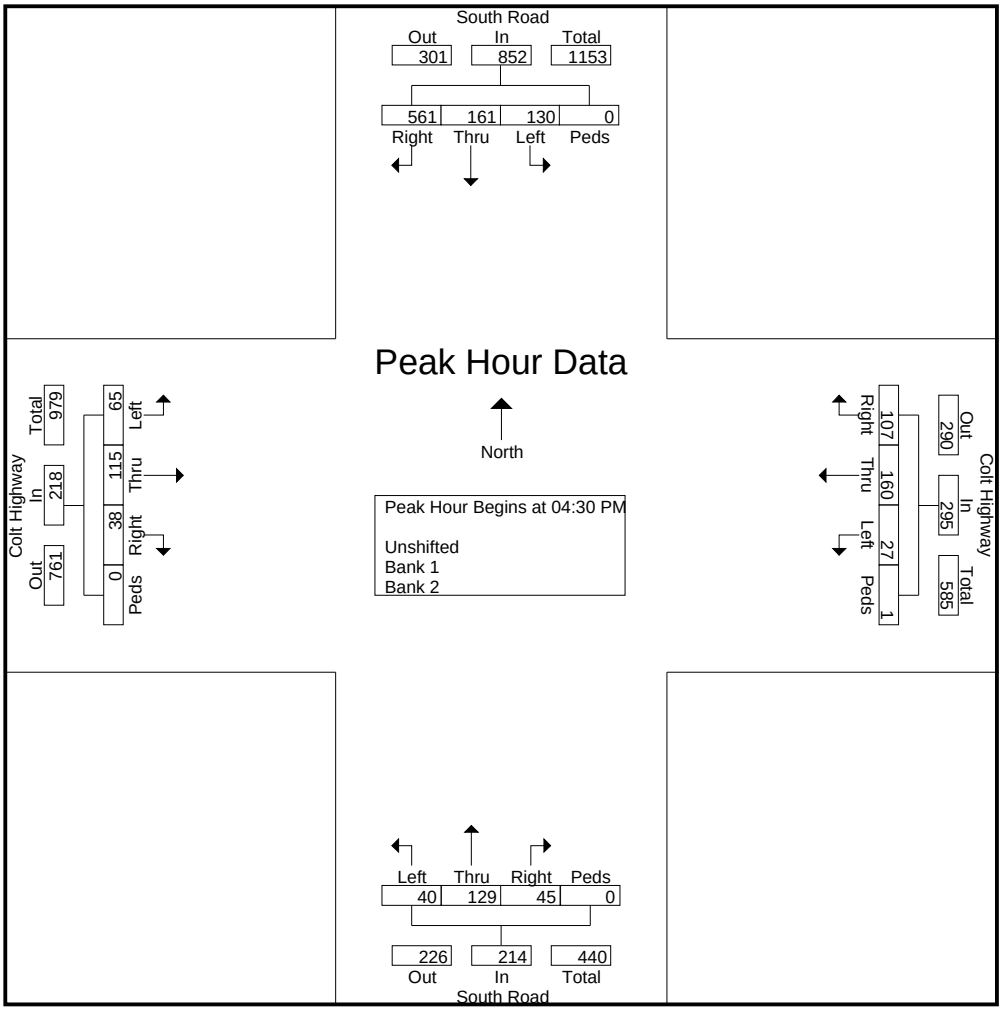
	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	152	40	29	0	221	27	60	18	0	105	13	26	14	0	53	5	25	8	0	38	417
04:15 PM	129	34	22	0	185	21	39	6	0	66	12	29	11	0	52	14	24	15	0	53	356
04:30 PM	152	54	32	0	238	21	47	6	1	75	15	28	11	0	54	8	25	8	0	41	408
04:45 PM	138	40	34	0	212	30	38	6	0	74	8	33	9	0	50	7	29	16	0	52	388
Total	571	168	117	0	856	99	184	36	1	320	48	116	45	0	209	34	103	47	0	184	1569
05:00 PM	129	34	40	0	203	23	38	7	0	68	12	38	16	0	66	12	28	24	0	64	401
05:15 PM	142	33	24	0	199	33	37	8	0	78	10	30	4	0	44	11	33	17	0	61	382
05:30 PM	96	29	30	0	155	19	33	4	1	57	7	17	7	0	31	12	28	11	0	51	294
05:45 PM	82	28	20	0	130	23	25	5	0	53	4	21	6	0	31	3	31	7	0	41	255
Total	449	124	114	0	687	98	133	24	1	256	33	106	33	0	172	38	120	59	0	217	1332
Grand Total	1020	292	231	0	1543	197	317	60	2	576	81	222	78	0	381	72	223	106	0	401	2901
Apprch %	66.1	18.9	15	0		34.2	55	10.4	0.3		21.3	58.3	20.5	0		18	55.6	26.4	0		
Total %	35.2	10.1	8	0	53.2	6.8	10.9	2.1	0.1	19.9	2.8	7.7	2.7	0	13.1	2.5	7.7	3.7	0	13.8	
Unshifted	1011																				
% Unshifted	99.1	100	99.6	0	99.4	99.5	99.4	100	100	99.5	100	100	100	0	100	100	99.1	91.5	0	97.3	99.2
Bank 1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
% Bank 1	0.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.2	0.1
Bank 2	6	0	1	0	7	1	2	0	0	3	0	0	0	0	0	0	2	8	0	10	20
% Bank 2	0.6	0	0.4	0	0.5	0.5	0.6	0	0	0.5	0	0	0	0	0	0	0.9	7.5	0	2.5	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13736
Site Code : 13736
Start Date : 12/3/2015
Page No : 2

	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**152**	**54**	32	0	**238**	21	**47**	6	**1**	75	**15**	28	11	0	54	8	25	8	0	41	**408**
04:45 PM	138	40	34	0	212	30	38	6	0	74	8	33	9	0	50	7	29	16	0	52	388
05:00 PM	129	34	**40**	0	203	23	38	7	0	68	12	**38**	**16**	0	**66**	**12**	28	**24**	0	**64**	401
05:15 PM	142	33	24	0	199	**33**	37	**8**	0	**78**	10	30	4	0	44	11	**33**	17	0	61	382
Total Volume	561	161	130	0	852	107	160	27	1	295	45	129	40	0	214	38	115	65	0	218	1579
% App. Total	65.8	18.9	15.3	0		36.3	54.2	9.2	0.3		21	60.3	18.7	0		17.4	52.8	29.8	0		
PHF	.923	.745	.813	.000	.895	.811	.851	.844	.250	.946	.750	.849	.625	.000	.811	.792	.871	.677	.000	.852	.968

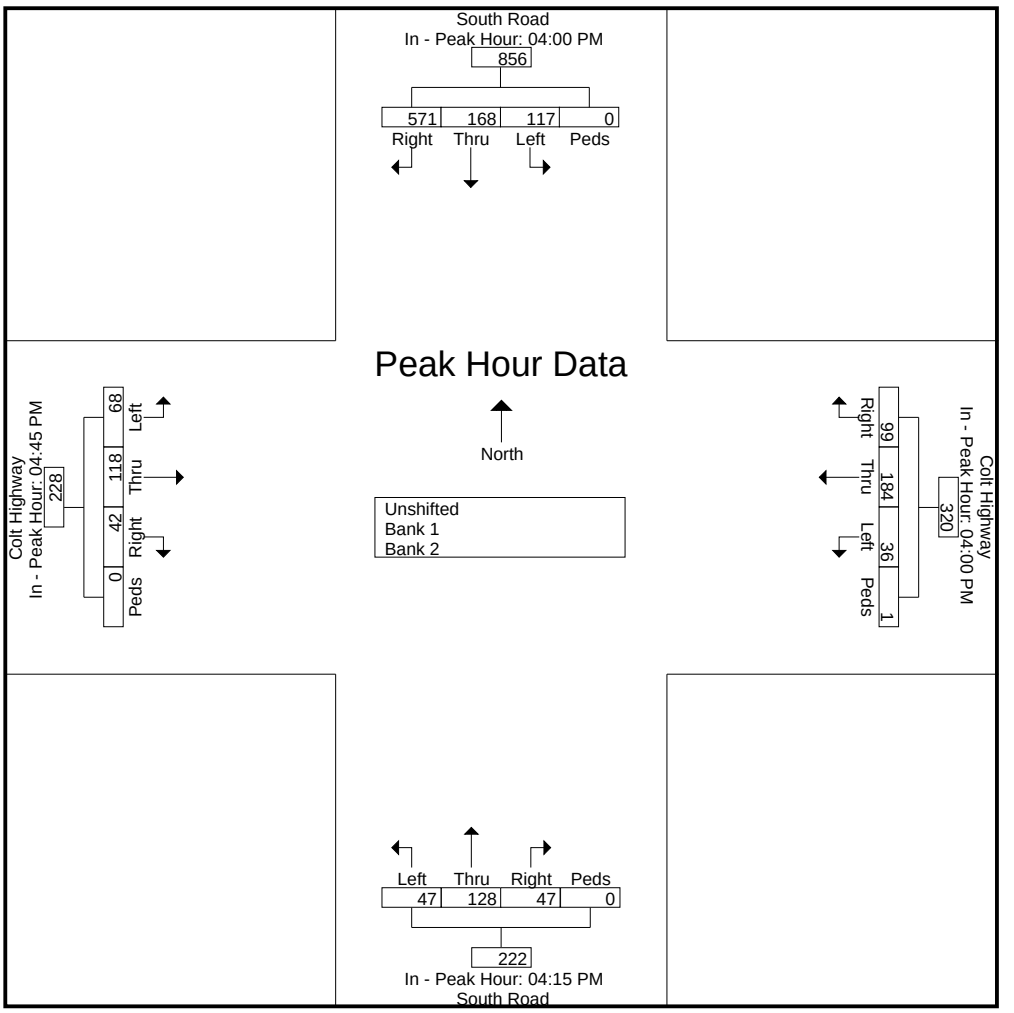


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13736
Site Code : 13736
Start Date : 12/3/2015
Page No : 3

	South Road From North					Colt Highway From East					South Road From South					Colt Highway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:00 PM					04:15 PM					04:45 PM					
+0 mins.	**152**	40	29	0	221	27	**60**	**18**	0	**105**	12	29	11	0	52	7	29	16	0	52	
+15 mins.	129	34	22	0	185	21	39	6	0	66	**15**	28	11	0	54	**12**	28	**24**	0	**64**	
+30 mins.	152	**54**	32	0	**238**	21	47	6	**1**	75	8	33	9	0	50	11	**33**	17	0	61	
+45 mins.	138	40	**34**	0	212	**30**	38	6	0	74	12	**38**	**16**	0	**66**	12	28	11	0	51	
Total Volume	571	168	117	0	856	99	184	36	1	320	47	128	47	0	222	42	118	68	0	228	
% App. Total	66.7	19.6	13.7	0		30.9	57.5	11.2	0.3		21.2	57.7	21.2	0		18.4	51.8	29.8	0		
PHF	.939	.778	.860	.000	.899	.825	.767	.500	.250	.762	.783	.842	.734	.000	.841	.875	.894	.708	.000	.891	



Connecticut Counts LLC

Kensington, Connecticut 06037

Middle Road at Munson/UCONN Hosp Dr. (860) 828-1693

Farmington, Connecticut

File Name : 13725
Site Code : 13725
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

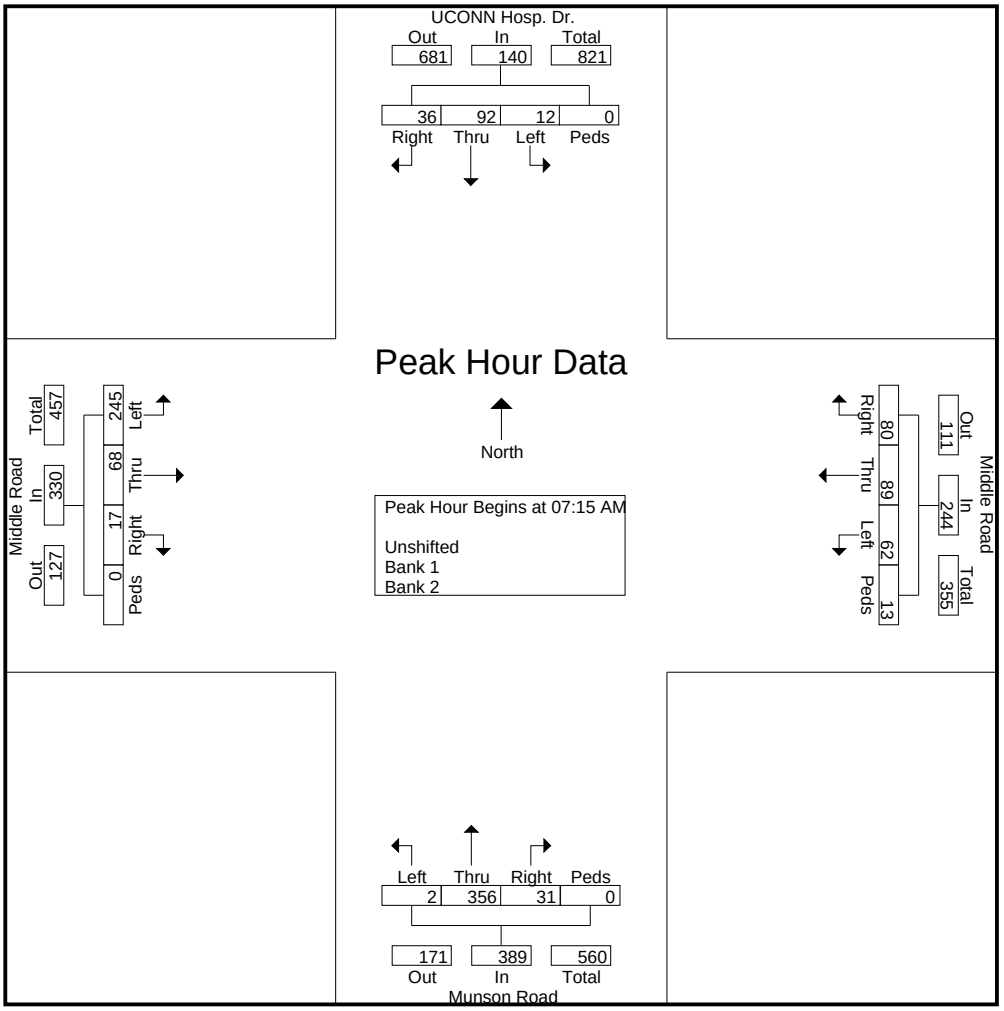
	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	14	1	0	15	13	16	13	0	42	3	60	3	0	66	2	5	46	0	53	176
07:15 AM	4	22	2	0	28	21	11	12	0	44	6	111	0	0	117	2	12	71	0	85	274
07:30 AM	11	20	1	0	32	20	32	21	0	73	8	114	0	0	122	6	27	71	0	104	331
07:45 AM	12	25	8	0	45	24	24	10	3	61	8	93	2	0	103	4	17	80	0	101	310
Total	27	81	12	0	120	78	83	56	3	220	25	378	5	0	408	14	61	268	0	343	1091
08:00 AM	9	25	1	0	35	15	22	19	10	66	9	38	0	0	47	5	12	23	0	40	188
08:15 AM	2	25	3	0	30	7	17	14	12	50	3	30	1	0	34	7	12	29	0	48	162
08:30 AM	1	10	2	0	13	9	21	6	5	41	2	36	0	0	38	8	26	24	0	58	150
08:45 AM	4	21	1	0	26	9	15	7	7	38	5	38	1	0	44	2	15	31	0	48	156
Total	16	81	7	0	104	40	75	46	34	195	19	142	2	0	163	22	65	107	0	194	656
Grand Total	43	162	19	0	224	118	158	102	37	415	44	520	7	0	571	36	126	375	0	537	1747
Apprch %	19.2	72.3	8.5	0		28.4	38.1	24.6	8.9		7.7	91.1	1.2	0		6.7	23.5	69.8	0		
Total %	2.5	9.3	1.1	0	12.8	6.8	9	5.8	2.1	23.8	2.5	29.8	0.4	0	32.7	2.1	7.2	21.5	0	30.7	
Unshifted	40	140	19	0	199	118	155	100	37	410	43	502	7	0	552	36	123	370	0	529	1690
% Unshifted																					
Bank 1	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	10
% Bank 1	4.7	3.1	0	0	3.1	0	0	0	0	0	0	0	0	0	0	0	0.8	0.5	0	0.6	0.6
Bank 2	1	17	0	0	18	0	3	2	0	5	1	18	0	0	19	0	2	3	0	5	47
% Bank 2	2.3	10.5	0	0	8	0	1.9	2	0	1.2	2.3	3.5	0	0	3.3	0	1.6	0.8	0	0.9	2.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13725
Site Code : 13725
Start Date : 12/3/2015
Page No : 2

	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	22	2	0	28	21	11	12	0	44	6	111	0	0	117	2	12	71	0	85	274
07:30 AM	11	20	1	0	32	20	**32**	**21**	0	**73**	8	**114**	0	0	**122**	**6**	**27**	71	0	**104**	**331**
07:45 AM	**12**	**25**	**8**	0	**45**	**24**	24	10	3	61	8	93	**2**	0	103	4	17	**80**	0	101	310
08:00 AM	9	25	1	0	35	15	22	19	**10**	66	**9**	38	0	0	47	5	12	23	0	40	188
Total Volume	36	92	12	0	140	80	89	62	13	244	31	356	2	0	389	17	68	245	0	330	1103
% App. Total	25.7	65.7	8.6	0		32.8	36.5	25.4	5.3		8	91.5	0.5	0		5.2	20.6	74.2	0		
PHF	.750	.920	.375	.000	.778	.833	.695	.738	.325	.836	.861	.781	.250	.000	.797	.708	.630	.766	.000	.793	.833

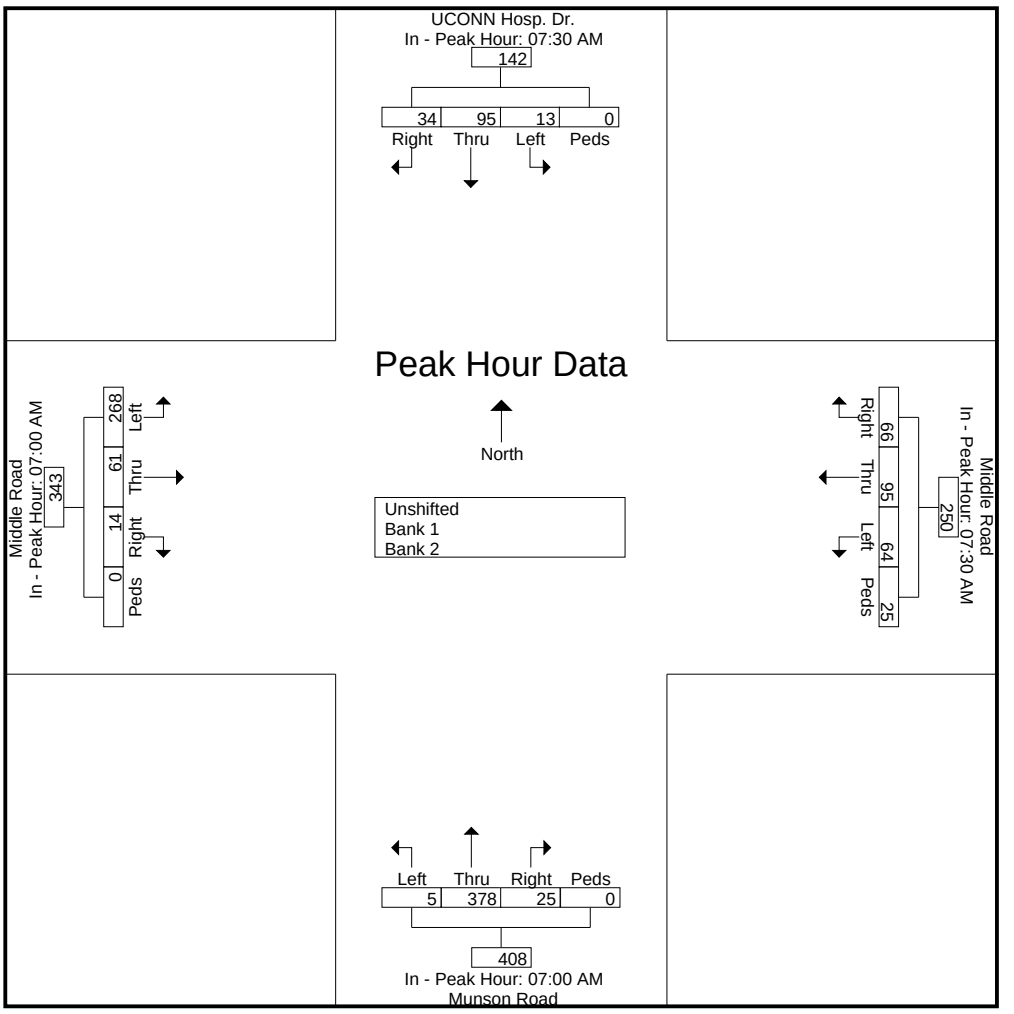


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13725
Site Code : 13725
Start Date : 12/3/2015
Page No : 3

	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:00 AM					07:00 AM					
+0 mins.	11	20	1	0	32	20	**32**	**21**	0	**73**	3	60	**3**	0	66	2	5	46	0	53	
+15 mins.	**12**	**25**	**8**	0	**45**	**24**	24	10	3	61	6	111	0	0	117	2	12	71	0	85	
+30 mins.	9	25	1	0	35	15	22	19	10	66	**8**	**114**	0	0	**122**	**6**	**27**	71	0	**104**	
+45 mins.	2	25	3	0	30	7	17	14	**12**	50	8	93	2	0	103	4	17	**80**	0	101	
Total Volume	34	95	13	0	142	66	95	64	25	250	25	378	5	0	408	14	61	268	0	343	
% App. Total	23.9	66.9	9.2	0		26.4	38	25.6	10		6.1	92.6	1.2	0		4.1	17.8	78.1	0		
PHF	.708	.950	.406	.000	.789	.688	.742	.762	.521	.856	.781	.829	.417	.000	.836	.583	.565	.838	.000	.825	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Middle Road at Munson/UCONN Hosp. Dr.
Farmington, Connecticut

File Name : 13726
Site Code : 13726
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

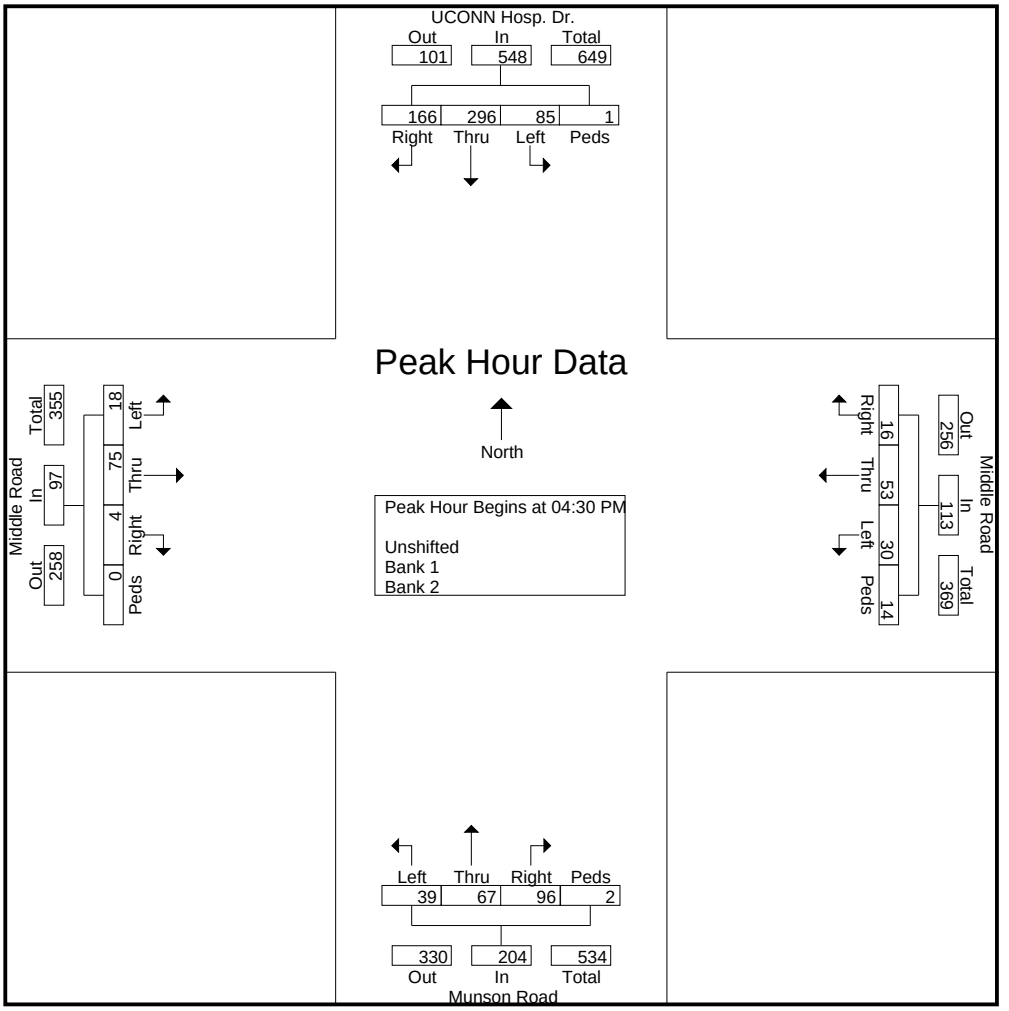
	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	48	75	23	1	147	2	17	4	2	25	12	25	22	0	59	2	19	6	0	27	258
04:15 PM	35	45	10	0	90	6	23	6	0	35	6	23	4	0	33	3	14	6	0	23	181
04:30 PM	66	85	25	1	177	7	14	13	2	36	16	16	17	1	50	1	19	4	0	24	287
04:45 PM	37	72	14	0	123	5	17	3	2	27	24	19	10	0	53	0	14	3	0	17	220
Total	186	277	72	2	537	20	71	26	6	123	58	83	53	1	195	6	66	19	0	91	946
05:00 PM	42	88	24	0	154	1	10	3	4	18	22	17	10	1	50	1	23	5	0	29	251
05:15 PM	21	51	22	0	94	3	12	11	6	32	34	15	2	0	51	2	19	6	0	27	204
05:30 PM	14	41	12	0	67	3	17	3	2	25	15	7	3	0	25	0	22	5	0	27	144
05:45 PM	11	29	5	0	45	2	21	3	0	26	9	9	1	0	19	0	6	7	0	13	103
Total	88	209	63	0	360	9	60	20	12	101	80	48	16	1	145	3	70	23	0	96	702
Grand Total	274	486	135	2	897	29	131	46	18	224	138	131	69	2	340	9	136	42	0	187	1648
Apprch %	30.5	54.2	15.1	0.2		12.9	58.5	20.5	8		40.6	38.5	20.3	0.6		4.8	72.7	22.5	0		
Total %	16.6	29.5	8.2	0.1	54.4	1.8	7.9	2.8	1.1	13.6	8.4	7.9	4.2	0.1	20.6	0.5	8.3	2.5	0	11.3	
Unshifted	274	473	134	2	883	29	129	45	18	221	138	114	68	2	322	9	136	40	0	185	1611
% Unshifted																					
Bank 1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Bank 1	0	0.2	0	0	0.1	0	0	0	0	0	0	0.8	0	0	0.3	0	0	0	0	0	0.1
Bank 2	0	12	1	0	13	0	2	1	0	3	0	16	1	0	17	0	0	2	0	2	35
% Bank 2	0	2.5	0.7	0	1.4	0	1.5	2.2	0	1.3	0	12.2	1.4	0	5	0	0	4.8	0	1.1	2.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13726
Site Code : 13726
Start Date : 12/3/2015
Page No : 2

	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**66**	85	**25**	**1**	**177**	**7**	14	**13**	2	**36**	16	16	**17**	**1**	50	1	19	4	0	24	**287**
04:45 PM	37	72	14	0	123	5	**17**	3	2	27	24	**19**	10	0	**53**	0	14	3	0	17	220
05:00 PM	42	**88**	24	0	154	1	10	3	4	18	22	17	10	1	50	1	**23**	5	0	**29**	251
05:15 PM	21	51	22	0	94	3	12	11	**6**	32	**34**	15	2	0	51	**2**	19	**6**	0	27	204
Total Volume	166	296	85	1	548	16	53	30	14	113	96	67	39	2	204	4	75	18	0	97	962
% App. Total	30.3	54	15.5	0.2		14.2	46.9	26.5	12.4		47.1	32.8	19.1	1		4.1	77.3	18.6	0		
PHF	.629	.841	.850	.250	.774	.571	.779	.577	.583	.785	.706	.882	.574	.500	.962	.500	.815	.750	.000	.836	.838

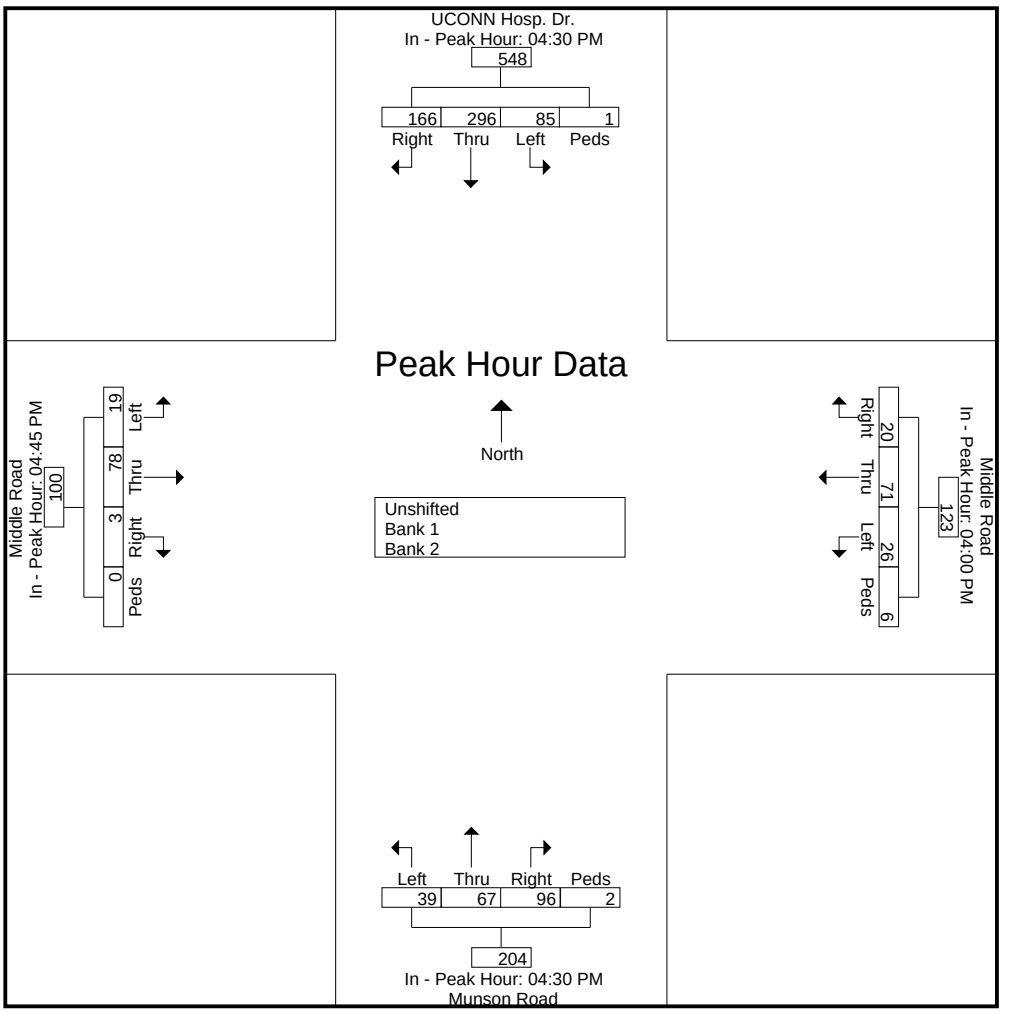


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13726
Site Code : 13726
Start Date : 12/3/2015
Page No : 3

	UCONN Hosp. Dr. From North					Middle Road From East					Munson Road From South					Middle Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:30 PM					04:45 PM					
+0 mins.	**66**	85	**25**	**1**	**177**	2	17	4	**2**	25	16	16	**17**	**1**	50	0	14	3	0	17	
+15 mins.	37	72	14	0	123	6	**23**	6	0	35	24	**19**	10	0	**53**	1	**23**	5	0	**29**	
+30 mins.	42	**88**	24	0	154	**7**	14	**13**	2	**36**	22	17	10	1	50	**2**	19	**6**	0	27	
+45 mins.	21	51	22	0	94	5	17	3	2	27	**34**	15	2	0	51	0	22	5	0	27	
Total Volume	166	296	85	1	548	20	71	26	6	123	96	67	39	2	204	3	78	19	0	100	
% App. Total	30.3	54	15.5	0.2		16.3	57.7	21.1	4.9		47.1	32.8	19.1	1		3	78	19	0		
PHF	.629	.841	.850	.250	.774	.714	.772	.500	.750	.854	.706	.882	.574	.500	.962	.375	.848	.792	.000	.862	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Colt Highway at I-84 EB On Ramp
Farmington, Connecticut

File Name : 13739
Site Code : 13739
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

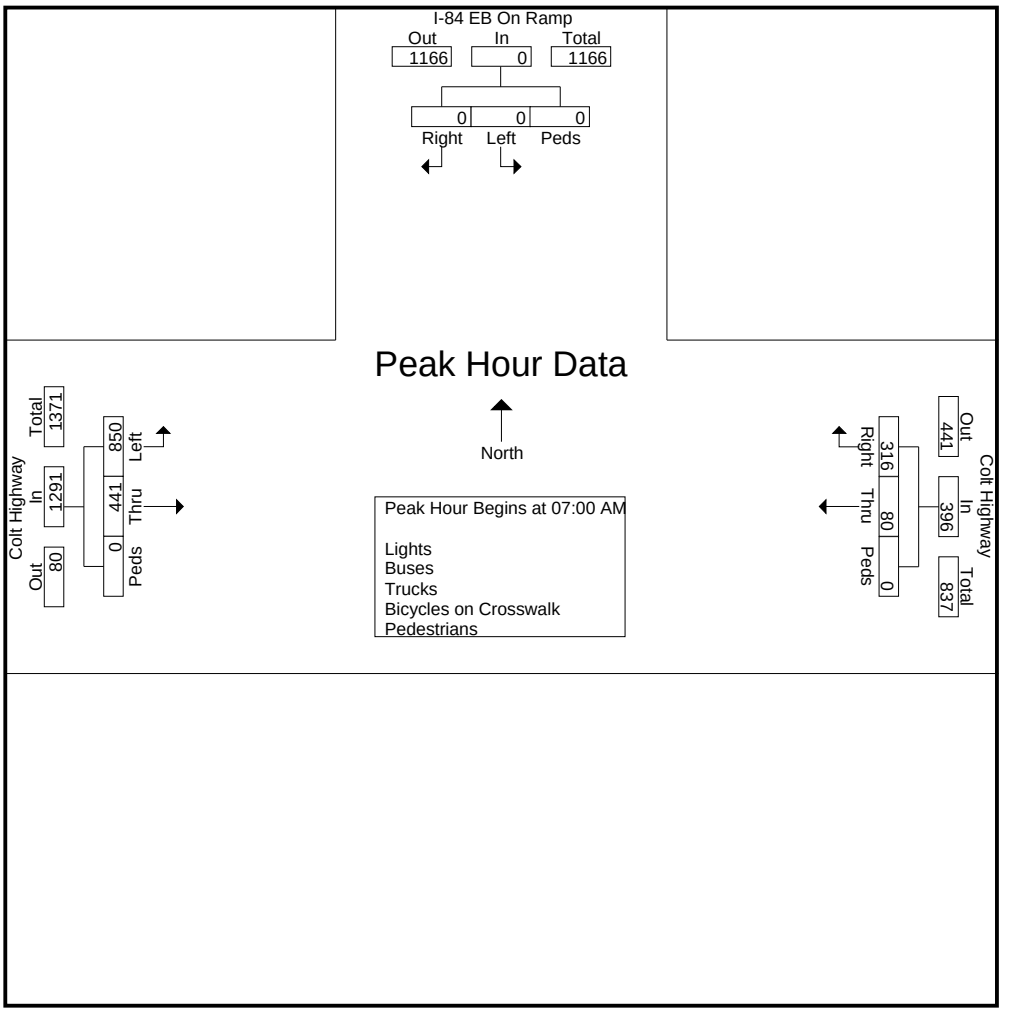
	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	77	16	0	93	101	271	0	372	465
07:15 AM	0	0	0	0	80	15	0	95	95	188	0	283	378
07:30 AM	0	0	0	0	89	32	0	121	120	211	0	331	452
07:45 AM	0	0	0	0	70	17	0	87	125	180	0	305	392
Total	0	0	0	0	316	80	0	396	441	850	0	1291	1687
08:00 AM	0	0	0	0	98	14	0	112	84	190	0	274	386
08:15 AM	0	0	0	0	84	22	0	106	77	194	0	271	377
08:30 AM	0	0	0	0	75	38	0	113	59	151	0	210	323
08:45 AM	0	0	0	0	79	16	0	95	64	127	0	191	286
Total	0	0	0	0	336	90	0	426	284	662	0	946	1372
Grand Total	0	0	0	0	652	170	0	822	725	1512	0	2237	3059
Apprch %	0	0	0		79.3	20.7	0		32.4	67.6	0		
Total %	0	0	0	0	21.3	5.6	0	26.9	23.7	49.4	0	73.1	
Lights	0	0	0	0	632	161	0	793	725	1471	0	2196	2989
% Lights	0	0	0	0	96.9	94.7	0	96.5	100	97.3	0	98.2	97.7
Buses	0	0	0	0	6	5	0	11	0	12	0	12	23
% Buses	0	0	0	0	0.9	2.9	0	1.3	0	0.8	0	0.5	0.8
Trucks	0	0	0	0	14	4	0	18	0	29	0	29	47
% Trucks	0	0	0	0	2.1	2.4	0	2.2	0	1.9	0	1.3	1.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13739
Site Code : 13739
Start Date : 12/3/2015
Page No : 2

	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	77	16	0	93	101	**271**	0	**372**	**465**
07:15 AM	0	0	0	0	80	15	0	95	95	188	0	283	378
07:30 AM	0	0	0	0	**89**	**32**	0	**121**	120	211	0	331	452
07:45 AM	0	0	0	0	70	17	0	87	**125**	180	0	305	392
Total Volume	0	0	0	0	316	80	0	396	441	850	0	1291	1687
% App. Total	0	0	0		79.8	20.2	0		34.2	65.8	0		
PHF	.000	.000	.000	.000	.888	.625	.000	.818	.882	.784	.000	.868	.907

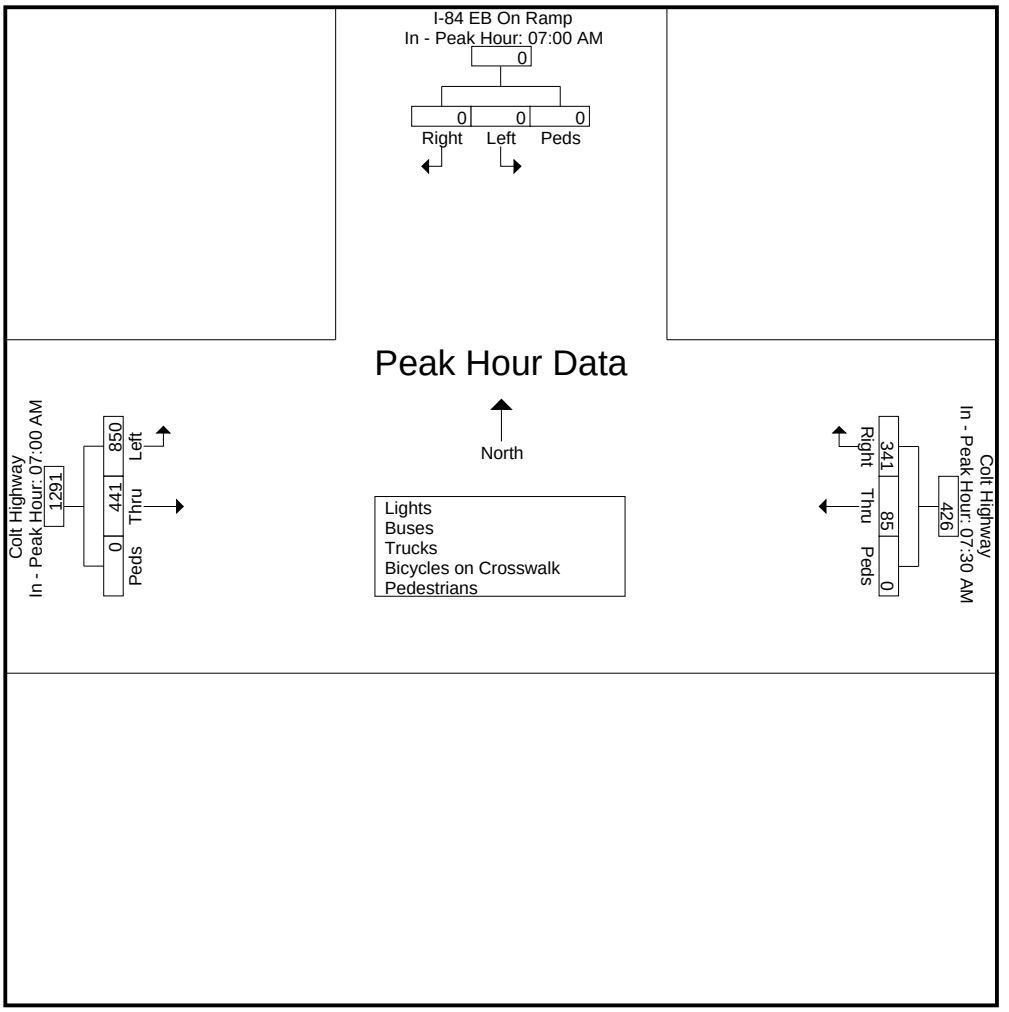


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13739
Site Code : 13739
Start Date : 12/3/2015
Page No : 3

	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	0	0	0	89	**32**	0	**121**	101	**271**	0	**372**	
+15 mins.	0	0	0	0	70	17	0	87	95	188	0	283	
+30 mins.	0	0	0	0	**98**	14	0	112	120	211	0	331	
+45 mins.	0	0	0	0	84	22	0	106	**125**	180	0	305	
Total Volume	0	0	0	0	341	85	0	426	441	850	0	1291	
% App. Total	0	0	0		80	20	0		34.2	65.8	0		
PHF	.000	.000	.000	.000	.870	.664	.000	.880	.882	.784	.000	.868	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 6 at I-84 Eastbound On Ramp
Farmington, Connecticut

File Name : 13740
Site Code : 13740
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

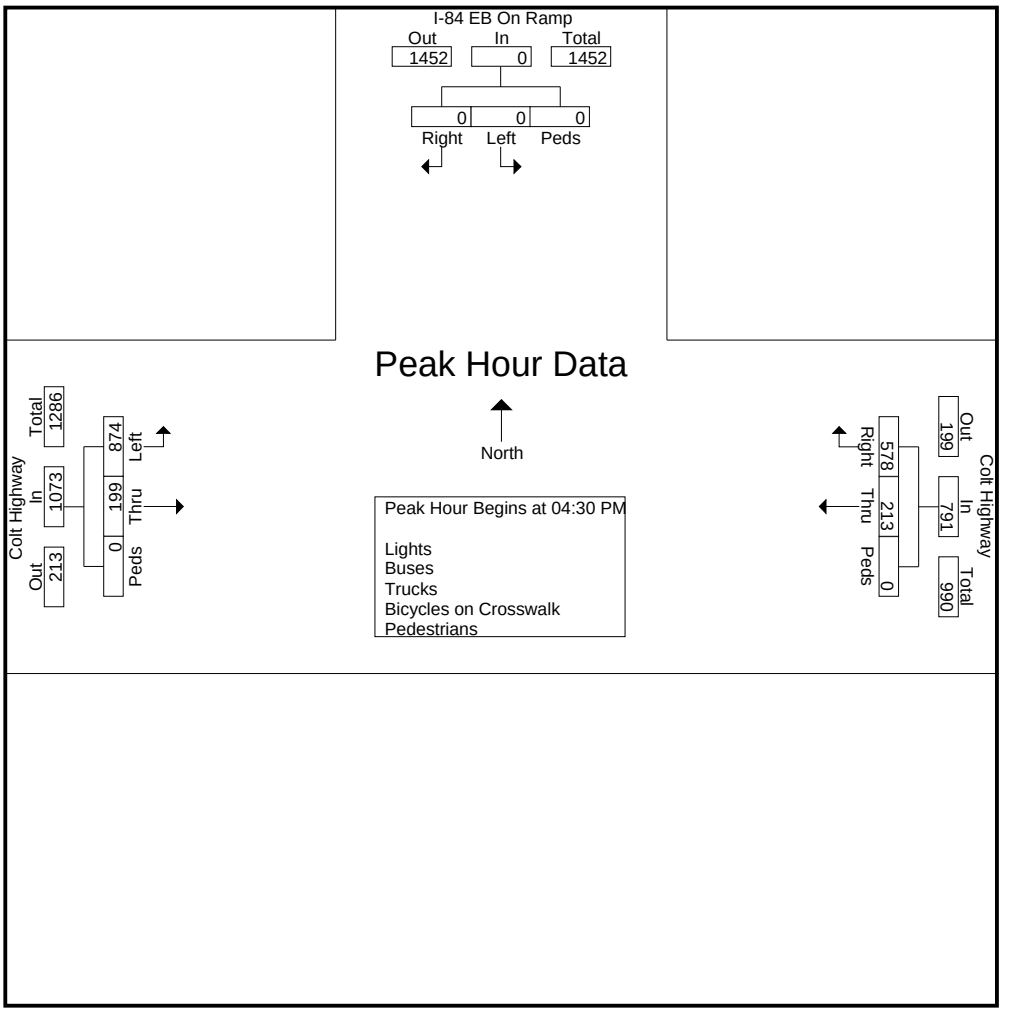
	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	172	56	0	228	38	186	0	224	452
04:15 PM	0	0	0	0	154	54	0	208	54	163	0	217	425
04:30 PM	0	0	0	0	144	64	0	208	35	194	0	229	437
04:45 PM	0	0	0	0	158	51	0	209	49	203	0	252	461
Total	0	0	0	0	628	225	0	853	176	746	0	922	1775
05:00 PM	0	0	0	0	138	49	0	187	59	229	0	288	475
05:15 PM	0	0	0	0	138	49	0	187	56	248	0	304	491
05:30 PM	0	0	0	0	111	47	0	158	42	144	0	186	344
05:45 PM	0	0	0	0	81	31	0	112	47	175	0	222	334
Total	0	0	0	0	468	176	0	644	204	796	0	1000	1644
Grand Total	0	0	0	0	1096	401	0	1497	380	1542	0	1922	3419
Apprch %	0	0	0		73.2	26.8	0		19.8	80.2	0		
Total %	0	0	0	0	32.1	11.7	0	43.8	11.1	45.1	0	56.2	
Lights	0	0	0	0	1086	397	0	1483	380	1516	0	1896	3379
% Lights	0	0	0	0	99.1	99	0	99.1	100	98.3	0	98.6	98.8
Buses	0	0	0	0	3	3	0	6	0	6	0	6	12
% Buses	0	0	0	0	0.3	0.7	0	0.4	0	0.4	0	0.3	0.4
Trucks	0	0	0	0	7	1	0	8	0	20	0	20	28
% Trucks	0	0	0	0	0.6	0.2	0	0.5	0	1.3	0	1	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13740
Site Code : 13740
Start Date : 12/3/2015
Page No : 2

	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	0	0	0	144	**64**	0	208	35	194	0	229	437
04:45 PM	0	0	0	0	**158**	51	0	**209**	49	203	0	252	461
05:00 PM	0	0	0	0	138	49	0	187	**59**	229	0	288	475
05:15 PM	0	0	0	0	138	49	0	187	56	**248**	0	**304**	**491**
Total Volume	0	0	0	0	578	213	0	791	199	874	0	1073	1864
% App. Total	0	0	0		73.1	26.9	0		18.5	81.5	0		
PHF	.000	.000	.000	.000	.915	.832	.000	.946	.843	.881	.000	.882	.949

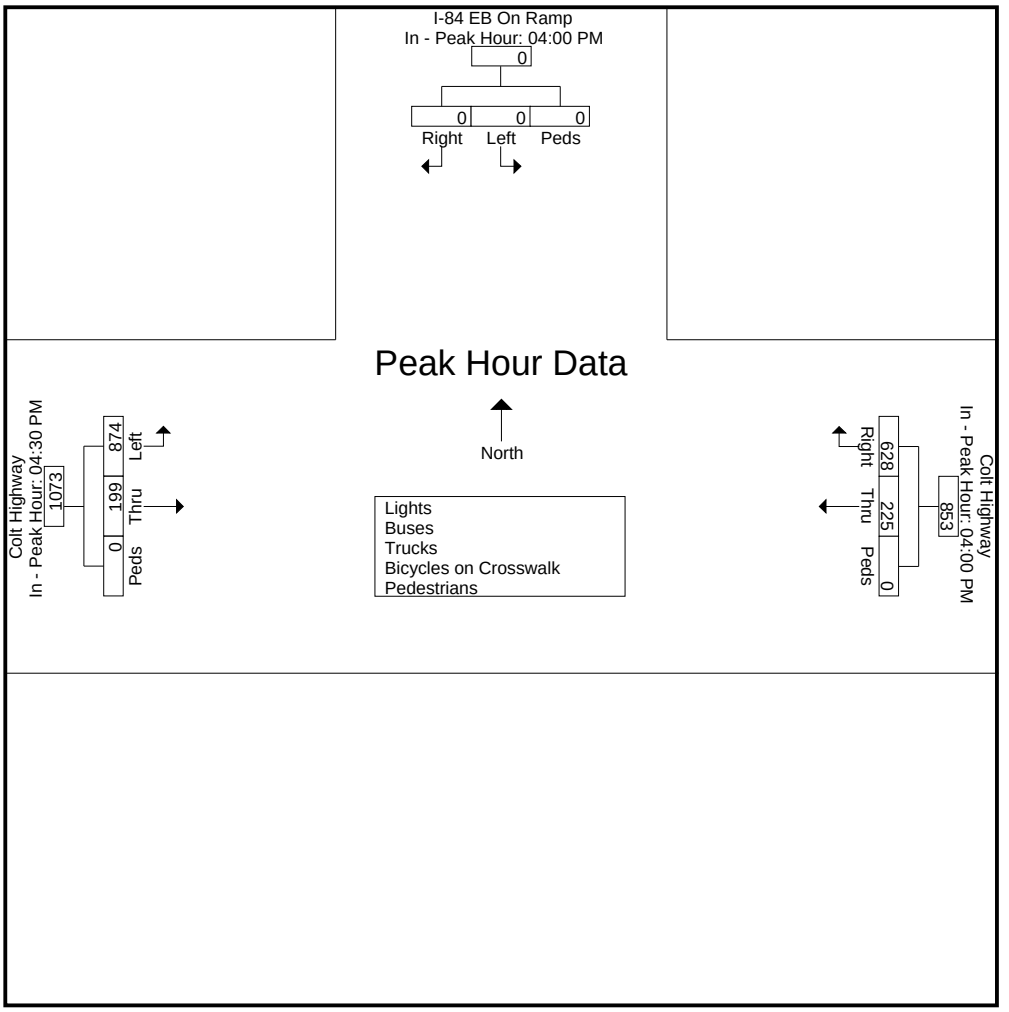


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13740
Site Code : 13740
Start Date : 12/3/2015
Page No : 3

	I-84 EB On Ramp From North				Colt Highway From East				Colt Highway From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	**172**	56	0	**228**	35	194	0	229	
+15 mins.	0	0	0	0	154	54	0	208	49	203	0	252	
+30 mins.	0	0	0	0	144	**64**	0	208	**59**	229	0	288	
+45 mins.	0	0	0	0	158	51	0	209	56	**248**	0	**304**	
Total Volume	0	0	0	0	628	225	0	853	199	874	0	1073	
% App. Total	0	0	0		73.6	26.4	0		18.5	81.5	0		
PHF	.000	.000	.000	.000	.913	.879	.000	.935	.843	.881	.000	.882	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 6 at I-84 Off Ramp/Wolf Pit Road
Farmington, Connecticut

File Name : 13751
Site Code : 13751
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

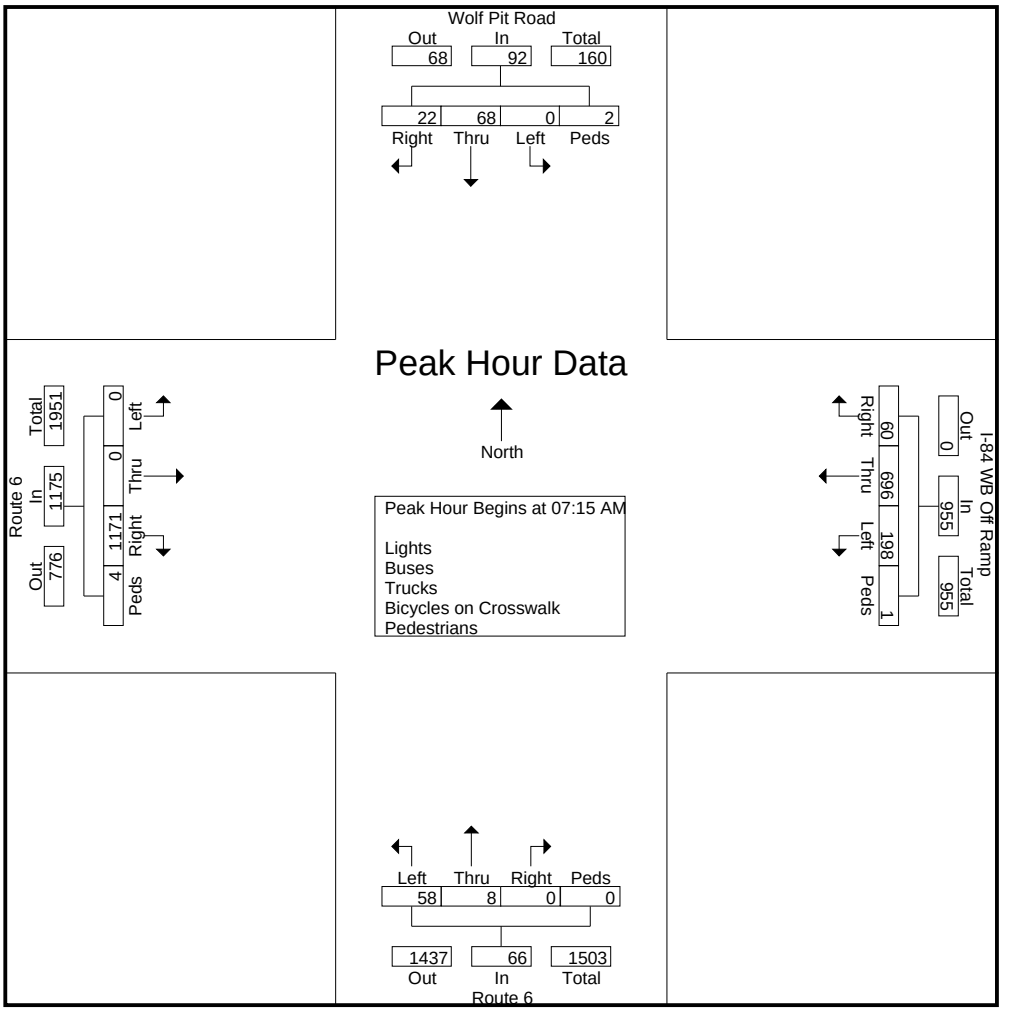
	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	7	0	1	9	9	109	41	2	161	0	0	7	0	7	364	0	0	0	364	541
07:15 AM	1	8	0	0	9	9	139	57	0	205	0	0	11	0	11	277	0	0	0	277	502
07:30 AM	5	15	0	0	20	19	200	50	0	269	0	1	10	0	11	326	0	0	0	326	626
07:45 AM	12	27	0	0	39	15	187	50	0	252	0	6	18	0	24	301	0	0	2	303	618
Total	19	57	0	1	77	52	635	198	2	887	0	7	46	0	53	1268	0	0	2	1270	2287
08:00 AM	4	18	0	2	24	17	170	41	1	229	0	1	19	0	20	267	0	0	2	269	542
08:15 AM	13	4	0	1	18	12	129	32	2	175	0	3	28	0	31	265	0	0	0	265	489
08:30 AM	18	29	0	0	47	11	131	22	0	164	0	14	28	0	42	201	0	0	0	201	454
08:45 AM	6	12	0	0	18	6	149	22	0	177	0	1	26	0	27	175	0	0	0	175	397
Total	41	63	0	3	107	46	579	117	3	745	0	19	101	0	120	908	0	0	2	910	1882
Grand Total	60	120	0	4	184	98	1214	315	5	1632	0	26	147	0	173	2176	0	0	4	2180	4169
Apprch %	32.6	65.2	0	2.2		6	74.4	19.3	0.3		0	15	85	0		99.8	0	0	0.2		
Total %	1.4	2.9	0	0.1	4.4	2.4	29.1	7.6	0.1	39.1	0	0.6	3.5	0	4.1	52.2	0	0	0.1	52.3	
Lights	53	114	0	0	167	95	1172									2176					
% Lights	88.3	95	0	0	90.8	96.9	96.5	97.8	0	96.5	0	96.2	97.3	0	97.1	100	0	0	0	99.8	98
Buses	7	6	0	0	13	2	13	6	0	21	0	1	2	0	3	0	0	0	0	0	37
% Buses	11.7	5	0	0	7.1	2	1.1	1.9	0	1.3	0	3.8	1.4	0	1.7	0	0	0	0	0	0.9
Trucks	0	0	0	0	0	1	29	1	0	31	0	0	2	0	2	0	0	0	0	0	33
% Trucks	0	0	0	0	0	1	2.4	0.3	0	1.9	0	0	1.4	0	1.2	0	0	0	0	0	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	5	5	0	0	0	0	0	0	0	0	4	4	13
% Pedestrians	0	0	0	100	2.2	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.2	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13751
Site Code : 13751
Start Date : 12/3/2015
Page No : 2

	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	8	0	0	9	9	139	**57**	0	205	0	0	11	0	11	277	0	0	0	277	502
07:30 AM	5	15	0	0	20	**19**	**200**	50	0	**269**	0	1	10	0	11	**326**	0	0	0	**326**	**626**
07:45 AM	**12**	**27**	0	0	**39**	15	187	50	0	252	0	**6**	18	0	**24**	301	0	0	**2**	303	618
08:00 AM	4	18	0	**2**	24	17	170	41	**1**	229	0	1	**19**	0	20	267	0	0	2	269	542
Total Volume	22	68	0	2	92	60	696	198	1	955	0	8	58	0	66	1171	0	0	4	1175	2288
% App. Total	23.9	73.9	0	2.2		6.3	72.9	20.7	0.1		0	12.1	87.9	0		99.7	0	0	0.3		
PHF	.458	.630	.000	.250	.590	.789	.870	.868	.250	.888	.000	.333	.763	.000	.688	.898	.000	.000	.500	.901	.914

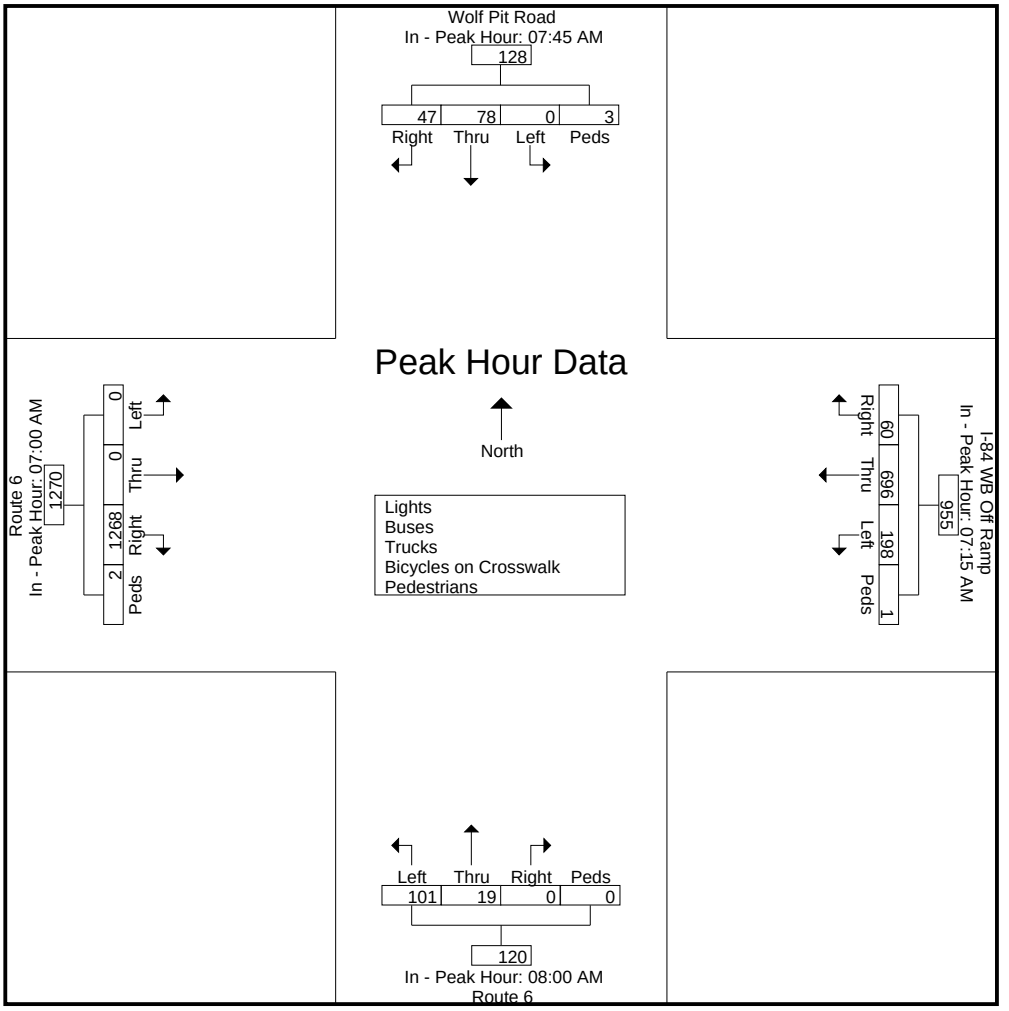


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13751
Site Code : 13751
Start Date : 12/3/2015
Page No : 3

	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:15 AM					08:00 AM					07:00 AM					
+0 mins.	12	27	0	0	39	9	139	**57**	0	205	0	1	19	0	20	**364**	0	0	0	**364**	
+15 mins.	4	18	0	**2**	24	**19**	**200**	50	0	**269**	0	3	**28**	0	31	277	0	0	0	277	
+30 mins.	13	4	0	1	18	15	187	50	0	252	0	**14**	28	0	**42**	326	0	0	0	326	
+45 mins.	**18**	**29**	0	0	**47**	17	170	41	**1**	229	0	1	26	0	27	301	0	0	**2**	303	
Total Volume	47	78	0	3	128	60	696	198	1	955	0	19	101	0	120	1268	0	0	2	1270	
% App. Total	36.7	60.9	0	2.3		6.3	72.9	20.7	0.1		0	15.8	84.2	0		99.8	0	0	0.2		
PHF	.653	.672	.000	.375	.681	.789	.870	.868	.250	.888	.000	.339	.902	.000	.714	.871	.000	.000	.250	.872	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 6 at I-84 Off Ramp/Wolf Pit Rd
Farmington, Connecticut

File Name : 13752
Site Code : 13752
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

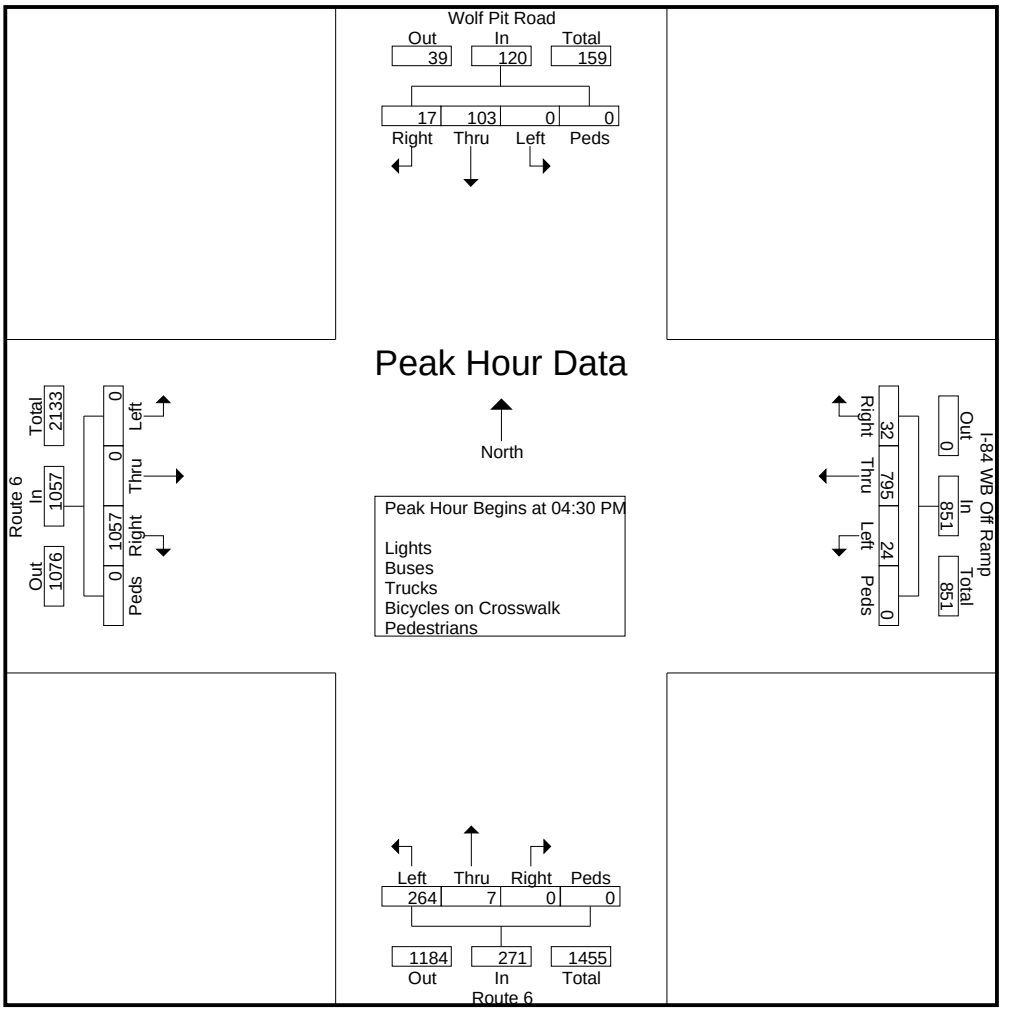
	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	20	0	0	25	6	187	10	0	203	0	3	74	0	77	218	0	0	0	218	523
04:15 PM	3	13	0	0	16	8	202	4	0	214	0	1	77	0	78	214	0	0	0	214	522
04:30 PM	7	24	0	0	31	14	170	8	0	192	0	3	58	0	61	225	0	0	0	225	509
04:45 PM	3	27	0	0	30	8	228	5	0	241	0	3	64	0	67	245	0	0	0	245	583
Total	18	84	0	0	102	36	787	27	0	850	0	10	273	0	283	902	0	0	0	902	2137
05:00 PM	6	30	0	0	36	0	180	6	0	186	0	1	80	0	81	286	0	0	0	286	589
05:15 PM	1	22	0	0	23	10	217	5	0	232	0	0	62	0	62	301	0	0	0	301	618
05:30 PM	3	6	0	0	9	5	171	2	0	178	0	1	58	0	59	184	0	0	0	184	430
05:45 PM	3	7	0	0	10	6	175	12	0	193	0	3	62	0	65	213	0	0	0	213	481
Total	13	65	0	0	78	21	743	25	0	789	0	5	262	0	267	984	0	0	0	984	2118
Grand Total	31	149	0	0	180	57	1530	52	0	1639	0	15	535	0	550	1886	0	0	0	1886	4255
Apprch %	17.2	82.8	0	0		3.5	93.3	3.2	0		0	2.7	97.3	0		100	0	0	0		
Total %	0.7	3.5	0	0	4.2	1.3	36	1.2	0	38.5	0	0.4	12.6	0	12.9	44.3	0	0	0	44.3	
Lights	30	148	0	0	178	54	1505									1886					
% Lights	96.8	99.3	0	0	98.9	94.7	98.4	88.5	0	97.9	0	100	99.4	0	99.5	100	0	0	0	100	99.1
Buses	1	1	0	0	2	3	13	6	0	22	0	0	3	0	3	0	0	0	0	0	27
% Buses	3.2	0.7	0	0	1.1	5.3	0.8	11.5	0	1.3	0	0	0.6	0	0.5	0	0	0	0	0	0.6
Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
% Trucks	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13752
Site Code : 13752
Start Date : 12/3/2015
Page No : 2

	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**7**	24	0	0	31	**14**	170	**8**	0	192	0	**3**	58	0	61	225	0	0	0	225	509
04:45 PM	3	27	0	0	30	8	**228**	5	0	**241**	0	3	64	0	67	245	0	0	0	245	583
05:00 PM	6	**30**	0	0	**36**	0	180	6	0	186	0	1	**80**	0	**81**	286	0	0	0	286	589
05:15 PM	1	22	0	0	23	10	217	5	0	232	0	0	62	0	62	**301**	0	0	0	**301**	**618**
Total Volume	17	103	0	0	120	32	795	24	0	851	0	7	264	0	271	1057	0	0	0	1057	2299
% App. Total	14.2	85.8	0	0		3.8	93.4	2.8	0		0	2.6	97.4	0		100	0	0	0		
PHF	.607	.858	.000	.000	.833	.571	.872	.750	.000	.883	.000	.583	.825	.000	.836	.878	.000	.000	.000	.878	.930

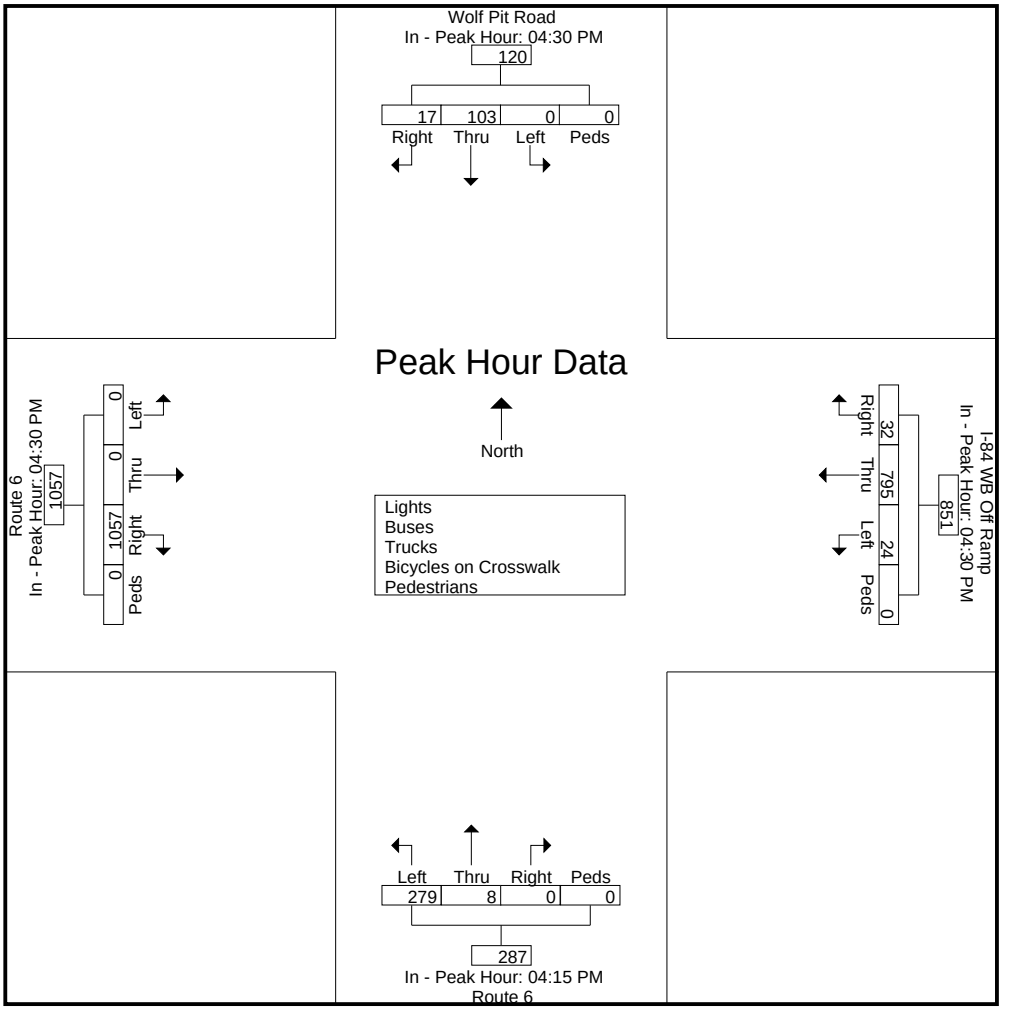


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13752
Site Code : 13752
Start Date : 12/3/2015
Page No : 3

	Wolf Pit Road From North					I-84 WB Off Ramp From East					Route 6 From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					04:15 PM					04:30 PM					
+0 mins.	**7**	24	0	0	31	**14**	170	**8**	0	192	0	1	77	0	78	225	0	0	0	225	
+15 mins.	3	27	0	0	30	8	**228**	5	0	**241**	0	**3**	58	0	61	245	0	0	0	245	
+30 mins.	6	**30**	0	0	**36**	0	180	6	0	186	0	3	64	0	67	286	0	0	0	286	
+45 mins.	1	22	0	0	23	10	217	5	0	232	0	1	**80**	0	**81**	**301**	0	0	0	**301**	
Total Volume	17	103	0	0	120	32	795	24	0	851	0	8	279	0	287	1057	0	0	0	1057	
% App. Total	14.2	85.8	0	0		3.8	93.4	2.8	0		0	2.8	97.2	0		100	0	0	0		
PHF	.607	.858	.000	.000	.833	.571	.872	.750	.000	.883	.000	.667	.872	.000	.886	.878	.000	.000	.000	.878	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Munson Road at 16 Munson Road
Farmington, Connecticut

File Name : 13729
Site Code : 13729
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

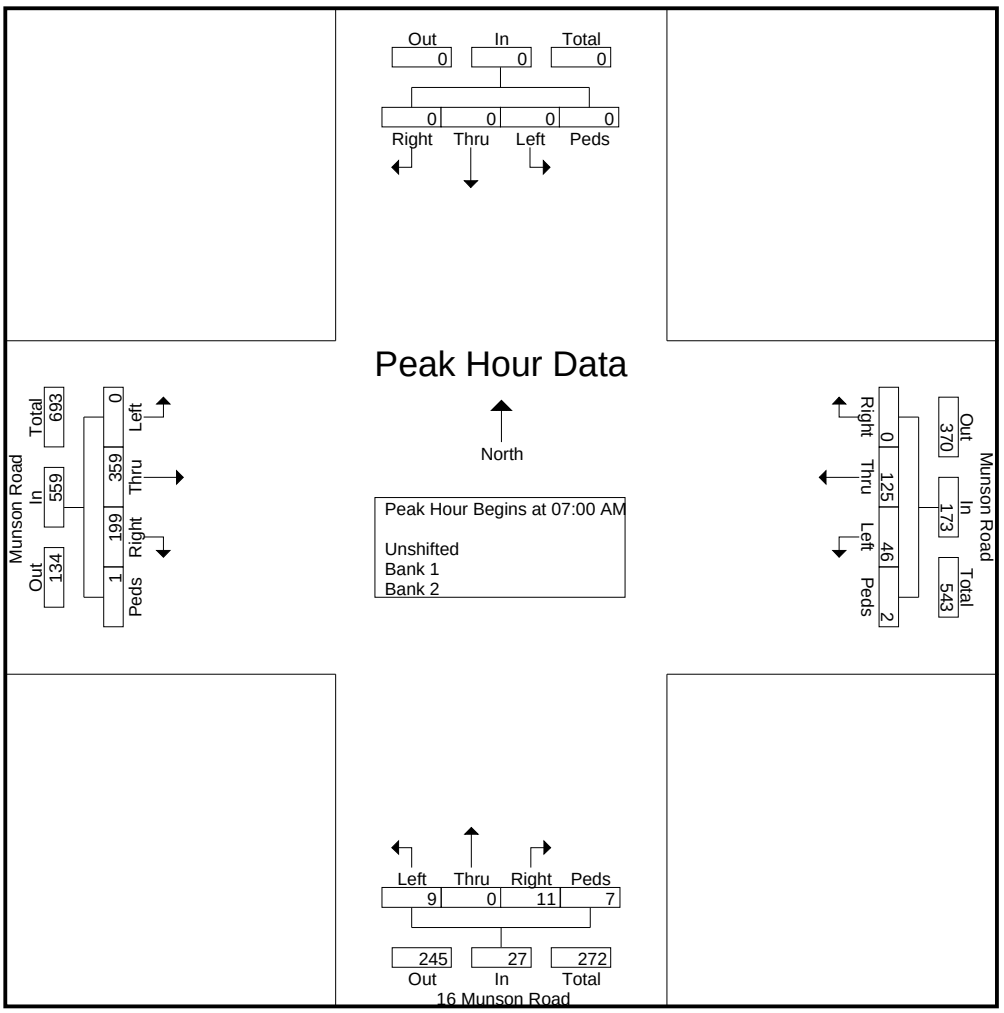
	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	17	7	0	24	1	0	3	3	7	58	96	0	0	154	185
07:15 AM	0	0	0	0	0	0	53	12	0	65	3	0	1	0	4	53	115	0	0	168	237
07:30 AM	0	0	0	0	0	0	21	7	0	28	3	0	1	0	4	50	100	0	1	151	183
07:45 AM	0	0	0	0	0	0	34	20	2	56	4	0	4	4	12	38	48	0	0	86	154
Total	0	0	0	0	0	0	125	46	2	173	11	0	9	7	27	199	359	0	1	559	759
08:00 AM	0	0	0	0	0	0	36	15	0	51	2	0	1	9	12	44	42	0	0	86	149
08:15 AM	0	0	0	0	0	0	23	10	0	33	1	0	0	2	3	23	34	0	0	57	93
08:30 AM	0	0	0	0	0	0	24	8	0	32	3	0	1	0	4	14	35	0	0	49	85
08:45 AM	0	0	0	0	0	0	29	7	2	38	5	0	0	0	5	11	31	0	0	42	85
Total	0	0	0	0	0	0	112	40	2	154	11	0	2	11	24	92	142	0	0	234	412
Grand Total	0	0	0	0	0	0	237	86	4	327	22	0	11	18	51	291	501	0	1	793	1171
Apprch %	0	0	0	0		0	72.5	26.3	1.2		43.1	0	21.6	35.3		36.7	63.2	0	0.1		
Total %	0	0	0	0	0	0	20.2	7.3	0.3	27.9	1.9	0	0.9	1.5	4.4	24.9	42.8	0	0.1	67.7	
Unshifted	0	0	0	0	0	0	208	79	4	291	12	0	10	18	40	289	488	0	1	778	1109
% Unshifted																					
Bank 1	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	1	1	0	0	2	15
% Bank 1	0	0	0	0	0	0	4.6	1.2	0	3.7	4.5	0	0	0	2	0.3	0.2	0	0	0.3	1.3
Bank 2	0	0	0	0	0	0	18	6	0	24	9	0	1	0	10	1	12	0	0	13	47
% Bank 2	0	0	0	0	0	0	7.6	7	0	7.3	40.9	0	9.1	0	19.6	0.3	2.4	0	0	1.6	4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13729
Site Code : 13729
Start Date : 12/3/2015
Page No : 2

	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	17	7	0	24	1	0	3	3	7	**58**	96	0	0	154	185
07:15 AM	0	0	0	0	0	0	**53**	12	0	**65**	3	0	1	0	4	53	**115**	0	0	**168**	**237**
07:30 AM	0	0	0	0	0	0	21	7	0	28	3	0	1	0	4	50	100	0	**1**	151	183
07:45 AM	0	0	0	0	0	0	34	**20**	**2**	56	**4**	0	**4**	**4**	**12**	38	48	0	0	86	154
Total Volume	0	0	0	0	0	0	125	46	2	173	11	0	9	7	27	199	359	0	1	559	759
% App. Total	0	0	0	0		0	72.3	26.6	1.2		40.7	0	33.3	25.9		35.6	64.2	0	0.2		
PHF	.000	.000	.000	.000	.000	.000	.590	.575	.250	.665	.688	.000	.563	.438	.563	.858	.780	.000	.250	.832	.801

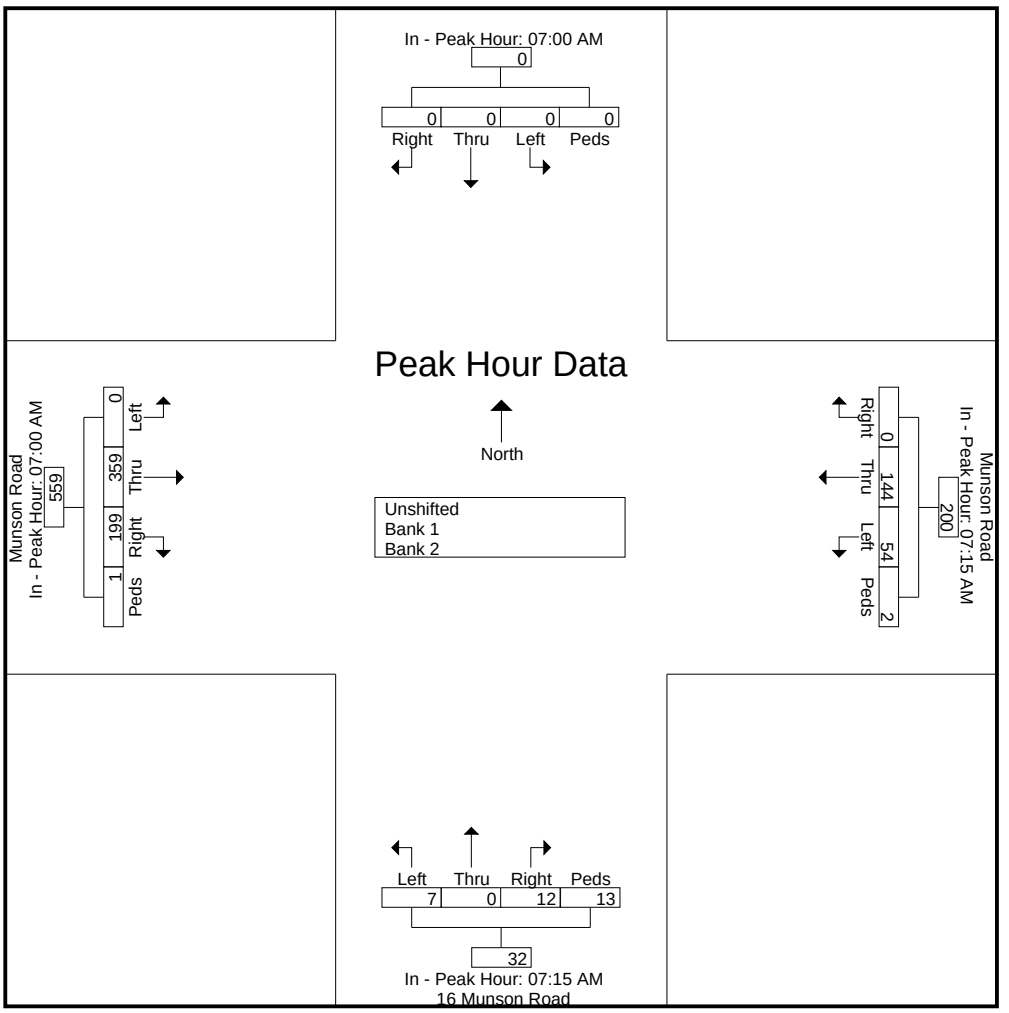


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13729
Site Code : 13729
Start Date : 12/3/2015
Page No : 3

	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:15 AM					07:15 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	**53**	12	0	**65**	3	0	1	0	4	**58**	96	0	0	154	
+15 mins.	0	0	0	0	0	0	21	7	0	28	3	0	1	0	4	53	**115**	0	0	**168**	
+30 mins.	0	0	0	0	0	0	34	**20**	**2**	56	**4**	0	**4**	4	**12**	50	100	0	**1**	151	
+45 mins.	0	0	0	0	0	0	36	15	0	51	2	0	1	**9**	12	38	48	0	0	86	
Total Volume	0	0	0	0	0	0	144	54	2	200	12	0	7	13	32	199	359	0	1	559	
% App. Total	0	0	0	0		0	72	27	1		37.5	0	21.9	40.6		35.6	64.2	0	0.2		
PHF	.000	.000	.000	.000	.000	.000	.679	.675	.250	.769	.750	.000	.438	.361	.667	.858	.780	.000	.250	.832	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Munson Road at 16 Munson Road
Farmington, Connecticut

File Name : 13730
Site Code : 13730
Start Date : 12/3/2015
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

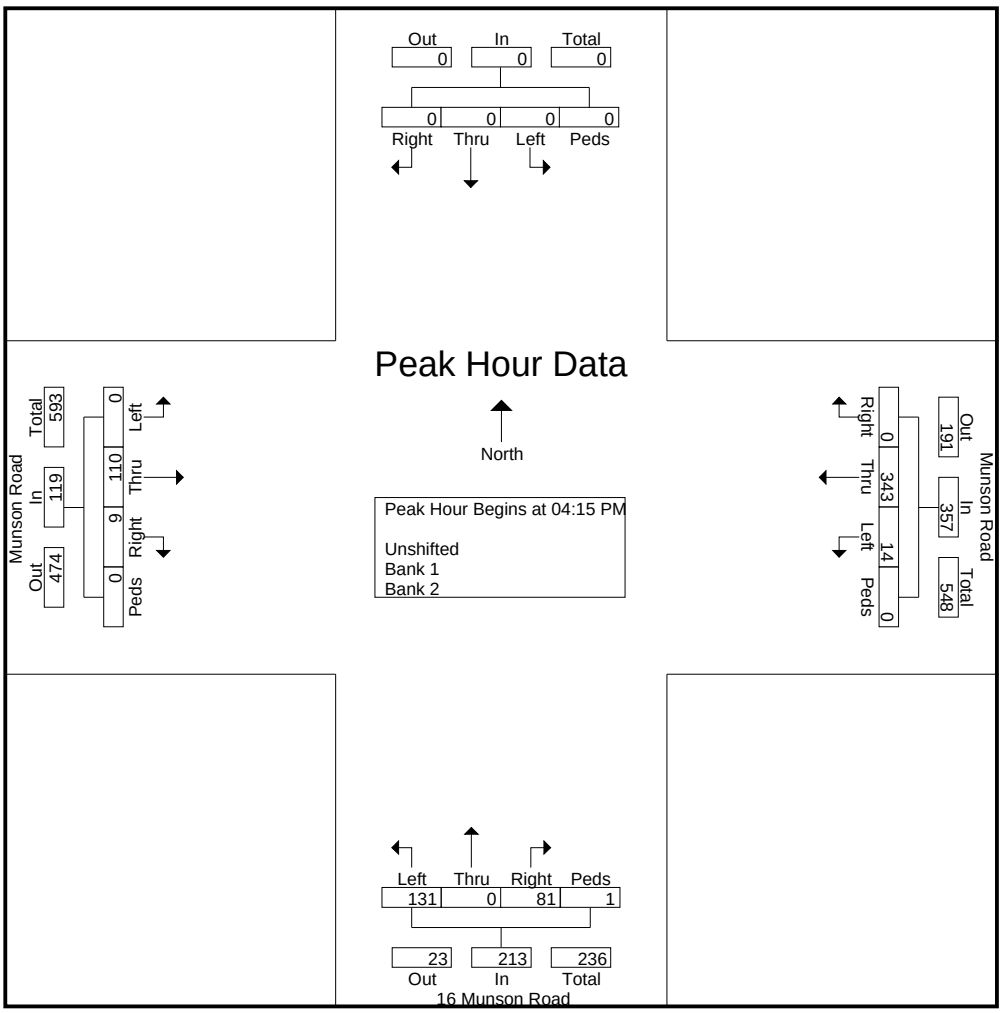
	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	65	1	0	66	5	0	17	0	22	4	19	0	0	23	111
04:15 PM	0	0	0	0	0	0	80	3	0	83	26	0	58	0	84	4	19	0	0	23	190
04:30 PM	0	0	0	0	0	0	90	4	0	94	21	0	28	0	49	3	24	0	0	27	170
04:45 PM	0	0	0	0	0	0	88	4	0	92	19	0	36	0	55	2	26	0	0	28	175
Total	0	0	0	0	0	0	323	12	0	335	71	0	139	0	210	13	88	0	0	101	646
05:00 PM	0	0	0	0	0	0	85	3	0	88	15	0	9	1	25	0	41	0	0	41	154
05:15 PM	0	0	0	0	0	0	58	0	0	58	16	0	20	2	38	1	15	0	0	16	112
05:30 PM	0	0	0	0	0	0	35	0	0	35	13	0	14	1	28	1	21	0	0	22	85
05:45 PM	0	0	0	0	0	0	42	1	0	43	10	0	10	0	20	11	16	0	0	27	90
Total	0	0	0	0	0	0	220	4	0	224	54	0	53	4	111	13	93	0	0	106	441
Grand Total	0	0	0	0	0	0	543	16	0	559	125	0	192	4	321	26	181	0	0	207	1087
Apprch %	0	0	0	0		0	97.1	2.9	0		38.9	0	59.8	1.2		12.6	87.4	0	0		
Total %	0	0	0	0	0	0	50	1.5	0	51.4	11.5	0	17.7	0.4	29.5	2.4	16.7	0	0	19	
Unshifted	0	0	0	0	0	0	534	10	0	544	118	0	192	4	314	26	172	0	0	198	1056
% Unshifted																					
Bank 1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
% Bank 1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	2.2	0	0	1.9	0.6
Bank 2	0	0	0	0	0	0	7	6	0	13	7	0	0	0	7	0	5	0	0	5	25
% Bank 2	0	0	0	0	0	0	1.3	37.5	0	2.3	5.6	0	0	0	2.2	0	2.8	0	0	2.4	2.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13730
Site Code : 13730
Start Date : 12/3/2015
Page No : 2

	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	80	3	0	83	**26**	0	**58**	0	**84**	**4**	19	0	0	23	**190**
04:30 PM	0	0	0	0	0	0	**90**	**4**	0	**94**	21	0	28	0	49	3	24	0	0	27	170
04:45 PM	0	0	0	0	0	0	88	4	0	92	19	0	36	0	55	2	26	0	0	28	175
05:00 PM	0	0	0	0	0	0	85	3	0	88	15	0	9	**1**	25	0	**41**	0	0	**41**	154
Total Volume	0	0	0	0	0	0	343	14	0	357	81	0	131	1	213	9	110	0	0	119	689
% App. Total	0	0	0	0		0	96.1	3.9	0		38	0	61.5	0.5		7.6	92.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.953	.875	.000	.949	.779	.000	.565	.250	.634	.563	.671	.000	.000	.726	.907

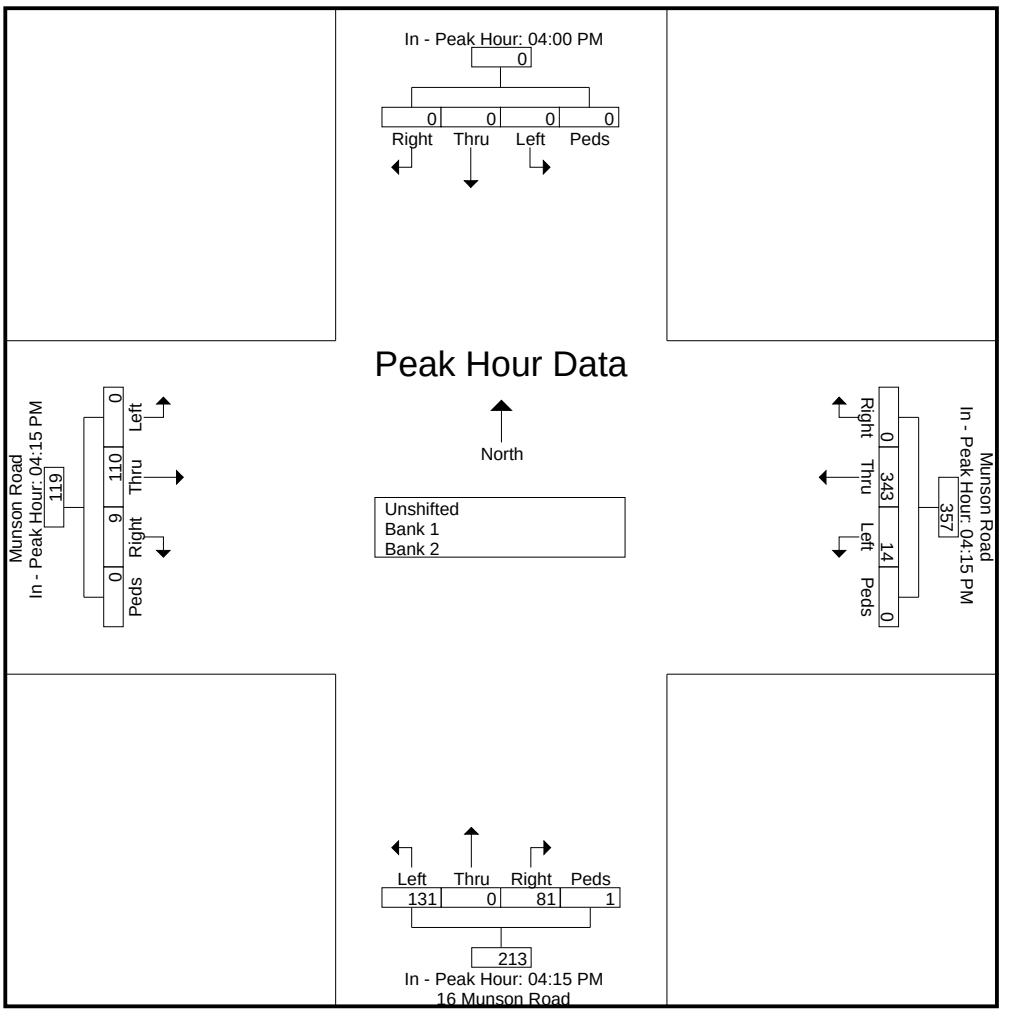


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13730
Site Code : 13730
Start Date : 12/3/2015
Page No : 3

	From North					Munson Road From East					16 Munson Road From South					Munson Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:15 PM					04:15 PM					04:15 PM					
+0 mins.	0	0	0	0	0	0	80	3	0	83	**26**	0	**58**	0	**84**	**4**	19	0	0	23	
+15 mins.	0	0	0	0	0	0	**90**	**4**	0	**94**	21	0	28	0	49	3	24	0	0	27	
+30 mins.	0	0	0	0	0	0	88	4	0	92	19	0	36	0	55	2	26	0	0	28	
+45 mins.	0	0	0	0	0	0	85	3	0	88	15	0	9	**1**	25	0	**41**	0	0	**41**	
Total Volume	0	0	0	0	0	0	343	14	0	357	81	0	131	1	213	9	110	0	0	119	
% App. Total	0	0	0	0		0	96.1	3.9	0		38	0	61.5	0.5		7.6	92.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.953	.875	.000	.949	.779	.000	.565	.250	.634	.563	.671	.000	.000	.726	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Tunxis Road at Brookmoor/Woodruff Road
Farmington, Connecticut

File Name : 14005
Site Code : 14005
Start Date : 2/23/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

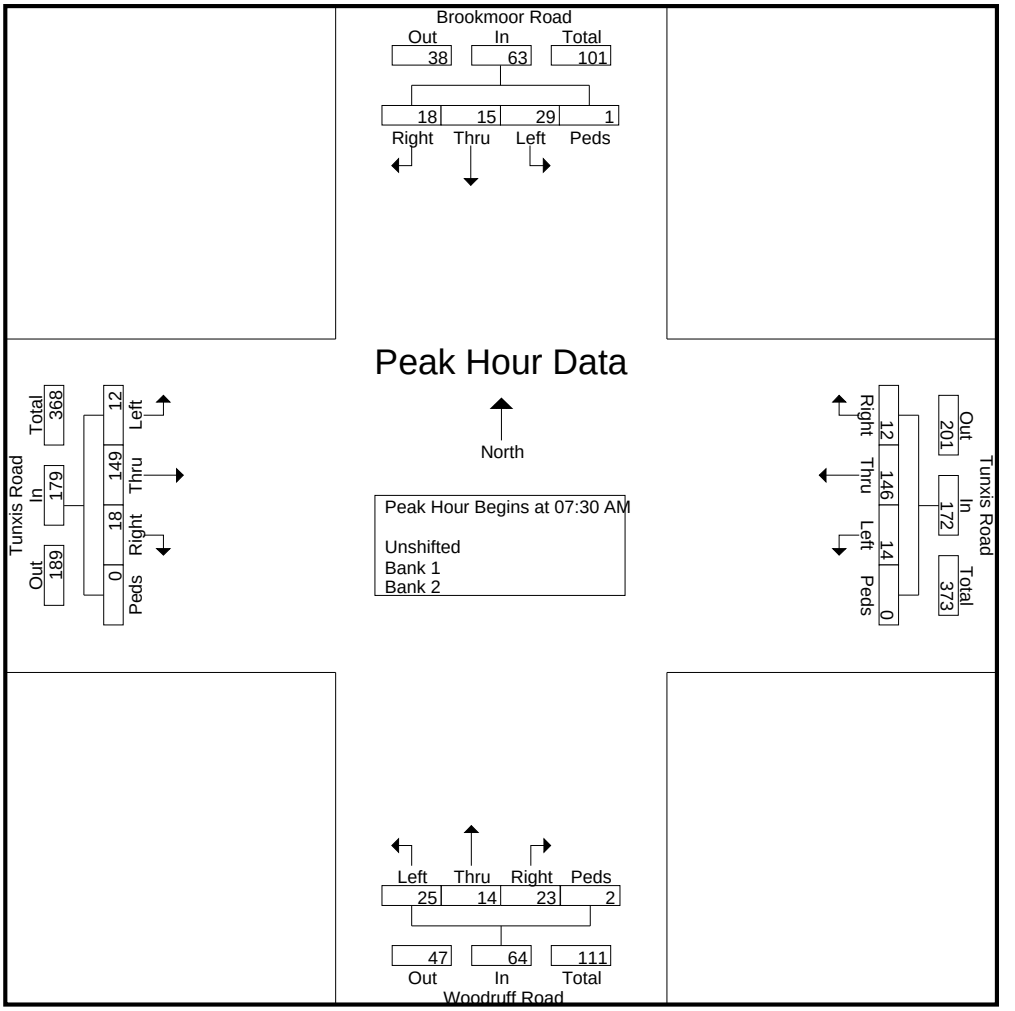
	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	2	0	7	2	22	0	0	24	5	3	1	0	9	1	22	1	0	24	64
07:15 AM	3	3	9	1	16	2	30	1	0	33	4	2	3	0	9	2	41	4	0	47	105
07:30 AM	2	6	11	1	20	3	32	3	0	38	13	3	4	0	20	3	49	3	0	55	133
07:45 AM	6	3	6	0	15	4	45	4	0	53	4	4	3	0	11	8	29	3	0	40	119
Total	15	13	28	2	58	11	129	8	0	148	26	12	11	0	49	14	141	11	0	166	421
08:00 AM	9	4	5	0	18	2	34	3	0	39	3	1	10	2	16	4	31	5	0	40	113
08:15 AM	1	2	7	0	10	3	35	4	0	42	3	6	8	0	17	3	40	1	0	44	113
08:30 AM	3	2	4	0	9	1	23	2	0	26	6	1	4	0	11	3	24	3	0	30	76
08:45 AM	4	3	3	0	10	0	14	2	0	16	6	3	5	0	14	5	24	3	0	32	72
Total	17	11	19	0	47	6	106	11	0	123	18	11	27	2	58	15	119	12	0	146	374
Grand Total	32	24	47	2	105	17	235	19	0	271	44	23	38	2	107	29	260	23	0	312	795
Apprch %	30.5	22.9	44.8	1.9		6.3	86.7	7	0		41.1	21.5	35.5	1.9		9.3	83.3	7.4	0		
Total %	4	3	5.9	0.3	13.2	2.1	29.6	2.4	0	34.1	5.5	2.9	4.8	0.3	13.5	3.6	32.7	2.9	0	39.2	
Unshifted	31	23	46	2	102	17	229	17	0	263	43	22	36	2	103	28	253	22	0	303	771
% Unshifted																					
Bank 1	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	4
% Bank 1	0	4.2	0	0	1	0	0	10.5	0	0.7	0	0	0	0	0	0	0.4	0	0	0.3	0.5
Bank 2	1	0	1	0	2	0	6	0	0	6	1	1	2	0	4	1	6	1	0	8	20
% Bank 2	3.1	0	2.1	0	1.9	0	2.6	0	0	2.2	2.3	4.3	5.3	0	3.7	3.4	2.3	4.3	0	2.6	2.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14005
Site Code : 14005
Start Date : 2/23/2016
Page No : 2

	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	**6**	**11**	**1**	**20**	3	32	3	0	38	**13**	3	4	0	**20**	3	**49**	3	0	**55**	**133**
07:45 AM	6	3	6	0	15	**4**	**45**	**4**	0	**53**	4	4	3	0	11	**8**	29	3	0	40	119
08:00 AM	**9**	4	5	0	18	2	34	3	0	39	3	1	**10**	**2**	16	4	31	**5**	0	40	113
08:15 AM	1	2	7	0	10	3	35	4	0	42	3	**6**	8	0	17	3	40	1	0	44	113
Total Volume	18	15	29	1	63	12	146	14	0	172	23	14	25	2	64	18	149	12	0	179	478
% App. Total	28.6	23.8	46	1.6		7	84.9	8.1	0		35.9	21.9	39.1	3.1		10.1	83.2	6.7	0		
PHF	.500	.625	.659	.250	.788	.750	.811	.875	.000	.811	.442	.583	.625	.250	.800	.563	.760	.600	.000	.814	.898

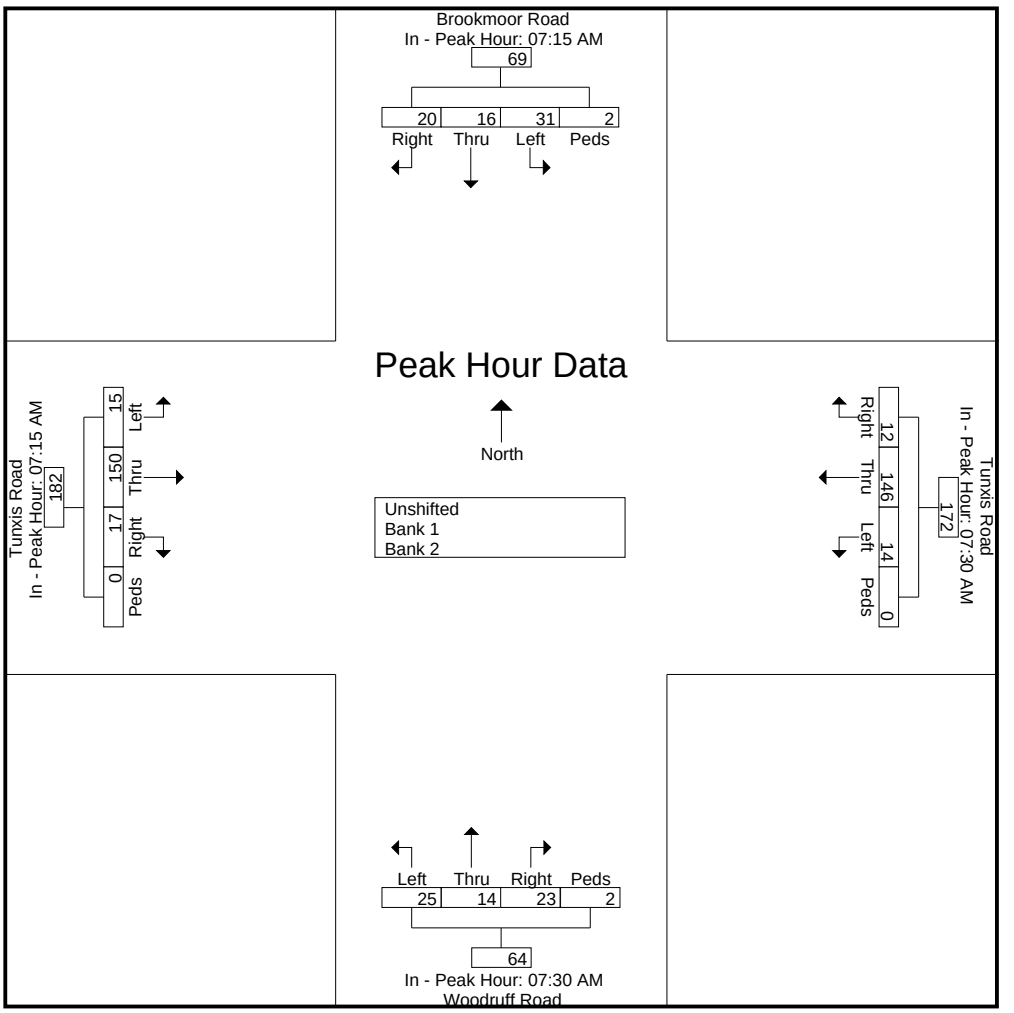


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14005
Site Code : 14005
Start Date : 2/23/2016
Page No : 3

Start Time	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:30 AM					07:15 AM					
+0 mins.	3	3	9	**1**	16	3	32	3	0	38	**13**	3	4	0	**20**	2	41	4	0	47	
+15 mins.	2	**6**	**11**	1	**20**	**4**	**45**	**4**	0	**53**	4	4	3	0	11	3	**49**	3	0	**55**	
+30 mins.	6	3	6	0	15	2	34	3	0	39	3	1	**10**	**2**	16	**8**	29	3	0	40	
+45 mins.	**9**	4	5	0	18	3	35	4	0	42	3	**6**	8	0	17	4	31	**5**	0	40	
Total Volume	20	16	31	2	69	12	146	14	0	172	23	14	25	2	64	17	150	15	0	182	
% App. Total	29	23.2	44.9	2.9		7	84.9	8.1	0		35.9	21.9	39.1	3.1		9.3	82.4	8.2	0		
PHF	.556	.667	.705	.500	.863	.750	.811	.875	.000	.811	.442	.583	.625	.250	.800	.531	.765	.750	.000	.827	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Tunxis Road at Woodruff/Brookmoor Road
Farmington, Connecticut

File Name : 14011
Site Code : 14011
Start Date : 3/1/2016
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

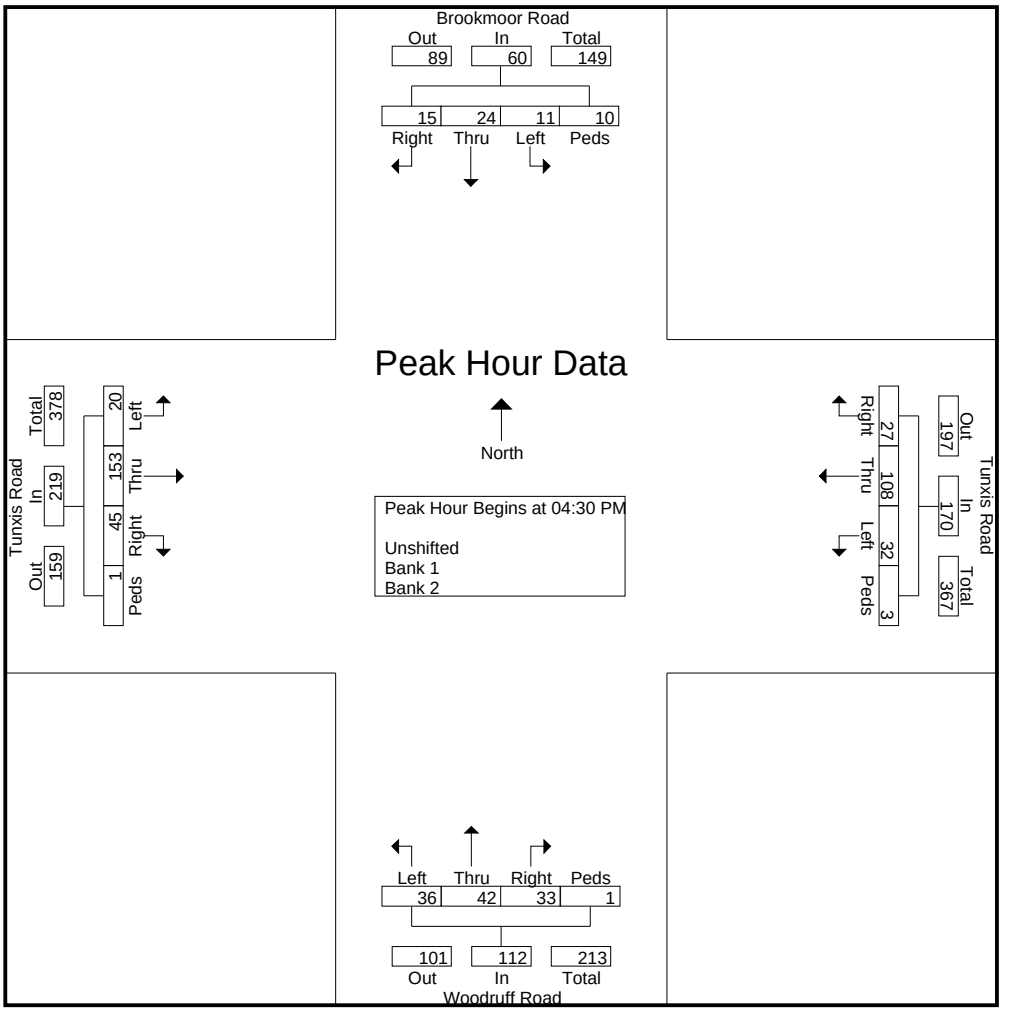
	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	10	4	1	15	5	24	5	0	34	5	10	8	1	24	8	29	3	0	40	113
04:15 PM	6	5	3	0	14	4	28	7	0	39	12	5	4	1	22	8	28	3	1	40	115
04:30 PM	4	5	1	3	13	8	26	9	3	46	6	9	9	0	24	7	38	6	0	51	134
04:45 PM	3	8	4	5	20	7	21	13	0	41	9	11	12	0	32	17	39	6	0	62	155
Total	13	28	12	9	62	24	99	34	3	160	32	35	33	2	102	40	134	18	1	193	517
05:00 PM	3	7	5	1	16	6	24	6	0	36	12	9	10	1	32	11	30	2	0	43	127
05:15 PM	5	4	1	1	11	6	37	4	0	47	6	13	5	0	24	10	46	6	1	63	145
05:30 PM	4	4	1	1	10	1	33	5	2	41	4	7	9	2	22	7	40	5	0	52	125
05:45 PM	4	7	2	1	14	4	23	5	0	32	9	4	10	0	23	4	27	2	0	33	102
Total	16	22	9	4	51	17	117	20	2	156	31	33	34	3	101	32	143	15	1	191	499
Grand Total	29	50	21	13	113	41	216	54	5	316	63	68	67	5	203	72	277	33	2	384	1016
Apprch %	25.7	44.2	18.6	11.5		13	68.4	17.1	1.6		31	33.5	33	2.5		18.8	72.1	8.6	0.5		
Total %	2.9	4.9	2.1	1.3	11.1	4	21.3	5.3	0.5	31.1	6.2	6.7	6.6	0.5	20	7.1	27.3	3.2	0.2	37.8	
Unshifted	29	49	19	13	110	41	215	54	5	315	63	68	65	5	201	70	276	33	2	381	1007
% Unshifted																					
Bank 1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
% Bank 1	0	2	0	0	0.9	0	0	0	0	0	0	0	1.5	0	0.5	1.4	0	0	0	0.3	0.3
Bank 2	0	0	2	0	2	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	6
% Bank 2	0	0	9.5	0	1.8	0	0.5	0	0	0.3	0	0	1.5	0	0.5	1.4	0.4	0	0	0.5	0.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14011
Site Code : 14011
Start Date : 3/1/2016
Page No : 2

	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	5	1	3	13	**8**	26	9	**3**	46	6	9	9	0	24	7	38	**6**	0	51	134
04:45 PM	3	**8**	4	**5**	**20**	7	21	**13**	0	41	9	11	**12**	0	**32**	**17**	39	6	0	62	**155**
05:00 PM	3	7	**5**	1	16	6	24	6	0	36	**12**	9	10	**1**	32	11	30	2	0	43	127
05:15 PM	**5**	4	1	1	11	6	**37**	4	0	**47**	6	**13**	5	0	24	10	**46**	6	**1**	**63**	145
Total Volume	15	24	11	10	60	27	108	32	3	170	33	42	36	1	112	45	153	20	1	219	561
% App. Total	25	40	18.3	16.7		15.9	63.5	18.8	1.8		29.5	37.5	32.1	0.9		20.5	69.9	9.1	0.5		
PHF	.750	.750	.550	.500	.750	.844	.730	.615	.250	.904	.688	.808	.750	.250	.875	.662	.832	.833	.250	.869	.905

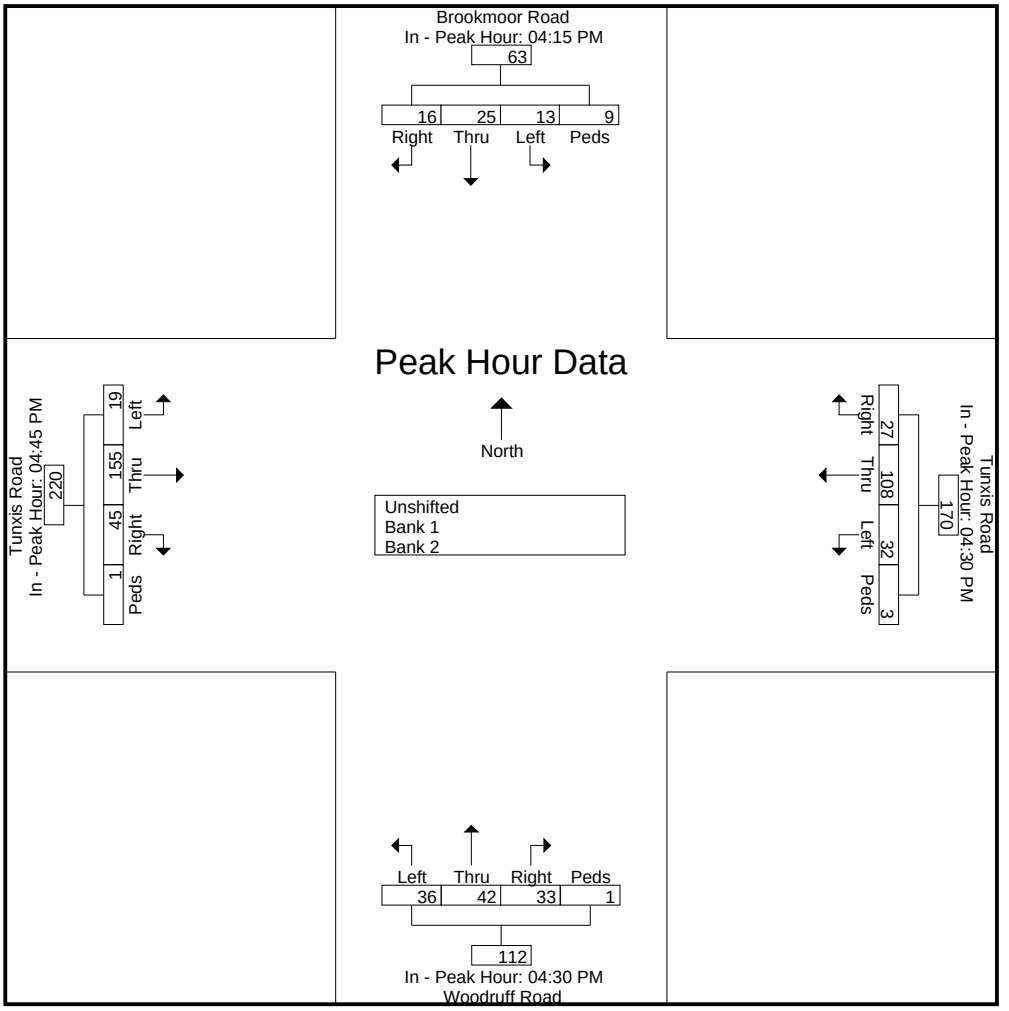


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14011
Site Code : 14011
Start Date : 3/1/2016
Page No : 3

	Brookmoor Road From North					Tunxis Road From East					Woodruff Road From South					Tunxis Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:30 PM					04:30 PM					04:45 PM					
+0 mins.	**6**	5	3	0	14	**8**	26	9	**3**	46	6	9	9	0	24	**17**	39	**6**	0	62	
+15 mins.	4	5	1	3	13	7	21	**13**	0	41	9	11	**12**	0	**32**	11	30	2	0	43	
+30 mins.	3	**8**	4	**5**	**20**	6	24	6	0	36	**12**	9	10	**1**	32	10	**46**	6	**1**	**63**	
+45 mins.	3	7	**5**	1	16	6	**37**	4	0	**47**	6	**13**	5	0	24	7	40	5	0	52	
Total Volume	16	25	13	9	63	27	108	32	3	170	33	42	36	1	112	45	155	19	1	220	
% App. Total	25.4	39.7	20.6	14.3		15.9	63.5	18.8	1.8		29.5	37.5	32.1	0.9		20.5	70.5	8.6	0.5		
PHF	.667	.781	.650	.450	.788	.844	.730	.615	.250	.904	.688	.808	.750	.250	.875	.662	.842	.792	.250	.873	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 6 at Fieneman Rd/Birdseye Road
Farmington, Connecticut

File Name : 13753
Site Code : 13753
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

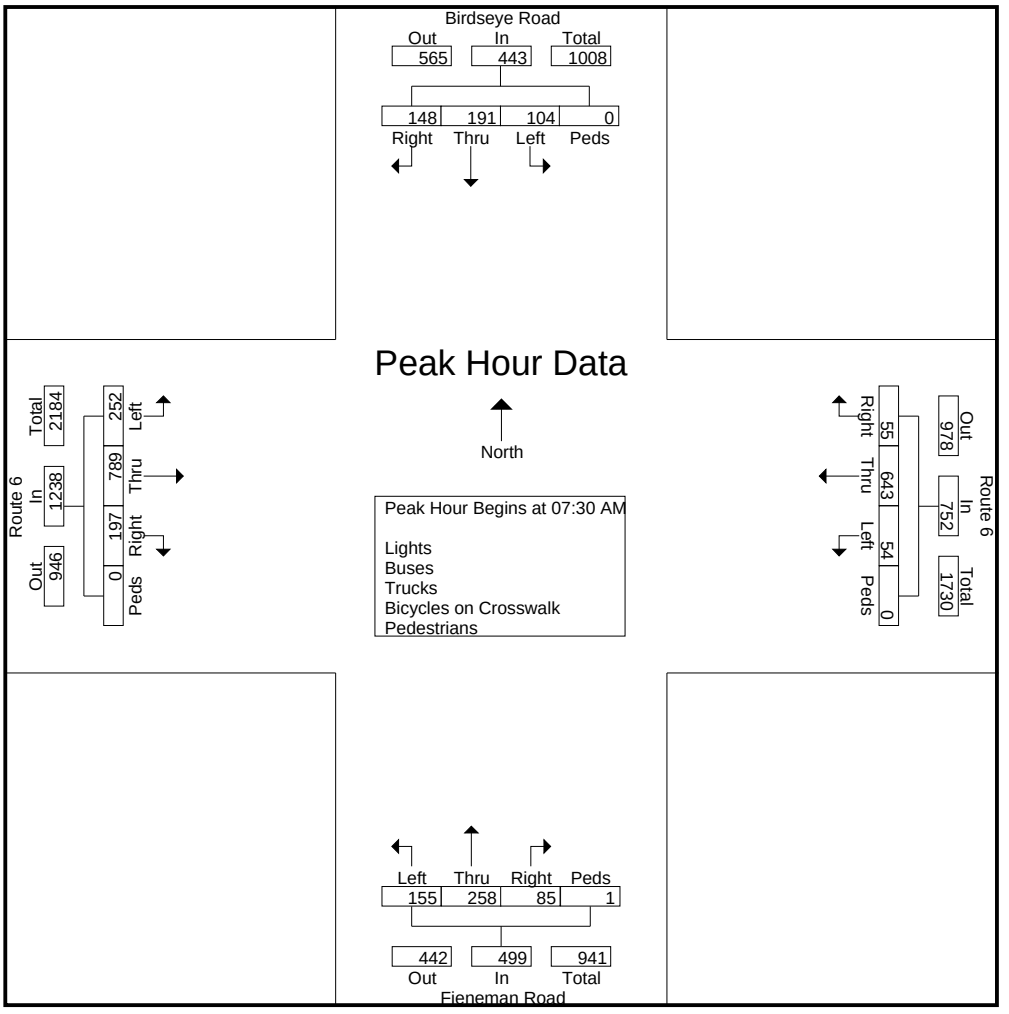
	Birdseye Road From North					Route 6 From East					Fieneman Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	21	23	0	58	9	99	9	0	117	20	45	22	0	87	20	214	54	0	288	550
07:15 AM	14	24	17	0	55	5	136	1	0	142	16	41	29	0	86	46	211	82	0	339	622
07:30 AM	35	37	27	0	99	9	180	12	0	201	18	68	50	1	137	42	225	81	0	348	785
07:45 AM	39	59	29	0	127	19	187	20	0	226	28	82	34	0	144	68	184	75	0	327	824
Total	102	141	96	0	339	42	602	42	0	686	82	236	135	1	454	176	834	292	0	1302	2781
08:00 AM	38	42	20	0	100	11	152	10	0	173	23	56	33	0	112	45	189	47	0	281	666
08:15 AM	36	53	28	0	117	16	124	12	0	152	16	52	38	0	106	42	191	49	0	282	657
08:30 AM	34	45	16	0	95	12	132	21	0	165	16	31	33	0	80	26	174	40	0	240	580
08:45 AM	39	29	17	0	85	11	148	14	0	173	17	36	39	0	92	37	161	39	0	237	587
Total	147	169	81	0	397	50	556	57	0	663	72	175	143	0	390	150	715	175	0	1040	2490
Grand Total	249	310	177	0	736	92	1158	99	0	1349	154	411	278	1	844	326	1549	467	0	2342	5271
Apprch %	33.8	42.1	24	0		6.8	85.8	7.3	0		18.2	48.7	32.9	0.1		13.9	66.1	19.9	0		
Total %	4.7	5.9	3.4	0	14	1.7	22	1.9	0	25.6	2.9	7.8	5.3	0	16	6.2	29.4	8.9	0	44.4	
Lights	245	302	177	0	724	86	1104										1496				
% Lights	98.4	97.4	100	0	98.4	93.5	95.3	94.9	0	95.2	95.5	97.8	97.5	0	97.2	97.2	96.6	98.5	0	97.1	96.8
Buses	3	4	0	0	7	5	16	1	0	22	3	5	2	0	10	5	14	4	0	23	62
% Buses	1.2	1.3	0	0	1	5.4	1.4	1	0	1.6	1.9	1.2	0.7	0	1.2	1.5	0.9	0.9	0	1	1.2
Trucks	1	4	0	0	5	1	38	4	0	43	4	4	5	0	13	4	39	3	0	46	107
% Trucks	0.4	1.3	0	0	0.7	1.1	3.3	4	0	3.2	2.6	1	1.8	0	1.5	1.2	2.5	0.6	0	2	2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13753
Site Code : 13753
Start Date : 12/3/2015
Page No : 2

	Birdseye Road From North					Route 6 From East					Fieneman Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	35	37	27	0	99	9	180	12	0	201	18	68	**50**	**1**	137	42	**225**	**81**	0	**348**	785
07:45 AM	**39**	**59**	**29**	0	**127**	**19**	**187**	**20**	0	**226**	**28**	**82**	34	0	**144**	**68**	184	75	0	327	**824**
08:00 AM	38	42	20	0	100	11	152	10	0	173	23	56	33	0	112	45	189	47	0	281	666
08:15 AM	36	53	28	0	117	16	124	12	0	152	16	52	38	0	106	42	191	49	0	282	657
Total Volume	148	191	104	0	443	55	643	54	0	752	85	258	155	1	499	197	789	252	0	1238	2932
% App. Total	33.4	43.1	23.5	0		7.3	85.5	7.2	0		17	51.7	31.1	0.2		15.9	63.7	20.4	0		
PHF	.949	.809	.897	.000	.872	.724	.860	.675	.000	.832	.759	.787	.775	.250	.866	.724	.877	.778	.000	.889	.890

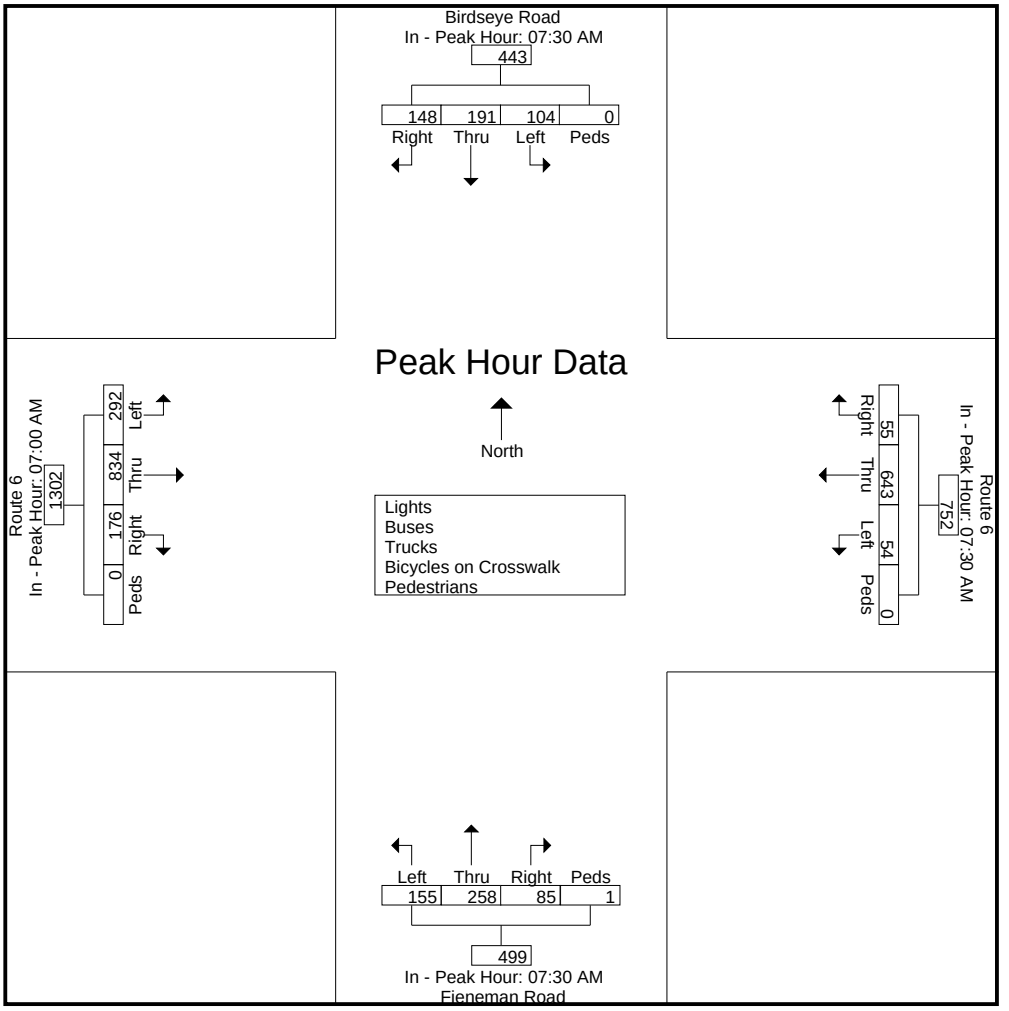


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13753
Site Code : 13753
Start Date : 12/3/2015
Page No : 3

	Birdseye Road From North					Route 6 From East					Fieneman Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					07:30 AM					07:00 AM					
+0 mins.	35	37	27	0	99	9	180	12	0	201	18	68	**50**	**1**	137	20	214	54	0	288	
+15 mins.	**39**	**59**	**29**	0	**127**	**19**	**187**	**20**	0	**226**	**28**	**82**	34	0	**144**	46	211	**82**	0	339	
+30 mins.	38	42	20	0	100	11	152	10	0	173	23	56	33	0	112	42	**225**	81	0	**348**	
+45 mins.	36	53	28	0	117	16	124	12	0	152	16	52	38	0	106	**68**	184	75	0	327	
Total Volume	148	191	104	0	443	55	643	54	0	752	85	258	155	1	499	176	834	292	0	1302	
% App. Total	33.4	43.1	23.5	0		7.3	85.5	7.2	0		17	51.7	31.1	0.2		13.5	64.1	22.4	0		
PHF	.949	.809	.897	.000	.872	.724	.860	.675	.000	.832	.759	.787	.775	.250	.866	.647	.927	.890	.000	.935	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 6 at Fieneman Rd/Birdseye Road
Farmington, Connecticut

File Name : 13754
Site Code : 13754
Start Date : 12/3/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

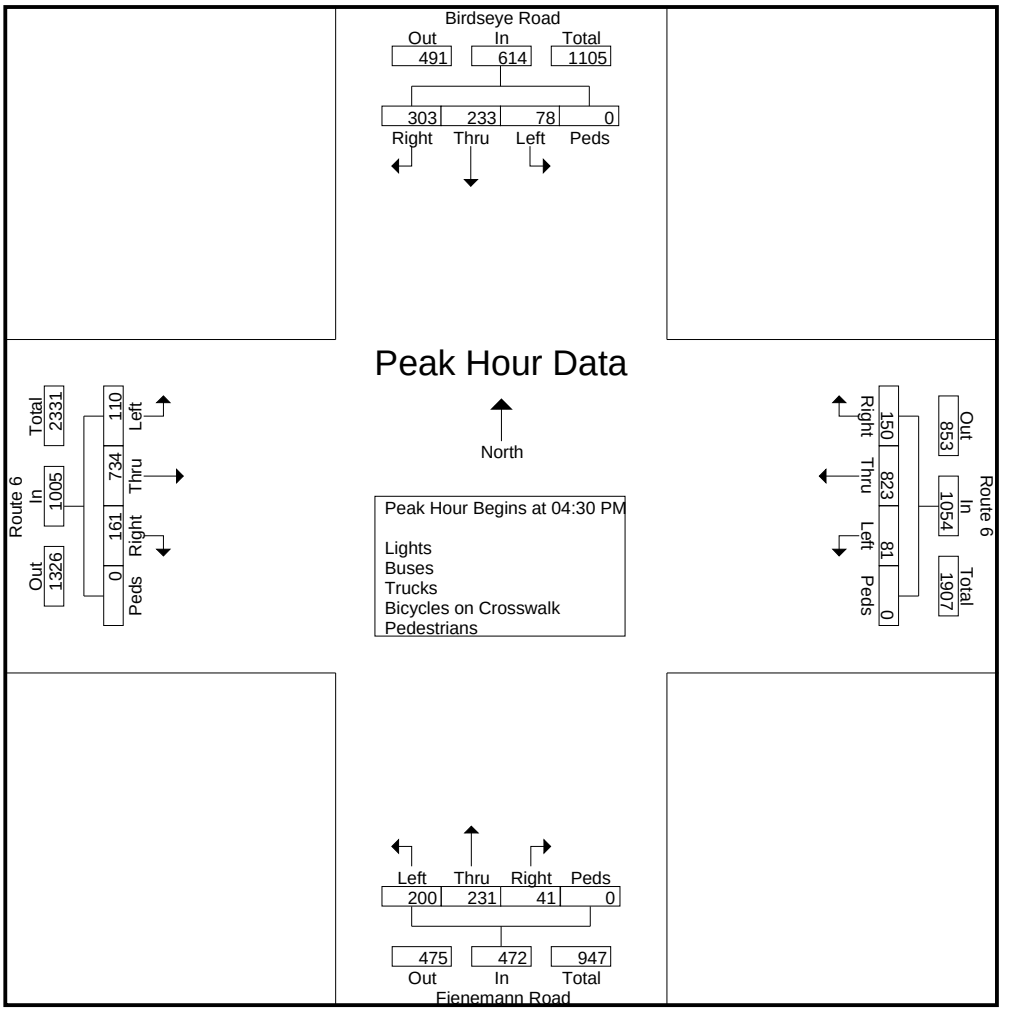
	Birdseye Road From North					Route 6 From East					Fienemann Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	77	52	16	0	145	42	183	20	0	245	9	53	54	0	116	48	148	24	0	220	726
04:15 PM	72	41	12	0	125	37	247	18	0	302	14	43	35	0	92	31	134	27	0	192	711
04:30 PM	92	83	19	0	194	33	188	21	0	242	9	61	39	0	109	46	169	24	0	239	784
04:45 PM	70	49	23	0	142	46	225	15	0	286	20	64	45	0	129	35	182	27	0	244	801
Total	311	225	70	0	606	158	843	74	0	1075	52	221	173	0	446	160	633	102	0	895	3022
05:00 PM	85	60	19	0	164	22	182	28	0	232	6	52	52	0	110	44	186	32	0	262	768
05:15 PM	56	41	17	0	114	49	228	17	0	294	6	54	64	0	124	36	197	27	0	260	792
05:30 PM	46	49	21	0	116	33	183	11	0	227	4	54	44	0	102	29	168	29	0	226	671
05:45 PM	36	29	24	0	89	33	187	17	0	237	7	38	29	0	74	27	141	15	0	183	583
Total	223	179	81	0	483	137	780	73	0	990	23	198	189	0	410	136	692	103	0	931	2814
Grand Total	534	404	151	0	1089	295	1623	147	0	2065	75	419	362	0	856	296	1325	205	0	1826	5836
Apprch %	49	37.1	13.9	0		14.3	78.6	7.1	0		8.8	48.9	42.3	0		16.2	72.6	11.2	0		
Total %	9.2	6.9	2.6	0	18.7	5.1	27.8	2.5	0	35.4	1.3	7.2	6.2	0	14.7	5.1	22.7	3.5	0	31.3	
Lights	530	399	151	0	1080	293	1591										1294				
% Lights	99.3	98.8	100	0	99.2	99.3	98	100	0	98.4	96	99.5	99.2	0	99.1	98.6	97.7	97.6	0	97.8	98.4
Buses	1	3	0	0	4	0	9	0	0	9	1	2	1	0	4	2	4	4	0	10	27
% Buses	0.2	0.7	0	0	0.4	0	0.6	0	0	0.4	1.3	0.5	0.3	0	0.5	0.7	0.3	2	0	0.5	0.5
Trucks	3	2	0	0	5	2	23	0	0	25	2	0	2	0	4	2	27	1	0	30	64
% Trucks	0.6	0.5	0	0	0.5	0.7	1.4	0	0	1.2	2.7	0	0.6	0	0.5	0.7	2	0.5	0	1.6	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13754
Site Code : 13754
Start Date : 12/3/2015
Page No : 2

	Birdseye Road From North					Route 6 From East					Fienemann Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**92**	**83**	19	0	**194**	33	188	21	0	242	9	61	39	0	109	**46**	169	24	0	239	784
04:45 PM	70	49	**23**	0	142	46	225	15	0	286	**20**	**64**	45	0	**129**	35	182	27	0	244	**801**
05:00 PM	85	60	19	0	164	22	182	**28**	0	232	6	52	52	0	110	44	186	**32**	0	**262**	768
05:15 PM	56	41	17	0	114	**49**	**228**	17	0	**294**	6	54	**64**	0	124	36	**197**	27	0	260	792
Total Volume	303	233	78	0	614	150	823	81	0	1054	41	231	200	0	472	161	734	110	0	1005	3145
% App. Total	49.3	37.9	12.7	0		14.2	78.1	7.7	0		8.7	48.9	42.4	0		16	73	10.9	0		
PHF	.823	.702	.848	.000	.791	.765	.902	.723	.000	.896	.513	.902	.781	.000	.915	.875	.931	.859	.000	.959	.982

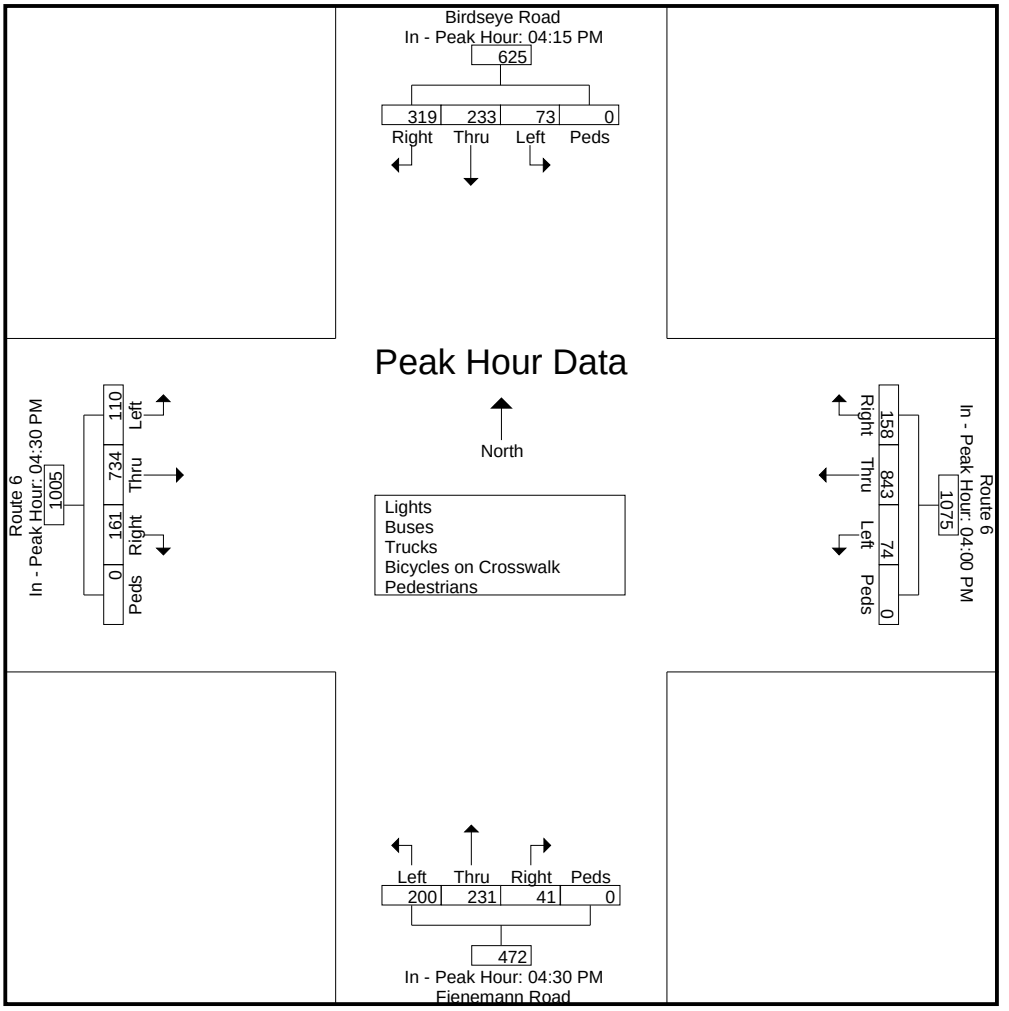


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 13754
Site Code : 13754
Start Date : 12/3/2015
Page No : 3

	Birdseye Road From North					Route 6 From East					Fienemann Road From South					Route 6 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:00 PM					04:30 PM					04:30 PM					
+0 mins.	72	41	12	0	125	42	183	20	0	245	9	61	39	0	109	**46**	169	24	0	239	
+15 mins.	**92**	**83**	19	0	**194**	37	**247**	18	0	**302**	**20**	**64**	45	0	**129**	35	182	27	0	244	
+30 mins.	70	49	**23**	0	142	33	188	**21**	0	242	6	52	52	0	110	44	186	**32**	0	**262**	
+45 mins.	85	60	19	0	164	**46**	225	15	0	286	6	54	**64**	0	124	36	**197**	27	0	260	
Total Volume	319	233	73	0	625	158	843	74	0	1075	41	231	200	0	472	161	734	110	0	1005	
% App. Total	51	37.3	11.7	0		14.7	78.4	6.9	0		8.7	48.9	42.4	0		16	73	10.9	0		
PHF	.867	.702	.793	.000	.805	.859	.853	.881	.000	.890	.513	.902	.781	.000	.915	.875	.931	.859	.000	.959	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 4 at 310 Farmington Avenue
Farmington, Connecticut

File Name : 14641
Site Code : 14641
Start Date : 9/14/2016
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Crosswalk - Pedestrians

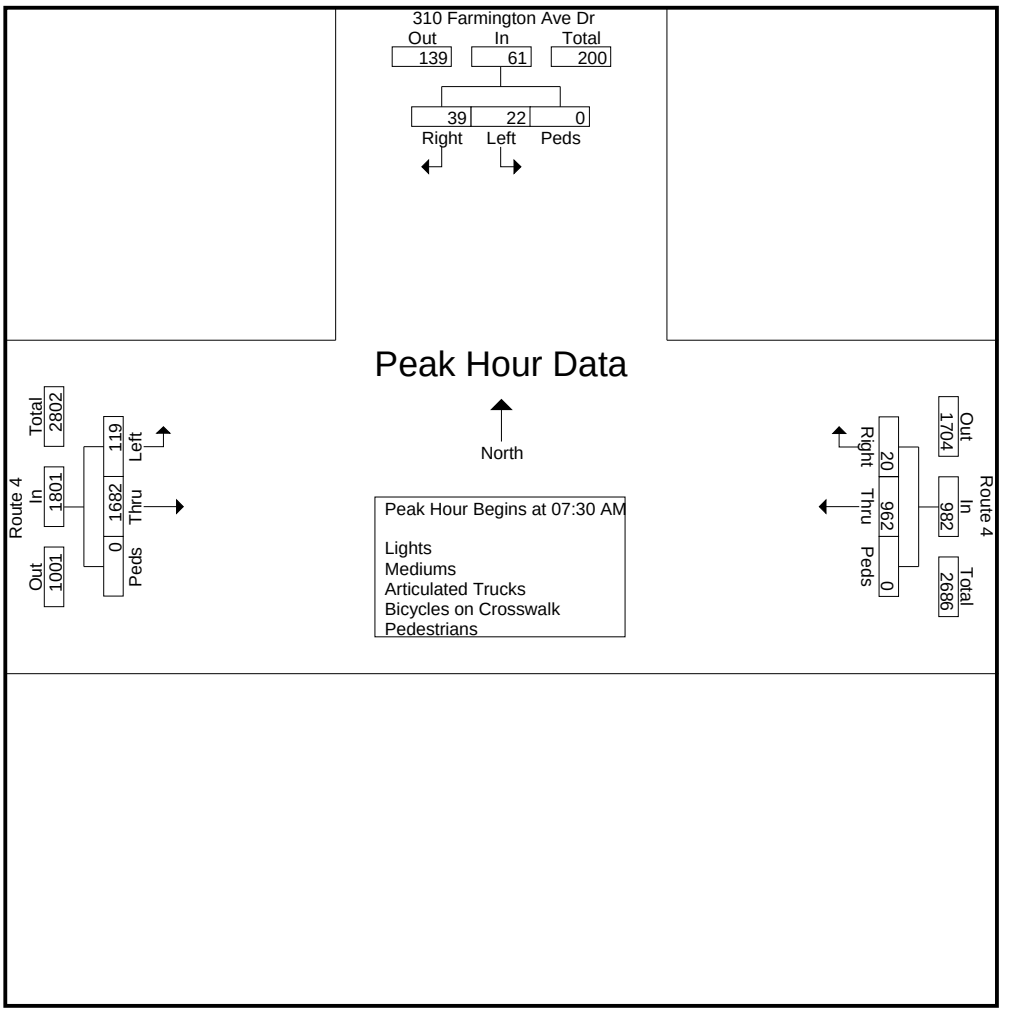
	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	2	0	6	0	136	0	136	328	20	0	348	490
07:15 AM	7	1	0	8	1	165	0	166	408	25	0	433	607
07:30 AM	10	9	0	19	4	227	0	231	409	36	0	445	695
07:45 AM	10	4	0	14	4	246	0	250	478	32	0	510	774
Total	31	16	0	47	9	774	0	783	1623	113	0	1736	2566
08:00 AM	11	6	0	17	7	226	0	233	436	22	0	458	708
08:15 AM	8	3	0	11	5	263	0	268	359	29	0	388	667
08:30 AM	8	0	0	8	1	239	0	240	321	42	0	363	611
08:45 AM	7	0	0	7	2	228	0	230	334	45	0	379	616
Total	34	9	0	43	15	956	0	971	1450	138	0	1588	2602
Grand Total	65	25	0	90	24	1730	0	1754	3073	251	0	3324	5168
Apprch %	72.2	27.8	0		1.4	98.6	0		92.4	7.6	0		
Total %	1.3	0.5	0	1.7	0.5	33.5	0	33.9	59.5	4.9	0	64.3	
Lights	63	25	0	88	23	1687	0	1710	3009	251	0	3260	5058
% Lights	96.9	100	0	97.8	95.8	97.5	0	97.5	97.9	100	0	98.1	97.9
Mediums	2	0	0	2	0	43	0	43	63	0	0	63	108
% Mediums	3.1	0	0	2.2	0	2.5	0	2.5	2.1	0	0	1.9	2.1
Articulated Trucks	0	0	0	0	1	0	0	1	1	0	0	1	2
% Articulated Trucks	0	0	0	0	4.2	0	0	0.1	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14641
Site Code : 14641
Start Date : 9/14/2016
Page No : 2

	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	10	**9**	0	**19**	4	227	0	231	409	**36**	0	445	695
07:45 AM	10	4	0	14	4	246	0	250	**478**	32	0	**510**	**774**
08:00 AM	**11**	6	0	17	**7**	226	0	233	436	22	0	458	708
08:15 AM	8	3	0	11	5	**263**	0	**268**	359	29	0	388	667
Total Volume	39	22	0	61	20	962	0	982	1682	119	0	1801	2844
% App. Total	63.9	36.1	0		2	98	0		93.4	6.6	0		
PHF	.886	.611	.000	.803	.714	.914	.000	.916	.880	.826	.000	.883	.919

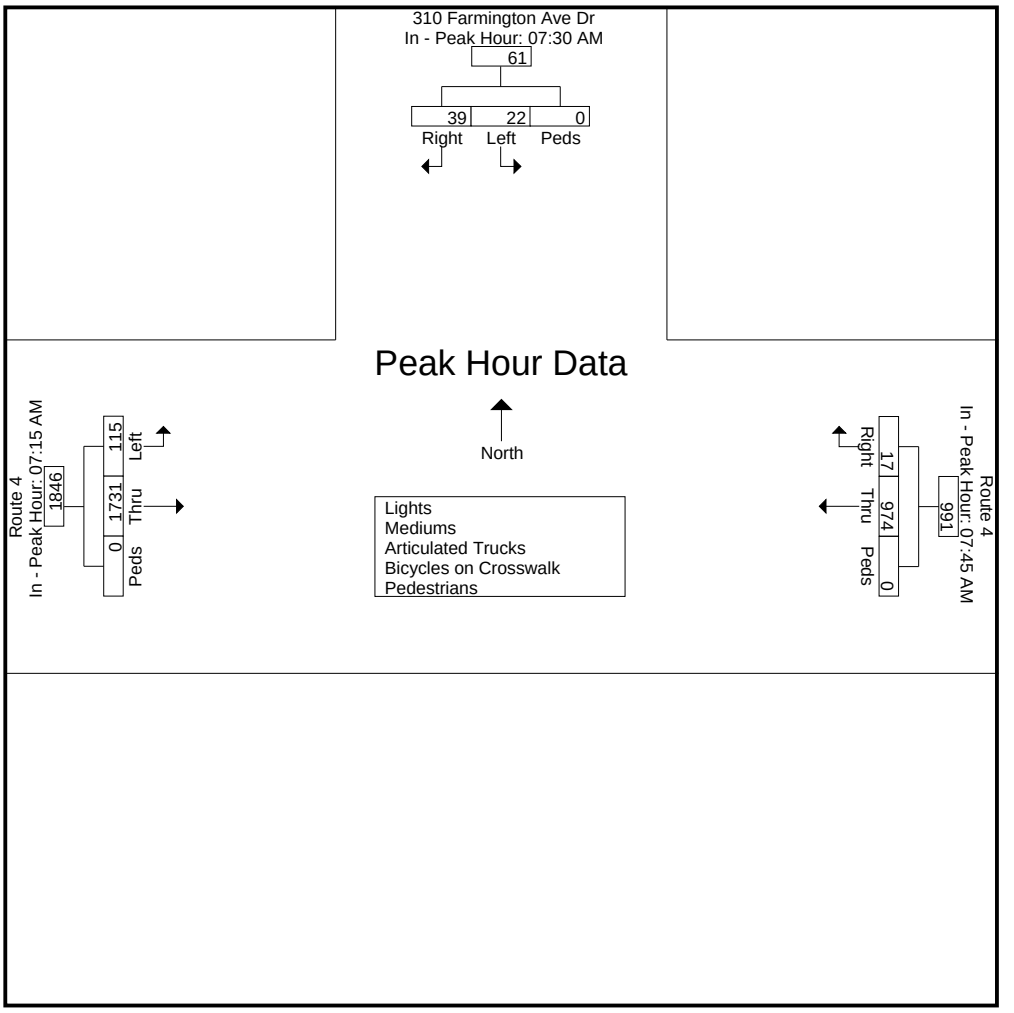


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14641
Site Code : 14641
Start Date : 9/14/2016
Page No : 3

	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:45 AM				07:15 AM				
+0 mins.	10	**9**	0	**19**	4	246	0	250	408	25	0	433	
+15 mins.	10	4	0	14	**7**	226	0	233	409	**36**	0	445	
+30 mins.	**11**	6	0	17	5	**263**	0	**268**	**478**	32	0	**510**	
+45 mins.	8	3	0	11	1	239	0	240	436	22	0	458	
Total Volume	39	22	0	61	17	974	0	991	1731	115	0	1846	
% App. Total	63.9	36.1	0		1.7	98.3	0		93.8	6.2	0		
PHF	.886	.611	.000	.803	.607	.926	.000	.924	.905	.799	.000	.905	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 4 at 310 Farmington Avenue
Farmington, Connecticut

File Name : 14642
Site Code : 14642
Start Date : 9/14/2016
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Crosswalk - Pedestrians

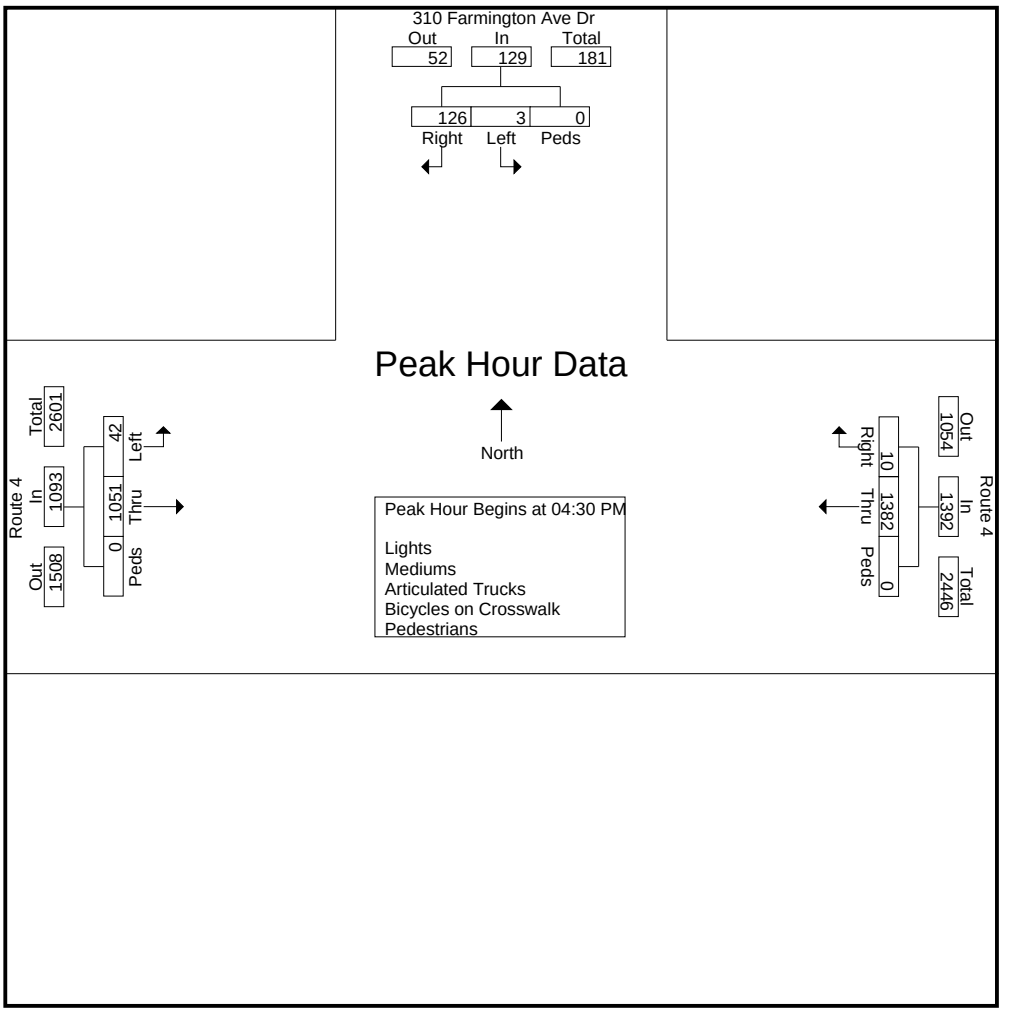
	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	38	0	0	38	3	365	0	368	276	6	0	282	688
04:15 PM	21	0	0	21	1	304	0	305	269	13	0	282	608
04:30 PM	23	0	0	23	1	410	0	411	255	8	0	263	697
04:45 PM	29	0	0	29	2	293	0	295	245	10	0	255	579
Total	111	0	0	111	7	1372	0	1379	1045	37	0	1082	2572
05:00 PM	45	3	0	48	6	375	0	381	266	12	0	278	707
05:15 PM	29	0	0	29	1	304	0	305	285	12	0	297	631
05:30 PM	21	2	0	23	1	290	0	291	264	6	0	270	584
05:45 PM	15	3	0	18	3	235	0	238	259	8	0	267	523
Total	110	8	0	118	11	1204	0	1215	1074	38	0	1112	2445
Grand Total	221	8	0	229	18	2576	0	2594	2119	75	0	2194	5017
Apprch %	96.5	3.5	0		0.7	99.3	0		96.6	3.4	0		
Total %	4.4	0.2	0	4.6	0.4	51.3	0	51.7	42.2	1.5	0	43.7	
Lights	217	8	0	225	18	2544	0	2562	2092	75	0	2167	4954
% Lights	98.2	100	0	98.3	100	98.8	0	98.8	98.7	100	0	98.8	98.7
Mediums	4	0	0	4	0	32	0	32	26	0	0	26	62
% Mediums	1.8	0	0	1.7	0	1.2	0	1.2	1.2	0	0	1.2	1.2
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14642
Site Code : 14642
Start Date : 9/14/2016
Page No : 2

	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	23	0	0	23	1	**410**	0	**411**	255	8	0	263	697
04:45 PM	29	0	0	29	2	293	0	295	245	10	0	255	579
05:00 PM	**45**	**3**	0	**48**	**6**	375	0	381	266	**12**	0	278	**707**
05:15 PM	29	0	0	29	1	304	0	305	**285**	12	0	**297**	631
Total Volume	126	3	0	129	10	1382	0	1392	1051	42	0	1093	2614
% App. Total	97.7	2.3	0		0.7	99.3	0		96.2	3.8	0		
PHF	.700	.250	.000	.672	.417	.843	.000	.847	.922	.875	.000	.920	.924

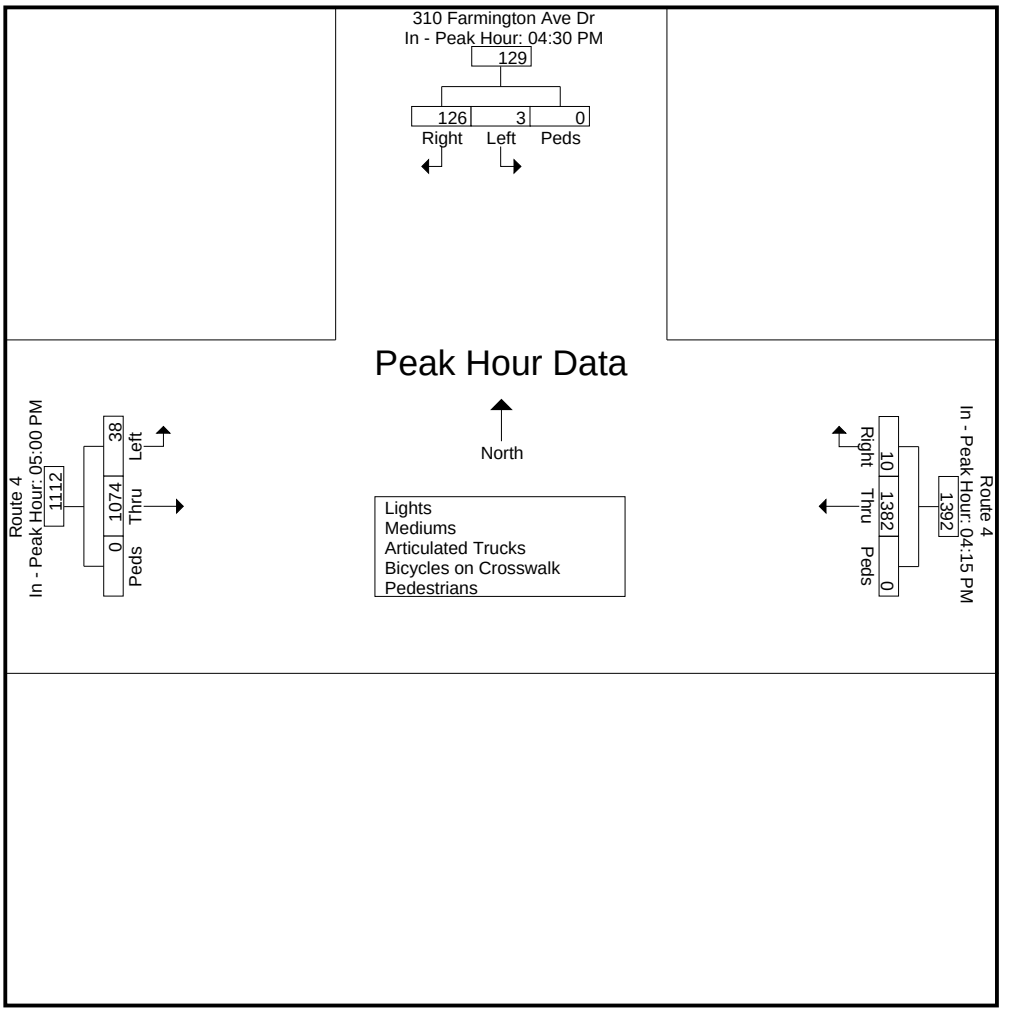


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 14642
Site Code : 14642
Start Date : 9/14/2016
Page No : 3

	310 Farmington Ave Dr From North				Route 4 From East				Route 4 From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:15 PM				05:00 PM				
+0 mins.	23	0	0	23	1	304	0	305	266	**12**	0	278	
+15 mins.	29	0	0	29	1	**410**	0	**411**	**285**	12	0	**297**	
+30 mins.	**45**	**3**	0	**48**	2	293	0	295	264	6	0	270	
+45 mins.	29	0	0	29	**6**	375	0	381	259	8	0	267	
Total Volume	126	3	0	129	10	1382	0	1392	1074	38	0	1112	
% App. Total	97.7	2.3	0		0.7	99.3	0		96.6	3.4	0		
PHF	.700	.250	.000	.672	.417	.843	.000	.847	.942	.792	.000	.936	



APPENDIX F

Automatic Traffic Recorder Data

Tighe&Bond

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	0	**1**	1	**32**	**66**	35	**19**	**4**	**1**	0	0	0	**159**	50	54
11:00	0	0	0	0	**4**	29	49	**51**	12	4	0	0	0	0	149	49	53
12 PM	0	0	**1**	1	4	34	73	58	23	2	0	0	0	0	196	49	53
13:00	0	0	0	0	0	13	67	75	**25**	**5**	**1**	0	0	0	186	50	54
14:00	0	0	0	2	2	42	81	40	13	1	1	0	0	0	182	48	52
15:00	0	0	0	0	8	32	116	**79**	17	4	0	0	0	0	256	48	52
16:00	0	0	0	0	6	46	79	55	8	1	0	0	0	0	195	48	50
17:00	0	0	0	1	**14**	**61**	**122**	55	6	1	0	0	0	0	**260**	47	49
18:00	0	0	0	**3**	7	21	70	39	18	1	0	0	0	0	159	49	53
19:00	0	0	0	0	2	10	38	28	7	3	0	0	0	0	88	49	53
20:00	0	0	0	0	1	7	23	24	8	2	0	0	0	0	65	50	53
21:00	0	0	0	0	2	9	22	9	3	2	0	0	0	0	47	48	52
22:00	0	0	0	0	0	2	10	9	2	0	0	0	0	0	23	48	50
23:00	0	0	0	0	0	4	6	2	5	2	0	0	0	0	19	54	56
Total	0	0	1	8	51	342	822	559	166	32	3	0	0	0	1984		
Percent	0.0%	0.0%	0.1%	0.4%	2.6%	17.2%	41.4%	28.2%	8.4%	1.6%	0.2%	0.0%	0.0%	0.0%			
AM Peak				10:00	11:00	10:00	10:00	11:00	10:00	10:00	10:00				10:00		
Vol.				1	4	32	66	51	19	4	1				159		
PM Peak			12:00	18:00	17:00	17:00	17:00	15:00	13:00	13:00	13:00				17:00		
Vol.			1	3	14	61	122	79	25	5	1				260		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	1	4	5	3	3	0	0	0	0	0	16	50	52
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	**1**	**1**	0	0	2	2	1	0	0	0	0	0	7	*	*
05:00	0	0	0	1	0	4	13	4	4	1	0	0	0	0	27	50	53
06:00	0	**1**	0	0	1	36	86	51	13	0	0	0	0	0	188	48	51
07:00	0	0	0	0	**13**	**113**	**308**	**121**	15	2	0	0	0	0	**572**	47	49
08:00	0	0	0	1	7	85	248	119	**28**	**5**	0	**1**	0	0	494	48	51
09:00	0	0	0	0	6	30	81	75	22	1	0	0	0	0	215	49	52
10:00	0	0	0	1	1	22	79	48	20	1	0	0	0	0	172	49	52
11:00	0	0	0	1	4	17	69	45	18	5	**2**	0	0	0	161	50	55
12 PM	0	0	0	1	0	14	71	63	26	**8**	1	0	0	0	184	51	55
13:00	0	**1**	0	0	3	23	48	69	**31**	4	1	0	0	0	180	51	54
14:00	**1**	0	0	1	4	42	77	57	10	1	1	0	0	0	194	48	51
15:00	0	0	0	1	3	35	90	**83**	24	4	**2**	0	0	0	242	50	53
16:00	0	0	0	1	4	35	97	53	25	1	0	**1**	0	0	217	49	52
17:00	0	0	0	**5**	**18**	**51**	**104**	61	10	2	0	0	0	0	**251**	47	50
18:00	0	0	0	0	9	45	65	43	12	1	0	0	0	0	175	48	51
19:00	0	0	0	0	2	24	28	27	7	1	0	0	0	0	89	49	51
20:00	0	0	0	1	11	28	32	22	5	0	0	0	0	0	99	47	51
21:00	0	0	**1**	0	0	5	14	11	4	2	0	0	0	0	37	50	54
22:00	0	0	0	0	0	1	4	5	2	3	0	0	0	0	15	55	57
23:00	0	0	0	0	0	3	3	1	4	0	0	0	0	0	11	52	53
Total	1	2	2	15	87	617	1526	964	285	42	7	2	0	0	3550		
Percent	0.0%	0.1%	0.1%	0.4%	2.5%	17.4%	43.0%	27.2%	8.0%	1.2%	0.2%	0.1%	0.0%	0.0%			
AM Peak		06:00	04:00	04:00	07:00	07:00	07:00	07:00	08:00	08:00	11:00	08:00			07:00		
Vol.		1	1	1	13	113	308	121	28	5	2	1			572		
PM Peak	14:00	13:00	21:00	17:00	17:00	17:00	17:00	15:00	13:00	12:00	15:00	16:00			17:00		
Vol.	1	1	1	5	18	51	104	83	31	8	2	1			251		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	0	0	3	2	2	0	0	0	0	0	7	44	44
01:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	*	*
03:00	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	42	42
04:00	0	0	0	0	0	0	4	1	4	0	0	0	0	0	9	52	53
05:00	0	0	0	0	0	7	13	12	3	0	0	0	0	0	35	48	51
06:00	0	**1**	**1**	**4**	13	36	88	31	9	0	1	0	0	0	184	47	50
07:00	0	0	0	0	**19**	**104**	**244**	**136**	20	1	0	**1**	0	0	**525**	47	50
08:00	0	1	0	1	6	67	205	120	19	**5**	1	0	0	0	425	48	51
09:00	0	0	0	2	3	31	87	65	**28**	1	0	0	0	0	217	50	53
10:00	0	0	0	0	1	28	67	58	14	0	0	0	0	0	168	49	52
11:00	0	0	0	0	3	15	49	56	19	3	**2**	0	0	0	147	50	54
12 PM	0	0	0	0	3	12	59	**73**	**24**	**7**	1	0	0	0	179	51	55
13:00	0	0	0	0	1	16	50	56	21	2	0	0	0	0	146	50	53
14:00	0	0	0	1	7	21	77	59	15	3	1	0	0	0	184	49	53
15:00	0	0	0	0	**9**	18	98	69	24	5	1	0	0	0	224	50	54
16:00	0	0	0	1	4	41	84	53	24	3	0	0	0	0	210	49	53
17:00	0	0	0	**3**	7	**52**	**100**	53	15	2	0	0	0	0	**232**	48	51
18:00	0	0	0	1	2	19	53	36	12	3	0	0	0	0	126	49	53
19:00	0	0	0	0	4	19	28	17	6	0	1	0	0	0	75	48	51
20:00	0	0	0	0	4	10	31	14	6	2	0	0	0	0	67	49	53
21:00	0	0	0	0	1	7	18	12	2	0	0	0	0	0	40	48	50
22:00	0	0	0	1	1	4	7	9	8	0	0	0	0	0	30	52	54
23:00	0	0	0	0	2	4	11	8	5	0	**3**	0	0	0	33	51	54
Total	0	2	1	14	90	512	1382	943	280	38	11	1	0	0	3274		
Percent	0.0%	0.1%	0.0%	0.4%	2.7%	15.6%	42.2%	28.8%	8.6%	1.2%	0.3%	0.0%	0.0%	0.0%			
AM Peak		06:00	06:00	06:00	07:00	07:00	07:00	07:00	09:00	08:00	11:00	07:00			07:00		
Vol.		1	1	4	19	104	244	136	28	5	2	1			525		
PM Peak				17:00	15:00	17:00	17:00	12:00	12:00	12:00	23:00				17:00		
Vol.				3	9	52	100	73	24	7	3				232		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	**1**	1	0	3	4	4	3	**1**	0	0	0	17	56	58
01:00	0	0	0	1	0	2	5	3	0	2	0	0	0	**1**	14	46	47
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	48	48
04:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	42	42
05:00	0	0	0	0	0	2	5	7	2	0	0	0	0	0	16	49	51
06:00	0	0	0	0	1	3	11	11	5	1	0	0	0	0	32	51	54
07:00	0	0	0	0	0	5	21	21	16	2	0	0	**1**	0	66	52	54
08:00	0	0	0	0	1	**11**	18	22	19	**5**	1	0	0	0	77	53	57
09:00	0	0	0	0	0	5	24	**49**	20	3	0	0	0	0	101	51	54
10:00	0	0	0	0	2	7	**36**	41	**22**	5	0	0	0	0	**113**	52	55
11:00	0	0	0	0	**4**	10	28	48	16	4	0	0	0	0	110	51	54
12 PM	0	0	0	0	2	12	36	41	23	**7**	0	0	0	0	121	52	56
13:00	0	0	0	0	1	4	30	31	**24**	2	0	0	0	0	92	52	54
14:00	0	0	**1**	0	2	6	30	**58**	17	7	**1**	0	0	0	**122**	51	56
15:00	0	0	0	0	0	8	**41**	30	21	2	0	0	0	0	102	51	54
16:00	0	0	0	0	**4**	12	28	32	14	0	0	0	0	0	90	50	53
17:00	0	0	1	**1**	1	6	22	23	9	0	0	0	0	0	63	50	53
18:00	0	0	0	0	0	**14**	34	17	11	2	0	0	0	0	78	50	53
19:00	0	0	0	0	1	9	27	16	7	1	0	0	0	0	61	49	53
20:00	0	0	0	1	0	12	17	7	1	2	0	0	0	0	40	46	49
21:00	0	0	0	0	4	5	9	7	8	2	0	0	0	0	35	52	55
22:00	0	0	0	0	1	4	10	8	3	2	1	0	0	0	29	50	53
23:00	0	0	0	0	3	3	6	9	2	0	0	0	0	0	23	48	50
Total	0	0	2	4	28	140	444	489	245	52	4	0	1	1	1410		
Percent	0.0%	0.0%	0.1%	0.3%	2.0%	9.9%	31.5%	34.7%	17.4%	3.7%	0.3%	0.0%	0.1%	0.1%			
AM Peak				00:00	11:00	08:00	10:00	09:00	10:00	08:00	00:00		07:00	01:00	10:00		
Vol.				1	4	11	36	49	22	5	1		1	1	113		
PM Peak			14:00	17:00	16:00	18:00	15:00	14:00	13:00	12:00	14:00				14:00		
Vol.			1	1	4	14	41	58	24	7	1				122		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	0	1	8	2	1	1	0	0	0	0	13	45	46
01:00	0	0	0	0	0	2	2	2	2	2	0	0	0	0	10	*	*
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	*	*
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	0	4	1	1	0	1	0	0	0	7	44	44
06:00	0	0	0	0	1	3	3	4	2	1	1	0	0	0	15	48	50
07:00	0	0	0	0	0	0	8	7	3	2	0	0	0	0	20	52	54
08:00	0	0	0	0	1	3	7	12	8	1	1	0	0	0	33	52	54
09:00	0	0	0	0	**2**	7	19	21	13	**3**	**2**	0	0	0	67	52	56
10:00	0	0	**1**	0	2	4	22	23	**27**	2	0	0	0	0	81	52	54
11:00	0	0	0	0	0	**10**	**32**	**31**	16	1	0	0	0	0	**90**	51	53
12 PM	0	0	0	0	0	6	32	**38**	**16**	1	0	0	0	0	93	51	53
13:00	0	0	0	**2**	1	8	24	36	9	**5**	**1**	0	0	0	86	51	56
14:00	0	0	0	0	1	9	28	37	15	3	1	0	0	0	**94**	51	55
15:00	0	0	0	1	0	1	21	32	9	0	0	0	0	0	64	50	52
16:00	0	0	0	0	2	6	**37**	26	10	4	1	0	0	0	86	51	55
17:00	0	0	0	0	**3**	**11**	22	13	7	2	0	0	0	0	58	50	54
18:00	0	0	0	1	0	4	31	19	7	0	0	0	0	0	62	49	53
19:00	0	0	0	0	2	5	19	18	7	1	1	0	0	0	53	50	53
20:00	0	0	0	0	1	6	8	17	4	0	0	0	0	0	36	49	52
21:00	0	0	0	0	0	3	13	7	2	0	0	0	0	0	25	48	50
22:00	0	0	0	0	1	2	2	1	4	0	0	0	0	0	10	53	53
23:00	0	0	0	0	1	4	3	2	2	0	0	0	0	0	12	43	44
Total	0	0	1	4	19	97	348	349	166	29	9	0	0	0	1022		
Percent	0.0%	0.0%	0.1%	0.4%	1.9%	9.5%	34.1%	34.1%	16.2%	2.8%	0.9%	0.0%	0.0%	0.0%			
AM Peak			10:00		09:00	11:00	11:00	11:00	10:00	09:00	09:00				11:00		
Vol.			1		2	10	32	31	27	3	2				90		
PM Peak				13:00	17:00	17:00	16:00	12:00	12:00	13:00	13:00				14:00		
Vol.				2	3	11	37	38	16	5	1				94		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	*	*
01:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	47	47
03:00	0	0	0	1	1	0	0	1	1	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	1	2	1	3	0	0	0	0	0	7	52	52
05:00	0	0	0	0	1	4	17	7	4	0	0	0	0	0	33	49	52
06:00	0	0	0	0	3	28	66	35	10	**3**	0	**1**	0	0	146	48	52
07:00	**1**	**1**	0	0	7	**108**	**313**	110	15	1	0	0	0	0	**556**	46	49
08:00	0	0	0	0	7	83	225	**119**	17	0	0	0	0	0	451	47	50
09:00	0	0	**1**	**2**	1	26	106	68	**26**	2	**1**	0	0	0	233	49	52
10:00	0	1	1	1	**8**	28	61	53	13	1	0	0	0	0	167	49	52
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	2	2	4	30	279	792	399	90	7	1	1	0	0	1608		
Percent	0.1%	0.1%	0.1%	0.2%	1.9%	17.4%	49.3%	24.8%	5.6%	0.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	09:00	10:00	07:00	07:00	08:00	09:00	06:00	09:00	06:00			07:00		
Vol.	1	1	1	2	8	108	313	119	26	3	1	1			556		
PM Peak Vol.																	
Total	2	6	9	49	305	1987	5314	3703	1232	200	35	4	1	1	12848		
Percent	0.0%	0.0%	0.1%	0.4%	2.4%	15.5%	41.4%	28.8%	9.6%	1.6%	0.3%	0.0%	0.0%	0.0%			

	15th Percentile :	38 MPH
	50th Percentile :	43 MPH
	85th Percentile :	49 MPH
	95th Percentile :	53 MPH
Stats	10 MPH Pace Speed :	40-49 MPH
	Number in Pace :	8439
	Percent in Pace :	65.7%
	Number of Vehicles > 25 MPH :	12821
	Percent of Vehicles > 25 MPH :	99.8%
	Mean Speed(Average) :	45 MPH

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	1	2	18	59	49	**22**	2	0	**1**	0	0	0	154	45	48
11:00	0	0	**2**	**8**	**28**	**72**	**73**	16	**3**	0	0	0	0	0	**202**	44	47
12 PM	0	0	0	2	25	66	92	22	**7**	0	0	0	0	0	214	45	49
13:00	0	0	0	2	12	64	90	28	4	**1**	0	0	0	0	201	46	49
14:00	0	0	1	3	9	80	107	26	1	0	0	0	0	0	227	45	47
15:00	0	0	1	10	44	169	137	**32**	1	0	0	0	0	0	394	44	46
16:00	0	0	13	**44**	154	**302**	**150**	30	1	1	0	0	0	0	**695**	42	45
17:00	**4**	0	**15**	44	**182**	275	92	19	1	0	0	0	0	0	632	41	44
18:00	0	0	1	5	50	127	84	15	1	0	0	0	0	0	283	43	46
19:00	0	0	0	0	7	45	62	16	3	1	0	0	0	0	134	45	49
20:00	0	0	0	1	15	36	41	10	0	0	0	0	0	0	103	44	47
21:00	0	0	0	1	8	22	27	6	1	0	0	0	0	0	65	44	47
22:00	0	0	1	2	1	15	19	4	2	0	0	0	0	0	44	45	49
23:00	0	0	0	0	0	7	17	5	0	0	0	0	0	0	29	45	48
Total	4	0	35	124	553	1339	1040	251	27	3	1	0	0	0	3377		
Percent	0.1%	0.0%	1.0%	3.7%	16.4%	39.7%	30.8%	7.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	11:00	11:00	11:00	11:00	10:00	11:00		10:00				11:00		
Vol.			2	8	28	72	73	22	3		1				202		
PM Peak	17:00		17:00	16:00	17:00	16:00	16:00	15:00	12:00	13:00					16:00		
Vol.	4		15	44	182	302	150	32	7	1					695		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	2	4	4	7	1	0	0	0	0	0	19	48	50
01:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	3	8	3	0	1	0	0	0	0	0	15	41	42
06:00	0	0	0	1	7	13	25	5	0	0	0	0	0	0	51	45	47
07:00	0	**1**	**1**	**6**	**41**	96	73	16	2	0	0	0	0	0	236	43	46
08:00	0	0	0	5	39	**113**	**115**	24	0	0	0	0	0	0	**296**	44	47
09:00	0	0	0	5	16	59	81	**25**	**4**	0	0	0	0	0	190	45	48
10:00	0	0	1	0	14	54	69	16	1	0	0	0	0	0	155	44	47
11:00	0	0	0	3	18	82	83	20	1	0	0	0	0	0	207	44	47
12 PM	0	1	0	5	24	82	118	31	5	0	0	0	0	0	266	45	48
13:00	0	0	0	0	12	57	100	25	4	0	0	0	0	0	198	45	48
14:00	0	1	2	4	14	98	97	**34**	2	**2**	0	0	0	0	254	45	48
15:00	0	0	0	1	26	159	177	32	**7**	0	0	0	0	0	402	44	47
16:00	0	0	2	29	159	257	**191**	26	2	0	0	0	0	0	**666**	43	45
17:00	0	**4**	**17**	**52**	**174**	**299**	107	11	2	0	0	0	0	0	666	41	44
18:00	0	0	1	4	60	109	77	19	0	0	0	0	0	0	270	43	46
19:00	0	0	0	6	26	65	60	16	2	0	0	0	0	0	175	44	47
20:00	0	0	0	0	19	40	34	5	1	1	0	**1**	0	0	101	43	46
21:00	0	0	0	2	5	20	32	5	2	1	0	0	0	0	67	45	48
22:00	0	0	0	0	1	11	18	7	2	0	0	0	0	0	39	46	50
23:00	0	0	0	0	3	7	20	5	0	0	0	0	0	0	35	46	48
Total	0	7	24	124	664	1637	1486	331	39	4	0	1	0	0	4317		
Percent	0.0%	0.2%	0.6%	2.9%	15.4%	37.9%	34.4%	7.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	07:00	08:00	08:00	09:00	09:00						08:00		
Vol.		1	1	6	41	113	115	25	4						296		
PM Peak		17:00	17:00	17:00	17:00	17:00	16:00	14:00	15:00	14:00		20:00			16:00		
Vol.		4	17	52	174	299	191	34	7	2		1			666		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	2	2	5	6	2	0	0	0	0	0	17	49	51
01:00	0	0	0	0	2	1	3	1	0	0	0	0	0	0	7	43	43
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6	*	*
05:00	0	0	0	0	2	6	3	2	1	0	0	0	0	0	14	43	44
06:00	0	0	0	1	6	21	22	6	2	0	0	0	0	0	58	45	49
07:00	0	0	2	**9**	**41**	**100**	66	18	2	0	0	0	0	0	238	43	47
08:00	0	0	2	3	29	75	**124**	**36**	3	0	0	0	0	0	**272**	45	48
09:00	0	0	**3**	1	16	53	72	29	**4**	0	0	0	0	0	178	46	49
10:00	0	0	0	1	16	55	61	12	3	0	0	0	0	0	148	44	47
11:00	0	0	1	2	22	78	75	28	0	**1**	0	0	0	0	207	45	47
12 PM	0	0	0	2	18	64	96	38	7	0	0	0	0	0	225	46	49
13:00	0	0	0	2	25	61	85	21	5	**1**	0	0	0	0	200	45	49
14:00	0	0	0	2	21	74	103	31	6	1	0	0	0	0	238	45	49
15:00	0	**2**	1	5	41	149	**174**	**57**	**8**	0	0	0	0	0	437	45	49
16:00	0	0	**8**	25	123	**274**	155	42	5	0	0	0	0	0	**632**	43	46
17:00	0	0	6	**40**	**133**	223	99	11	0	1	0	0	0	0	513	41	44
18:00	0	0	0	0	40	104	74	17	1	0	0	0	0	0	236	43	46
19:00	0	0	0	2	14	31	37	13	2	0	0	0	0	0	99	45	48
20:00	0	0	0	2	7	33	35	5	3	0	0	0	0	0	85	44	48
21:00	0	0	0	0	10	25	24	12	2	0	0	0	0	0	73	46	49
22:00	0	0	0	0	7	10	19	4	1	0	0	0	0	0	41	44	47
23:00	0	0	0	0	3	13	18	8	1	0	0	0	0	0	43	46	48
Total	0	2	23	97	579	1454	1354	398	58	4	0	0	0	0	3969		
Percent	0.0%	0.1%	0.6%	2.4%	14.6%	36.6%	34.1%	10.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00	07:00	07:00	08:00	08:00	09:00	11:00					08:00		
Vol.			3	9	41	100	124	36	4	1					272		
PM Peak		15:00	16:00	17:00	17:00	16:00	15:00	15:00	15:00	13:00					16:00		
Vol.		2	8	40	133	274	174	57	8	1					632		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	1	5	13	13	0	0	0	0	0	0	32	48	50
01:00	0	0	0	0	4	5	5	5	2	0	**1**	0	0	0	22	48	50
02:00	0	0	0	0	0	1	9	3	0	0	0	0	0	0	13	46	47
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	*	*
05:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6	38	38
06:00	0	0	0	0	1	3	9	1	1	0	0	0	0	0	15	45	46
07:00	0	0	0	0	0	12	23	8	2	0	1	0	0	0	46	46	49
08:00	0	0	0	0	2	8	23	14	**5**	0	0	0	0	0	52	49	52
09:00	0	0	0	0	**5**	**32**	36	**29**	1	0	0	0	0	0	103	47	49
10:00	0	0	0	**1**	2	24	**59**	21	5	1	0	0	0	0	113	47	51
11:00	0	0	0	0	5	29	56	26	1	**2**	0	0	0	0	**119**	46	49
12 PM	0	**1**	0	2	7	37	67	29	1	**1**	0	0	0	0	145	46	48
13:00	0	0	0	0	4	38	59	22	5	0	0	0	0	0	128	46	50
14:00	0	0	0	0	7	26	50	**31**	**9**	1	0	0	0	0	124	48	51
15:00	0	0	0	0	6	**47**	**68**	25	3	0	0	0	0	0	**149**	46	48
16:00	0	0	0	0	5	47	36	15	3	0	0	0	0	0	106	45	49
17:00	0	0	1	1	5	40	34	12	1	0	0	0	0	0	94	45	48
18:00	0	0	0	0	**8**	32	35	10	2	0	0	0	0	0	87	45	48
19:00	0	1	**2**	1	5	14	25	1	1	0	0	0	0	0	50	43	45
20:00	0	0	0	**3**	7	21	9	3	1	1	0	0	0	0	45	43	46
21:00	0	0	0	0	5	16	11	7	1	0	0	0	0	0	40	46	49
22:00	0	0	0	0	6	15	18	3	1	0	0	0	0	0	43	44	46
23:00	0	0	0	0	4	11	23	4	1	1	0	0	0	0	44	45	47
Total	0	2	3	8	92	469	670	282	46	7	2	0	0	0	1581		
Percent	0.0%	0.1%	0.2%	0.5%	5.8%	29.7%	42.4%	17.8%	2.9%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak				10:00	09:00	09:00	10:00	09:00	08:00	11:00	01:00				11:00		
Vol.				1	5	32	59	29	5	2	1				119		
PM Peak		12:00	19:00	20:00	18:00	15:00	15:00	14:00	14:00	12:00					15:00		
Vol.		1	2	3	8	47	68	31	9	1					149		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	1	1	4	8	2	0	0	0	0	0	0	16	45	46
01:00	0	0	0	0	2	8	9	3	1	0	0	0	0	0	23	45	47
02:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5	*	*
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
06:00	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5	*	*
07:00	0	0	0	0	1	8	10	5	2	0	0	0	0	0	26	48	50
08:00	0	0	0	0	2	11	11	17	**8**	**3**	0	0	0	0	52	51	55
09:00	0	0	**1**	0	1	17	26	14	2	0	0	0	0	0	61	47	49
10:00	0	**1**	0	1	1	13	26	14	2	0	0	0	0	0	58	47	49
11:00	0	0	0	**2**	**4**	**23**	**42**	**19**	3	1	0	0	0	0	**94**	47	50
12 PM	0	0	0	0	6	21	49	**22**	**5**	0	0	0	0	0	**103**	47	50
13:00	0	0	0	0	2	16	**51**	22	3	1	0	0	0	0	95	47	50
14:00	0	0	0	1	6	31	41	9	1	**3**	0	0	0	0	92	45	49
15:00	0	0	0	0	5	31	37	22	4	1	0	0	0	0	100	47	51
16:00	0	0	0	0	9	24	47	20	3	0	0	0	0	0	103	46	49
17:00	0	0	0	**2**	**13**	**35**	25	5	1	0	0	0	0	0	81	44	47
18:00	0	0	0	2	9	20	15	5	0	0	0	0	0	0	51	44	47
19:00	0	0	0	0	4	17	14	8	3	0	0	0	0	0	46	47	50
20:00	0	0	0	2	6	22	18	4	2	0	0	0	0	0	54	44	48
21:00	0	0	0	0	6	3	12	5	1	0	0	0	0	0	27	46	49
22:00	0	0	0	0	3	8	9	2	0	0	0	0	0	0	22	43	45
23:00	0	0	0	0	0	5	3	1	1	0	0	0	0	0	10	42	43
Total	0	1	1	11	83	321	460	202	43	9	0	0	0	0	1131		
Percent	0.0%	0.1%	0.1%	1.0%	7.3%	28.4%	40.7%	17.9%	3.8%	0.8%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	09:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00					11:00		
Vol.		1	1	2	4	23	42	19	8	3					94		
PM Peak				17:00	17:00	17:00	13:00	12:00	12:00	14:00					12:00		
Vol.				2	13	35	51	22	5	3					103		

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	0	1	3	0	0	0	0	0	0	0	5	42	42
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	38	38
03:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	1	7	11	3	2	0	0	0	0	0	24	46	48
06:00	0	0	0	1	6	20	18	5	1	0	0	0	0	0	51	45	48
07:00	0	0	**1**	5	26	84	69	17	1	0	0	0	0	0	203	44	46
08:00	0	0	1	**6**	**44**	**123**	**93**	19	2	0	0	0	0	0	**288**	43	46
09:00	0	0	1	1	14	57	77	**25**	3	0	0	0	0	0	178	45	48
10:00	0	0	1	1	15	58	71	25	**4**	0	0	0	0	0	175	45	49
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	4	15	107	357	343	96	13	0	0	0	0	0	935		
Percent	0.0%	0.0%	0.4%	1.6%	11.4%	38.2%	36.7%	10.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	08:00	08:00	08:00	08:00	09:00	10:00						08:00		
Vol.			1	6	44	123	93	25	4						288		
PM Peak Vol.																	
Total	4	12	90	379	2078	5577	5353	1560	226	27	3	1	0	0	15310		
Percent	0.0%	0.1%	0.6%	2.5%	13.6%	36.4%	35.0%	10.2%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	34 MPH
	50th Percentile :	39 MPH
	85th Percentile :	44 MPH
	95th Percentile :	48 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	10049
	Percent in Pace :	65.6%
	Number of Vehicles > 25 MPH :	15160
	Percent of Vehicles > 25 MPH :	99.0%
	Mean Speed(Average) :	40 MPH

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

Birdseye Road West of South Road
Farmington, Connecticut

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	*	*	16	19	7	17	17	32	13	16	13	21
01:00	*	*	*	*	*	*	2	4	3	7	14	22	10	23	7	14
02:00	*	*	*	*	*	*	1	2	4	0	1	13	2	5	2	5
03:00	*	*	*	*	*	*	1	1	4	2	4	1	3	3	3	2
04:00	*	*	*	*	*	*	7	2	9	6	3	4	2	2	5	4
05:00	*	*	*	*	*	*	27	15	35	14	16	6	7	2	21	9
06:00	*	*	*	*	*	*	188	51	184	58	32	15	15	5	105	32
07:00	*	*	*	*	*	*	**572**	236	**525**	238	66	46	20	26	**296**	136
08:00	*	*	*	*	*	*	494	**296**	425	**272**	77	52	33	52	257	**168**
09:00	*	*	*	*	*	*	215	190	217	178	101	103	67	61	150	133
10:00	*	*	*	*	**159**	154	172	155	168	148	**113**	113	81	58	139	126
11:00	*	*	*	*	149	**202**	161	207	147	207	110	**119**	**90**	**94**	131	166
12:00 PM	*	*	*	*	196	214	184	266	179	225	121	145	93	**103**	155	191
01:00	*	*	*	*	186	201	180	198	146	200	92	128	86	95	138	164
02:00	*	*	*	*	182	227	194	254	184	238	**122**	124	**94**	92	155	187
03:00	*	*	*	*	256	394	242	402	224	437	102	**149**	64	100	**178**	296
04:00	*	*	*	*	195	**695**	217	**666**	210	**632**	90	106	86	103	160	**440**
05:00	*	*	*	*	**260**	632	**251**	666	**232**	513	63	94	58	81	173	397
06:00	*	*	*	*	159	283	175	270	126	236	78	87	62	51	120	185
07:00	*	*	*	*	88	134	89	175	75	99	61	50	53	46	73	101
08:00	*	*	*	*	65	103	99	101	67	85	40	45	36	54	61	78
09:00	*	*	*	*	47	65	37	67	40	73	35	40	25	27	37	54
10:00	*	*	*	*	23	44	15	39	30	41	29	43	10	22	21	38
11:00	*	*	*	*	19	29	11	35	33	43	23	44	12	10	20	32
Lane	0	0	0	0	1984	3377	3550	4317	3274	3969	1410	1581	1022	1131	2420	2979
Day	0		0		5361		7867		7243		2991		2153		5399	
AM Peak					10:00	11:00	07:00	08:00	07:00	08:00	10:00	11:00	11:00	11:00	07:00	08:00
Vol.					159	202	572	296	525	272	113	119	90	94	296	168
PM Peak					17:00	16:00	17:00	16:00	17:00	16:00	14:00	15:00	14:00	12:00	15:00	16:00
Vol.					260	695	251	666	232	632	122	149	94	103	178	440

Birdseye Road West of South Road
Farmington, Connecticut

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

Site Code: 3784
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	4	5	*	*	*	*	*	*	*	*	*	*	*	*	4	5
01:00	3	2	*	*	*	*	*	*	*	*	*	*	*	*	3	2
02:00	4	4	*	*	*	*	*	*	*	*	*	*	*	*	4	4
03:00	4	4	*	*	*	*	*	*	*	*	*	*	*	*	4	4
04:00	7	1	*	*	*	*	*	*	*	*	*	*	*	*	7	1
05:00	33	24	*	*	*	*	*	*	*	*	*	*	*	*	33	24
06:00	146	51	*	*	*	*	*	*	*	*	*	*	*	*	146	51
07:00	**556**	203	*	*	*	*	*	*	*	*	*	*	*	*	**556**	203
08:00	451	**288**	*	*	*	*	*	*	*	*	*	*	*	*	451	**288**
09:00	233	178	*	*	*	*	*	*	*	*	*	*	*	*	233	178
10:00	167	175	*	*	*	*	*	*	*	*	*	*	*	*	167	175
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1608	935	0	0	0	0	0	0	0	0	0	0	0	0	1608	935
Day	2543		0		0		0		0		0		0		2543	
AM Peak	07:00	08:00													07:00	08:00
Vol.	556	288													556	288
PM Peak																
Vol.																

Comb. Total	2543	0	5361	7867	7243	2991	2153	7942

ADT ADT 5,557 AADT 5,557

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	**1**	13	8	**6**	16	34	40	20	**6**	0	0	0	0	0	**144**	46	49
17:00	1	**14**	**10**	6	13	29	**41**	21	1	0	0	0	0	0	136	45	48
18:00	0	0	3	2	**27**	**54**	33	14	4	0	0	0	0	0	137	44	49
19:00	0	0	0	0	10	31	29	**24**	4	**1**	**1**	0	0	0	100	47	51
20:00	0	0	0	2	4	16	18	14	4	0	0	0	0	0	58	48	51
21:00	0	0	0	0	2	11	17	8	1	0	0	0	0	0	39	46	49
22:00	0	0	0	0	1	2	12	4	3	1	1	0	0	0	24	50	52
23:00	0	0	0	0	2	2	2	3	1	1	1	0	0	0	12	48	48
Total	2	27	21	16	75	179	192	108	24	3	3	0	0	0	650		
Percent	0.3%	4.2%	3.2%	2.5%	11.5%	27.5%	29.5%	16.6%	3.7%	0.5%	0.5%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 1	17:00 14	17:00 10	16:00 6	18:00 27	18:00 54	17:00 41	19:00 24	16:00 6	19:00 1	19:00 1				16:00 144		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	1	1	3	0	1	0	0	0	0	0	6	42	42
01:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	3	0	1	1	0	0	0	0	5	42	42
05:00	0	0	0	0	2	8	10	11	2	3	0	0	0	0	36	49	56
06:00	0	0	0	1	11	48	64	34	16	2	0	0	0	0	176	48	52
07:00	0	**2**	**13**	**32**	**48**	**93**	**139**	**95**	22	2	0	0	0	0	**446**	47	50
08:00	0	0	0	1	14	53	123	92	**42**	**8**	**2**	0	0	0	335	50	54
09:00	0	0	0	0	2	20	70	53	33	3	0	0	0	0	181	51	54
10:00	0	0	0	0	5	41	85	50	19	1	0	0	0	0	201	49	52
11:00	0	0	0	0	1	21	73	50	24	7	1	0	0	0	177	51	55
12 PM	0	0	0	0	2	36	**64**	**58**	**23**	**8**	**2**	0	0	0	193	51	55
13:00	0	0	0	0	5	41	64	57	20	2	0	0	0	0	189	49	52
14:00	0	0	1	0	6	31	37	54	21	3	1	0	0	0	154	50	54
15:00	0	0	2	0	9	**45**	61	55	22	5	1	0	0	0	**200**	50	54
16:00	**2**	13	**9**	**5**	**13**	33	58	27	11	1	0	0	0	0	172	47	51
17:00	0	**20**	5	3	12	35	49	26	8	2	0	0	0	0	160	46	50
18:00	0	0	0	0	4	28	60	46	17	3	0	0	0	0	158	49	53
19:00	0	1	1	0	4	28	28	23	7	2	0	0	0	0	94	48	52
20:00	0	0	0	0	2	22	14	11	6	1	0	0	0	0	56	49	53
21:00	0	0	0	1	7	7	9	7	0	0	0	0	0	0	31	46	49
22:00	0	0	0	0	2	5	11	7	1	1	0	0	0	0	27	47	49
23:00	0	0	0	0	1	6	9	4	1	1	0	0	0	0	22	47	49
Total	2	36	31	43	151	603	1037	763	298	56	7	0	0	0	3027		
Percent	0.1%	1.2%	1.0%	1.4%	5.0%	19.9%	34.3%	25.2%	9.8%	1.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00	08:00				07:00		
Vol.		2	13	32	48	93	139	95	42	8	2				446		
PM Peak	16:00	17:00	16:00	16:00	16:00	15:00	12:00	12:00	12:00	12:00	12:00				15:00		
Vol.	2	20	9	5	13	45	64	58	23	8	2				200		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	0	2	1	4	0	0	1	0	0	0	8	48	48
01:00	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5	47	47
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	*	*
04:00	0	0	0	0	1	0	1	2	1	0	0	0	0	0	5	*	*
05:00	0	0	0	0	0	3	8	17	11	1	1	0	0	0	41	52	55
06:00	0	0	0	0	5	21	65	61	19	6	1	0	0	0	178	50	54
07:00	**15**	**16**	**40**	**29**	**28**	**48**	**121**	97	29	7	0	0	0	0	**430**	48	52
08:00	0	0	0	1	8	35	97	**100**	**40**	6	1	0	0	0	288	50	54
09:00	0	0	0	0	5	22	48	61	36	7	**2**	0	0	0	181	52	55
10:00	0	0	0	0	3	13	64	57	39	**8**	0	**1**	**3**	0	188	52	56
11:00	0	0	0	0	1	23	81	54	10	6	0	0	0	0	175	49	53
12 PM	0	0	0	3	3	21	**71**	**66**	29	**10**	1	0	0	0	**204**	51	55
13:00	0	0	0	0	2	17	51	62	**36**	10	1	0	0	0	179	52	56
14:00	0	0	0	1	12	21	63	53	23	2	1	0	0	0	176	50	53
15:00	0	2	**3**	4	4	25	58	53	26	7	0	0	0	0	182	51	54
16:00	0	11	2	4	13	32	30	45	25	2	**2**	0	0	0	166	50	53
17:00	0	**14**	3	**7**	**21**	**47**	47	31	10	2	0	0	0	0	182	47	51
18:00	0	0	1	0	6	31	64	44	7	3	1	0	0	0	157	48	51
19:00	0	0	0	1	2	13	26	33	17	2	0	0	0	0	94	51	54
20:00	0	0	0	0	0	8	18	12	8	3	0	0	0	0	49	51	55
21:00	0	0	0	0	1	12	21	5	4	1	0	0	0	0	44	48	52
22:00	0	0	0	0	0	1	5	13	5	1	0	0	0	0	25	52	54
23:00	0	0	0	0	1	4	3	6	4	1	0	0	0	0	19	52	54
Total	15	43	49	50	116	401	946	879	381	85	12	1	3	0	2981		
Percent	0.5%	1.4%	1.6%	1.7%	3.9%	13.5%	31.7%	29.5%	12.8%	2.9%	0.4%	0.0%	0.1%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00	10:00	09:00	10:00	10:00		07:00		
Vol.	15	16	40	29	28	48	121	100	40	8	2	1	3		430		
PM Peak		17:00	15:00	17:00	17:00	17:00	12:00	12:00	13:00	12:00	16:00				12:00		
Vol.		14	3	7	21	47	71	66	36	10	2				204		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	0	3	2	4	0	1	0	0	0	0	10	47	48
01:00	0	0	0	0	0	0	0	2	0	1	0	**1**	0	0	4	*	*
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	0	1	0	1	0	1	0	0	0	4	*	*
05:00	0	0	0	0	0	1	14	9	2	5	0	0	0	0	31	55	58
06:00	0	0	0	0	4	18	49	48	24	6	**2**	1	0	0	152	51	55
07:00	0	0	0	1	15	**63**	**134**	109	**70**	**15**	2	1	0	0	**410**	51	55
08:00	0	0	0	3	7	29	68	**115**	55	10	2	0	0	0	289	52	55
09:00	0	1	3	**12**	13	43	69	52	25	4	0	0	0	0	222	49	53
10:00	0	**5**	**4**	4	**33**	59	63	55	15	1	0	1	0	0	240	48	51
11:00	0	0	0	1	4	16	59	64	41	13	2	0	0	0	200	53	56
12 PM	0	0	1	4	6	19	64	**81**	**56**	9	**2**	**2**	0	0	**244**	52	55
13:00	0	0	0	1	3	24	48	63	47	9	2	0	**1**	0	198	52	56
14:00	0	0	0	2	2	19	50	61	48	6	1	1	0	0	190	52	55
15:00	0	0	0	1	5	25	62	51	35	**10**	1	1	0	0	191	52	56
16:00	0	4	2	**10**	**7**	34	52	66	30	5	0	0	0	0	210	50	54
17:00	0	**23**	**7**	2	3	28	59	42	18	3	0	0	0	0	185	48	52
18:00	0	0	0	0	2	**43**	**73**	67	21	5	1	0	0	0	212	50	54
19:00	0	0	0	1	0	24	60	39	14	1	0	0	0	0	139	49	52
20:00	0	0	0	0	4	17	31	20	8	3	0	0	0	0	83	49	53
21:00	0	0	0	0	6	11	16	10	5	0	0	0	0	0	48	48	52
22:00	0	0	0	0	1	8	17	9	4	0	0	0	0	0	39	48	52
23:00	0	0	0	0	2	7	17	7	2	1	0	0	0	0	36	47	50
Total	0	33	17	42	118	491	1010	975	521	108	16	8	1	0	3340		
Percent	0.0%	1.0%	0.5%	1.3%	3.5%	14.7%	30.2%	29.2%	15.6%	3.2%	0.5%	0.2%	0.0%	0.0%			
AM Peak		10:00	10:00	09:00	10:00	07:00	07:00	08:00	07:00	07:00	06:00	01:00			07:00		
Vol.		5	4	12	33	63	134	115	70	15	2	1			410		
PM Peak		17:00	17:00	16:00	16:00	18:00	18:00	12:00	12:00	15:00	12:00	12:00	13:00		12:00		
Vol.		23	7	10	7	43	73	81	56	10	2	2	1		244		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	**1**	2	1	7	3	2	0	0	0	0	16	53	54
01:00	0	0	0	0	0	0	5	0	1	1	0	0	0	0	7	44	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	2	3	2	2	1	1	0	0	0	11	44	44
06:00	0	0	0	0	1	1	10	18	9	5	2	0	0	0	46	55	59
07:00	0	**1**	0	0	0	3	10	21	22	7	2	0	0	0	66	55	58
08:00	0	0	0	0	0	6	17	32	24	10	1	**2**	0	0	92	54	58
09:00	0	0	0	0	0	5	13	41	50	14	1	0	0	0	124	55	57
10:00	0	0	0	0	0	4	38	**77**	**51**	**27**	**6**	0	0	0	**203**	55	59
11:00	0	0	0	0	1	**10**	**39**	75	48	19	3	0	0	0	195	54	58
12 PM	0	0	0	**1**	5	13	35	**71**	52	18	**4**	0	0	0	199	54	58
13:00	0	0	0	0	0	3	53	58	**60**	15	3	1	0	0	193	54	58
14:00	0	0	0	0	2	10	49	56	44	**20**	2	1	0	0	184	54	57
15:00	0	0	0	0	0	19	43	68	51	17	1	**2**	0	0	**201**	53	56
16:00	0	0	0	0	2	19	45	62	29	9	1	0	0	0	167	52	56
17:00	0	0	0	1	**7**	**26**	**57**	40	15	4	0	0	0	0	150	49	53
18:00	0	0	0	0	0	17	55	43	18	3	3	0	0	0	139	51	55
19:00	0	0	0	0	2	18	25	20	13	3	1	0	0	0	82	51	55
20:00	0	0	0	0	1	5	18	23	6	1	0	0	0	0	54	50	53
21:00	0	0	0	0	2	7	12	13	11	2	0	0	0	0	47	52	54
22:00	0	0	0	0	2	2	8	15	4	1	1	0	0	0	33	50	53
23:00	0	0	0	1	0	4	7	6	6	1	0	0	**1**	0	26	53	55
Total	0	1	0	3	26	176	543	749	521	180	32	6	1	0	2238		
Percent	0.0%	0.0%	0.0%	0.1%	1.2%	7.9%	24.3%	33.5%	23.3%	8.0%	1.4%	0.3%	0.0%	0.0%			
AM Peak		07:00			00:00	11:00	11:00	10:00	10:00	10:00	10:00	08:00			10:00		
Vol.		1			1	10	39	77	51	27	6	2			203		
PM Peak				12:00	17:00	17:00	17:00	12:00	13:00	14:00	12:00	15:00	23:00		15:00		
Vol.				1	7	26	57	71	60	20	4	2	1		201		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	0	2	3	6	2	0	0	0	0	0	13	50	51
01:00	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	*	*
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5	*	*
05:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5	*	*
06:00	0	0	0	0	0	0	10	9	3	2	0	0	0	0	24	51	53
07:00	0	0	0	0	0	1	2	13	11	5	**3**	0	0	0	35	58	61
08:00	0	0	0	0	0	1	8	20	19	6	2	0	0	0	56	55	59
09:00	0	0	0	0	0	4	17	20	23	15	2	0	0	0	81	56	59
10:00	0	**1**	0	0	0	**6**	**30**	**62**	51	16	3	0	0	0	169	54	58
11:00	0	0	0	0	**1**	3	25	57	**56**	**27**	3	0	**1**	0	**173**	55	59
12 PM	0	0	0	0	0	13	27	**65**	44	19	2	0	0	0	170	54	57
13:00	0	0	0	0	0	5	29	60	**55**	**20**	**3**	**2**	0	0	**174**	55	59
14:00	0	0	0	0	0	13	35	59	37	18	1	1	0	0	164	54	57
15:00	0	0	0	0	**5**	14	**44**	51	35	8	3	0	**1**	0	161	53	56
16:00	0	0	0	0	4	**20**	43	47	18	4	1	0	0	0	137	50	54
17:00	0	0	0	0	0	6	42	27	24	5	1	0	0	0	105	53	56
18:00	0	0	0	0	5	9	23	22	9	4	0	0	0	0	72	51	55
19:00	0	0	0	0	0	3	13	17	10	0	0	0	0	0	43	51	53
20:00	0	0	0	0	2	2	8	7	8	2	3	0	0	0	32	55	61
21:00	0	0	0	0	1	0	4	5	5	2	0	0	0	0	17	54	56
22:00	0	0	0	0	0	0	6	6	4	2	1	0	0	0	19	53	55
23:00	0	0	0	0	0	2	2	0	2	1	1	0	0	0	8	*	*
Total	0	1	0	0	18	109	373	559	420	157	29	3	2	0	1671		
Percent	0.0%	0.1%	0.0%	0.0%	1.1%	6.5%	22.3%	33.5%	25.1%	9.4%	1.7%	0.2%	0.1%	0.0%			
AM Peak		10:00			11:00	10:00	10:00	10:00	11:00	11:00	07:00		11:00		11:00		
Vol.		1			1	6	30	62	56	27	3		1		173		
PM Peak					15:00	16:00	15:00	12:00	13:00	13:00	13:00	13:00	15:00		13:00		
Vol.					5	20	44	65	55	20	3	2	1		174		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	*	*
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	3	*	*
03:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5	*	*
04:00	0	0	0	0	1	3	1	0	1	1	0	0	0	0	7	38	38
05:00	0	0	0	0	0	2	12	13	5	4	0	0	**1**	0	37	53	57
06:00	0	0	0	1	4	10	40	56	30	9	**3**	0	0	0	153	53	57
07:00	0	0	**2**	**3**	**25**	**74**	**111**	**116**	**58**	15	2	0	0	0	**406**	51	54
08:00	0	0	0	1	11	25	102	115	51	11	1	**1**	0	0	318	51	55
09:00	0	0	0	0	1	21	58	73	49	13	1	1	0	0	217	53	56
10:00	0	0	0	0	1	9	37	95	52	**28**	0	0	0	0	222	54	57
11:00	0	0	1	1	3	7	43	61	49	11	1	1	0	0	178	53	56
12 PM	0	0	0	0	0	**4**	**14**	**23**	**18**	**9**	0	0	0	0	**68**	54	57
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	3	6	47	156	421	555	317	102	8	3	1	0	1619		
Percent	0.0%	0.0%	0.2%	0.4%	2.9%	9.6%	26.0%	34.3%	19.6%	6.3%	0.5%	0.2%	0.1%	0.0%			
AM Peak			07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	06:00	08:00	05:00		07:00		
Vol.			2	3	25	74	111	116	58	28	3	1	1		406		
PM Peak						12:00	12:00	12:00	12:00	12:00					12:00		
Vol.						4	14	23	18	9					68		
Total	19	141	121	160	551	2115	4522	4588	2482	691	107	21	8	0	15526		
Percent	0.1%	0.9%	0.8%	1.0%	3.5%	13.6%	29.1%	29.6%	16.0%	4.5%	0.7%	0.1%	0.1%	0.0%			

	15th Percentile :	37 MPH
	50th Percentile :	45 MPH
	85th Percentile :	51 MPH
	95th Percentile :	55 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	8523
	Percent in Pace :	54.9%
	Number of Vehicles > 40 MPH :	12063
	Percent of Vehicles > 40 MPH :	77.7%
	Mean Speed(Average) :	45 MPH

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	85	97	**126**	**142**	**161**	92	23	1	0	0	0	0	0	0	**727**	34	39
17:00	**139**	**126**	81	95	104	70	18	1	0	0	0	0	0	0	634	33	38
18:00	0	2	1	39	152	**176**	30	6	0	0	0	0	0	0	406	39	42
19:00	0	0	1	11	55	117	**55**	**10**	0	0	0	0	0	0	249	42	45
20:00	0	0	0	3	40	72	54	8	**1**	**1**	0	0	0	0	179	43	45
21:00	0	0	0	1	20	54	37	8	1	0	0	0	0	0	121	43	46
22:00	0	0	0	1	9	30	19	2	1	0	0	0	0	0	62	42	45
23:00	0	0	0	4	9	21	15	7	0	0	0	0	0	0	56	44	48
Total	224	225	209	296	550	632	251	43	3	1	0	0	0	0	2434		
Percent	9.2%	9.2%	8.6%	12.2%	22.6%	26.0%	10.3%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 139	17:00 126	16:00 126	16:00 142	16:00 161	18:00 176	19:00 55	19:00 10	20:00 1	20:00 1					16:00 727		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	0	0	3	8	14	5	3	1	0	0	0	0	0	34	44	47
01:00	0	0	0	0	2	4	4	0	0	0	0	0	0	0	10	42	43
02:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5	39	39
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
04:00	**1**	0	0	0	2	3	3	1	1	0	0	0	0	0	11	41	42
05:00	0	0	0	3	11	20	24	9	1	0	0	0	0	0	68	45	48
06:00	0	0	0	3	27	56	65	14	2	**2**	0	0	0	0	169	44	47
07:00	0	0	0	3	21	128	133	32	**7**	1	0	0	0	0	325	45	48
08:00	0	0	3	**19**	**68**	**168**	**135**	**40**	4	0	0	0	0	0	**437**	44	47
09:00	0	0	**4**	11	45	103	103	34	3	0	0	0	0	0	303	44	48
10:00	0	**1**	0	8	64	153	74	10	3	0	0	0	0	0	313	42	45
11:00	0	0	0	3	43	162	121	28	3	0	0	0	0	0	360	44	47
12 PM	0	0	0	16	63	197	149	**27**	1	**1**	0	0	0	0	454	43	46
13:00	0	0	1	4	53	156	**155**	21	**3**	0	0	0	0	0	393	44	46
14:00	0	0	1	19	104	254	137	24	1	0	0	0	0	0	540	42	45
15:00	11	6	7	22	141	**304**	127	25	3	0	0	0	0	0	646	42	45
16:00	104	89	**52**	**94**	**183**	174	44	6	1	0	0	0	0	0	**747**	37	41
17:00	**109**	**102**	50	87	118	85	26	3	0	0	0	0	0	0	580	35	39
18:00	0	0	3	12	119	178	80	15	0	0	0	0	0	0	407	42	45
19:00	0	0	0	15	72	139	52	10	2	0	0	0	0	0	290	41	45
20:00	0	0	2	6	41	111	40	5	0	0	0	0	0	0	205	41	44
21:00	0	0	1	6	29	54	24	4	1	0	0	0	0	0	119	42	45
22:00	0	0	0	3	18	44	15	2	0	0	0	0	0	0	82	41	44
23:00	0	0	1	2	15	16	18	9	0	1	0	0	0	0	62	45	48
Total	225	198	125	339	1247	2527	1538	322	37	5	0	0	0	0	6563		
Percent	3.4%	3.0%	1.9%	5.2%	19.0%	38.5%	23.4%	4.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	04:00	10:00	09:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00					08:00		
Vol.	1	1	4	19	68	168	135	40	7	2					437		
PM Peak	17:00	17:00	16:00	16:00	16:00	15:00	13:00	12:00	13:00	12:00					16:00		
Vol.	109	102	52	94	183	304	155	27	3	1					747		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	6	12	12	1	0	0	0	0	0	0	32	43	45
01:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7	*	*
02:00	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6	*	*
03:00	0	0	0	0	0	3	0	3	0	0	0	0	0	0	6	47	47
04:00	0	0	0	0	0	8	8	7	0	0	0	0	0	0	23	47	49
05:00	0	0	0	0	11	20	19	9	1	0	0	0	0	0	60	45	49
06:00	0	0	0	0	20	51	65	19	2	**1**	0	0	0	0	158	45	48
07:00	**2**	**7**	**7**	7	46	150	120	32	5	0	0	0	0	0	376	44	47
08:00	0	0	7	**11**	**61**	160	**145**	32	4	1	0	0	0	0	**421**	44	47
09:00	0	0	0	9	39	107	122	**42**	**8**	1	0	0	0	0	328	45	49
10:00	0	0	0	2	27	116	118	35	5	0	0	0	0	0	303	45	48
11:00	0	0	3	0	44	**164**	131	20	1	0	0	0	0	0	363	43	46
12 PM	0	1	6	9	56	197	**138**	31	**5**	0	0	0	0	0	443	44	47
13:00	0	0	0	9	60	159	130	**44**	4	**1**	0	0	0	0	407	44	48
14:00	0	0	8	23	131	224	107	26	4	1	0	0	0	0	524	42	46
15:00	25	25	24	35	131	249	115	13	1	0	0	0	0	0	618	41	44
16:00	64	42	**38**	**91**	**244**	**259**	77	7	0	0	0	0	0	0	**822**	39	42
17:00	**83**	**50**	28	65	150	161	80	8	2	0	0	0	0	0	627	39	43
18:00	0	0	0	11	72	184	120	12	0	0	0	0	0	0	399	42	45
19:00	0	0	0	7	44	139	95	20	0	0	0	0	**1**	0	306	43	46
20:00	0	0	0	1	25	101	64	15	0	0	0	0	0	0	206	43	46
21:00	0	0	0	0	19	60	35	11	0	0	0	**1**	0	0	126	43	46
22:00	0	0	0	0	11	21	26	13	1	0	0	0	0	0	72	46	49
23:00	0	0	0	0	7	18	35	8	0	0	0	0	0	0	68	45	47
Total	174	125	121	282	1207	2566	1766	410	43	5	0	1	1	0	6701		
Percent	2.6%	1.9%	1.8%	4.2%	18.0%	38.3%	26.4%	6.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	11:00	08:00	09:00	09:00	06:00					08:00		
Vol.	2	7	7	11	61	164	145	42	8	1					421		
PM Peak	17:00	17:00	16:00	16:00	16:00	16:00	12:00	13:00	12:00	13:00		21:00	19:00		16:00		
Vol.	83	50	38	91	244	259	138	44	5	1		1	1		822		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	3	16	15	1	1	0	0	0	0	0	36	43	45
01:00	0	0	0	0	0	6	2	0	0	0	0	0	0	0	8	40	41
02:00	0	0	0	1	0	2	0	2	1	0	0	0	0	0	6	*	*
03:00	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6	*	*
04:00	0	0	0	0	3	3	3	6	0	0	0	0	0	0	15	47	49
05:00	0	0	0	3	0	19	30	7	1	**1**	0	0	0	0	61	45	48
06:00	0	0	0	0	13	51	66	23	4	1	0	0	0	0	158	46	49
07:00	0	0	0	4	24	102	147	**43**	**10**	1	0	0	0	0	331	46	49
08:00	0	0	0	1	41	**145**	**171**	39	5	0	0	0	0	0	**402**	44	47
09:00	1	7	18	31	50	102	98	19	1	0	0	0	0	0	327	43	46
10:00	**13**	**8**	**39**	**72**	**103**	68	9	0	0	0	0	0	0	0	312	37	39
11:00	0	0	10	29	62	124	103	30	5	0	**2**	0	0	0	365	44	47
12 PM	0	0	0	8	73	235	151	24	**7**	0	0	0	0	0	498	43	46
13:00	0	0	1	2	56	181	160	**36**	5	0	0	0	0	0	441	44	47
14:00	0	0	1	12	67	223	**193**	33	4	0	0	0	0	0	533	44	46
15:00	0	3	2	36	157	**287**	170	16	4	**1**	0	0	0	0	676	42	45
16:00	12	37	**66**	**130**	**195**	286	87	8	1	0	0	0	0	0	**822**	39	43
17:00	**91**	**51**	43	62	124	182	66	5	0	0	0	0	0	0	624	39	42
18:00	0	0	0	8	72	198	104	17	0	0	0	0	0	0	399	42	45
19:00	0	0	1	6	35	126	76	12	1	0	0	0	0	0	257	43	46
20:00	0	0	0	4	79	116	38	7	0	0	0	0	0	0	244	41	44
21:00	0	0	0	5	53	80	39	8	0	0	**1**	0	0	0	186	42	45
22:00	0	0	0	1	21	70	46	13	4	0	0	0	0	0	155	44	48
23:00	0	0	0	1	13	48	32	9	3	1	0	**1**	0	0	108	44	48
Total	117	106	181	416	1244	2672	1808	360	57	5	3	1	0	0	6970		
Percent	1.7%	1.5%	2.6%	6.0%	17.8%	38.3%	25.9%	5.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	10:00	08:00	08:00	07:00	07:00	05:00	11:00				08:00		
Vol.	13	8	39	72	103	145	171	43	10	1	2				402		
PM Peak	17:00	17:00	16:00	16:00	16:00	15:00	14:00	13:00	12:00	15:00	21:00	23:00			16:00		
Vol.	91	51	66	130	195	287	193	36	7	1	1	1			822		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	3	14	18	5	3	1	0	0	0	0	44	47	51
01:00	0	0	0	0	1	11	8	5	2	0	0	0	0	0	27	48	50
02:00	0	0	0	0	0	5	6	3	0	0	**1**	0	0	0	15	46	47
03:00	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5	42	42
04:00	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	45	45
05:00	0	0	0	0	1	2	5	1	3	0	0	0	0	0	12	51	52
06:00	0	0	0	1	5	14	21	11	2	0	0	0	0	0	54	46	49
07:00	**1**	0	0	0	**12**	43	48	36	4	0	0	0	0	0	144	47	49
08:00	0	0	0	0	8	40	92	39	5	0	0	0	0	0	184	47	49
09:00	0	0	0	**3**	12	65	86	**55**	10	**3**	0	0	0	0	234	47	51
10:00	0	0	0	1	6	90	112	52	**12**	3	0	0	0	0	276	47	50
11:00	0	0	0	1	12	**115**	**191**	47	11	0	0	0	0	0	**377**	45	49
12 PM	0	0	0	1	21	115	160	59	**8**	**3**	0	0	0	0	367	46	49
13:00	0	0	0	0	26	113	158	**63**	7	0	0	0	0	0	367	46	49
14:00	0	0	0	1	46	135	**171**	48	8	0	0	0	0	0	409	45	48
15:00	0	1	**2**	**11**	38	138	144	37	7	1	0	0	0	0	379	45	48
16:00	0	0	0	1	**61**	**169**	151	36	5	3	0	0	0	0	**426**	44	48
17:00	0	0	0	3	40	145	100	23	3	0	0	0	0	0	314	44	47
18:00	0	**2**	1	5	44	100	76	16	0	0	0	0	0	0	244	43	46
19:00	0	0	0	8	42	107	62	14	0	0	0	0	0	0	233	43	46
20:00	0	0	1	3	25	64	47	10	1	0	**1**	0	0	0	152	43	46
21:00	0	0	0	1	16	63	50	5	6	1	0	**1**	0	0	143	44	48
22:00	0	0	0	0	18	64	46	8	3	0	0	0	0	0	139	44	47
23:00	0	0	0	3	7	40	32	10	3	0	0	0	0	0	95	45	48
Total	1	3	4	43	444	1653	1791	585	104	15	2	1	0	0	4646		
Percent	0.0%	0.1%	0.1%	0.9%	9.6%	35.6%	38.5%	12.6%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00			09:00	07:00	11:00	11:00	09:00	10:00	09:00	02:00				11:00		
Vol.	1			3	12	115	191	55	12	3	1				377		
PM Peak		18:00	15:00	15:00	16:00	16:00	14:00	13:00	12:00	12:00	20:00	21:00			16:00		
Vol.		2	2	11	61	169	171	63	8	3	1	1			426		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	3	20	17	4	1	1	0	0	0	0	46	44	47
01:00	0	0	0	0	1	2	4	1	3	0	0	0	0	0	11	51	52
02:00	0	0	0	0	1	7	4	2	0	0	**1**	0	0	0	15	44	45
03:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5	39	39
04:00	0	0	0	0	1	2	4	0	0	0	0	0	0	0	7	43	43
05:00	0	0	0	0	1	3	2	1	1	0	0	0	0	0	8	39	39
06:00	0	0	0	1	1	9	10	3	1	0	0	0	0	0	25	45	47
07:00	0	0	0	1	3	26	31	14	4	0	0	0	0	0	79	47	50
08:00	0	0	0	1	4	32	52	18	3	**2**	0	0	0	0	112	46	50
09:00	0	0	0	1	7	47	67	32	4	0	0	0	0	0	158	46	49
10:00	0	0	0	1	15	64	114	**48**	**8**	0	0	0	0	0	250	46	50
11:00	0	0	**1**	**2**	**16**	**70**	**121**	47	6	1	0	0	0	0	**264**	46	49
12 PM	0	0	**1**	2	24	74	137	**62**	6	**1**	0	0	0	0	307	46	49
13:00	0	0	0	0	19	88	153	50	**8**	1	0	0	0	0	319	46	49
14:00	0	0	0	3	13	95	**163**	43	7	0	0	0	0	0	324	45	49
15:00	0	0	0	3	31	**146**	150	34	5	1	0	0	0	0	**370**	44	48
16:00	0	0	0	1	**46**	134	118	21	3	1	0	0	0	0	324	44	46
17:00	0	0	0	**4**	41	96	91	14	3	1	0	0	0	0	250	44	46
18:00	0	0	0	1	24	106	79	20	4	0	0	0	0	0	234	44	47
19:00	0	0	0	1	22	58	72	13	1	0	0	0	0	0	167	44	47
20:00	0	0	0	1	17	41	48	12	0	0	0	0	0	0	119	44	47
21:00	0	0	0	0	6	24	39	6	3	0	0	0	0	0	78	45	49
22:00	0	0	0	0	4	15	19	4	0	1	0	0	0	0	43	44	46
23:00	0	0	0	1	1	8	13	6	0	0	0	0	0	0	29	46	48
Total	0	0	2	24	301	1170	1510	455	71	10	1	0	0	0	3544		
Percent	0.0%	0.0%	0.1%	0.7%	8.5%	33.0%	42.6%	12.8%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	11:00	11:00	11:00	11:00	10:00	10:00	08:00	02:00				11:00		
Vol.			1	2	16	70	121	48	8	2	1				264		
PM Peak			12:00	17:00	16:00	15:00	14:00	12:00	13:00	12:00					15:00		
Vol.			1	4	46	146	163	62	8	1					370		

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

Colt Highway West of South Road
Farmington, Connecticut

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	1	7	6	3	1	0	0	0	0	0	19	46	48
01:00	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6	42	42
02:00	0	0	0	0	0	1	4	0	1	0	0	0	0	0	6	43	43
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	2	3	6	3	0	0	0	0	0	0	14	46	47
05:00	0	0	0	0	3	15	25	14	1	0	0	0	0	0	58	47	49
06:00	0	0	**1**	4	16	67	62	20	4	1	0	0	0	0	175	45	49
07:00	0	0	0	0	23	101	159	**56**	2	0	0	0	0	0	341	45	48
08:00	0	0	0	**5**	**29**	**144**	**190**	46	8	0	0	0	0	0	**422**	45	48
09:00	0	0	0	5	27	135	112	42	4	**2**	0	0	0	0	327	45	48
10:00	0	0	1	0	25	125	160	38	8	0	0	0	0	0	357	45	48
11:00	0	0	0	1	19	105	169	49	**10**	1	0	0	0	0	354	46	49
12 PM	0	0	0	**1**	**3**	**41**	**72**	**19**	**1**	**1**	0	0	0	0	**138**	45	48
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	2	17	150	746	970	291	40	5	0	0	0	0	2221		
Percent	0.0%	0.0%	0.1%	0.8%	6.8%	33.6%	43.7%	13.1%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			06:00	08:00	08:00	08:00	08:00	07:00	11:00	09:00					08:00		
Vol.			1	5	29	144	190	56	10	2					422		
PM Peak				12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00		
Vol.				1	3	41	72	19	1	1					138		
Total	741	657	644	1417	5143	11966	9634	2466	355	46	6	3	1	0	33079		
Percent	2.2%	2.0%	1.9%	4.3%	15.5%	36.2%	29.1%	7.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	30 MPH
	50th Percentile :	38 MPH
	85th Percentile :	43 MPH
	95th Percentile :	47 MPH
Stats	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	19597
	Percent in Pace :	59.2%
	Number of Vehicles > 40 MPH :	12444
	Percent of Vehicles > 40 MPH :	37.6%
	Mean Speed(Average) :	37 MPH

Colt Highway West of South Road
Farmington, Connecticut

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

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	6	34	8	32	10	36	16	44	13	46	11	38
01:00	*	*	*	*	4	10	5	7	4	8	7	27	4	11	5	13
02:00	*	*	*	*	3	5	2	6	2	6	0	15	3	15	2	9
03:00	*	*	*	*	1	3	3	6	1	6	1	5	1	5	1	5
04:00	*	*	*	*	5	11	5	23	4	15	2	6	5	7	4	12
05:00	*	*	*	*	36	68	41	60	31	61	11	12	5	8	25	42
06:00	*	*	*	*	176	169	178	158	152	158	46	54	24	25	115	113
07:00	*	*	*	*	**446**	325	**430**	376	**410**	331	66	144	35	79	**277**	251
08:00	*	*	*	*	335	**437**	288	**421**	289	**402**	92	184	56	112	212	311
09:00	*	*	*	*	181	303	181	328	222	327	124	234	81	158	158	270
10:00	*	*	*	*	201	313	188	303	240	312	**203**	276	169	250	200	291
11:00	*	*	*	*	177	360	175	363	200	365	195	**377**	**173**	**264**	184	**346**
12:00 PM	*	*	*	*	193	454	**204**	443	**244**	498	199	367	170	307	**202**	414
01:00	*	*	*	*	189	393	179	407	198	441	193	367	**174**	319	187	385
02:00	*	*	*	*	154	540	176	524	190	533	184	409	164	324	174	466
03:00	*	*	*	*	**200**	646	182	618	191	676	**201**	379	161	**370**	187	538
04:00	*	*	**144**	**727**	172	**747**	166	**822**	210	**822**	167	**426**	137	324	166	**645**
05:00	*	*	136	634	160	580	182	627	185	624	150	314	105	250	153	505
06:00	*	*	137	406	158	407	157	399	212	399	139	244	72	234	146	348
07:00	*	*	100	249	94	290	94	306	139	257	82	233	43	167	92	250
08:00	*	*	58	179	56	205	49	206	83	244	54	152	32	119	55	184
09:00	*	*	39	121	31	119	44	126	48	186	47	143	17	78	38	129
10:00	*	*	24	62	27	82	25	72	39	155	33	139	19	43	28	92
11:00	*	*	12	56	22	62	19	68	36	108	26	95	8	29	20	70
Lane	0	0	650	2434	3027	6563	2981	6701	3340	6970	2238	4646	1671	3544	2642	5727
Day	0		3084		9590		9682		10310		6884		5215		8369	
AM Peak					07:00	08:00	07:00	08:00	07:00	08:00	10:00	11:00	11:00	11:00	07:00	11:00
Vol.					446	437	430	421	410	402	203	377	173	264	277	346
PM Peak			16:00	16:00	15:00	16:00	12:00	16:00	12:00	16:00	15:00	16:00	13:00	15:00	12:00	16:00
Vol.			144	727	200	747	204	822	244	822	201	426	174	370	202	645

Colt Highway West of South Road
Farmington, Connecticut

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

Site Code: 3792
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	3	19	*	*	*	*	*	*	*	*	*	*	*	*	3	19
01:00	2	6	*	*	*	*	*	*	*	*	*	*	*	*	2	6
02:00	3	6	*	*	*	*	*	*	*	*	*	*	*	*	3	6
03:00	5	4	*	*	*	*	*	*	*	*	*	*	*	*	5	4
04:00	7	14	*	*	*	*	*	*	*	*	*	*	*	*	7	14
05:00	37	58	*	*	*	*	*	*	*	*	*	*	*	*	37	58
06:00	153	175	*	*	*	*	*	*	*	*	*	*	*	*	153	175
07:00	**406**	341	*	*	*	*	*	*	*	*	*	*	*	*	**406**	341
08:00	318	**422**	*	*	*	*	*	*	*	*	*	*	*	*	318	**422**
09:00	217	327	*	*	*	*	*	*	*	*	*	*	*	*	217	327
10:00	222	357	*	*	*	*	*	*	*	*	*	*	*	*	222	357
11:00	178	354	*	*	*	*	*	*	*	*	*	*	*	*	178	354
12:00 PM	**68**	**138**	*	*	*	*	*	*	*	*	*	*	*	*	**68**	**138**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1619	2221	0	0	0	0	0	0	0	0	0	0	0	0	1619	2221
Day	3840		0		0		0		0		0		0		3840	
AM Peak	07:00	08:00													07:00	08:00
Vol.	406	422													406	422
PM Peak	12:00	12:00													12:00	12:00
Vol.	68	138													68	138

Comb. Total	3840	3084	9590	9682	10310	6884	5215	12209

ADT ADT 9,861 AADT 9,861

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

Farmington Ave East of Main Road
FArmington, Connecticut

Site Code: 3789
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	*	*	42	62	60	77	85	123	65	120	63	96
01:00	*	*	*	*	*	*	15	31	17	41	68	55	42	58	36	46
02:00	*	*	*	*	*	*	10	14	10	13	24	49	30	36	18	28
03:00	*	*	*	*	*	*	15	6	9	4	16	28	8	23	12	15
04:00	*	*	*	*	*	*	10	6	18	7	19	7	10	10	14	8
05:00	*	*	*	*	*	*	74	20	83	20	22	8	17	3	49	13
06:00	*	*	*	*	*	*	344	55	319	47	90	19	60	12	203	33
07:00	*	*	*	*	*	*	820	214	**939**	216	258	65	126	41	536	134
08:00	*	*	*	*	*	*	**835**	739	824	716	340	173	177	74	544	426
09:00	*	*	*	*	*	*	606	**1126**	595	**1037**	359	231	378	110	484	**626**
10:00	*	*	*	*	*	*	633	804	615	703	459	315	370	205	519	507
11:00	*	*	*	*	*	*	718	546	764	529	**544**	**390**	**406**	**259**	**608**	431
12:00 PM	*	*	*	*	*	*	672	468	747	480	660	415	525	362	651	431
01:00	*	*	*	*	*	*	714	486	839	528	632	416	516	**419**	675	462
02:00	*	*	*	*	*	*	738	556	933	534	839	401	545	331	764	456
03:00	*	*	*	*	866	0	1207	554	1175	530	**842**	370	**563**	328	931	356
04:00	*	*	*	*	**1518**	306	**1523**	608	**1287**	635	587	**436**	488	400	**1081**	477
05:00	*	*	*	*	1362	783	1453	748	1244	**748**	493	391	426	381	996	610
06:00	*	*	*	*	848	**908**	837	**827**	898	720	447	347	324	272	671	**615**
07:00	*	*	*	*	516	637	489	622	477	479	327	326	273	226	416	458
08:00	*	*	*	*	348	338	304	349	342	309	245	220	208	158	289	275
09:00	*	*	*	*	211	218	240	233	285	211	254	185	124	148	223	199
10:00	*	*	*	*	106	205	136	230	220	189	223	153	68	112	151	178
11:00	*	*	*	*	60	104	66	121	161	163	146	141	52	66	97	119
Lane	0	0	0	0	5835	3499	12501	9425	12861	8936	7979	5264	5801	4154	10031	6999
Day	0		0		9334		21926		21797		13243		9955		17030	
AM Peak							08:00	09:00	07:00	09:00	11:00	11:00	11:00	11:00	11:00	09:00
Vol.							835	1126	939	1037	544	390	406	259	608	626
PM Peak					16:00	18:00	16:00	18:00	16:00	17:00	15:00	16:00	15:00	13:00	16:00	18:00
Vol.					1518	908	1523	827	1287	748	842	436	563	419	1081	615

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

Farmington Ave East of Main Road
FArmington, Connecticut

Site Code: 3789
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	24	36	*	*	*	*	*	*	*	*	*	*	*	*	24	36
01:00	18	14	*	*	*	*	*	*	*	*	*	*	*	*	18	14
02:00	6	7	*	*	*	*	*	*	*	*	*	*	*	*	6	7
03:00	8	4	*	*	*	*	*	*	*	*	*	*	*	*	8	4
04:00	13	8	*	*	*	*	*	*	*	*	*	*	*	*	13	8
05:00	95	14	*	*	*	*	*	*	*	*	*	*	*	*	95	14
06:00	397	42	*	*	*	*	*	*	*	*	*	*	*	*	397	42
07:00	898	196	*	*	*	*	*	*	*	*	*	*	*	*	898	196
08:00	**916**	655	*	*	*	*	*	*	*	*	*	*	*	*	**916**	655
09:00	691	**965**	*	*	*	*	*	*	*	*	*	*	*	*	691	**965**
10:00	624	700	*	*	*	*	*	*	*	*	*	*	*	*	624	700
11:00	716	531	*	*	*	*	*	*	*	*	*	*	*	*	716	531
12:00 PM	**793**	**458**	*	*	*	*	*	*	*	*	*	*	*	*	**793**	**458**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5199	3630	0	0	0	0	0	0	0	0	0	0	0	0	5199	3630
Day	8829		0		0		0		0		0		0		8829	
AM Peak	08:00	09:00													08:00	09:00
Vol.	916	965													916	965
PM Peak	12:00	12:00													12:00	12:00
Vol.	793	458													793	458

Comb. Total	8829	0	9334	21926	21797	13243	9955	25859

ADT ADT 21,862 AADT 21,862

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	**1**	**5**	13	88	287	299	**99**	**26**	3	0	0	0	0	821	45	49
16:00	0	0	1	11	105	345	294	72	12	**5**	0	0	0	0	845	44	48
17:00	0	0	0	**16**	**138**	**389**	**306**	72	13	4	0	0	0	0	**938**	44	47
18:00	0	0	0	9	40	203	256	80	12	1	0	0	0	0	601	45	49
19:00	0	0	0	2	38	106	123	57	9	1	0	0	0	0	336	46	49
20:00	0	0	1	1	16	64	68	36	9	5	**2**	0	0	0	202	48	53
21:00	0	0	0	5	19	42	72	36	9	2	1	0	**1**	0	187	47	51
22:00	0	0	1	0	7	30	35	27	11	3	0	0	0	0	114	49	53
23:00	0	0	0	2	2	10	18	25	9	1	0	**1**	0	0	68	50	53
Total	0	1	8	59	453	1476	1471	504	110	25	3	1	1	0	4112		
Percent	0.0%	0.0%	0.2%	1.4%	11.0%	35.9%	35.8%	12.3%	2.7%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		15:00 1	15:00 5	17:00 16	17:00 138	17:00 389	17:00 306	15:00 99	15:00 26	16:00 5	20:00 2	23:00 1	21:00 1		17:00 938		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	**1**	0	1	3	6	8	1	4	2	0	0	0	0	26	52	54
01:00	0	0	0	1	4	4	7	5	1	1	**1**	0	0	0	24	47	49
02:00	0	0	0	1	1	1	2	5	1	0	0	0	0	0	11	49	50
03:00	0	0	0	0	2	2	2	3	3	0	0	0	0	0	12	51	52
04:00	0	0	0	0	1	6	10	7	6	1	0	0	0	0	31	51	54
05:00	0	0	0	0	5	33	48	43	31	**8**	0	0	0	0	168	52	55
06:00	0	0	0	1	34	146	203	116	24	7	1	0	0	0	532	47	51
07:00	**2**	1	**13**	**30**	197	564	**520**	**124**	32	7	0	0	0	0	1490	44	48
08:00	0	0	4	29	**250**	**694**	479	105	10	1	0	0	0	0	**1572**	43	46
09:00	0	1	5	9	91	382	361	123	22	5	0	0	0	0	999	45	49
10:00	1	0	0	10	78	275	256	80	22	5	1	0	0	0	728	45	49
11:00	0	0	0	3	59	200	263	89	**35**	3	1	0	0	0	653	46	51
12 PM	0	0	0	8	74	275	264	116	**34**	3	0	**1**	0	0	775	46	50
13:00	0	0	**1**	6	73	299	257	97	16	1	0	0	0	0	750	45	49
14:00	0	0	0	5	94	308	242	72	20	**8**	**1**	0	0	0	750	45	49
15:00	0	0	0	4	97	373	278	90	20	1	1	0	0	0	864	45	48
16:00	0	0	0	11	79	314	**326**	80	22	3	0	0	0	0	835	45	49
17:00	0	0	0	**18**	**138**	**413**	281	72	14	1	0	0	0	0	**937**	44	47
18:00	0	0	1	4	51	214	276	**133**	28	1	1	0	0	0	709	47	50
19:00	0	0	0	1	19	81	157	98	30	3	0	0	0	0	389	48	52
20:00	0	0	0	0	16	83	112	48	32	7	0	0	0	0	298	49	53
21:00	0	0	0	0	6	40	68	44	17	1	0	0	0	0	176	49	52
22:00	0	0	0	1	4	27	42	24	12	2	0	0	0	0	112	49	53
23:00	0	0	0	1	2	16	23	20	4	3	1	0	0	0	70	49	55
Total	3	3	24	144	1378	4756	4485	1595	440	74	8	1	0	0	12911		
Percent	0.0%	0.0%	0.2%	1.1%	10.7%	36.8%	34.7%	12.4%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	00:00	07:00	07:00	08:00	08:00	07:00	07:00	11:00	05:00	01:00				08:00		
Vol.	2	1	13	30	250	694	520	124	35	8	1				1572		
PM Peak			13:00	17:00	17:00	17:00	16:00	18:00	12:00	14:00	14:00	12:00			17:00		
Vol.			1	18	138	413	326	133	34	8	1	1			937		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	2	9	11	6	2	1	0	0	0	0	31	47	50
01:00	0	0	0	1	2	2	6	5	2	2	0	0	0	0	20	49	51
02:00	0	0	0	0	1	1	3	7	3	1	0	0	0	0	16	52	53
03:00	0	0	0	0	1	5	1	8	2	0	0	0	0	0	17	49	51
04:00	0	0	0	0	0	6	6	7	6	0	0	0	0	0	25	52	54
05:00	0	0	0	0	8	30	48	53	30	**14**	**2**	0	0	0	185	52	56
06:00	0	0	0	5	26	112	193	136	**59**	12	2	**1**	0	0	546	49	53
07:00	0	0	**10**	**32**	172	518	475	**175**	47	8	0	0	0	0	1437	45	49
08:00	0	0	2	31	**200**	**564**	**494**	130	46	3	0	0	0	0	**1470**	45	49
09:00	0	0	4	5	52	312	356	134	40	6	0	0	0	0	909	46	50
10:00	0	0	0	14	91	274	255	125	29	8	2	0	0	0	798	46	50
11:00	0	0	0	14	74	223	241	112	25	5	2	0	0	0	696	46	50
12 PM	0	0	1	**13**	71	303	291	97	35	2	1	0	0	0	814	45	50
13:00	0	0	0	5	74	323	303	108	29	2	1	0	0	0	845	45	49
14:00	0	0	0	5	61	273	300	110	42	6	0	0	0	0	797	46	51
15:00	0	0	0	7	82	369	**367**	103	**45**	7	0	0	0	0	980	45	50
16:00	0	0	**2**	5	70	367	341	**112**	18	3	1	0	0	0	919	45	49
17:00	0	0	0	13	**101**	**425**	355	96	24	4	**2**	0	0	0	**1020**	45	49
18:00	0	0	0	5	38	200	295	105	28	4	0	0	0	0	675	46	50
19:00	0	0	0	2	15	87	148	69	39	8	1	0	0	0	369	49	53
20:00	0	0	0	0	10	66	131	75	25	2	0	0	0	0	309	48	51
21:00	0	0	0	0	7	50	73	50	18	**10**	1	0	0	0	209	50	55
22:00	0	0	1	0	5	21	51	42	17	2	1	0	0	0	140	49	53
23:00	0	0	0	2	0	10	22	20	9	8	1	0	0	0	72	54	57
Total	0	0	20	159	1163	4550	4766	1885	620	118	17	1	0	0	13299		
Percent	0.0%	0.0%	0.2%	1.2%	8.7%	34.2%	35.8%	14.2%	4.7%	0.9%	0.1%	0.0%	0.0%	0.0%			
AM Peak			07:00	07:00	08:00	08:00	08:00	07:00	06:00	05:00	05:00	06:00			08:00		
Vol.			10	32	200	564	494	175	59	14	2	1			1470		
PM Peak			16:00	12:00	17:00	17:00	15:00	16:00	15:00	21:00	17:00				17:00		
Vol.			2	13	101	425	367	112	45	10	2				1020		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	3	7	11	10	5	2	0	0	0	0	38	51	55
01:00	0	0	0	1	0	3	6	8	5	0	0	0	0	0	23	52	54
02:00	0	0	0	0	1	3	3	3	2	0	0	0	0	0	12	47	49
03:00	0	0	0	0	1	2	2	5	2	0	0	0	0	0	12	50	51
04:00	0	0	0	0	1	4	14	7	3	0	1	0	0	0	30	48	51
05:00	0	0	0	0	8	15	54	52	27	**14**	3	**1**	0	0	174	53	57
06:00	0	0	0	7	27	100	172	124	59	14	2	1	0	0	506	50	54
07:00	0	**4**	**10**	**21**	87	418	**499**	**198**	**85**	14	**4**	1	0	0	1341	47	52
08:00	0	0	2	16	**157**	**549**	482	181	43	9	1	0	0	0	**1440**	45	49
09:00	0	0	1	7	86	347	330	154	52	7	0	0	0	0	984	47	51
10:00	0	0	0	5	29	246	294	132	40	6	0	0	0	0	752	47	51
11:00	0	0	0	9	45	185	253	103	33	7	0	0	0	0	635	47	51
12 PM	0	0	0	2	51	222	277	116	49	7	2	0	0	0	726	47	52
13:00	0	0	0	5	40	220	305	130	45	10	1	0	0	0	756	47	52
14:00	0	0	1	4	53	258	307	**145**	54	8	2	**1**	0	0	833	47	51
15:00	0	0	0	4	68	282	**357**	132	**64**	**15**	1	0	0	0	923	47	52
16:00	0	0	0	3	**78**	**332**	350	129	27	13	1	0	0	0	**933**	46	50
17:00	0	0	0	**6**	75	306	345	119	30	4	1	1	0	0	887	46	50
18:00	0	0	0	1	30	192	280	126	31	8	0	0	0	0	668	47	51
19:00	0	**1**	0	0	11	90	165	98	39	6	0	0	0	0	410	49	53
20:00	0	0	0	3	13	62	100	61	21	5	0	0	0	0	265	49	53
21:00	0	0	**2**	1	14	57	78	55	17	5	0	0	0	0	229	48	52
22:00	0	0	0	0	7	39	71	54	17	6	**3**	1	0	0	198	50	55
23:00	0	0	0	2	4	27	55	54	28	6	0	0	0	0	176	51	54
Total	0	5	16	97	889	3966	4810	2196	778	166	22	6	0	0	12951		
Percent	0.0%	0.0%	0.1%	0.7%	6.9%	30.6%	37.1%	17.0%	6.0%	1.3%	0.2%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	08:00	08:00	07:00	07:00	07:00	05:00	07:00	05:00			08:00		
Vol.		4	10	21	157	549	499	198	85	14	4	1			1440		
PM Peak		19:00	21:00	17:00	16:00	16:00	15:00	14:00	15:00	15:00	22:00	14:00			16:00		
Vol.		1	2	6	78	332	357	145	64	15	3	1			933		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	1	4	19	30	28	5	1	0	0	0	0	88	48	51
01:00	0	0	0	0	1	9	19	11	7	1	1	0	0	0	49	50	53
02:00	0	0	0	0	0	8	8	9	3	1	1	0	0	0	30	49	52
03:00	0	0	0	0	1	3	3	8	5	0	0	0	0	0	20	52	54
04:00	0	0	0	0	2	3	2	4	5	2	0	0	0	0	18	54	56
05:00	0	0	0	0	2	15	27	32	22	10	3	0	0	0	111	54	58
06:00	0	0	0	0	3	23	48	54	25	15	2	0	0	0	170	52	57
07:00	0	0	0	0	7	43	83	82	49	16	**5**	**1**	0	0	286	52	57
08:00	0	0	**1**	0	14	68	114	85	49	**18**	2	1	0	0	352	51	55
09:00	0	0	0	**3**	**17**	90	140	85	56	17	4	0	0	0	412	51	55
10:00	0	0	0	0	12	**98**	150	98	45	9	2	0	0	0	414	49	54
11:00	0	0	0	1	11	63	**176**	**113**	**63**	18	2	0	**1**	0	**448**	51	55
12 PM	0	0	0	0	11	103	187	107	58	**27**	4	0	0	0	497	51	56
13:00	0	0	0	1	15	83	217	123	60	9	2	**1**	0	0	511	50	53
14:00	0	0	0	1	**17**	**138**	245	129	**73**	26	2	1	0	0	632	50	54
15:00	0	0	0	**2**	12	131	**255**	**179**	66	23	**7**	0	**2**	0	**677**	50	55
16:00	0	0	0	2	13	90	188	141	41	7	2	1	0	0	485	49	52
17:00	0	0	0	0	14	93	153	85	35	2	0	1	0	0	383	48	52
18:00	0	0	0	1	12	81	132	78	32	3	0	0	0	0	339	49	52
19:00	0	0	0	1	12	65	90	65	29	3	1	0	0	0	266	49	53
20:00	0	0	0	0	9	40	76	42	25	1	0	0	0	0	193	49	53
21:00	0	0	0	0	14	60	70	75	21	2	0	0	0	0	242	49	52
22:00	0	0	0	1	9	45	72	58	30	5	1	0	0	0	221	50	54
23:00	0	0	0	1	9	23	47	55	28	9	1	0	0	0	173	52	56
Total	0	0	1	15	221	1394	2532	1746	832	225	42	6	3	0	7017		
Percent	0.0%	0.0%	0.0%	0.2%	3.1%	19.9%	36.1%	24.9%	11.9%	3.2%	0.6%	0.1%	0.0%	0.0%			
AM Peak			08:00	09:00	09:00	10:00	11:00	11:00	11:00	08:00	07:00	07:00	11:00		11:00		
Vol.			1	3	17	98	176	113	63	18	5	1	1		448		
PM Peak				15:00	14:00	14:00	15:00	15:00	14:00	12:00	15:00	13:00	15:00		15:00		
Vol.				2	17	138	255	179	73	27	7	1	2		677		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	2	21	28	30	14	4	0	0	0	0	99	51	55
01:00	0	0	0	0	1	8	6	11	8	2	4	0	0	**2**	42	56	62
02:00	0	0	0	0	1	3	7	11	6	3	0	0	0	0	31	53	56
03:00	0	0	0	0	0	0	4	2	1	1	0	0	0	0	8	45	45
04:00	0	0	0	0	1	0	1	3	2	1	0	0	0	0	8	49	49
05:00	0	0	0	0	1	5	9	7	13	4	0	0	0	0	39	54	57
06:00	0	0	0	0	2	2	19	34	19	7	5	**1**	0	0	89	55	61
07:00	0	0	0	0	7	15	30	22	17	4	3	1	0	0	99	53	59
08:00	0	0	**1**	**1**	2	19	47	43	34	13	4	1	0	0	165	54	58
09:00	0	0	0	0	9	52	115	73	42	14	**7**	0	0	0	312	51	57
10:00	0	0	0	1	4	57	101	**89**	**53**	**18**	2	1	0	0	326	52	56
11:00	0	0	0	1	**16**	**73**	**123**	83	27	14	3	0	0	1	**341**	49	55
12 PM	0	0	0	1	12	67	143	107	**60**	11	**4**	**1**	0	0	406	51	55
13:00	0	**1**	0	0	12	72	171	110	53	**24**	3	0	0	0	**446**	51	56
14:00	0	0	0	0	6	**92**	150	**112**	59	17	1	0	0	0	437	51	55
15:00	0	0	0	1	12	79	**174**	98	54	11	1	1	0	0	431	50	54
16:00	0	0	0	1	10	74	151	94	44	7	2	1	0	0	384	50	53
17:00	0	0	0	**2**	**25**	82	123	72	37	5	0	0	0	0	346	49	53
18:00	0	0	0	0	3	52	105	73	31	3	1	1	0	0	269	49	53
19:00	0	0	0	0	9	36	63	45	26	6	0	0	0	0	185	50	54
20:00	0	0	0	0	5	34	60	52	36	7	1	0	0	0	195	51	55
21:00	0	0	0	0	7	16	30	38	17	5	0	1	0	0	114	51	55
22:00	0	0	0	0	2	15	24	20	16	3	4	0	0	0	84	53	59
23:00	0	0	0	0	2	5	12	16	12	1	1	0	0	0	49	52	54
Total	0	1	1	8	151	879	1696	1245	681	185	46	9	0	3	4905		
Percent	0.0%	0.0%	0.0%	0.2%	3.1%	17.9%	34.6%	25.4%	13.9%	3.8%	0.9%	0.2%	0.0%	0.1%			
AM Peak			08:00	08:00	11:00	11:00	11:00	10:00	10:00	10:00	09:00	06:00		01:00	11:00		
Vol.			1	1	16	73	123	89	53	18	7	1		2	341		
PM Peak		13:00		17:00	17:00	14:00	15:00	14:00	12:00	13:00	12:00	12:00			13:00		
Vol.		1		2	25	92	174	112	60	24	4	1			446		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	2	6	5	5	2	2	1	0	0	0	23	49	51
01:00	0	0	0	1	0	1	5	5	1	0	0	0	0	0	13	49	50
02:00	0	0	0	0	2	1	6	4	1	0	0	0	0	0	14	48	49
03:00	0	0	0	0	1	1	2	1	3	0	0	0	0	0	8	52	52
04:00	0	0	0	0	0	2	7	6	6	4	0	0	0	0	25	55	57
05:00	0	0	0	0	3	26	48	43	29	12	3	0	0	0	164	53	57
06:00	0	0	0	3	13	94	202	138	**70**	**17**	**5**	0	0	0	542	50	55
07:00	0	0	0	7	77	448	**530**	**229**	65	17	0	0	0	0	1373	47	51
08:00	0	**1**	**11**	**36**	**196**	**622**	522	135	24	2	1	0	0	0	**1550**	44	48
09:00	0	0	0	5	47	314	374	140	59	13	1	0	0	0	953	47	52
10:00	0	0	0	3	64	226	283	103	49	10	1	0	0	0	739	47	52
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	11	55	405	1741	1984	809	309	77	12	0	0	0	5404		
Percent	0.0%	0.0%	0.2%	1.0%	7.5%	32.2%	36.7%	15.0%	5.7%	1.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00	06:00	06:00				08:00		
Vol.		1	11	36	196	622	530	229	70	17	5				1550		
PM Peak Vol.																	
Total	3	11	81	537	4660	18762	21744	9980	3770	870	150	24	4	3	60599		
Percent	0.0%	0.0%	0.1%	0.9%	7.7%	31.0%	35.9%	16.5%	6.2%	1.4%	0.2%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	41 MPH
	85th Percentile :	47 MPH
	95th Percentile :	52 MPH
Stats	10 MPH Pace Speed :	37-46 MPH
	Number in Pace :	37711
	Percent in Pace :	62.2%
	Number of Vehicles > 40 MPH :	36179
	Percent of Vehicles > 40 MPH :	59.7%
	Mean Speed(Average) :	42 MPH

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	4	*	*
16:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	*	*
17:00	**1**	0	0	**3**	0	2	1	0	0	0	0	0	0	0	**7**	27	27
18:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	4	0	6	5	0	0	0	0	0	0	0	16		
Percent	6.3%	0.0%	0.0%	25.0%	0.0%	37.5%	31.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1			17:00 3		15:00 2	15:00 2								17:00 7		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
07:00	0	0	1	0	0	2	3	0	0	0	0	0	0	0	6	42	42
08:00	0	0	1	1	3	5	2	0	0	0	0	0	0	0	12	40	41
09:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	*	*
10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
11:00	**2**	0	**15**	**66**	**192**	**229**	**166**	**63**	**30**	**4**	**2**	0	0	0	**769**	44	50
12 PM	1	2	10	63	173	212	184	**61**	28	2	1	0	0	0	737	44	49
13:00	0	3	22	89	184	244	151	38	27	3	**2**	0	0	0	763	43	49
14:00	0	6	20	112	247	242	134	50	26	3	1	0	0	0	841	43	48
15:00	5	21	73	145	282	**255**	**194**	55	**29**	**8**	1	0	0	0	1068	43	48
16:00	**22**	42	123	**274**	**313**	246	138	40	17	1	1	0	0	0	**1217**	40	45
17:00	12	**45**	**131**	214	248	226	161	48	16	1	0	0	0	0	1102	41	46
18:00	3	7	19	80	167	205	160	37	16	4	0	0	0	0	698	43	48
19:00	0	0	9	38	116	160	117	53	15	3	0	0	0	0	511	45	49
20:00	0	0	5	30	73	111	87	47	14	2	0	0	0	0	369	45	49
21:00	0	0	0	18	41	66	54	33	11	3	0	0	0	0	226	47	51
22:00	0	0	1	7	24	36	48	15	2	0	0	0	0	0	133	44	47
23:00	0	0	0	3	15	20	29	16	11	1	0	0	0	0	95	49	53
Total	45	126	430	1140	2079	2260	1631	556	242	35	8	0	0	0	8552		
Percent	0.5%	1.5%	5.0%	13.3%	24.3%	26.4%	19.1%	6.5%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00		
Vol.	2		15	66	192	229	166	63	30	4	2				769		
PM Peak	16:00	17:00	17:00	16:00	16:00	15:00	15:00	12:00	15:00	15:00	13:00				16:00		
Vol.	22	45	131	274	313	255	194	61	29	8	2				1217		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	3	6	17	15	6	8	1	0	0	0	0	56	49	53
01:00	0	0	2	1	3	6	8	1	1	0	0	0	0	0	22	43	45
02:00	0	0	0	1	2	5	3	2	2	0	0	0	0	0	15	43	44
03:00	0	0	0	0	5	2	5	1	1	0	0	0	0	0	14	43	45
04:00	0	0	0	1	7	6	5	4	2	1	0	0	0	0	26	47	49
05:00	0	0	1	8	20	18	24	7	8	0	0	0	0	0	86	46	52
06:00	0	0	2	30	75	75	63	22	11	1	0	0	0	0	279	44	49
07:00	5	8	49	119	191	142	85	42	20	4	0	0	0	0	665	42	48
08:00	**9**	**24**	**79**	**164**	193	197	115	45	24	**5**	0	0	0	0	**855**	42	48
09:00	0	2	13	86	**205**	181	123	56	**32**	2	0	0	0	0	700	44	50
10:00	0	1	10	68	169	206	156	**62**	23	5	1	0	0	0	701	44	49
11:00	1	0	8	58	169	**256**	**179**	39	29	2	**2**	0	0	0	743	43	49
12 PM	0	4	27	96	218	223	168	51	20	2	0	0	0	0	809	43	48
13:00	1	1	16	54	165	211	149	**76**	**30**	**7**	1	0	0	0	711	45	50
14:00	0	4	20	102	195	189	147	51	27	3	0	0	0	0	738	44	49
15:00	5	22	58	158	**335**	283	**172**	53	24	3	**2**	0	0	0	1115	42	47
16:00	16	40	138	**256**	321	**285**	157	36	10	1	1	0	0	0	**1261**	40	44
17:00	**23**	**53**	**153**	255	241	236	122	29	8	1	0	**1**	0	0	1122	39	44
18:00	0	6	20	85	197	172	141	35	14	2	0	0	0	0	672	43	47
19:00	0	0	6	38	135	138	104	40	13	2	0	0	0	0	476	44	49
20:00	1	0	5	32	75	99	82	33	14	3	1	0	**1**	0	346	45	50
21:00	0	1	2	12	34	61	67	23	8	3	1	0	0	0	212	45	50
22:00	0	0	1	6	15	44	45	25	6	0	1	0	0	0	143	46	50
23:00	0	0	0	5	18	29	37	15	9	0	0	0	0	0	113	47	51
Total	61	166	610	1638	2994	3081	2172	754	344	48	10	1	1	0	11880		
Percent	0.5%	1.4%	5.1%	13.8%	25.2%	25.9%	18.3%	6.3%	2.9%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	11:00	11:00	10:00	09:00	08:00	11:00				08:00		
Vol.	9	24	79	164	205	256	179	62	32	5	2				855		
PM Peak	17:00	17:00	17:00	16:00	15:00	16:00	15:00	13:00	13:00	13:00	15:00	17:00	20:00		16:00		
Vol.	23	53	153	256	335	285	172	76	30	7	2	1	1		1261		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	1	2	10	22	22	11	2	0	0	0	0	0	70	46	48
01:00	0	0	0	2	5	5	5	6	1	0	0	0	0	0	24	47	49
02:00	0	0	0	0	4	5	2	0	1	0	0	0	0	0	12	40	41
03:00	0	0	0	2	2	5	3	0	3	0	0	0	0	0	15	42	52
04:00	0	0	0	0	4	4	9	4	2	2	0	0	0	0	25	47	49
05:00	0	0	0	2	18	24	24	7	8	2	0	0	0	0	85	47	52
06:00	0	1	1	19	52	73	78	26	23	5	0	**1**	0	0	279	47	53
07:00	2	**14**	36	75	148	151	132	44	25	**7**	1	0	0	0	635	44	50
08:00	**7**	12	**38**	**124**	177	172	137	**63**	**29**	6	**3**	0	0	0	**768**	44	50
09:00	0	3	9	65	153	198	**151**	53	23	5	3	0	0	0	663	44	50
10:00	0	2	22	85	170	199	132	59	26	2	1	0	0	0	698	44	49
11:00	1	0	8	69	**213**	**236**	141	49	18	2	0	0	0	0	737	43	48
12 PM	0	3	16	105	231	246	155	64	28	5	0	0	0	0	853	44	49
13:00	1	9	22	67	177	174	169	67	26	2	0	0	0	0	714	44	49
14:00	1	1	30	99	219	235	159	65	**29**	5	1	0	0	0	844	44	49
15:00	8	23	54	152	238	**278**	**216**	55	26	**6**	**4**	0	0	0	1060	43	48
16:00	7	23	**123**	**218**	**292**	234	186	**72**	22	1	0	0	0	0	**1178**	42	47
17:00	**10**	**48**	85	171	256	238	150	32	17	2	0	0	0	0	1009	41	45
18:00	2	3	21	75	169	153	150	57	17	3	0	0	0	0	650	44	48
19:00	0	0	3	30	90	99	89	43	21	3	0	0	0	0	378	46	51
20:00	0	0	3	20	59	104	95	41	13	2	0	0	0	0	337	45	50
21:00	0	0	3	17	48	58	75	21	13	0	1	0	0	0	236	45	51
22:00	0	0	0	14	32	52	56	19	8	0	0	0	0	0	181	45	49
23:00	0	0	1	3	34	47	52	21	8	2	0	0	0	0	168	46	50
Total	39	142	476	1416	2801	3012	2388	879	389	62	14	1	0	0	11619		
Percent	0.3%	1.2%	4.1%	12.2%	24.1%	25.9%	20.6%	7.6%	3.3%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00	11:00	11:00	09:00	08:00	08:00	07:00	08:00	06:00			08:00		
Vol.	7	14	38	124	213	236	151	63	29	7	3	1			768		
PM Peak	17:00	17:00	16:00	16:00	16:00	15:00	15:00	16:00	14:00	15:00	15:00				16:00		
Vol.	10	48	123	218	292	278	216	72	29	6	4				1178		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	1	10	23	39	30	16	7	3	1	0	0	0	130	46	52
01:00	0	0	2	5	19	31	44	11	2	0	1	0	0	0	115	44	47
02:00	0	0	0	3	6	9	14	6	7	1	0	0	0	0	46	49	53
03:00	0	0	0	2	7	4	6	2	4	2	0	0	0	0	27	52	54
04:00	0	0	1	1	4	6	5	1	2	0	0	0	0	0	20	43	45
05:00	0	0	1	2	9	9	16	6	6	0	0	0	0	0	49	47	52
06:00	0	0	0	7	13	18	25	7	8	1	0	**1**	0	0	80	47	52
07:00	0	0	0	10	38	51	58	37	17	4	0	0	0	0	215	48	52
08:00	0	0	1	11	41	81	77	36	22	**11**	1	1	0	0	282	48	54
09:00	0	0	1	5	56	95	104	**70**	**49**	9	**3**	0	0	0	392	50	54
10:00	0	0	1	6	87	122	**148**	59	41	9	2	0	0	0	475	48	53
11:00	0	**1**	**5**	**28**	**102**	**156**	148	57	38	6	3	0	0	0	**544**	46	52
12 PM	0	0	8	37	**124**	160	134	57	**42**	8	**1**	0	0	0	**571**	46	52
13:00	0	**1**	8	29	93	131	**149**	47	24	**9**	1	0	0	0	492	46	51
14:00	**1**	0	1	24	110	**162**	110	**61**	39	4	1	0	0	0	513	47	52
15:00	1	1	**13**	**47**	123	156	124	37	27	5	1	0	0	0	535	45	51
16:00	0	1	4	36	118	129	99	52	28	5	0	0	0	0	472	46	51
17:00	0	1	7	23	102	112	99	23	10	2	1	0	0	0	380	44	48
18:00	0	0	10	34	85	91	73	24	9	1	0	0	0	0	327	44	48
19:00	0	0	4	16	55	74	91	41	15	1	0	0	0	0	297	46	50
20:00	0	1	2	13	46	37	54	18	12	0	0	0	0	0	183	46	51
21:00	0	0	0	9	38	49	48	15	10	1	0	0	0	0	170	45	51
22:00	0	0	1	10	49	52	48	14	4	0	0	0	0	0	178	44	48
23:00	0	0	0	8	25	43	47	15	16	1	0	0	0	0	155	47	52
Total	2	6	71	376	1373	1817	1751	712	439	83	16	2	0	0	6648		
Percent	0.0%	0.1%	1.1%	5.7%	20.7%	27.3%	26.3%	10.7%	6.6%	1.2%	0.2%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	08:00	09:00	06:00			11:00		
Vol.		1	5	28	102	156	148	70	49	11	3	1			544		
PM Peak	14:00	13:00	15:00	15:00	12:00	14:00	13:00	14:00	12:00	13:00	12:00				12:00		
Vol.	1	1	13	47	124	162	149	61	42	9	1				571		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	4	18	22	20	16	6	0	0	0	0	0	86	47	51
01:00	0	0	1	4	11	21	23	7	0	1	1	**1**	0	0	70	44	47
02:00	0	0	0	5	5	8	8	3	3	0	0	0	0	0	32	47	51
03:00	0	0	1	0	3	5	6	0	1	0	0	0	0	0	16	43	44
04:00	0	0	0	2	1	2	6	2	0	0	0	0	0	0	13	45	46
05:00	0	0	0	0	2	5	1	3	1	0	0	0	0	0	12	47	48
06:00	0	0	1	6	7	11	21	5	5	0	0	0	0	0	56	46	52
07:00	**1**	0	0	7	11	22	28	23	8	5	1	0	0	0	106	49	55
08:00	0	0	1	4	23	43	56	38	17	4	0	0	0	0	186	49	53
09:00	0	0	1	7	24	67	69	35	23	5	0	1	0	0	232	49	53
10:00	0	0	**4**	12	53	72	98	**52**	27	4	0	0	0	0	322	48	52
11:00	0	0	3	**17**	**63**	**123**	**119**	48	**28**	**11**	**3**	0	0	0	**415**	47	53
12 PM	0	0	1	14	72	129	**141**	**62**	25	**9**	**2**	0	0	0	455	47	52
13:00	0	1	1	10	65	**138**	93	59	**39**	6	1	0	0	0	413	48	53
14:00	0	1	1	15	62	125	105	34	31	6	0	**1**	0	0	381	46	52
15:00	0	0	3	**25**	**104**	137	118	59	19	3	0	0	0	0	**468**	46	50
16:00	0	0	**4**	19	93	104	88	44	13	1	2	0	0	0	368	45	49
17:00	**1**	1	4	14	66	83	81	40	17	3	0	0	0	0	310	46	51
18:00	0	**2**	2	13	55	64	61	30	14	2	0	0	0	0	243	46	51
19:00	0	0	0	9	44	47	72	25	9	3	0	1	0	0	210	46	50
20:00	0	0	3	6	32	51	48	22	9	1	0	0	0	0	172	46	50
21:00	0	0	0	7	21	23	35	11	8	1	0	0	0	0	106	46	51
22:00	0	0	2	8	9	15	11	10	3	0	0	0	0	0	58	46	50
23:00	0	0	1	1	8	9	23	10	6	1	0	0	0	0	59	49	53
Total	2	5	34	209	852	1326	1331	638	312	66	10	4	0	0	4789		
Percent	0.0%	0.1%	0.7%	4.4%	17.8%	27.7%	27.8%	13.3%	6.5%	1.4%	0.2%	0.1%	0.0%	0.0%			
AM Peak	07:00		10:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	01:00			11:00		
Vol.	1		4	17	63	123	119	52	28	11	3	1			415		
PM Peak	17:00	18:00	16:00	15:00	15:00	13:00	12:00	12:00	13:00	12:00	12:00	14:00			15:00		
Vol.	1	2	4	25	104	138	141	62	39	9	2	1			468		

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	1	1	6	1	4	4	1	1	1	0	0	0	20	47	49
01:00	0	0	0	0	6	3	2	4	1	0	0	0	0	0	16	47	49
02:00	0	0	0	4	6	3	2	2	2	0	0	0	0	0	19	37	39
03:00	0	0	0	2	4	3	5	0	1	0	0	0	0	0	15	42	44
04:00	0	0	0	0	3	5	8	3	6	3	0	0	0	0	28	53	56
05:00	0	0	1	6	15	23	27	16	13	2	0	0	0	0	103	49	53
06:00	0	1	1	26	53	76	79	35	17	4	0	0	0	0	292	46	51
07:00	4	8	37	94	150	138	129	53	35	**8**	**2**	0	0	0	658	45	51
08:00	**11**	**13**	**55**	**118**	**188**	159	141	**66**	**39**	3	0	0	0	0	**793**	44	50
09:00	0	1	7	47	146	160	**150**	62	25	1	1	0	0	0	600	45	49
10:00	3	1	24	83	179	**179**	136	45	27	3	0	0	0	0	680	44	49
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	18	24	126	381	756	750	683	290	167	25	4	0	0	0	3224		
Percent	0.6%	0.7%	3.9%	11.8%	23.4%	23.3%	21.2%	9.0%	5.2%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	09:00	08:00	08:00	07:00	07:00				08:00		
Vol.	11	13	55	118	188	179	150	66	39	8	2				793		
PM Peak Vol.																	
Total	168	469	1747	5164	10855	12252	9961	3829	1893	319	62	8	1	0	46728		
Percent	0.4%	1.0%	3.7%	11.1%	23.2%	26.2%	21.3%	8.2%	4.1%	0.7%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	28 MPH
	50th Percentile :	36 MPH
	85th Percentile :	44 MPH
	95th Percentile :	50 MPH
Stats	10 MPH Pace Speed :	33-42 MPH
	Number in Pace :	22571
	Percent in Pace :	48.3%
	Number of Vehicles > 40 MPH :	16220
	Percent of Vehicles > 40 MPH :	34.7%
	Mean Speed(Average) :	37 MPH

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

Farmington Avenue East of South Road
Farmington, Connecticut

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	26	0	31	56	38	70	88	130	99	86	56	68
01:00	*	*	*	*	24	0	20	22	23	24	49	115	42	70	32	46
02:00	*	*	*	*	11	0	16	15	12	12	30	46	31	32	20	21
03:00	*	*	*	*	12	0	17	14	12	15	20	27	8	16	14	14
04:00	*	*	*	*	31	0	25	26	30	25	18	20	8	13	22	17
05:00	*	*	*	*	168	0	185	86	174	85	111	49	39	12	135	46
06:00	*	*	*	*	532	1	546	279	506	279	170	80	89	56	369	139
07:00	*	*	*	*	1490	6	1437	665	1341	635	286	215	99	106	931	325
08:00	*	*	*	*	**1572**	12	**1470**	**855**	**1440**	**768**	352	282	165	186	**1000**	421
09:00	*	*	*	*	999	3	909	700	984	663	412	392	312	232	723	398
10:00	*	*	*	*	728	1	798	701	752	698	414	475	326	322	604	439
11:00	*	*	*	*	653	**769**	696	743	635	737	**448**	**544**	**341**	**415**	555	**642**
12:00 PM	*	*	*	*	775	737	814	809	726	853	497	**571**	406	455	644	685
01:00	*	*	*	*	750	763	845	711	756	714	511	492	**446**	413	662	619
02:00	*	*	*	*	750	841	797	738	833	844	632	513	437	381	690	663
03:00	*	*	821	4	864	1068	980	1115	923	1060	**677**	535	431	**468**	**783**	708
04:00	*	*	845	3	835	**1217**	919	**1261**	**933**	**1178**	485	472	384	368	734	**750**
05:00	*	*	**938**	**7**	**937**	1102	**1020**	1122	887	1009	383	380	346	310	752	655
06:00	*	*	601	2	709	698	675	672	668	650	339	327	269	243	544	432
07:00	*	*	336	0	389	511	369	476	410	378	266	297	185	210	326	312
08:00	*	*	202	0	298	369	309	346	265	337	193	183	195	172	244	234
09:00	*	*	187	0	176	226	209	212	229	236	242	170	114	106	193	158
10:00	*	*	114	0	112	133	140	143	198	181	221	178	84	58	145	116
11:00	*	*	68	0	70	95	72	113	176	168	173	155	49	59	101	98
Lane	0	0	4112	16	12911	8552	13299	11880	12951	11619	7017	6648	4905	4789	10279	8006
Day	0		4128		21463		25179		24570		13665		9694		18285	
AM Peak					08:00	11:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	11:00
Vol.					1572	769	1470	855	1440	768	448	544	341	415	1000	642
PM Peak			17:00	17:00	17:00	16:00	17:00	16:00	16:00	16:00	15:00	12:00	13:00	15:00	15:00	16:00
Vol.			938	7	937	1217	1020	1261	933	1178	677	571	446	468	783	750

Farmington Avenue East of South Road
Farmington, Connecticut

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

Site Code: 3780
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	23	20	*	*	*	*	*	*	*	*	*	*	*	*	23	20
01:00	13	16	*	*	*	*	*	*	*	*	*	*	*	*	13	16
02:00	14	19	*	*	*	*	*	*	*	*	*	*	*	*	14	19
03:00	8	15	*	*	*	*	*	*	*	*	*	*	*	*	8	15
04:00	25	28	*	*	*	*	*	*	*	*	*	*	*	*	25	28
05:00	164	103	*	*	*	*	*	*	*	*	*	*	*	*	164	103
06:00	542	292	*	*	*	*	*	*	*	*	*	*	*	*	542	292
07:00	1373	658	*	*	*	*	*	*	*	*	*	*	*	*	1373	658
08:00	**1550**	**793**	*	*	*	*	*	*	*	*	*	*	*	*	**1550**	**793**
09:00	953	600	*	*	*	*	*	*	*	*	*	*	*	*	953	600
10:00	739	680	*	*	*	*	*	*	*	*	*	*	*	*	739	680
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5404	3224	0	0	0	0	0	0	0	0	0	0	0	0	5404	3224
Day	8628		0		0		0		0		0		0		8628	
AM Peak	08:00	08:00													08:00	08:00
Vol.	1550	793													1550	793
PM Peak																
Vol.																

Comb. Total	8628	4128	21463	25179	24570	13665	9694	26913

ADT ADT 23,737 AADT 23,737

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	**2**	2	11	55	139	**213**	**105**	**16**	**3**	0	0	0	3	552	46	50
16:00	**6**	2	**34**	**58**	**96**	**202**	170	40	7	1	0	0	0	**4**	**620**	43	47
17:00	1	1	20	27	52	171	180	82	10	1	**1**	0	0	3	549	45	49
18:00	1	0	5	6	10	83	123	92	6	3	0	**1**	0	1	331	47	50
19:00	1	0	1	1	9	55	93	41	5	1	0	0	0	0	207	46	49
20:00	0	0	1	1	9	21	47	31	6	3	0	0	0	0	119	48	52
21:00	0	0	2	0	2	23	41	24	5	1	0	0	0	0	98	48	51
22:00	0	0	0	0	1	15	16	10	3	1	0	0	0	0	46	48	51
23:00	0	0	0	0	0	7	14	8	1	1	0	0	0	0	31	47	49
Total	12	5	65	104	234	716	897	433	59	15	1	1	0	11	2553		
Percent	0.5%	0.2%	2.5%	4.1%	9.2%	28.0%	35.1%	17.0%	2.3%	0.6%	0.0%	0.0%	0.0%	0.4%			
AM Peak Vol.																	
PM Peak Vol.	16:00 6	15:00 2	16:00 34	16:00 58	16:00 96	16:00 202	15:00 213	15:00 105	15:00 16	15:00 3	17:00 1	18:00 1		16:00 4	16:00 620		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	3	3	2	0	1	**1**	0	0	0	10	43	44
01:00	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	42	42
03:00	0	0	0	0	1	0	0	2	2	0	0	0	0	0	5	*	*
04:00	0	0	0	0	0	2	5	6	5	0	0	0	0	0	18	52	54
05:00	0	0	0	0	1	9	45	26	5	2	1	0	0	0	89	49	52
06:00	2	0	3	7	28	74	168	94	17	5	0	0	0	0	398	47	51
07:00	**9**	**27**	**42**	**60**	**78**	**182**	**235**	94	10	4	0	0	0	**2**	**743**	45	48
08:00	5	2	12	29	49	108	192	97	23	9	1	**1**	0	0	528	47	51
09:00	1	0	2	8	34	96	162	101	19	2	0	1	0	0	426	47	50
10:00	1	0	0	0	11	54	147	**111**	**34**	**10**	1	0	0	0	369	49	54
11:00	0	0	5	15	37	99	181	109	17	4	0	0	0	1	468	47	50
12 PM	0	0	5	9	21	87	171	97	**23**	2	1	0	0	1	417	48	51
13:00	1	0	1	2	20	116	164	**105**	10	**8**	1	0	0	1	429	47	50
14:00	2	1	7	15	44	95	189	101	16	5	0	0	0	2	477	47	50
15:00	4	0	2	5	49	160	**222**	81	21	6	0	0	0	2	552	46	50
16:00	**6**	**6**	**39**	**65**	**120**	**200**	172	48	11	8	0	0	0	**4**	**679**	44	48
17:00	6	0	6	17	76	182	187	84	8	3	1	**1**	0	0	571	45	49
18:00	2	0	0	9	18	92	217	90	21	2	0	0	0	0	451	47	50
19:00	1	0	1	1	3	36	108	75	18	3	1	1	0	0	248	49	52
20:00	1	0	0	0	3	34	68	50	12	1	0	0	0	0	169	48	51
21:00	0	0	1	0	2	16	41	33	5	1	**2**	0	0	0	101	48	51
22:00	1	0	0	0	0	5	25	18	3	3	0	0	0	0	55	50	55
23:00	0	0	0	0	2	6	11	8	2	2	0	0	0	0	31	47	50
Total	42	36	126	242	598	1657	2716	1434	282	81	10	4	0	13	7241		
Percent	0.6%	0.5%	1.7%	3.3%	8.3%	22.9%	37.5%	19.8%	3.9%	1.1%	0.1%	0.1%	0.0%	0.2%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	10:00	10:00	00:00	08:00		07:00	07:00		
Vol.	9	27	42	60	78	182	235	111	34	10	1	1		2	743		
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	15:00	13:00	12:00	13:00	21:00	17:00		16:00	16:00		
Vol.	6	6	39	65	120	200	222	105	23	8	2	1		4	679		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	1	0	0	6	1	5	1	0	0	0	0	0	14	49	50
01:00	0	0	0	0	0	0	2	3	2	1	0	0	0	0	8	49	49
02:00	0	0	0	0	1	1	4	2	0	0	0	0	0	0	8	45	45
03:00	0	0	0	0	0	1	2	4	0	0	0	0	0	0	7	48	48
04:00	0	0	0	0	0	0	7	9	3	2	0	0	0	0	21	51	53
05:00	0	0	0	0	0	7	36	24	12	**4**	**1**	0	0	1	85	51	55
06:00	0	0	0	3	11	75	155	**116**	18	3	0	**1**	0	0	382	48	51
07:00	3	0	**33**	**45**	70	**176**	**278**	94	**21**	4	0	0	0	0	**724**	45	49
08:00	4	0	6	15	48	133	177	92	16	4	0	0	0	**3**	498	46	50
09:00	4	0	3	6	23	99	185	57	17	1	1	1	0	3	400	46	50
10:00	0	2	5	18	46	130	157	47	8	0	0	0	0	0	413	45	48
11:00	**7**	**3**	5	32	**87**	140	147	41	3	0	1	0	0	0	466	44	47
12 PM	1	0	3	13	41	118	158	67	8	3	0	0	0	0	412	46	49
13:00	1	0	2	16	37	122	187	48	11	4	0	0	0	0	428	45	49
14:00	4	0	1	12	23	92	163	106	22	7	0	0	0	1	431	48	51
15:00	3	0	4	20	48	89	210	**156**	**31**	7	**2**	**2**	0	2	574	48	51
16:00	**8**	**14**	**27**	**78**	**84**	**156**	200	76	22	3	1	0	0	1	**670**	45	49
17:00	4	2	11	36	54	138	**213**	109	22	5	1	0	0	**4**	599	47	50
18:00	2	0	0	4	8	54	155	83	26	5	0	0	0	1	338	49	52
19:00	0	0	0	0	6	44	80	65	13	**9**	0	0	0	2	219	49	54
20:00	0	0	1	0	4	19	78	68	8	5	1	0	0	0	184	49	52
21:00	0	0	2	1	1	8	49	42	11	1	0	1	0	1	117	49	52
22:00	0	0	0	0	1	13	24	19	9	2	0	0	0	0	68	50	53
23:00	0	0	0	0	1	4	18	9	9	2	0	0	0	0	43	52	54
Total	41	21	104	299	594	1625	2686	1342	293	72	8	5	0	19	7109		
Percent	0.6%	0.3%	1.5%	4.2%	8.4%	22.9%	37.8%	18.9%	4.1%	1.0%	0.1%	0.1%	0.0%	0.3%			
AM Peak	11:00	11:00	07:00	07:00	11:00	07:00	07:00	06:00	07:00	05:00	05:00	06:00		08:00	07:00		
Vol.	7	3	33	45	87	176	278	116	21	4	1	1		3	724		
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	17:00	15:00	15:00	19:00	15:00	15:00		17:00	16:00		
Vol.	8	14	27	78	84	156	213	156	31	9	2	2		4	670		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	0	5	12	6	0	1	0	0	0	0	24	46	48
01:00	0	0	0	0	1	0	1	4	0	0	0	0	0	0	6	48	48
02:00	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7	44	44
03:00	0	0	0	0	0	0	2	3	1	1	0	0	0	0	7	48	48
04:00	0	0	0	0	0	4	10	8	4	0	0	0	0	0	26	50	52
05:00	0	0	0	0	1	8	28	35	8	4	0	0	0	0	84	50	54
06:00	1	1	0	0	19	52	125	109	31	**11**	1	0	0	2	352	49	54
07:00	2	**9**	10	**36**	**71**	**102**	**203**	**144**	21	7	3	**1**	0	1	**610**	47	51
08:00	0	0	**11**	24	49	102	196	101	20	4	0	0	0	**3**	510	47	50
09:00	0	0	1	10	13	49	145	138	30	9	**4**	0	0	1	400	49	53
10:00	**4**	0	2	6	18	72	170	104	**32**	6	0	0	0	0	414	48	52
11:00	2	0	2	8	13	89	185	135	21	5	3	0	0	1	464	48	51
12 PM	0	0	7	19	38	99	160	93	**29**	6	**1**	0	0	1	453	48	52
13:00	0	0	2	4	33	107	164	81	22	4	1	0	0	1	419	47	51
14:00	6	2	9	39	56	106	119	91	23	**7**	1	0	0	1	460	47	51
15:00	2	9	33	45	63	143	186	**95**	18	3	1	0	**1**	2	601	46	50
16:00	**8**	**14**	**44**	**86**	**76**	**154**	**194**	63	8	1	1	0	0	**3**	**652**	44	48
17:00	4	3	11	21	58	135	173	84	11	2	1	0	0	3	506	46	49
18:00	2	0	1	0	21	62	141	76	20	5	1	0	0	3	332	48	52
19:00	0	0	4	3	10	50	112	57	14	0	1	0	0	0	251	48	51
20:00	0	0	0	3	10	35	70	46	8	3	0	0	0	0	175	48	51
21:00	0	0	3	0	4	23	54	33	16	3	0	0	0	1	137	50	53
22:00	0	0	0	0	0	15	53	18	5	2	0	0	0	0	93	48	52
23:00	0	0	0	1	2	8	31	29	7	1	0	0	0	0	79	49	52
Total	31	38	140	305	556	1422	2538	1554	349	85	19	1	1	23	7062		
Percent	0.4%	0.5%	2.0%	4.3%	7.9%	20.1%	35.9%	22.0%	4.9%	1.2%	0.3%	0.0%	0.0%	0.3%			
AM Peak	10:00	07:00	08:00	07:00	07:00	07:00	07:00	07:00	10:00	06:00	09:00	07:00		08:00	07:00		
Vol.	4	9	11	36	71	102	203	144	32	11	4	1		3	610		
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	12:00	14:00	12:00		15:00	16:00	16:00		
Vol.	8	14	44	86	76	154	194	95	29	7	1		1	3	652		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	1	13	16	9	3	1	0	0	0	0	43	48	51
01:00	0	0	0	0	0	3	14	7	2	0	0	0	0	0	26	48	50
02:00	0	0	0	0	0	4	0	5	3	1	0	0	0	0	13	52	53
03:00	0	0	0	0	0	2	3	4	0	0	0	0	0	0	9	47	48
04:00	0	0	0	0	0	2	3	3	0	0	0	0	0	0	8	46	47
05:00	0	0	0	0	0	1	7	8	1	1	0	0	0	0	18	48	50
06:00	0	0	0	0	4	5	29	24	10	3	2	0	0	0	77	51	56
07:00	0	0	0	2	10	18	63	64	25	6	**4**	0	0	0	192	51	55
08:00	0	0	0	0	1	19	119	94	27	**9**	0	0	0	**1**	270	50	54
09:00	0	**1**	**5**	0	9	42	146	87	18	9	1	0	0	1	319	49	53
10:00	**1**	0	0	2	14	**53**	125	88	**34**	6	1	0	0	0	324	49	53
11:00	1	1	1	**11**	**16**	52	**161**	**121**	26	8	1	0	0	0	**399**	49	52
12 PM	**1**	0	0	6	22	96	142	95	27	11	0	0	0	1	401	48	53
13:00	1	2	3	9	38	85	153	107	23	7	1	0	**1**	0	430	48	51
14:00	1	2	**14**	**21**	**48**	**101**	**177**	**117**	24	8	**4**	0	0	0	**517**	48	52
15:00	0	**3**	4	12	32	67	169	103	**33**	**14**	1	**3**	0	0	441	49	54
16:00	1	0	0	3	7	65	125	70	22	2	2	0	0	0	297	48	51
17:00	0	0	0	0	7	44	122	78	10	4	0	0	0	**2**	267	48	51
18:00	0	0	0	0	11	45	114	57	14	7	0	0	0	0	248	48	53
19:00	1	1	0	0	4	38	80	46	8	4	1	0	0	0	183	48	52
20:00	0	0	0	0	1	21	54	37	14	4	0	0	0	0	131	50	54
21:00	1	1	0	0	2	21	66	42	7	3	1	0	0	0	144	48	52
22:00	1	0	0	0	0	14	60	29	14	3	0	0	0	0	121	49	53
23:00	0	0	0	0	1	6	26	22	5	1	0	0	0	0	61	49	52
Total	9	11	27	66	228	817	1974	1317	350	112	19	3	1	5	4939		
Percent	0.2%	0.2%	0.5%	1.3%	4.6%	16.5%	40.0%	26.7%	7.1%	2.3%	0.4%	0.1%	0.0%	0.1%			
AM Peak	10:00	09:00	09:00	11:00	11:00	10:00	11:00	11:00	10:00	08:00	07:00			08:00	11:00		
Vol.	1	1	5	11	16	53	161	121	34	9	4			1	399		
PM Peak	12:00	15:00	14:00	14:00	14:00	14:00	14:00	14:00	15:00	15:00	14:00	15:00	13:00	17:00	14:00		
Vol.	1	3	14	21	48	101	177	117	33	14	4	3	1	2	517		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	0	4	10	6	1	0	0	0	0	0	21	47	49
01:00	0	0	0	0	0	5	7	11	5	1	1	0	0	0	30	51	54
02:00	0	0	0	0	0	0	4	5	2	1	0	0	0	0	12	50	51
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	4	3	1	0	0	0	0	0	0	8	42	43
05:00	0	0	0	0	0	4	5	2	0	1	0	0	0	0	12	45	46
06:00	0	0	0	0	2	5	21	16	3	4	0	0	0	0	51	51	56
07:00	0	0	0	0	5	11	34	34	13	8	0	0	0	0	105	52	56
08:00	0	0	0	0	1	21	78	71	21	4	1	0	0	0	197	50	53
09:00	0	0	**2**	2	6	24	92	**115**	**33**	**13**	**2**	0	0	1	**290**	51	55
10:00	0	**2**	0	2	**13**	46	95	82	24	3	1	0	0	0	268	49	52
11:00	0	0	2	**5**	10	**51**	**101**	91	21	3	1	0	0	**2**	287	49	52
12 PM	0	0	**4**	3	**27**	**69**	145	**94**	14	1	**2**	0	0	0	**359**	47	50
13:00	**2**	**2**	0	1	24	61	**147**	81	21	5	0	0	0	1	345	48	52
14:00	2	1	1	**4**	10	49	144	82	**29**	**11**	0	0	0	1	334	49	54
15:00	1	1	3	2	10	50	142	75	29	7	1	0	0	**3**	324	49	53
16:00	0	0	0	3	13	65	112	59	12	6	0	0	0	0	270	47	51
17:00	2	0	0	0	5	30	101	68	15	1	0	0	0	0	222	48	51
18:00	1	0	0	0	2	36	82	40	12	3	1	**1**	0	0	178	48	52
19:00	0	0	0	0	1	20	66	52	9	5	1	0	0	0	154	49	53
20:00	1	0	0	0	5	12	43	43	9	1	0	0	0	0	114	49	52
21:00	0	0	0	0	0	7	22	20	5	3	0	0	0	0	57	50	55
22:00	0	0	0	0	0	5	12	11	4	0	0	0	0	0	32	49	52
23:00	0	0	0	0	2	4	7	9	3	1	0	0	0	0	26	50	52
Total	9	6	12	22	136	584	1475	1069	285	82	11	1	0	8	3700		
Percent	0.2%	0.2%	0.3%	0.6%	3.7%	15.8%	39.9%	28.9%	7.7%	2.2%	0.3%	0.0%	0.0%	0.2%			
AM Peak		10:00	09:00	11:00	10:00	11:00	11:00	09:00	09:00	09:00	09:00			11:00	09:00		
Vol.		2	2	5	13	51	101	115	33	13	2			2	290		
PM Peak	13:00	13:00	12:00	14:00	12:00	12:00	13:00	12:00	14:00	14:00	12:00	18:00		15:00	12:00		
Vol.	2	2	4	4	27	69	147	94	29	11	2	1		3	359		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	0	2	5	5	1	1	0	0	0	0	14	49	50
01:00	0	0	0	0	0	0	2	2	2	2	0	0	0	0	8	*	*
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5	*	*
04:00	0	0	0	0	0	1	9	6	1	1	0	0	0	0	18	48	50
05:00	0	0	0	0	1	11	35	27	4	1	1	0	0	0	80	49	51
06:00	0	0	1	1	16	66	126	93	**45**	**16**	1	0	0	0	365	51	55
07:00	2	**2**	**21**	**68**	**74**	**132**	**197**	91	23	6	0	**1**	0	**3**	**620**	46	50
08:00	3	0	1	53	69	108	156	**123**	18	8	0	0	0	2	541	47	51
09:00	0	0	2	2	15	73	133	106	20	5	**3**	0	0	0	359	48	52
10:00	**4**	0	2	19	37	88	124	71	25	4	2	1	0	0	377	48	52
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	9	2	27	143	212	482	790	527	139	44	7	2	0	5	2389		
Percent	0.4%	0.1%	1.1%	6.0%	8.9%	20.2%	33.1%	22.1%	5.8%	1.8%	0.3%	0.1%	0.0%	0.2%			
AM Peak	10:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	06:00	06:00	09:00	07:00		07:00	07:00		
Vol.	4	2	21	68	74	132	197	123	45	16	3	1		3	620		
PM Peak Vol.																	
Total	153	119	501	1181	2558	7303	13076	7676	1757	491	75	17	2	84	34993		
Percent	0.4%	0.3%	1.4%	3.4%	7.3%	20.9%	37.4%	21.9%	5.0%	1.4%	0.2%	0.0%	0.0%	0.2%			

	15th Percentile :	34 MPH
	50th Percentile :	42 MPH
	85th Percentile :	48 MPH
	95th Percentile :	51 MPH
Stats	10 MPH Pace Speed :	39-48 MPH
	Number in Pace :	20496
	Percent in Pace :	58.7%
	Number of Vehicles > 40 MPH :	22285
	Percent of Vehicles > 40 MPH :	63.8%
	Mean Speed(Average) :	42 MPH

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	5	0	0	3	23	124	**219**	**150**	**53**	10	0	0	0	2	589	49	53
16:00	4	0	**11**	**31**	68	**208**	173	65	17	2	**1**	0	0	**3**	583	45	49
17:00	**8**	**1**	0	29	**97**	199	200	51	4	1	0	0	0	2	**592**	44	47
18:00	3	0	0	1	16	58	141	97	24	5	0	0	0	2	347	49	52
19:00	0	1	0	3	4	38	101	60	12	3	0	0	0	0	222	48	51
20:00	0	0	0	1	4	15	78	75	23	5	0	0	0	1	202	50	53
21:00	0	0	0	0	1	18	27	42	20	**12**	1	0	0	0	121	53	57
22:00	0	0	0	0	0	3	13	15	12	4	1	0	0	0	48	53	57
23:00	0	0	0	0	0	2	9	5	7	1	0	0	0	0	24	52	54
Total	20	2	11	68	213	665	961	560	172	43	3	0	0	10	2728		
Percent	0.7%	0.1%	0.4%	2.5%	7.8%	24.4%	35.2%	20.5%	6.3%	1.6%	0.1%	0.0%	0.0%	0.4%			
AM Peak Vol.																	
PM Peak Vol.	17:00 8	17:00 1	16:00 11	16:00 31	17:00 97	16:00 208	15:00 219	15:00 150	15:00 53	21:00 12	16:00 1			16:00 3	17:00 592		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	0	5	1	7	0	0	0	0	0	13	54	55
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	0	1	3	2	1	1	0	0	0	0	8	44	44
04:00	0	0	0	0	0	2	5	6	3	3	2	0	0	0	21	56	58
05:00	0	0	0	0	1	5	17	28	14	9	1	1	0	0	76	54	58
06:00	0	0	**2**	1	6	22	82	123	44	12	1	0	0	1	294	51	55
07:00	**4**	0	2	3	**25**	**102**	**201**	146	46	12	0	0	**1**	2	**544**	49	53
08:00	4	**1**	2	**9**	11	81	185	**157**	40	13	**4**	0	1	0	508	49	54
09:00	0	0	0	2	16	47	114	115	33	14	4	0	0	0	345	50	55
10:00	1	0	1	2	4	28	97	103	**52**	**19**	4	**2**	1	1	315	52	57
11:00	1	0	0	2	2	33	113	107	46	18	3	1	0	**4**	330	52	56
12 PM	0	0	0	5	6	43	158	**166**	49	**18**	**4**	1	0	2	452	50	55
13:00	0	0	1	1	6	52	173	133	52	10	2	1	0	0	431	50	54
14:00	2	0	0	2	16	59	134	148	**62**	11	2	0	0	0	436	50	54
15:00	5	1	0	3	17	144	232	114	19	7	1	**2**	0	2	547	47	50
16:00	**8**	1	6	29	**102**	**251**	178	75	11	1	1	0	0	3	**666**	44	48
17:00	2	**5**	**9**	**30**	77	173	**255**	86	12	3	0	0	0	**4**	656	45	49
18:00	0	0	0	4	16	82	152	117	33	5	1	0	0	0	410	49	52
19:00	0	0	0	0	3	48	71	78	26	6	3	0	0	0	235	50	54
20:00	0	0	0	0	4	27	89	56	30	4	1	0	0	0	211	50	54
21:00	0	0	0	0	0	14	39	49	14	8	2	0	**1**	0	127	51	56
22:00	1	0	0	0	0	5	27	15	14	8	3	2	0	1	76	56	61
23:00	1	0	0	0	0	0	12	23	7	3	2	0	0	0	48	53	57
Total	29	8	23	93	312	1220	2346	1849	615	185	41	10	4	20	6755		
Percent	0.4%	0.1%	0.3%	1.4%	4.6%	18.1%	34.7%	27.4%	9.1%	2.7%	0.6%	0.1%	0.1%	0.3%			
AM Peak	07:00	08:00	06:00	08:00	07:00	07:00	07:00	08:00	10:00	10:00	08:00	10:00	07:00	11:00	07:00		
Vol.	4	1	2	9	25	102	201	157	52	19	4	2	1	4	544		
PM Peak	16:00	17:00	17:00	17:00	16:00	16:00	17:00	12:00	14:00	12:00	12:00	15:00	21:00	17:00	16:00		
Vol.	8	5	9	30	102	251	255	166	62	18	4	2	1	4	666		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	0	2	3	6	3	0	1	0	0	0	15	51	52
01:00	0	0	0	1	0	0	1	0	1	2	1	0	0	0	6	*	*
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	2	3	5	1	1	1	**1**	0	0	14	49	50
04:00	0	0	0	0	0	2	3	8	5	1	1	1	0	0	21	53	55
05:00	0	0	0	0	0	5	17	29	13	8	1	1	0	0	74	54	57
06:00	3	0	2	0	0	7	73	128	**65**	**20**	6	0	0	0	304	53	57
07:00	2	0	0	1	12	**91**	**241**	164	47	7	**7**	0	**1**	**6**	**579**	49	53
08:00	**6**	0	1	4	6	78	219	**177**	42	9	4	1	0	1	548	49	53
09:00	1	0	1	3	10	47	142	132	46	20	0	0	0	1	403	51	55
10:00	2	0	2	5	**19**	39	105	93	50	11	4	0	0	2	332	51	55
11:00	6	0	**3**	**12**	8	74	122	65	22	5	2	1	0	1	321	48	53
12 PM	3	0	1	2	20	78	187	115	35	9	2	0	0	4	456	49	53
13:00	4	0	0	7	21	77	159	113	11	4	0	0	**1**	1	398	47	50
14:00	0	0	0	4	13	54	146	158	**54**	17	**4**	0	0	2	452	50	55
15:00	3	0	0	0	1	56	216	**195**	52	15	2	0	1	2	543	50	53
16:00	**6**	**1**	0	**10**	**62**	**168**	233	82	10	5	0	0	0	1	578	45	49
17:00	5	0	**2**	9	49	166	**263**	91	15	4	1	0	0	**5**	**610**	46	49
18:00	2	0	0	0	0	68	145	151	42	11	3	0	0	2	424	50	54
19:00	0	0	0	0	4	23	93	77	47	7	1	**1**	0	0	253	51	54
20:00	0	0	0	0	2	17	52	89	33	**18**	2	0	1	0	214	53	57
21:00	1	0	0	2	2	15	47	58	37	8	0	0	0	0	170	52	55
22:00	0	0	1	0	0	5	20	35	17	8	2	0	1	0	89	54	57
23:00	0	0	0	1	2	2	10	15	5	5	1	0	0	0	41	55	59
Total	44	1	13	61	231	1076	2500	1986	654	195	46	6	5	28	6846		
Percent	0.6%	0.0%	0.2%	0.9%	3.4%	15.7%	36.5%	29.0%	9.6%	2.8%	0.7%	0.1%	0.1%	0.4%			
AM Peak	08:00		11:00	11:00	10:00	07:00	07:00	08:00	06:00	06:00	07:00	03:00	07:00	07:00	07:00		
Vol.	6		3	12	19	91	241	177	65	20	7	1	1	6	579		
PM Peak	16:00	16:00	17:00	16:00	16:00	16:00	17:00	15:00	14:00	20:00	14:00	19:00	13:00	17:00	17:00		
Vol.	6	1	2	10	62	168	263	195	54	18	4	1	1	5	610		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	1	1	6	6	3	2	0	0	0	0	19	52	54
01:00	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	47	47
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	1	4	2	3	1	**1**	0	0	12	57	58
04:00	0	0	0	0	0	4	4	3	3	2	1	1	0	0	18	52	54
05:00	0	0	0	0	2	2	25	25	17	7	**4**	0	0	0	82	54	60
06:00	0	0	**1**	2	1	35	87	109	43	20	3	0	**1**	0	302	52	56
07:00	1	**1**	1	0	**9**	**40**	153	**236**	**82**	26	4	0	0	0	**553**	51	55
08:00	**3**	1	0	2	6	28	**201**	199	51	16	2	1	0	**1**	511	50	54
09:00	2	0	0	1	0	22	98	141	71	19	3	0	0	0	357	52	56
10:00	1	0	0	**4**	6	30	111	131	62	15	1	0	0	0	361	51	55
11:00	1	0	0	3	2	22	91	141	52	**32**	2	0	0	1	347	53	57
12 PM	0	0	0	0	2	27	111	157	**90**	23	2	0	0	1	413	52	56
13:00	1	0	0	0	2	14	110	**172**	54	**34**	**6**	0	**1**	0	394	53	57
14:00	3	0	0	1	9	66	164	149	62	19	5	0	0	**2**	480	51	55
15:00	3	0	0	1	18	94	**214**	154	68	20	1	**1**	0	1	**575**	50	54
16:00	**4**	0	**2**	**11**	**49**	**147**	207	106	14	4	0	0	1	2	547	46	50
17:00	3	0	0	3	22	124	195	112	21	8	1	0	0	2	491	48	51
18:00	1	0	0	1	5	56	128	117	26	7	2	0	0	1	344	49	53
19:00	0	0	0	0	3	19	58	85	35	3	1	1	0	1	206	51	54
20:00	1	0	0	1	8	19	87	65	23	7	0	0	0	0	211	50	54
21:00	1	**1**	0	0	1	24	65	50	18	4	1	1	0	1	167	50	53
22:00	0	0	0	1	0	9	40	46	20	9	1	1	0	0	127	52	56
23:00	0	0	0	0	0	9	21	32	7	1	2	0	0	0	72	49	52
Total	25	3	4	31	146	792	2178	2244	824	283	43	7	3	13	6596		
Percent	0.4%	0.0%	0.1%	0.5%	2.2%	12.0%	33.0%	34.0%	12.5%	4.3%	0.7%	0.1%	0.0%	0.2%			
AM Peak	08:00	07:00	06:00	10:00	07:00	07:00	08:00	07:00	07:00	11:00	05:00	03:00	06:00	08:00	07:00		
Vol.	3	1	1	4	9	40	201	236	82	32	4	1	1	1	553		
PM Peak	16:00	21:00	16:00	16:00	16:00	16:00	15:00	13:00	12:00	13:00	13:00	15:00	13:00	14:00	15:00		
Vol.	4	1	2	11	49	147	214	172	90	34	6	1	1	2	575		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	0	0	**1**	2	4	12	17	4	2	0	0	0	0	42	50	54
01:00	0	0	0	0	0	2	8	3	5	5	2	0	0	0	25	58	60
02:00	0	0	0	0	0	0	3	10	6	2	0	0	0	0	21	54	56
03:00	0	0	0	0	0	1	4	0	1	1	0	0	0	0	7	43	43
04:00	0	0	0	0	0	0	0	6	2	1	1	0	0	0	10	50	51
05:00	0	0	0	0	1	3	7	9	3	5	2	0	1	0	31	57	60
06:00	0	0	0	0	0	3	19	18	26	15	5	0	0	**1**	87	57	60
07:00	0	0	0	1	1	8	20	57	33	14	**6**	0	0	0	140	55	60
08:00	0	0	0	0	2	3	41	85	61	17	5	0	0	0	214	54	58
09:00	1	0	0	0	4	**17**	56	122	49	**32**	6	0	0	1	288	54	58
10:00	1	0	**1**	0	2	13	72	128	57	19	6	**2**	**2**	0	303	53	58
11:00	**2**	0	0	0	**5**	12	**76**	**149**	**64**	17	4	1	0	0	**330**	52	56
12 PM	1	0	0	0	0	28	109	**168**	66	13	**4**	0	0	0	**389**	51	55
13:00	1	0	0	1	0	10	84	152	**79**	**19**	3	0	0	0	349	53	56
14:00	0	0	0	1	5	41	126	141	48	16	1	**1**	0	0	380	51	55
15:00	**5**	0	0	0	1	27	96	129	70	15	3	0	0	**2**	348	52	55
16:00	0	0	**1**	0	**9**	44	117	106	37	12	3	0	0	0	329	50	54
17:00	1	0	0	1	3	**51**	**128**	87	22	8	0	0	0	1	302	49	53
18:00	0	0	0	0	3	14	70	80	31	9	2	0	0	0	209	51	55
19:00	0	0	0	0	6	19	71	62	27	7	1	0	0	2	195	51	54
20:00	0	0	0	0	3	20	61	51	18	10	0	0	0	0	163	51	55
21:00	0	0	0	0	1	17	56	54	22	6	0	1	0	0	157	51	54
22:00	0	0	0	**4**	0	13	59	31	9	8	0	0	0	0	124	50	56
23:00	0	0	0	0	1	8	19	26	14	4	1	0	0	0	73	52	56
Total	12	0	2	9	49	358	1314	1691	754	257	55	5	3	7	4516		
Percent	0.3%	0.0%	0.0%	0.2%	1.1%	7.9%	29.1%	37.4%	16.7%	5.7%	1.2%	0.1%	0.1%	0.2%			
AM Peak	11:00		10:00	00:00	11:00	09:00	11:00	11:00	11:00	09:00	07:00	10:00	10:00	06:00	11:00		
Vol.	2		1	1	5	17	76	149	64	32	6	2	2	1	330		
PM Peak	15:00		16:00	22:00	16:00	17:00	17:00	12:00	13:00	13:00	12:00	14:00		15:00	12:00		
Vol.	5		1	4	9	51	128	168	79	19	4	1		2	389		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	2	3	13	14	7	2	2	0	0	0	43	51	54
01:00	0	0	0	0	0	2	5	12	11	3	1	0	0	0	34	54	57
02:00	0	0	0	**1**	0	1	6	1	0	3	0	0	0	0	12	45	57
03:00	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	*	*
04:00	0	0	0	0	1	2	2	2	2	0	0	0	0	0	9	*	*
05:00	0	**1**	0	0	0	2	7	8	4	0	0	0	0	0	22	51	53
06:00	0	0	0	0	1	1	7	17	8	6	4	1	0	**2**	47	58	62
07:00	0	0	0	0	0	1	6	21	18	12	3	**3**	0	0	64	59	64
08:00	0	0	0	0	0	1	12	62	32	15	4	0	**1**	0	127	55	59
09:00	0	1	0	0	0	4	29	71	43	14	**7**	1	0	0	170	54	59
10:00	0	0	0	0	**6**	**14**	43	100	48	25	4	0	0	1	241	54	58
11:00	**1**	0	0	0	3	14	**95**	**170**	**63**	**37**	2	0	1	1	**387**	53	57
12 PM	2	0	0	0	2	19	81	**156**	**68**	28	**5**	0	0	0	**361**	53	57
13:00	0	0	0	0	3	12	70	132	62	18	5	**1**	0	**3**	306	53	57
14:00	0	0	0	0	5	25	95	145	58	**29**	2	0	**1**	0	360	52	57
15:00	2	0	0	**3**	**11**	25	**142**	106	39	15	2	0	1	1	347	50	55
16:00	**3**	0	0	2	1	**42**	134	108	34	10	1	0	0	1	336	50	54
17:00	0	0	0	1	11	28	80	74	31	9	1	0	0	0	235	51	55
18:00	1	0	0	0	1	6	64	72	22	16	5	1	0	0	188	53	58
19:00	0	0	0	0	0	8	48	65	22	10	2	0	1	2	158	52	56
20:00	0	0	0	0	1	11	36	51	15	4	0	0	0	0	118	50	54
21:00	0	0	0	0	0	7	15	23	10	5	1	1	0	0	62	53	57
22:00	0	0	0	0	1	4	6	16	6	1	1	1	0	0	36	51	54
23:00	0	0	0	0	0	3	4	7	2	0	0	0	0	0	16	49	51
Total	9	2	0	7	49	235	1001	1434	605	262	53	9	5	11	3682		
Percent	0.2%	0.1%	0.0%	0.2%	1.3%	6.4%	27.2%	38.9%	16.4%	7.1%	1.4%	0.2%	0.1%	0.3%			
AM Peak	11:00	05:00		02:00	10:00	10:00	11:00	11:00	11:00	11:00	09:00	07:00	08:00	06:00	11:00		
Vol.	1	1		1	6	14	95	170	63	37	7	3	1	2	387		
PM Peak	16:00			15:00	15:00	16:00	15:00	12:00	12:00	14:00	12:00	13:00	14:00	13:00	12:00		
Vol.	3			3	11	42	142	156	68	29	5	1	1	3	361		

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	0	1	0	7	0	2	0	0	0	0	10	49	50
01:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	2	3	0	1	1	0	0	0	8	47	47
04:00	0	0	0	0	0	2	2	5	5	0	1	0	0	0	15	53	54
05:00	0	0	0	1	0	8	23	18	18	11	3	0	0	1	83	55	59
06:00	1	0	**1**	1	2	11	48	112	59	20	**8**	**3**	0	2	268	54	59
07:00	2	**1**	0	**5**	**19**	**60**	**192**	**221**	76	**26**	1	1	0	2	**606**	51	55
08:00	0	1	1	1	2	29	182	176	**78**	9	4	0	0	**3**	486	51	54
09:00	**3**	1	0	3	4	48	137	122	42	9	1	0	0	1	371	50	54
10:00	1	0	0	0	3	29	94	99	67	14	3	1	0	1	312	52	56
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	7	3	2	11	30	189	682	767	345	92	22	5	0	10	2165		
Percent	0.3%	0.1%	0.1%	0.5%	1.4%	8.7%	31.5%	35.4%	15.9%	4.2%	1.0%	0.2%	0.0%	0.5%			
AM Peak	09:00	07:00	06:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00	06:00	06:00		08:00	07:00		
Vol.	3	1	1	5	19	60	192	221	78	26	8	3		3	606		
PM Peak Vol.																	
Total	146	19	55	280	1030	4535	10982	10531	3969	1317	263	42	20	99	33288		
Percent	0.4%	0.1%	0.2%	0.8%	3.1%	13.6%	33.0%	31.6%	11.9%	4.0%	0.8%	0.1%	0.1%	0.3%			

	15th Percentile :	38 MPH
	50th Percentile :	44 MPH
	85th Percentile :	51 MPH
	95th Percentile :	55 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	19881
	Percent in Pace :	59.9%
	Number of Vehicles > 40 MPH :	26249
	Percent of Vehicles > 40 MPH :	79.1%
	Mean Speed(Average) :	45 MPH

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	10	13	14	15	24	19	43	42	21	43	22	26
01:00	*	*	*	*	4	3	8	6	6	5	26	25	30	34	15	15
02:00	*	*	*	*	3	3	8	1	7	2	13	21	12	12	9	8
03:00	*	*	*	*	5	8	7	14	7	12	9	7	4	3	6	9
04:00	*	*	*	*	18	21	21	21	26	18	8	10	8	9	16	16
05:00	*	*	*	*	89	76	85	74	84	82	18	31	12	22	58	57
06:00	*	*	*	*	398	294	382	304	352	302	77	87	51	47	252	207
07:00	*	*	*	*	**743**	**544**	**724**	**579**	**610**	**553**	192	140	105	64	**475**	376
08:00	*	*	*	*	528	508	498	548	510	511	270	214	197	127	401	**382**
09:00	*	*	*	*	426	345	400	403	400	357	319	288	**290**	170	367	313
10:00	*	*	*	*	369	315	413	332	414	361	324	303	268	241	358	310
11:00	*	*	*	*	468	330	466	321	464	347	**399**	**330**	287	**387**	417	343
12:00 PM	*	*	*	*	417	452	412	456	453	413	401	**389**	**359**	**361**	408	414
01:00	*	*	*	*	429	431	428	398	419	394	430	349	345	306	410	376
02:00	*	*	*	*	477	436	431	452	460	480	**517**	380	334	360	444	422
03:00	*	*	552	589	552	547	574	543	601	**575**	441	348	324	347	507	492
04:00	*	*	**620**	583	**679**	**666**	**670**	578	**652**	547	297	329	270	336	**531**	**506**
05:00	*	*	549	**592**	571	656	599	**610**	506	491	267	302	222	235	452	481
06:00	*	*	331	347	451	410	338	424	332	344	248	209	178	188	313	320
07:00	*	*	207	222	248	235	219	253	251	206	183	195	154	158	210	212
08:00	*	*	119	202	169	211	184	214	175	211	131	163	114	118	149	186
09:00	*	*	98	121	101	127	117	170	137	167	144	157	57	62	109	134
10:00	*	*	46	48	55	76	68	89	93	127	121	124	32	36	69	83
11:00	*	*	31	24	31	48	43	41	79	72	61	73	26	16	45	46
Lane	0	0	2553	2728	7241	6755	7109	6846	7062	6596	4939	4516	3700	3682	6043	5734
Day	0		5281		13996		13955		13658		9455		7382		11777	
AM Peak					07:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	09:00	11:00	07:00	08:00
Vol.					743	544	724	579	610	553	399	330	290	387	475	382
PM Peak			16:00	17:00	16:00	16:00	16:00	17:00	16:00	15:00	14:00	12:00	12:00	12:00	16:00	16:00
Vol.			620	592	679	666	670	610	652	575	517	389	359	361	531	506

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

Farmington Ave East of Talcott Notch Road
Farmington, Connecticut

Site Code: 3783
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	07-Dec-15 Eastbound	07-Dec-15 Westbou	Tue Eastbou	Tue Westbou	Wed Eastbou	Wed Westbou	Thu Eastbou	Thu Westbou	Fri Eastbou	Fri Westbou	Sat Eastbou	Sat Westbou	Sun Eastbou	Sun Westbou	Week Average Eastbou	Week Average Westbou
12:00 AM	14	10	*	*	*	*	*	*	*	*	*	*	*	*	14	10
01:00	8	4	*	*	*	*	*	*	*	*	*	*	*	*	8	4
02:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
03:00	5	8	*	*	*	*	*	*	*	*	*	*	*	*	5	8
04:00	18	15	*	*	*	*	*	*	*	*	*	*	*	*	18	15
05:00	80	83	*	*	*	*	*	*	*	*	*	*	*	*	80	83
06:00	365	268	*	*	*	*	*	*	*	*	*	*	*	*	365	268
07:00	**620**	**606**	*	*	*	*	*	*	*	*	*	*	*	*	**620**	**606**
08:00	541	486	*	*	*	*	*	*	*	*	*	*	*	*	541	486
09:00	359	371	*	*	*	*	*	*	*	*	*	*	*	*	359	371
10:00	377	312	*	*	*	*	*	*	*	*	*	*	*	*	377	312
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane Day	2389	2165	0	0	0	0	0	0	0	0	0	0	0	0	2389	2165
	4554		0		0		0		0		0		0		4554	
AM Peak	07:00	07:00													07:00	07:00
Vol.	620	606													620	606
PM Peak Vol.																

Comb. Total	4554	5281	13996	13955	13658	9455	7382	16331

ADT ADT 13,870 AADT 13,870

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	**1**	2	**58**	**194**	**360**	**183**	**29**	2	0	0	0	0	0	**829**	42	45
16:00	0	0	3	24	136	349	175	23	**3**	0	**1**	0	0	0	714	42	45
17:00	0	1	1	42	194	256	127	16	3	0	0	0	0	0	640	41	45
18:00	0	0	**5**	25	157	282	152	23	1	**1**	0	0	0	0	646	42	45
19:00	0	0	2	17	89	198	96	13	2	0	0	0	0	0	417	42	45
20:00	0	0	0	6	64	121	67	11	1	1	0	0	0	0	271	42	45
21:00	0	0	0	4	31	105	48	13	0	0	0	0	0	0	201	43	46
22:00	0	0	1	6	28	74	49	2	0	0	0	0	0	0	160	42	44
23:00	0	0	0	3	16	50	31	2	1	0	1	0	0	0	104	42	44
Total	0	2	14	185	909	1795	928	132	13	2	2	0	0	0	3982		
Percent	0.0%	0.1%	0.4%	4.6%	22.8%	45.1%	23.3%	3.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		15:00 1	18:00 5	15:00 58	15:00 194	15:00 360	15:00 183	15:00 29	16:00 3	18:00 1	16:00 1				15:00 829		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	0	0	0	1	8	14	15	3	0	0	0	0	0	0	41	43	45
01:00	2	0	0	1	6	8	6	0	0	0	0	0	0	0	23	42	44
02:00	0	0	0	0	5	12	4	0	0	0	0	0	0	0	21	41	43
03:00	0	0	0	1	2	4	4	0	0	0	0	0	0	0	11	42	43
04:00	0	0	0	2	4	3	3	1	0	0	0	0	0	0	13	41	43
05:00	0	0	0	0	20	35	24	5	0	0	0	0	0	0	84	43	46
06:00	0	0	1	11	66	164	99	20	3	**1**	0	0	0	0	365	43	46
07:00	1	0	1	12	177	501	**325**	51	**7**	1	0	0	0	0	1076	43	46
08:00	**11**	**14**	**25**	**91**	**341**	**601**	281	40	3	0	0	0	0	0	**1407**	41	44
09:00	0	1	6	49	224	516	307	**73**	6	1	0	0	0	0	1183	43	46
10:00	0	1	2	24	202	371	189	45	4	0	0	0	0	0	838	42	46
11:00	0	1	5	19	134	310	202	25	2	0	0	0	0	0	698	43	45
12 PM	0	0	1	19	134	282	192	35	3	1	0	0	0	0	667	43	46
13:00	0	0	1	24	135	**373**	**240**	**43**	**5**	0	0	0	0	0	**821**	43	46
14:00	0	0	4	36	146	338	201	37	4	**2**	0	0	0	0	768	43	46
15:00	0	0	3	25	156	338	236	39	3	0	0	0	0	0	800	43	46
16:00	0	0	0	15	114	320	207	41	5	0	0	0	0	0	702	43	46
17:00	**1**	**1**	**9**	**123**	**341**	190	51	10	0	1	0	0	0	0	727	38	42
18:00	0	0	1	22	132	308	146	26	3	0	0	0	0	0	638	42	45
19:00	0	0	2	10	83	195	149	24	0	0	0	0	0	0	463	43	46
20:00	0	0	2	10	51	143	87	15	0	0	0	0	0	0	308	43	45
21:00	0	1	0	3	55	111	63	9	1	1	0	0	0	0	244	42	45
22:00	0	0	0	10	24	64	36	3	1	0	0	0	0	0	138	42	45
23:00	0	0	0	3	25	57	33	2	0	0	0	0	0	0	120	42	44
Total	15	19	63	511	2585	5258	3100	547	50	8	0	0	0	0	12156		
Percent	0.1%	0.2%	0.5%	4.2%	21.3%	43.3%	25.5%	4.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	09:00	07:00	06:00					08:00		
Vol.	11	14	25	91	341	601	325	73	7	1					1407		
PM Peak	17:00	17:00	17:00	17:00	17:00	13:00	13:00	13:00	13:00	14:00					13:00		
Vol.	1	1	9	123	341	373	240	43	5	2					821		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	1	0	6	23	18	1	0	0	0	0	0	0	49	43	45
01:00	0	0	0	0	4	12	5	1	0	0	0	0	0	0	22	42	44
02:00	0	0	0	0	2	11	6	1	0	0	0	0	0	0	20	43	45
03:00	0	0	0	1	0	7	2	0	0	0	0	0	0	0	10	40	41
04:00	0	0	0	0	3	12	4	0	0	0	0	0	0	0	19	41	43
05:00	0	0	0	3	15	37	22	5	0	0	0	0	0	0	82	43	46
06:00	0	0	3	9	66	182	101	15	5	1	0	0	0	0	382	43	46
07:00	0	0	2	31	156	456	324	78	**9**	**2**	0	0	0	0	1058	44	47
08:00	0	0	**8**	**70**	**274**	**597**	**405**	**79**	4	2	0	0	0	0	**1439**	43	46
09:00	**1**	**1**	3	22	169	524	352	73	3	0	0	0	0	0	1148	43	46
10:00	0	1	5	33	121	332	244	45	4	0	0	0	0	0	785	43	46
11:00	0	0	4	28	144	345	192	45	3	1	0	0	0	0	762	43	46
12 PM	0	1	**5**	**32**	116	280	202	34	7	**3**	**1**	0	0	0	681	43	46
13:00	0	**2**	1	29	140	388	234	46	5	3	0	0	0	0	848	43	46
14:00	0	0	0	23	143	383	204	43	4	0	0	0	0	0	800	43	46
15:00	0	0	0	15	**144**	**417**	306	49	8	1	0	0	0	0	**940**	43	46
16:00	0	0	0	16	94	326	**313**	**51**	**10**	3	0	0	0	0	813	44	47
17:00	0	0	1	17	91	333	240	40	8	1	1	0	0	0	732	43	46
18:00	0	0	2	9	107	338	212	25	5	0	0	0	0	0	698	43	45
19:00	0	0	0	6	51	181	142	38	2	0	0	0	0	0	420	44	47
20:00	0	0	0	4	46	124	103	24	3	0	0	0	0	0	304	44	47
21:00	0	0	0	4	37	109	78	17	2	0	0	0	0	0	247	43	46
22:00	0	0	0	0	17	64	69	11	1	0	0	0	0	0	162	44	46
23:00	0	0	2	5	18	42	38	9	0	1	0	0	0	0	115	43	46
Total	1	5	37	357	1964	5523	3816	730	83	18	2	0	0	0	12536		
Percent	0.0%	0.0%	0.3%	2.8%	15.7%	44.1%	30.4%	5.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00					08:00		
Vol.	1	1	8	70	274	597	405	79	9	2					1439		
PM Peak		13:00	12:00	12:00	15:00	15:00	16:00	16:00	16:00	12:00	12:00				15:00		
Vol.		2	5	32	144	417	313	51	10	3	1				940		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	1	0	0	5	22	20	6	0	0	0	0	0	0	54	44	47
01:00	0	0	1	1	1	13	8	3	0	0	0	0	0	0	27	44	46
02:00	0	1	0	1	0	10	6	0	0	0	0	0	0	0	18	42	44
03:00	0	0	0	0	2	5	1	1	0	0	0	0	0	0	9	39	40
04:00	0	0	0	1	5	8	7	0	0	0	0	0	0	0	21	43	45
05:00	0	1	0	5	12	32	27	6	1	2	0	0	0	0	86	44	46
06:00	0	0	4	9	30	164	145	30	5	2	0	0	0	0	389	44	47
07:00	0	0	2	13	109	391	**356**	**92**	**16**	**3**	0	0	0	0	982	44	48
08:00	0	**4**	**18**	**70**	**284**	**580**	340	75	5	0	0	0	0	0	**1376**	43	46
09:00	0	1	4	37	225	472	297	61	1	1	0	0	0	0	1099	43	46
10:00	0	1	0	18	142	370	206	52	3	1	0	0	0	0	793	43	46
11:00	0	1	0	22	122	297	176	45	8	2	0	0	0	0	673	43	47
12 PM	**1**	**1**	**5**	**26**	130	255	163	39	4	0	0	0	0	0	624	43	46
13:00	0	0	0	18	**136**	**354**	212	50	6	0	0	0	0	0	776	43	46
14:00	0	0	1	21	128	341	198	49	8	2	0	0	0	0	748	43	47
15:00	0	0	1	16	100	340	**279**	68	**10**	**4**	0	0	0	0	**818**	44	48
16:00	0	0	0	13	118	330	229	**70**	6	1	**1**	0	0	0	768	44	47
17:00	0	0	1	10	121	278	241	34	2	2	1	0	0	0	690	43	46
18:00	0	0	2	14	111	287	229	35	4	0	0	0	0	0	682	43	46
19:00	0	0	1	14	111	212	155	40	3	1	0	0	**1**	0	538	43	47
20:00	0	0	0	14	51	119	104	22	4	0	0	0	0	0	314	44	47
21:00	0	1	1	1	43	138	91	19	2	1	0	0	0	0	297	43	46
22:00	0	0	1	2	19	94	63	19	2	0	0	0	0	0	200	44	47
23:00	0	0	1	2	32	72	67	20	0	0	0	0	0	0	194	44	47
Total	1	12	43	328	2037	5184	3620	836	90	22	2	0	1	0	12176		
Percent	0.0%	0.1%	0.4%	2.7%	16.7%	42.6%	29.7%	6.9%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	07:00					08:00		
Vol.		4	18	70	284	580	356	92	16	3					1376		
PM Peak	12:00	12:00	12:00	12:00	13:00	13:00	15:00	16:00	15:00	15:00	16:00		19:00		15:00		
Vol.	1	1	5	26	136	354	279	70	10	4	1		1		818		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	0	1	4	19	71	41	8	5	0	0	0	0	0	149	43	47
01:00	0	0	0	2	9	35	11	0	1	0	0	**1**	0	0	59	41	43
02:00	0	0	0	3	4	15	13	3	0	0	0	0	0	0	38	43	46
03:00	0	0	0	2	3	12	8	0	0	0	0	0	0	0	25	42	44
04:00	0	0	0	2	1	5	4	0	0	0	0	0	0	0	12	42	43
05:00	0	0	0	0	11	15	19	3	0	0	0	0	0	0	48	43	45
06:00	0	0	0	3	15	54	64	9	0	0	0	0	0	0	145	44	46
07:00	0	0	1	2	26	129	108	29	5	0	0	0	0	0	300	44	48
08:00	0	0	0	4	16	110	129	50	8	2	0	0	0	0	319	46	49
09:00	**1**	0	0	3	20	144	**182**	**54**	**9**	0	**1**	0	0	0	414	45	49
10:00	0	**2**	**4**	**7**	35	160	164	52	7	**5**	0	0	0	0	436	45	49
11:00	1	0	0	2	**49**	**193**	182	47	7	2	0	0	0	0	**483**	44	48
12 PM	**1**	**1**	0	10	76	191	201	57	**9**	1	0	0	0	0	547	45	48
13:00	0	0	**2**	4	62	224	180	46	5	0	0	**1**	0	0	524	44	47
14:00	0	0	1	7	56	242	193	53	6	1	0	0	0	0	559	44	48
15:00	0	0	0	1	56	**295**	**278**	**79**	7	**3**	0	0	0	0	**719**	45	48
16:00	0	0	0	7	55	227	237	57	4	1	0	0	0	0	588	44	47
17:00	0	0	0	8	75	193	155	37	0	1	0	0	0	0	469	44	46
18:00	0	0	1	**15**	**85**	163	102	8	4	3	0	0	0	0	381	42	45
19:00	0	0	1	6	34	145	115	15	1	0	0	0	0	0	317	43	46
20:00	0	0	0	6	25	91	74	18	1	0	0	0	0	0	215	44	47
21:00	0	0	0	4	14	98	90	9	0	1	0	0	0	0	216	43	45
22:00	0	0	1	1	35	105	86	17	2	0	0	0	0	0	247	44	46
23:00	0	0	1	3	21	85	88	15	5	0	0	0	0	0	218	44	48
Total	3	3	13	106	802	3002	2724	666	86	20	1	2	0	0	7428		
Percent	0.0%	0.0%	0.2%	1.4%	10.8%	40.4%	36.7%	9.0%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	10:00	11:00	11:00	09:00	09:00	09:00	10:00	09:00	01:00			11:00		
Vol.	1	2	4	7	49	193	182	54	9	5	1	1			483		
PM Peak	12:00	12:00	13:00	18:00	18:00	15:00	15:00	15:00	12:00	15:00		13:00			15:00		
Vol.	1	1	2	15	85	295	278	79	9	3		1			719		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	7	76	56	4	1	0	**1**	0	0	0	145	43	45
01:00	0	0	0	0	5	28	17	3	1	0	0	**1**	**1**	0	56	43	46
02:00	0	0	0	0	3	17	17	2	0	0	0	0	0	0	39	43	45
03:00	0	0	0	0	1	7	7	0	0	0	0	0	0	0	15	44	45
04:00	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8	44	44
05:00	0	0	0	2	4	8	4	0	0	0	0	0	0	0	18	41	43
06:00	0	0	0	0	7	29	24	8	0	0	0	0	0	0	68	44	47
07:00	0	0	0	1	6	51	69	20	1	0	0	0	0	0	148	45	48
08:00	0	0	0	**6**	7	42	71	25	4	0	1	0	0	0	156	46	49
09:00	0	**1**	**1**	6	20	89	133	33	5	2	0	0	0	0	290	45	48
10:00	0	0	1	2	19	123	148	**44**	**8**	**3**	0	0	0	0	348	45	49
11:00	0	0	0	4	**33**	**167**	**160**	42	7	3	0	0	0	0	**416**	45	48
12 PM	0	**1**	0	5	28	172	171	37	3	0	0	**1**	0	0	418	44	47
13:00	0	1	1	3	37	186	173	**47**	**6**	0	0	0	0	0	454	44	48
14:00	0	0	0	4	49	187	164	44	4	0	0	0	0	0	452	44	47
15:00	0	0	0	6	48	**188**	**192**	40	4	**4**	0	0	0	0	**482**	44	48
16:00	**1**	0	0	5	**55**	170	154	47	6	1	0	0	0	0	439	45	48
17:00	0	0	**3**	**12**	47	170	134	35	4	2	0	0	0	0	407	44	47
18:00	0	0	0	6	54	144	93	17	2	1	0	0	0	0	317	43	46
19:00	0	0	0	7	32	114	80	15	1	0	0	0	0	0	249	43	46
20:00	0	0	0	3	25	89	70	15	2	0	0	0	0	0	204	44	46
21:00	0	1	0	3	18	61	64	7	1	0	0	0	0	0	155	43	46
22:00	0	0	0	6	21	33	36	7	0	3	0	0	0	0	106	44	46
23:00	0	0	0	2	13	41	19	5	1	0	0	0	0	0	81	43	46
Total	1	4	6	83	541	2193	2060	498	61	19	2	2	1	0	5471		
Percent	0.0%	0.1%	0.1%	1.5%	9.9%	40.1%	37.7%	9.1%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	08:00	11:00	11:00	11:00	10:00	10:00	10:00	00:00	01:00	01:00		11:00		
Vol.		1	1	6	33	167	160	44	8	3	1	1	1		416		
PM Peak	16:00	12:00	17:00	17:00	16:00	15:00	15:00	13:00	13:00	15:00		12:00			15:00		
Vol.	1	1	3	12	55	188	192	47	6	4		1			482		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	0	2	4	14	15	2	0	0	0	0	0	0	37	43	45
01:00	0	0	0	0	2	7	5	1	0	0	0	0	0	0	15	44	45
02:00	0	0	0	0	4	8	1	0	0	0	0	0	0	0	13	39	40
03:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	6	4	5	0	0	0	0	0	0	0	15	42	44
05:00	0	0	0	2	20	40	24	5	1	0	0	0	0	0	92	43	46
06:00	**1**	0	1	9	32	152	136	37	6	1	0	0	0	0	375	44	48
07:00	0	0	2	11	113	388	359	**117**	6	**2**	0	0	0	0	998	45	48
08:00	0	0	8	**66**	**296**	**706**	341	66	5	2	0	0	0	0	**1490**	42	45
09:00	0	**1**	2	41	155	496	**368**	72	**12**	2	0	0	0	0	1149	43	46
10:00	0	0	**9**	18	117	372	239	63	4	1	0	0	0	0	823	44	47
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	1	22	149	749	2189	1495	363	34	8	0	0	0	0	5011		
Percent	0.0%	0.0%	0.4%	3.0%	14.9%	43.7%	29.8%	7.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	09:00	10:00	08:00	08:00	08:00	09:00	07:00	09:00	07:00					08:00		
Vol.	1	1	9	66	296	706	368	117	12	2					1490		
PM Peak Vol.																	
Total	22	46	198	1719	9587	25144	17743	3772	417	97	9	4	2	0	58760		
Percent	0.0%	0.1%	0.3%	2.9%	16.3%	42.8%	30.2%	6.4%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	33 MPH
	50th Percentile :	38 MPH
	85th Percentile :	43 MPH
	95th Percentile :	46 MPH
Stats	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	40048
	Percent in Pace :	68.2%
	Number of Vehicles > 40 MPH :	22916
	Percent of Vehicles > 40 MPH :	39.0%
	Mean Speed(Average) :	39 MPH

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	**2**	**2**	**20**	**132**	**178**	**100**	**38**	**6**	**1**	0	0	0	**479**	48	52
12 PM	0	0	0	4	24	81	251	**185**	53	**11**	3	**1**	0	0	613	49	53
13:00	0	0	0	3	20	143	224	138	56	11	0	0	0	0	595	49	53
14:00	0	0	3	19	71	216	215	108	31	3	2	1	0	0	669	47	50
15:00	0	0	3	28	95	222	**269**	158	**67**	11	**7**	1	0	0	861	48	53
16:00	3	12	**35**	**111**	**223**	**282**	234	70	23	6	2	0	0	0	**1001**	44	48
17:00	**10**	**13**	27	108	198	279	188	68	10	3	0	0	0	0	904	43	47
18:00	0	1	0	10	40	113	188	111	33	6	2	0	0	0	504	48	52
19:00	0	0	0	2	26	117	151	97	27	8	1	0	0	0	429	48	52
20:00	0	0	0	0	17	95	103	76	27	4	0	0	0	0	322	48	52
21:00	0	0	0	0	14	52	75	41	16	5	0	0	0	0	203	48	53
22:00	0	0	0	1	5	22	42	32	8	1	0	0	0	0	111	48	51
23:00	0	0	0	0	2	8	32	26	15	2	0	0	0	0	85	50	53
Total	15	26	70	288	755	1762	2150	1210	404	77	18	3	0	0	6778		
Percent	0.2%	0.4%	1.0%	4.2%	11.1%	26.0%	31.7%	17.9%	6.0%	1.1%	0.3%	0.0%	0.0%	0.0%			
AM Peak	08:00		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00		
Vol.	2		2	2	20	132	178	100	38	6	1				479		
PM Peak	17:00	17:00	16:00	16:00	16:00	16:00	15:00	12:00	15:00	12:00	15:00	12:00			16:00		
Vol.	10	13	35	111	223	282	269	185	67	11	7	1			1001		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	2	6	13	8	9	1	0	0	0	0	39	52	55
01:00	0	0	0	0	0	2	6	4	2	0	0	0	0	0	14	49	50
02:00	0	0	0	0	1	1	2	3	2	0	0	0	0	0	9	49	49
03:00	0	0	0	0	1	0	9	0	1	0	0	0	0	0	11	44	45
04:00	0	0	**1**	0	1	0	5	6	1	0	2	0	0	0	16	49	50
05:00	0	0	0	1	1	7	19	15	4	1	0	0	0	0	48	49	52
06:00	0	0	0	2	5	34	67	45	18	4	1	0	0	0	176	49	53
07:00	0	0	0	1	9	53	125	100	45	11	**4**	0	0	0	348	51	55
08:00	0	**1**	0	1	12	57	165	142	**63**	13	3	**1**	**1**	0	459	51	55
09:00	**1**	0	0	0	15	88	193	149	42	12	3	0	0	0	503	49	53
10:00	0	0	0	**3**	**28**	119	225	131	50	6	2	0	0	0	564	49	52
11:00	0	0	0	1	22	**158**	**252**	**162**	44	**14**	3	0	0	0	**656**	48	53
12 PM	0	0	1	4	38	132	223	163	47	10	0	0	0	0	618	49	52
13:00	0	0	0	1	26	80	202	161	**85**	**22**	**2**	0	0	0	579	51	55
14:00	0	0	2	4	22	138	223	**171**	67	13	2	0	0	0	642	49	53
15:00	0	0	0	12	107	237	**294**	140	39	9	0	**1**	0	0	839	47	51
16:00	0	0	1	45	170	**313**	290	157	41	9	0	0	0	0	**1026**	46	50
17:00	**2**	**1**	**14**	**98**	**195**	296	216	85	18	1	1	0	0	0	927	44	48
18:00	0	0	4	5	60	180	170	90	26	5	1	1	0	0	542	47	51
19:00	0	0	0	7	40	109	146	82	27	3	0	0	0	0	414	47	51
20:00	0	0	1	5	25	90	117	54	24	6	0	0	**1**	0	323	48	52
21:00	0	0	1	1	14	43	72	38	9	5	0	0	0	0	183	48	52
22:00	0	0	0	1	2	25	41	30	13	5	0	0	0	0	117	50	55
23:00	0	0	0	0	3	9	45	25	12	1	1	0	0	0	96	49	53
Total	3	2	25	192	799	2177	3120	1961	689	151	25	3	2	0	9149		
Percent	0.0%	0.0%	0.3%	2.1%	8.7%	23.8%	34.1%	21.4%	7.5%	1.7%	0.3%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	04:00	10:00	10:00	11:00	11:00	11:00	08:00	11:00	07:00	08:00	08:00		11:00		
Vol.	1	1	1	3	28	158	252	162	63	14	4	1	1		656		
PM Peak	17:00	17:00	17:00	17:00	17:00	16:00	15:00	14:00	13:00	13:00	13:00	15:00	20:00		16:00		
Vol.	2	1	14	98	195	313	294	171	85	22	2	1	1		1026		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	3	10	19	11	5	1	0	0	0	0	49	49	53
01:00	0	0	0	0	0	2	5	8	1	1	1	0	0	0	18	48	50
02:00	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8	39	39
03:00	0	0	0	1	0	2	2	1	2	0	1	0	0	0	9	*	*
04:00	0	0	0	1	2	2	4	4	1	2	0	0	0	0	16	48	49
05:00	0	0	0	0	4	5	19	11	8	1	1	0	0	0	49	50	53
06:00	0	0	0	1	5	34	55	54	27	6	1	0	0	0	183	51	54
07:00	0	0	0	1	3	53	105	109	54	**16**	2	**1**	**1**	0	345	51	55
08:00	0	0	0	1	4	61	171	132	**68**	16	1	0	1	0	455	51	54
09:00	0	0	0	4	16	91	184	130	54	13	**4**	0	0	0	496	50	54
10:00	0	0	**3**	**6**	20	**153**	205	132	49	6	0	1	0	0	575	48	52
11:00	0	0	1	6	**33**	150	**245**	**155**	44	9	0	0	0	0	**643**	48	52
12 PM	0	0	0	1	33	142	265	**176**	51	10	1	0	0	0	679	49	52
13:00	0	1	1	1	22	117	258	150	50	6	**3**	0	0	0	609	49	52
14:00	0	0	2	13	25	134	249	164	**59**	13	2	0	0	0	661	49	53
15:00	0	0	1	18	85	223	259	167	51	**15**	0	0	0	0	819	48	52
16:00	0	0	8	30	146	**291**	**284**	126	28	7	0	**1**	0	0	**921**	46	50
17:00	**3**	**13**	**30**	**73**	**149**	254	163	56	17	2	0	0	0	0	760	43	48
18:00	0	0	0	11	63	122	164	71	34	3	1	0	0	0	469	47	52
19:00	0	0	1	1	15	89	116	72	25	6	2	0	0	0	327	49	53
20:00	0	0	0	0	17	73	106	61	29	3	0	0	0	0	289	49	53
21:00	0	0	0	0	9	62	81	38	12	4	2	0	0	0	208	48	52
22:00	0	0	0	1	14	36	64	33	11	0	1	0	0	0	160	48	51
23:00	0	2	0	0	5	26	61	40	15	6	0	0	0	0	155	50	54
Total	3	16	47	170	673	2135	3086	1903	696	146	23	3	2	0	8903		
Percent	0.0%	0.2%	0.5%	1.9%	7.6%	24.0%	34.7%	21.4%	7.8%	1.6%	0.3%	0.0%	0.0%	0.0%			
AM Peak			10:00	10:00	11:00	10:00	11:00	11:00	08:00	07:00	09:00	07:00	07:00		11:00		
Vol.			3	6	33	153	245	155	68	16	4	1	1		643		
PM Peak	17:00	17:00	17:00	17:00	17:00	16:00	16:00	12:00	14:00	15:00	13:00	16:00			16:00		
Vol.	3	13	30	73	149	291	284	176	59	15	3	1			921		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	4	19	29	24	6	4	1	0	0	0	87	50	55
01:00	0	0	0	0	4	15	37	13	9	4	0	0	0	0	82	50	54
02:00	0	0	0	0	2	6	13	9	10	2	1	0	0	0	43	52	55
03:00	0	0	0	0	1	0	7	6	5	1	1	0	0	0	21	53	55
04:00	0	0	0	0	0	5	1	4	2	1	0	0	0	0	13	49	50
05:00	0	0	0	0	1	8	8	15	4	1	0	0	0	0	37	50	53
06:00	0	0	0	**1**	7	8	16	20	10	0	2	0	**1**	0	65	50	53
07:00	0	0	0	0	3	8	40	51	33	4	3	0	0	0	142	52	56
08:00	0	0	**1**	0	6	22	51	62	41	**16**	1	0	0	0	200	53	57
09:00	0	0	0	1	5	31	100	71	51	8	**4**	**1**	0	**1**	273	52	55
10:00	0	0	0	0	6	36	113	108	51	12	1	1	0	0	328	51	55
11:00	0	0	0	1	**16**	**69**	**167**	**113**	**58**	13	3	0	0	0	**440**	50	54
12 PM	0	0	0	1	4	68	157	112	**56**	**21**	3	**1**	0	0	**423**	51	56
13:00	**1**	1	0	1	12	71	138	106	42	14	0	1	0	0	387	50	54
14:00	0	**3**	1	2	5	56	**168**	**126**	41	12	**4**	1	0	0	419	50	54
15:00	0	0	1	**5**	10	**85**	163	101	35	11	1	0	0	0	412	49	53
16:00	0	0	0	4	13	62	136	92	28	9	0	0	0	0	344	49	53
17:00	0	0	1	5	**27**	82	112	63	22	0	0	1	0	0	313	48	51
18:00	0	0	**2**	5	18	82	112	59	16	1	0	0	0	0	295	47	51
19:00	0	1	0	4	13	74	111	56	15	2	0	0	0	0	276	47	51
20:00	0	0	1	2	9	62	64	33	13	1	0	0	0	0	185	47	51
21:00	0	0	0	2	12	40	69	21	10	2	1	0	**1**	0	158	46	51
22:00	0	1	1	2	11	41	67	19	8	0	0	0	0	0	150	46	50
23:00	0	0	0	1	8	19	48	29	15	4	1	0	0	0	125	50	54
Total	1	6	8	37	197	969	1927	1313	581	143	27	6	2	1	5218		
Percent	0.0%	0.1%	0.2%	0.7%	3.8%	18.6%	36.9%	25.2%	11.1%	2.7%	0.5%	0.1%	0.0%	0.0%			
AM Peak			08:00	06:00	11:00	11:00	11:00	11:00	11:00	08:00	09:00	09:00	06:00	09:00	11:00		
Vol.			1	1	16	69	167	113	58	16	4	1	1	1	440		
PM Peak	13:00	14:00	18:00	15:00	17:00	15:00	14:00	14:00	12:00	12:00	14:00	12:00	21:00		12:00		
Vol.	1	3	2	5	27	85	168	126	56	21	4	1	1		423		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	2	11	22	24	8	2	0	0	0	0	69	50	53
01:00	0	0	0	0	1	10	18	12	3	0	2	0	0	0	46	48	50
02:00	0	0	0	**1**	1	1	10	9	1	1	0	0	0	0	24	48	50
03:00	0	0	0	0	0	3	3	2	0	1	0	0	0	0	9	43	44
04:00	0	0	0	0	0	5	4	3	1	0	0	0	0	0	13	46	48
05:00	0	0	0	0	0	3	3	4	0	1	0	0	0	0	11	47	48
06:00	0	0	0	1	3	4	18	10	5	1	0	0	0	0	42	49	53
07:00	0	**1**	0	0	3	17	21	26	12	6	1	0	0	0	87	52	56
08:00	0	1	0	0	2	12	37	43	19	5	1	0	0	0	120	52	56
09:00	0	0	0	1	4	30	69	65	21	6	1	**1**	0	0	198	50	54
10:00	0	0	0	0	**8**	**35**	90	**82**	28	5	2	0	0	0	250	50	54
11:00	0	0	0	0	4	34	**115**	76	**42**	**7**	**6**	0	0	0	**284**	51	55
12 PM	0	2	0	0	6	26	147	**108**	44	**8**	1	**1**	**1**	0	344	50	54
13:00	0	1	0	2	9	36	118	99	**47**	8	**3**	0	0	0	323	51	54
14:00	0	0	**1**	0	8	45	108	92	43	7	3	0	0	0	307	50	54
15:00	0	**3**	0	0	12	64	**148**	92	23	5	0	0	0	0	**347**	48	52
16:00	0	0	0	**6**	**20**	57	126	69	18	4	3	0	0	0	303	48	52
17:00	0	0	0	1	11	**66**	113	61	16	5	0	0	0	0	273	48	52
18:00	0	0	0	5	15	39	89	42	14	3	0	0	0	0	207	48	51
19:00	0	0	0	1	9	51	64	46	19	2	0	0	0	0	192	49	52
20:00	0	0	0	0	8	39	55	34	12	1	0	0	0	0	149	48	52
21:00	0	0	0	0	2	21	39	21	10	1	2	0	0	0	96	49	53
22:00	0	0	0	0	3	9	20	8	1	2	0	0	0	0	43	46	48
23:00	0	0	0	3	0	5	24	14	11	2	1	0	0	0	60	51	54
Total	0	8	1	21	131	623	1461	1042	398	83	26	2	1	0	3797		
Percent	0.0%	0.2%	0.0%	0.6%	3.5%	16.4%	38.5%	27.4%	10.5%	2.2%	0.7%	0.1%	0.0%	0.0%			
AM Peak		07:00		02:00	10:00	10:00	11:00	10:00	11:00	11:00	11:00	09:00			11:00		
Vol.		1		1	8	35	115	82	42	7	6	1			284		
PM Peak		15:00	14:00	16:00	16:00	17:00	15:00	12:00	13:00	12:00	13:00	12:00	12:00		15:00		
Vol.		3	1	6	20	66	148	108	47	8	3	1	1		347		

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	2	5	8	5	2	0	0	0	**1**	0	23	48	50
01:00	0	0	0	0	2	3	2	3	0	2	0	0	0	0	12	46	47
02:00	0	0	0	0	0	0	3	3	2	0	0	0	0	0	8	48	49
03:00	0	0	0	1	1	2	3	1	1	0	0	0	0	0	9	43	43
04:00	0	0	0	1	1	3	4	7	1	2	1	0	0	0	20	48	50
05:00	0	0	0	0	1	10	12	18	12	4	1	0	0	0	58	53	57
06:00	0	0	0	1	4	22	66	45	20	6	2	0	0	0	166	50	55
07:00	**1**	0	0	0	6	35	114	100	60	**22**	**5**	0	0	0	343	52	57
08:00	0	0	0	**2**	13	69	170	143	**66**	11	3	0	0	0	477	50	54
09:00	0	0	0	1	14	80	157	**150**	54	13	1	0	0	0	470	50	54
10:00	0	0	**2**	0	**25**	**132**	**180**	112	51	4	0	0	0	0	**506**	49	52
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	2	6	69	361	719	587	269	64	13	0	1	0	2092		
Percent	0.0%	0.0%	0.1%	0.3%	3.3%	17.3%	34.4%	28.1%	12.9%	3.1%	0.6%	0.0%	0.0%	0.0%			
AM Peak	07:00		10:00	08:00	10:00	10:00	10:00	09:00	08:00	07:00	07:00		00:00		10:00		
Vol.	1		2	2	25	132	180	150	66	22	5		1		506		
PM Peak Vol.																	
Total	23	58	153	714	2624	8027	12463	8016	3037	664	132	17	8	1	35937		
Percent	0.1%	0.2%	0.4%	2.0%	7.3%	22.3%	34.7%	22.3%	8.5%	1.8%	0.4%	0.0%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 42 MPH
85th Percentile : 49 MPH
95th Percentile : 53 MPH

Stats

10 MPH Pace Speed : 38-47 MPH
Number in Pace : 20460
Percent in Pace : 56.9%
Number of Vehicles > 40 MPH : 23772
Percent of Vehicles > 40 MPH : 66.2%
Mean Speed(Average) : 43 MPH

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

Farmington Ave West of South Road
Farmington, Connecticut

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	41	0	49	39	54	49	149	87	145	69	88	49
01:00	*	*	*	*	23	0	22	14	27	18	59	82	56	46	37	32
02:00	*	*	*	*	21	0	20	9	18	8	38	43	39	24	27	17
03:00	*	*	*	*	11	0	10	11	9	9	25	21	15	9	14	10
04:00	*	*	*	*	13	0	19	16	21	16	12	13	8	13	15	12
05:00	*	*	*	*	84	0	82	48	86	49	48	37	18	11	64	29
06:00	*	*	*	*	365	0	382	176	389	183	145	65	68	42	270	93
07:00	*	*	*	*	1076	0	1058	348	982	345	300	142	148	87	713	184
08:00	*	*	*	*	**1407**	2	**1439**	459	**1376**	455	319	200	156	120	**939**	247
09:00	*	*	*	*	1183	0	1148	503	1099	496	414	273	290	198	827	294
10:00	*	*	*	*	838	0	785	564	793	575	436	328	348	250	640	343
11:00	*	*	*	*	698	**479**	762	**656**	673	**643**	**483**	**440**	**416**	**284**	606	**500**
12:00 PM	*	*	*	*	667	613	681	618	624	679	547	**423**	418	344	587	535
01:00	*	*	*	*	**821**	595	848	579	776	609	524	387	454	323	685	499
02:00	*	*	*	*	768	669	800	642	748	661	559	419	452	307	665	540
03:00	*	*	**829**	0	800	861	**940**	839	**818**	819	**719**	412	**482**	**347**	**765**	546
04:00	*	*	714	0	702	**1001**	813	**1026**	768	**921**	588	344	439	303	671	**599**
05:00	*	*	640	0	727	904	732	927	690	760	469	313	407	273	611	530
06:00	*	*	646	0	638	504	698	542	682	469	381	295	317	207	560	336
07:00	*	*	417	0	463	429	420	414	538	327	317	276	249	192	401	273
08:00	*	*	271	0	308	322	304	323	314	289	215	185	204	149	269	211
09:00	*	*	201	0	244	203	247	183	297	208	216	158	155	96	227	141
10:00	*	*	160	0	138	111	162	117	200	160	247	150	106	43	169	97
11:00	*	*	104	0	120	85	115	96	194	155	218	125	81	60	139	87
Lane	0	0	3982	0	12156	6778	12536	9149	12176	8903	7428	5218	5471	3797	9989	6204
Day	0		3982		18934		21685		21079		12646		9268		16193	
AM Peak					08:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	08:00	11:00
Vol.					1407	479	1439	656	1376	643	483	440	416	284	939	500
PM Peak			15:00		13:00	16:00	15:00	16:00	15:00	16:00	15:00	12:00	15:00	15:00	15:00	16:00
Vol.			829		821	1001	940	1026	818	921	719	423	482	347	765	599

Farmington Ave West of South Road
Farmington, Connecticut

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

Site Code: 3778
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	37	23	*	*	*	*	*	*	*	*	*	*	*	*	37	23
01:00	15	12	*	*	*	*	*	*	*	*	*	*	*	*	15	12
02:00	13	8	*	*	*	*	*	*	*	*	*	*	*	*	13	8
03:00	4	9	*	*	*	*	*	*	*	*	*	*	*	*	4	9
04:00	15	20	*	*	*	*	*	*	*	*	*	*	*	*	15	20
05:00	92	58	*	*	*	*	*	*	*	*	*	*	*	*	92	58
06:00	375	166	*	*	*	*	*	*	*	*	*	*	*	*	375	166
07:00	998	343	*	*	*	*	*	*	*	*	*	*	*	*	998	343
08:00	**1490**	477	*	*	*	*	*	*	*	*	*	*	*	*	**1490**	477
09:00	1149	470	*	*	*	*	*	*	*	*	*	*	*	*	1149	470
10:00	823	**506**	*	*	*	*	*	*	*	*	*	*	*	*	823	**506**
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	5011	2092	0	0	0	0	0	0	0	0	0	0	0	0	5011	2092
Day	7103		0		0		0		0		0		0		7103	
AM Peak	08:00	10:00													08:00	10:00
Vol.	1490	506													1490	506
PM Peak																
Vol.																

Comb. Total	7103	3982	18934	21685	21079	12646	9268	23296

ADT ADT 20,566 AADT 20,566

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	1	0	6	19	40	24	5	**2**	0	0	0	0	0	97	43	47
15:00	**3**	**2**	1	3	26	48	24	2	1	0	0	0	0	0	110	41	44
16:00	0	0	0	**9**	19	54	17	**9**	1	**1**	0	0	0	0	110	42	47
17:00	0	0	0	7	**38**	**59**	16	4	0	0	0	0	0	0	**124**	40	44
18:00	0	0	**2**	4	15	39	**25**	5	0	0	0	0	0	0	90	43	46
19:00	0	0	0	5	15	15	8	2	0	0	0	0	0	0	45	41	44
20:00	0	0	0	3	5	12	8	0	0	0	0	0	0	0	28	42	44
21:00	0	0	0	1	14	16	6	0	0	0	0	0	0	0	37	40	43
22:00	0	0	0	1	4	7	4	4	0	0	0	0	0	0	20	46	48
23:00	0	0	2	1	4	7	5	1	0	0	0	0	0	0	20	43	45
Total	3	3	5	40	159	297	137	32	4	1	0	0	0	0	681		
Percent	0.4%	0.4%	0.7%	5.9%	23.3%	43.6%	20.1%	4.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 3	15:00 2	18:00 2	16:00 9	17:00 38	17:00 59	18:00 25	16:00 9	14:00 2	16:00 1					17:00 124		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	0	2	1	1	0	0	0	0	0	0	5	*	*
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5	38	38
05:00	0	0	0	1	8	21	12	2	1	0	0	0	0	0	45	42	44
06:00	0	0	1	1	18	67	67	18	**3**	0	0	0	0	0	175	45	48
07:00	**6**	**7**	**2**	6	**52**	**112**	**121**	21	2	0	0	0	0	0	**329**	43	46
08:00	0	0	0	2	24	77	61	**24**	3	0	0	0	0	0	191	45	48
09:00	0	0	0	5	27	62	41	12	3	0	0	0	0	0	150	44	47
10:00	0	0	0	**10**	20	63	32	13	2	0	0	0	0	0	140	44	47
11:00	0	0	0	9	31	71	34	6	3	0	0	0	0	0	154	42	46
12 PM	**2**	**1**	1	7	**38**	**77**	**59**	**14**	1	0	**1**	0	0	0	**201**	43	46
13:00	0	0	1	**8**	18	72	54	10	2	0	0	0	0	0	165	43	46
14:00	0	0	1	3	26	68	45	11	**3**	**1**	0	0	0	0	158	44	48
15:00	0	1	**2**	2	23	39	36	4	1	0	0	0	0	0	108	43	45
16:00	0	0	0	4	19	40	30	7	3	0	0	0	0	0	103	44	48
17:00	0	1	0	2	27	52	16	3	1	0	0	0	0	0	102	41	45
18:00	0	0	2	4	29	38	19	4	0	0	0	0	0	0	96	42	45
19:00	0	0	0	8	9	28	11	2	1	0	0	0	0	0	59	41	44
20:00	0	0	0	4	8	12	16	2	0	0	0	0	0	0	42	43	45
21:00	0	0	0	2	9	8	9	1	0	0	0	0	0	0	29	42	45
22:00	0	0	0	2	3	9	4	1	1	0	0	0	0	0	20	42	44
23:00	0	0	1	1	0	4	4	0	1	0	0	0	0	0	11	42	43
Total	8	10	11	82	390	927	675	158	31	1	1	0	0	0	2294		
Percent	0.3%	0.4%	0.5%	3.6%	17.0%	40.4%	29.4%	6.9%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	10:00	07:00	07:00	07:00	08:00	06:00						07:00		
Vol.	6	7	2	10	52	112	121	24	3						329		
PM Peak	12:00	12:00	15:00	13:00	12:00	12:00	12:00	12:00	14:00	14:00	12:00				12:00		
Vol.	2	1	2	8	38	77	59	14	3	1	1				201		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	*	*
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	*	*
05:00	0	0	0	0	8	17	15	4	1	0	0	0	0	0	45	44	47
06:00	2	0	2	3	14	76	59	20	2	0	0	0	0	0	178	45	48
07:00	**3**	**1**	**4**	2	**38**	**109**	**129**	**23**	1	0	0	0	0	0	**310**	44	46
08:00	0	1	0	4	28	72	68	15	1	0	0	0	0	0	189	44	46
09:00	0	0	1	3	20	38	25	7	3	0	0	0	0	0	97	44	48
10:00	1	0	2	2	16	42	26	3	**4**	0	0	0	0	0	96	44	49
11:00	0	0	0	**9**	13	44	34	6	0	0	0	0	0	0	106	43	45
12 PM	0	0	1	6	22	36	26	5	1	**1**	0	0	0	0	98	43	46
13:00	0	1	**5**	4	17	43	23	7	0	0	0	0	0	0	100	43	46
14:00	0	0	3	6	20	50	41	8	0	1	0	0	0	0	129	43	46
15:00	**1**	**2**	2	**8**	29	**56**	**43**	6	**2**	0	0	0	0	0	**149**	43	46
16:00	0	1	1	3	31	54	26	8	1	1	0	0	0	0	126	42	46
17:00	0	1	0	3	29	44	24	6	1	0	0	0	0	0	108	42	46
18:00	0	0	0	5	**32**	31	29	**13**	0	0	0	0	0	0	110	44	48
19:00	0	0	1	4	16	25	9	2	0	0	0	0	0	0	57	41	44
20:00	0	0	0	2	8	19	8	3	0	1	0	0	0	0	41	42	46
21:00	0	0	1	0	8	12	5	0	1	0	0	0	0	0	27	41	43
22:00	0	0	0	0	2	7	7	0	0	0	0	0	0	0	16	44	45
23:00	0	1	0	1	7	6	2	0	0	0	0	0	0	0	17	40	41
Total	7	8	23	66	358	783	602	139	19	4	0	0	0	0	2009		
Percent	0.3%	0.4%	1.1%	3.3%	17.8%	39.0%	30.0%	6.9%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	11:00	07:00	07:00	07:00	07:00	10:00						07:00		
Vol.	3	1	4	9	38	109	129	23	4						310		
PM Peak	15:00	15:00	13:00	15:00	18:00	15:00	15:00	18:00	15:00	12:00					15:00		
Vol.	1	2	5	8	32	56	43	13	2	1					149		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	1	7	8	0	0	0	0	0	0	0	0	16	38	40
01:00	0	**1**	**1**	0	0	2	0	0	0	0	0	0	0	0	4	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6	39	39
06:00	0	0	0	0	4	**30**	21	**8**	**3**	0	0	0	0	0	66	45	49
07:00	0	0	0	1	6	12	9	6	1	0	0	0	0	0	35	46	49
08:00	0	0	0	1	4	8	17	2	2	0	0	0	0	0	34	44	45
09:00	**1**	1	0	1	5	10	15	4	1	0	0	0	0	0	38	45	48
10:00	0	0	0	**2**	**13**	29	18	6	1	0	0	0	0	0	69	44	47
11:00	0	1	1	0	13	30	**34**	5	0	0	0	0	0	0	**84**	43	46
12 PM	0	0	1	**4**	9	33	20	5	2	0	0	0	0	0	74	44	48
13:00	0	0	0	0	**14**	32	30	11	1	0	0	0	0	0	88	45	48
14:00	0	0	0	3	14	33	**32**	**13**	2	0	0	0	0	0	**97**	45	48
15:00	0	0	0	0	11	**35**	29	11	**5**	**2**	0	0	0	0	93	46	52
16:00	0	0	0	2	13	24	22	6	2	0	0	0	0	0	69	44	48
17:00	0	0	0	3	12	24	16	3	0	0	0	0	0	0	58	43	45
18:00	**1**	0	1	4	14	15	12	7	0	0	0	0	0	0	54	45	48
19:00	0	0	0	1	6	17	9	4	0	0	0	0	0	0	37	43	47
20:00	0	0	1	1	3	13	6	6	0	0	0	0	0	0	30	46	48
21:00	0	0	0	1	6	7	7	3	0	0	0	0	0	0	24	45	47
22:00	0	0	0	1	5	9	8	0	0	0	0	0	0	0	23	42	44
23:00	0	0	**2**	0	4	4	3	2	3	0	0	0	0	0	18	50	52
Total	2	3	8	26	163	380	311	103	23	2	0	0	0	0	1021		
Percent	0.2%	0.3%	0.8%	2.5%	16.0%	37.2%	30.5%	10.1%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	01:00	01:00	10:00	10:00	06:00	11:00	06:00	06:00						11:00		
Vol.	1	1	1	2	13	30	34	8	3						84		
PM Peak	18:00		23:00	12:00	13:00	15:00	14:00	14:00	15:00	15:00					14:00		
Vol.	1		2	4	14	35	32	13	5	2					97		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	1	3	4	0	1	0	0	0	0	0	9	42	43
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5	42	42
06:00	0	0	0	0	2	15	**24**	4	**5**	**1**	0	0	0	0	51	48	53
07:00	0	0	0	0	5	7	5	4	1	0	0	0	0	0	22	47	49
08:00	0	**1**	0	0	4	6	9	2	2	0	0	0	0	0	24	44	46
09:00	0	0	**1**	0	4	17	16	1	2	0	0	0	0	0	41	43	45
10:00	0	0	0	1	6	20	20	**7**	3	0	0	0	0	0	57	45	50
11:00	0	0	0	**2**	**13**	**25**	23	2	1	0	0	0	0	0	**66**	43	44
12 PM	0	0	0	4	10	**47**	27	6	0	0	0	0	0	0	**94**	43	46
13:00	0	0	**1**	2	12	38	**29**	9	0	0	0	0	0	0	91	44	47
14:00	0	**1**	0	1	11	35	21	**10**	0	**2**	0	0	0	0	81	44	48
15:00	0	1	1	3	11	24	26	3	0	0	**2**	**1**	0	0	72	43	45
16:00	0	0	0	1	12	27	20	7	0	0	0	0	0	0	67	44	47
17:00	0	0	0	**7**	8	26	17	4	**1**	0	0	0	0	0	63	43	46
18:00	0	0	0	0	**19**	32	15	0	0	0	0	0	0	0	66	41	44
19:00	0	0	0	3	6	9	7	2	0	1	0	0	0	0	28	43	45
20:00	0	0	0	0	5	5	12	2	1	0	0	0	0	0	25	44	45
21:00	0	0	0	1	4	4	4	0	0	0	0	0	0	0	13	41	43
22:00	0	0	0	0	0	1	7	0	0	0	0	0	0	0	8	44	45
23:00	0	0	0	0	2	6	3	2	0	0	0	0	0	0	13	43	44
Total	0	3	3	25	136	352	295	65	17	4	2	1	0	0	903		
Percent	0.0%	0.3%	0.3%	2.8%	15.1%	39.0%	32.7%	7.2%	1.9%	0.4%	0.2%	0.1%	0.0%	0.0%			
AM Peak		08:00	09:00	11:00	11:00	11:00	06:00	10:00	06:00	06:00					11:00		
Vol.		1	1	2	13	25	24	7	5	1					66		
PM Peak		14:00	13:00	17:00	18:00	12:00	13:00	14:00	17:00	14:00	15:00	15:00			12:00		
Vol.		1	1	7	19	47	29	10	1	2	2	1			94		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4	*	*
05:00	0	0	0	0	10	12	16	7	0	0	0	0	0	0	45	45	48
06:00	1	1	1	1	25	56	62	11	3	0	0	0	0	0	161	44	47
07:00	**2**	**2**	**2**	**15**	**29**	**129**	**112**	**34**	3	0	0	0	0	0	**328**	44	47
08:00	0	0	0	7	23	68	56	11	**6**	0	0	0	0	0	171	44	48
09:00	0	0	0	1	18	37	35	13	0	**1**	0	0	0	0	105	45	48
10:00	0	0	0	1	11	37	27	6	0	0	0	0	0	0	82	44	46
11:00	2	0	1	7	19	38	16	6	2	0	0	0	0	0	91	43	47
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	5	3	5	33	137	382	325	88	15	1	0	0	0	0	994		
Percent	0.5%	0.3%	0.5%	3.3%	13.8%	38.4%	32.7%	8.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	09:00					07:00		
Vol.	2	2	2	15	29	129	112	34	6	1					328		
PM Peak Vol.																	
Total	25	30	55	272	1343	3121	2345	585	109	13	3	1	0	0	7902		
Percent	0.3%	0.4%	0.7%	3.4%	17.0%	39.5%	29.7%	7.4%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	44 MPH
	95th Percentile :	47 MPH
Stats	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	5101
	Percent in Pace :	64.6%
	Number of Vehicles > 30 MPH :	7359
	Percent of Vehicles > 30 MPH :	93.1%
	Mean Speed(Average) :	39 MPH

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	1	0	0	2	15	39	43	15	2	**1**	**1**	0	0	0	119	45	48
15:00	0	0	0	1	20	50	63	**32**	**6**	0	0	0	0	0	172	46	49
16:00	0	0	0	2	**49**	**135**	**107**	23	4	0	0	0	0	0	**320**	44	47
17:00	0	0	**3**	**7**	38	88	46	8	1	0	0	0	0	0	191	42	45
18:00	1	0	1	5	16	30	15	6	0	0	0	0	0	0	74	43	46
19:00	**2**	0	0	5	9	19	16	4	0	0	0	0	0	0	55	43	46
20:00	0	0	1	3	10	15	9	3	0	0	0	0	0	0	41	43	46
21:00	0	0	0	0	4	11	4	1	0	0	0	0	0	0	20	42	44
22:00	0	0	0	1	0	1	3	1	0	0	0	0	0	0	6	43	43
23:00	0	0	0	1	5	9	7	3	0	0	0	0	0	0	25	44	46
Total	4	0	5	27	166	397	313	96	13	1	1	0	0	0	1023		
Percent	0.4%	0.0%	0.5%	2.6%	16.2%	38.8%	30.6%	9.4%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 2		17:00 3	17:00 7	16:00 49	16:00 135	16:00 107	15:00 32	15:00 6	14:00 1	14:00 1				16:00 320		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	*	*
04:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	39	39
05:00	0	0	0	0	3	2	3	2	0	0	0	0	0	0	10	43	44
06:00	0	0	0	2	5	12	6	4	1	0	0	0	0	0	30	45	48
07:00	0	0	**6**	4	10	23	42	16	1	0	0	0	0	0	102	45	48
08:00	**1**	0	0	0	9	37	39	**17**	**6**	0	0	0	0	0	109	46	50
09:00	1	0	1	**5**	9	20	29	4	2	**1**	0	0	0	0	72	44	47
10:00	0	0	0	3	**12**	29	38	12	1	0	0	0	0	0	95	45	48
11:00	0	0	1	2	12	**38**	**47**	12	1	0	0	0	0	0	**113**	45	48
12 PM	**1**	0	1	2	15	38	30	15	1	0	0	0	0	0	103	45	48
13:00	0	0	0	4	10	52	53	15	4	0	**1**	0	0	0	139	45	49
14:00	0	0	**2**	4	13	38	43	10	5	1	0	0	0	0	116	45	50
15:00	0	0	0	5	10	39	76	27	3	**2**	0	0	0	0	162	46	50
16:00	0	0	0	**7**	**36**	**115**	**113**	**34**	**6**	2	0	0	0	0	**313**	45	48
17:00	0	0	0	5	34	65	54	19	3	0	0	0	0	0	180	44	48
18:00	0	0	1	1	10	28	20	10	0	0	0	0	0	0	70	45	48
19:00	0	0	0	4	8	14	23	3	1	1	0	0	0	0	54	44	46
20:00	0	0	0	0	3	12	8	5	2	0	0	0	0	0	30	47	50
21:00	0	0	0	4	8	15	11	4	0	0	0	0	0	0	42	43	46
22:00	0	0	1	0	7	3	4	1	0	0	0	0	0	0	16	42	44
23:00	0	0	0	0	2	5	11	0	2	0	0	0	0	0	20	43	45
Total	3	0	13	53	217	590	654	211	39	7	1	0	0	0	1788		
Percent	0.2%	0.0%	0.7%	3.0%	12.1%	33.0%	36.6%	11.8%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00		07:00	09:00	10:00	11:00	11:00	08:00	08:00	09:00					11:00		
Vol.	1		6	5	12	38	47	17	6	1					113		
PM Peak	12:00		14:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	13:00				16:00		
Vol.	1		2	7	36	115	113	34	6	2	1				313		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	1	1	1	2	4	2	0	0	0	0	0	11	49	50
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5	37	37
05:00	0	0	0	0	1	7	1	2	0	0	0	0	0	0	11	39	40
06:00	0	0	0	3	6	5	7	6	3	0	0	0	0	0	30	49	51
07:00	0	0	0	1	8	29	37	15	3	0	**1**	0	0	0	94	46	49
08:00	**1**	0	**1**	1	6	33	**46**	**18**	2	0	0	0	0	0	**108**	46	48
09:00	1	0	0	**4**	**17**	**39**	18	10	1	0	0	0	0	0	90	44	48
10:00	0	0	1	0	8	30	23	12	1	**2**	0	0	**1**	0	78	46	49
11:00	0	0	0	1	8	23	32	13	**4**	0	0	0	0	0	81	47	50
12 PM	0	0	0	1	7	25	35	10	1	0	0	0	0	0	79	45	48
13:00	0	0	0	2	11	28	40	16	2	1	0	0	0	0	100	46	49
14:00	0	0	0	**6**	11	43	37	27	5	**2**	0	0	0	0	131	47	51
15:00	0	**2**	**2**	1	13	49	70	**29**	**7**	0	0	0	0	0	173	46	50
16:00	0	0	0	4	28	**117**	**120**	23	4	2	0	0	**1**	0	**299**	44	48
17:00	0	0	0	6	**36**	80	58	10	2	0	0	0	0	0	192	43	46
18:00	0	0	0	1	12	28	19	8	2	0	0	0	0	0	70	44	48
19:00	0	0	0	3	2	17	14	3	2	0	0	0	0	0	41	44	48
20:00	**1**	0	0	1	10	15	7	6	1	0	0	0	0	0	41	45	49
21:00	0	1	0	5	5	7	11	1	2	0	0	0	0	0	32	43	45
22:00	0	0	0	1	2	17	9	5	1	0	0	0	0	0	35	46	49
23:00	0	0	0	0	4	8	7	5	1	0	0	0	0	0	25	47	49
Total	3	3	4	43	197	605	593	223	46	7	1	0	2	0	1727		
Percent	0.2%	0.2%	0.2%	2.5%	11.4%	35.0%	34.3%	12.9%	2.7%	0.4%	0.1%	0.0%	0.1%	0.0%			
AM Peak	08:00		08:00	09:00	09:00	09:00	08:00	08:00	11:00	10:00	07:00		10:00		08:00		
Vol.	1		1	4	17	39	46	18	4	2	1		1		108		
PM Peak	20:00	15:00	15:00	14:00	17:00	16:00	16:00	15:00	15:00	14:00			16:00		16:00		
Vol.	1	2	2	6	36	117	120	29	7	2			1		299		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	0	3	4	2	0	0	0	0	0	0	9	44	45
01:00	0	0	**1**	**1**	0	0	1	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	*	*
06:00	0	0	0	1	0	5	3	2	0	0	0	0	0	0	11	43	44
07:00	0	0	0	0	3	7	9	**11**	2	0	0	0	0	0	32	48	50
08:00	0	0	0	0	4	14	17	10	1	0	0	0	0	0	46	47	49
09:00	0	0	0	1	4	13	20	10	**4**	0	0	0	0	0	52	48	51
10:00	0	0	0	1	**10**	19	**29**	9	1	0	0	0	0	0	**69**	45	48
11:00	0	0	0	0	9	**22**	23	11	3	0	0	0	0	0	68	46	49
12 PM	0	0	0	1	7	16	31	9	2	0	0	0	0	0	66	46	48
13:00	**1**	0	0	**3**	4	15	31	8	**4**	**2**	0	0	0	0	68	47	52
14:00	0	0	0	0	7	**24**	27	**15**	2	0	0	0	0	0	**75**	46	49
15:00	0	0	0	1	6	21	**32**	6	3	0	0	0	0	0	69	45	49
16:00	0	0	0	0	0	24	16	8	3	0	0	0	0	0	51	46	50
17:00	0	0	0	2	5	18	15	2	1	0	0	0	0	0	43	43	45
18:00	0	0	0	3	**8**	12	7	7	1	0	0	0	0	0	38	45	49
19:00	0	0	0	2	6	16	16	6	0	0	0	0	0	0	46	45	47
20:00	0	0	**3**	2	3	2	9	2	0	0	0	0	0	0	21	44	46
21:00	0	0	0	0	3	12	10	3	0	0	0	0	0	0	28	44	46
22:00	0	0	0	0	2	13	3	3	0	0	0	0	0	0	21	44	46
23:00	0	0	0	0	3	7	4	4	0	0	0	0	0	0	18	46	48
Total	1	0	4	18	85	265	308	128	27	2	0	0	0	0	838		
Percent	0.1%	0.0%	0.5%	2.1%	10.1%	31.6%	36.8%	15.3%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak			01:00	01:00	10:00	11:00	10:00	07:00	09:00						10:00		
Vol.			1	1	10	22	29	11	4						69		
PM Peak	13:00		20:00	13:00	18:00	14:00	15:00	14:00	13:00	13:00					14:00		
Vol.	1		3	3	8	24	32	15	4	2					75		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
06:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	*	*
07:00	0	0	0	0	2	8	6	5	2	0	0	0	0	0	23	48	50
08:00	0	0	0	**2**	3	7	7	3	**4**	**1**	0	0	0	0	27	51	53
09:00	0	0	0	2	**5**	15	19	9	2	0	0	0	0	0	52	46	49
10:00	0	0	0	0	2	16	20	10	3	0	0	0	0	0	51	47	50
11:00	0	0	0	0	3	**28**	**32**	**12**	2	0	0	0	0	0	**77**	45	49
12 PM	**1**	0	0	1	1	8	30	6	**4**	0	0	0	0	0	51	47	51
13:00	0	0	0	1	2	18	27	10	2	0	0	0	0	0	60	46	49
14:00	0	0	0	1	10	26	26	**11**	3	0	0	0	0	0	77	46	49
15:00	0	0	0	**5**	8	**27**	**35**	9	3	0	0	0	0	0	**87**	45	48
16:00	0	0	**2**	2	9	16	12	6	0	0	**1**	0	0	0	48	44	47
17:00	1	0	0	1	**11**	13	11	5	0	**1**	0	0	0	0	43	44	48
18:00	0	0	0	2	4	7	14	0	1	0	0	0	0	0	28	43	45
19:00	0	0	0	0	3	5	4	0	0	1	0	**1**	0	0	14	42	43
20:00	0	0	0	0	5	23	19	3	1	0	0	0	0	0	51	44	46
21:00	0	0	0	0	5	6	6	1	2	0	0	0	0	0	20	43	45
22:00	0	0	0	0	3	0	0	2	0	1	0	0	0	0	6	32	32
23:00	0	0	0	0	2	2	4	3	0	0	0	0	0	0	11	46	47
Total	2	0	2	17	80	228	274	97	30	4	1	1	0	0	736		
Percent	0.3%	0.0%	0.3%	2.3%	10.9%	31.0%	37.2%	13.2%	4.1%	0.5%	0.1%	0.1%	0.0%	0.0%			
AM Peak				08:00	09:00	11:00	11:00	11:00	08:00	08:00					11:00		
Vol.				2	5	28	32	12	4	1					77		
PM Peak	12:00		16:00	15:00	17:00	15:00	15:00	14:00	12:00	17:00	16:00	19:00			15:00		
Vol.	1		2	5	11	27	35	11	4	1	1	1			87		

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

Middle Road East of South Road
Farmington, Connecticut

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	1	3	4	1	0	**1**	0	0	0	0	10	43	44
06:00	0	0	**1**	4	6	9	7	4	0	0	0	0	0	0	31	44	47
07:00	**1**	0	1	1	6	30	31	**28**	**5**	0	0	0	0	0	**103**	48	50
08:00	0	0	1	0	**12**	**40**	**34**	13	1	0	0	0	0	0	101	45	48
09:00	0	0	0	0	8	28	19	15	2	1	0	0	0	0	73	46	49
10:00	0	0	1	0	7	14	23	4	4	1	0	0	0	0	54	46	52
11:00	0	0	0	**5**	9	16	26	13	2	0	0	0	0	0	71	46	49
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	4	10	50	140	150	80	14	3	0	0	0	0	452		
Percent	0.2%	0.0%	0.9%	2.2%	11.1%	31.0%	33.2%	17.7%	3.1%	0.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00		06:00	11:00	08:00	08:00	08:00	07:00	07:00	05:00					07:00		
Vol.	1		1	5	12	40	34	28	5	1					103		
PM Peak																	
Vol.																	
Total	14	3	32	168	795	2225	2292	835	169	24	4	1	2	0	6564		
Percent	0.2%	0.0%	0.5%	2.6%	12.1%	33.9%	34.9%	12.7%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	34 MPH
	50th Percentile :	40 MPH
	85th Percentile :	45 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	4163
	Percent in Pace :	63.4%
	Number of Vehicles > 30 MPH :	6260
	Percent of Vehicles > 30 MPH :	95.4%
	Mean Speed(Average) :	40 MPH

Middle Road East of South Road
Farmington, Connecticut

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

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	*	*	5	4	4	11	16	9	9	2	8	6
01:00	*	*	*	*	*	*	1	0	1	1	4	3	2	2	2	2
02:00	*	*	*	*	*	*	3	0	0	0	1	1	0	0	1	0
03:00	*	*	*	*	*	*	2	3	2	0	1	0	4	1	2	1
04:00	*	*	*	*	*	*	5	5	3	5	2	1	1	0	3	3
05:00	*	*	*	*	*	*	45	10	45	11	6	2	5	2	25	6
06:00	*	*	*	*	*	*	175	30	178	30	66	11	51	3	118	18
07:00	*	*	*	*	*	*	**329**	102	**310**	94	35	32	22	23	**174**	63
08:00	*	*	*	*	*	*	191	109	189	**108**	34	46	24	27	110	72
09:00	*	*	*	*	*	*	150	72	97	90	38	52	41	52	82	66
10:00	*	*	*	*	*	*	140	95	96	78	69	**69**	57	51	90	73
11:00	*	*	*	*	*	*	154	**113**	106	81	**84**	68	**66**	**77**	102	**85**
12:00 PM	*	*	*	*	*	*	**201**	103	98	79	74	66	**94**	51	**117**	75
01:00	*	*	*	*	*	*	165	139	100	100	88	68	91	60	111	92
02:00	*	*	*	*	97	119	158	116	129	131	**97**	**75**	81	77	112	104
03:00	*	*	*	*	110	172	108	162	**149**	173	93	69	72	**87**	106	133
04:00	*	*	*	*	110	**320**	103	**313**	126	**299**	69	51	67	48	95	**206**
05:00	*	*	*	*	**124**	191	102	180	108	192	58	43	63	43	91	130
06:00	*	*	*	*	90	74	96	70	110	70	54	38	66	28	83	56
07:00	*	*	*	*	45	55	59	54	57	41	37	46	28	14	45	42
08:00	*	*	*	*	28	41	42	30	41	41	30	21	25	51	33	37
09:00	*	*	*	*	37	20	29	42	27	32	24	28	13	20	26	28
10:00	*	*	*	*	20	6	20	16	16	35	23	21	8	6	17	17
11:00	*	*	*	*	20	25	11	20	17	25	18	18	13	11	16	20
Lane	0	0	0	0	681	1023	2294	1788	2009	1727	1021	838	903	736	1569	1335
Day	0		0		1704		4082		3736		1859		1639		2904	
AM Peak							07:00	11:00	07:00	08:00	11:00	10:00	11:00	11:00	07:00	11:00
Vol.							329	113	310	108	84	69	66	77	174	85
PM Peak					17:00	16:00	12:00	16:00	15:00	16:00	14:00	14:00	12:00	15:00	12:00	16:00
Vol.					124	320	201	313	149	299	97	75	94	87	117	206

Middle Road East of South Road
Farmington, Connecticut

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

Site Code: 3788
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	3	4	*	*	*	*	*	*	*	*	*	*	*	*	3	4
01:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
02:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
03:00	1	2	*	*	*	*	*	*	*	*	*	*	*	*	1	2
04:00	4	1	*	*	*	*	*	*	*	*	*	*	*	*	4	1
05:00	45	10	*	*	*	*	*	*	*	*	*	*	*	*	45	10
06:00	161	31	*	*	*	*	*	*	*	*	*	*	*	*	161	31
07:00	**328**	**103**	*	*	*	*	*	*	*	*	*	*	*	*	**328**	**103**
08:00	171	101	*	*	*	*	*	*	*	*	*	*	*	*	171	101
09:00	105	73	*	*	*	*	*	*	*	*	*	*	*	*	105	73
10:00	82	54	*	*	*	*	*	*	*	*	*	*	*	*	82	54
11:00	91	71	*	*	*	*	*	*	*	*	*	*	*	*	91	71
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	994	452	0	0	0	0	0	0	0	0	0	0	0	0	994	452
Day	1446		0		0		0		0		0		0		1446	
AM Peak	07:00	07:00													07:00	07:00
Vol.	328	103													328	103
PM Peak																
Vol.																

Comb. Total	1446	0	1704	4082	3736	1859	1639	4350

ADT ADT 3,909 AADT 3,909

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	1	4	7	19	27	16	4	**1**	0	0	0	0	0	79	42	46
15:00	0	1	8	9	16	34	**20**	3	1	0	0	0	0	0	92	42	45
16:00	0	4	5	13	31	27	18	**10**	0	**2**	0	0	0	0	110	43	47
17:00	**1**	**5**	**9**	**14**	**38**	**43**	8	2	0	0	0	0	0	0	**120**	39	42
18:00	0	2	1	6	16	15	5	0	0	0	0	0	0	0	45	39	42
19:00	0	2	1	2	8	14	10	0	0	0	0	0	0	0	37	42	44
20:00	0	0	2	2	14	8	1	1	1	1	0	0	0	0	30	37	39
21:00	0	0	2	3	5	9	2	0	0	0	0	0	0	0	21	39	41
22:00	0	1	1	0	0	2	1	0	0	0	0	0	0	0	5	*	*
23:00	0	0	1	1	2	5	0	0	0	0	0	0	0	0	9	38	39
Total	1	16	34	57	149	184	81	20	3	3	0	0	0	0	548		
Percent	0.2%	2.9%	6.2%	10.4%	27.2%	33.6%	14.8%	3.6%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	17:00 5	17:00 9	17:00 14	17:00 38	17:00 43	15:00 20	16:00 10	14:00 1	16:00 2					17:00 120		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5	38	38
05:00	0	0	0	2	3	3	3	0	0	**1**	0	0	0	0	12	41	42
06:00	0	1	2	9	12	16	14	2	1	0	0	0	0	0	57	42	44
07:00	0	0	**8**	**16**	**44**	**67**	45	9	**4**	1	0	0	0	0	**194**	43	47
08:00	0	0	2	9	37	48	**50**	**13**	2	0	0	0	0	0	161	44	47
09:00	0	0	1	4	20	26	21	6	2	0	0	0	0	0	80	44	48
10:00	**1**	0	4	9	11	25	20	9	3	0	0	0	0	0	82	45	49
11:00	1	**2**	5	11	10	26	19	6	2	0	0	0	0	0	82	44	48
12 PM	0	0	2	5	13	29	25	7	0	0	0	0	0	0	81	44	46
13:00	0	0	0	6	12	35	**27**	**9**	2	0	**1**	0	0	0	92	44	48
14:00	0	0	3	2	9	36	25	9	1	**1**	0	0	0	0	86	44	47
15:00	**2**	3	**7**	**11**	15	25	26	3	**3**	1	0	0	0	0	96	43	49
16:00	0	0	6	7	22	**43**	23	9	1	1	0	0	0	0	**112**	43	47
17:00	0	**4**	2	7	**26**	30	12	2	0	0	0	0	0	0	83	40	43
18:00	0	0	2	2	18	19	9	3	0	0	0	0	0	0	53	42	45
19:00	0	0	0	6	12	14	7	1	0	0	0	0	0	0	40	41	44
20:00	0	1	1	5	7	11	4	1	1	0	0	0	0	0	31	40	43
21:00	0	1	0	3	10	12	6	3	0	0	0	0	0	0	35	43	46
22:00	0	0	0	1	5	2	2	0	0	0	0	0	0	0	10	35	36
23:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5	*	*
Total	4	12	45	116	289	471	341	92	22	5	1	0	0	0	1398		
Percent	0.3%	0.9%	3.2%	8.3%	20.7%	33.7%	24.4%	6.6%	1.6%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	07:00	07:00	07:00	07:00	08:00	08:00	07:00	05:00					07:00		
Vol.	1	2	8	16	44	67	50	13	4	1					194		
PM Peak	15:00	17:00	15:00	15:00	17:00	16:00	13:00	13:00	15:00	14:00	13:00				16:00		
Vol.	2	4	7	11	26	43	27	9	3	1	1				112		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	1	0	4	3	5	1	0	0	0	0	0	0	14	43	45
06:00	0	0	3	**10**	12	14	11	7	0	0	0	0	0	0	57	44	48
07:00	0	**4**	1	9	28	**58**	41	**17**	1	**1**	0	0	0	0	**160**	44	47
08:00	0	0	1	8	**33**	50	**49**	12	1	0	0	0	0	0	154	44	47
09:00	0	1	1	8	19	23	22	5	1	0	0	0	0	0	80	43	47
10:00	0	0	2	9	19	21	14	2	**2**	0	0	0	0	0	69	41	44
11:00	**1**	2	**8**	7	13	27	16	3	1	0	0	0	0	0	78	42	45
12 PM	0	1	0	**15**	15	23	15	5	1	0	0	0	0	0	75	43	47
13:00	0	0	3	7	12	32	**28**	**9**	2	0	0	0	0	0	93	44	48
14:00	0	**3**	2	5	24	24	23	5	2	0	0	0	0	0	88	43	47
15:00	0	1	**8**	11	**33**	27	28	4	**3**	0	0	0	0	0	115	43	47
16:00	**1**	2	0	9	29	**47**	24	9	0	**1**	0	0	0	0	**122**	43	46
17:00	1	1	6	12	27	39	22	0	0	0	0	0	0	0	108	41	44
18:00	0	0	3	8	25	17	7	3	0	0	0	0	0	0	63	40	44
19:00	0	0	1	2	12	14	6	0	0	0	0	0	0	0	35	41	43
20:00	0	0	3	6	12	11	5	1	0	0	0	0	0	0	38	40	44
21:00	0	1	1	2	12	9	5	0	0	0	0	0	0	0	30	41	43
22:00	0	0	0	0	6	6	4	1	0	0	0	0	0	0	17	42	44
23:00	0	0	0	2	5	4	2	0	0	0	0	0	0	0	13	39	40
Total	3	16	45	132	342	450	329	84	14	2	0	0	0	0	1417		
Percent	0.2%	1.1%	3.2%	9.3%	24.1%	31.8%	23.2%	5.9%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	11:00	06:00	08:00	07:00	08:00	07:00	10:00	07:00					07:00		
Vol.	1	4	8	10	33	58	49	17	2	1					160		
PM Peak	16:00	14:00	15:00	12:00	15:00	16:00	13:00	13:00	15:00	16:00					16:00		
Vol.	1	3	8	15	33	47	28	9	3	1					122		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	*	*
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
05:00	**1**	0	0	1	0	2	0	0	0	0	0	0	0	0	4	*	*
06:00	0	0	1	1	5	7	6	0	0	0	0	0	0	0	20	42	44
07:00	0	0	1	2	8	9	9	3	0	**1**	0	0	0	0	33	43	46
08:00	0	**1**	2	3	9	15	15	5	0	0	0	0	0	0	50	44	47
09:00	0	0	2	3	11	22	9	**10**	0	0	0	0	0	0	57	45	48
10:00	0	0	**3**	**13**	**15**	**30**	**16**	5	**2**	0	0	0	0	0	**84**	43	47
11:00	0	1	3	6	10	27	15	6	0	0	0	0	0	0	68	43	46
12 PM	0	0	1	6	12	24	20	**6**	1	0	0	0	0	0	70	44	47
13:00	0	0	1	7	**15**	22	**24**	2	0	**2**	0	0	0	0	73	42	44
14:00	**1**	**1**	3	**8**	14	**32**	11	6	1	0	0	0	0	0	**77**	42	47
15:00	0	0	3	4	9	31	20	3	0	1	0	0	0	0	71	42	45
16:00	0	1	4	2	14	24	17	5	**3**	0	0	0	0	0	70	44	49
17:00	0	0	1	4	12	17	5	2	0	0	0	0	0	0	41	41	45
18:00	0	1	**5**	5	11	18	8	3	1	0	0	0	0	0	52	42	46
19:00	0	0	3	3	12	17	7	1	0	0	0	0	0	0	43	40	43
20:00	0	1	3	2	8	8	3	0	0	0	0	0	0	0	25	39	41
21:00	0	0	0	1	9	5	5	0	0	0	0	0	0	0	20	42	44
22:00	0	0	0	0	7	6	4	0	0	0	0	**1**	0	0	18	41	43
23:00	0	0	1	1	6	5	4	0	0	0	0	0	0	0	17	41	43
Total	2	6	37	74	189	324	201	57	8	4	0	1	0	0	903		
Percent	0.2%	0.7%	4.1%	8.2%	20.9%	35.9%	22.3%	6.3%	0.9%	0.4%	0.0%	0.1%	0.0%	0.0%			
AM Peak	05:00	08:00	10:00	10:00	10:00	10:00	10:00	09:00	10:00	07:00					10:00		
Vol.	1	1	3	13	15	30	16	10	2	1					84		
PM Peak	14:00	14:00	18:00	14:00	13:00	14:00	13:00	12:00	16:00	13:00		22:00			14:00		
Vol.	1	1	5	8	15	32	24	6	3	2		1			77		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	1	3	0	0	1	0	0	0	0	0	0	5	32	32
01:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	*	*
06:00	0	0	0	1	0	1	4	1	0	0	0	0	0	0	7	44	44
07:00	0	**2**	0	3	4	7	1	1	0	0	0	0	0	0	18	38	40
08:00	0	0	1	0	5	14	6	6	**1**	0	0	0	0	0	33	46	49
09:00	0	1	**4**	2	8	14	**19**	5	1	0	0	0	0	0	54	44	48
10:00	0	0	2	4	8	23	12	**11**	1	0	0	0	0	0	61	46	49
11:00	0	0	3	**7**	**22**	**40**	14	8	1	**1**	0	0	0	0	**96**	42	47
12 PM	0	0	4	4	14	21	19	**8**	1	0	0	0	0	0	71	44	47
13:00	0	0	0	6	14	**24**	**28**	5	0	**1**	0	0	0	0	**78**	44	46
14:00	0	**5**	4	**10**	10	17	11	5	**4**	1	0	0	0	0	67	44	51
15:00	0	0	4	9	**18**	19	14	5	3	0	0	0	0	0	72	44	49
16:00	0	1	**7**	4	13	21	14	3	0	0	0	0	0	0	63	42	44
17:00	0	0	2	6	7	14	3	2	0	0	0	0	0	0	34	40	43
18:00	0	1	3	6	10	13	9	1	0	0	0	0	0	0	43	41	44
19:00	0	0	2	0	7	5	3	0	0	0	0	0	0	0	17	40	42
20:00	0	0	4	6	17	15	8	2	1	0	0	0	0	0	53	41	44
21:00	0	0	0	3	6	5	2	0	0	0	0	0	0	0	16	39	41
22:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	*	*
23:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	*	*
Total	0	10	40	72	170	256	173	65	14	3	0	0	0	0	803		
Percent	0.0%	1.2%	5.0%	9.0%	21.2%	31.9%	21.5%	8.1%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	09:00	11:00	11:00	11:00	09:00	10:00	08:00	11:00					11:00		
Vol.		2	4	7	22	40	19	11	1	1					96		
PM Peak		14:00	16:00	14:00	15:00	13:00	13:00	12:00	14:00	13:00					13:00		
Vol.		5	7	10	18	24	28	8	4	1					78		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	5	1	3	1	2	0	**1**	0	0	0	13	42	43
06:00	0	0	4	2	6	18	9	7	0	0	0	0	0	0	46	44	48
07:00	0	**1**	**5**	9	29	**77**	**57**	**20**	**4**	0	0	0	0	0	**202**	44	48
08:00	0	0	2	7	**33**	57	36	15	3	0	0	0	0	0	153	44	48
09:00	0	0	1	5	14	31	22	9	1	0	0	0	0	0	83	44	47
10:00	0	0	2	5	12	23	13	8	3	0	0	0	0	0	66	45	49
11:00	0	0	4	**12**	18	18	14	4	1	0	0	0	0	0	71	42	46
12 PM	0	0	**2**	**3**	**16**	**28**	**19**	**1**	0	0	0	0	0	0	**69**	42	44
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	20	44	138	254	173	65	15	0	1	0	0	0	711		
Percent	0.0%	0.1%	2.8%	6.2%	19.4%	35.7%	24.3%	9.1%	2.1%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	11:00	08:00	07:00	07:00	07:00	07:00		05:00				07:00		
Vol.		1	5	12	33	77	57	20	4		1				202		
PM Peak			12:00	12:00	12:00	12:00	12:00	12:00							12:00		
Vol.			2	3	16	28	19	1							69		
Total	10	61	221	495	1277	1939	1298	383	76	17	2	1	0	0	5780		
Percent	0.2%	1.1%	3.8%	8.6%	22.1%	33.5%	22.5%	6.6%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 29 MPH
50th Percentile : 37 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Stats

10 MPH Pace Speed : 34-43 MPH
Number in Pace : 3207
Percent in Pace : 55.5%
Number of Vehicles > 30 MPH : 4867
Percent of Vehicles > 30 MPH : 84.2%
Mean Speed(Average) : 37 MPH

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	2	6	8	23	31	10	0	**1**	0	0	0	0	81	45	48
15:00	0	0	2	**8**	22	47	31	13	0	0	0	0	0	0	123	44	48
16:00	0	0	**4**	6	24	**76**	52	**17**	**2**	0	0	0	0	0	181	44	47
17:00	0	0	1	5	**45**	73	**59**	13	1	0	0	0	0	0	**197**	43	46
18:00	0	0	2	2	21	34	26	8	1	0	0	0	0	0	94	44	47
19:00	0	0	0	5	7	25	18	2	1	0	0	0	0	0	58	42	45
20:00	0	0	1	1	3	12	14	1	2	0	0	0	0	0	34	43	45
21:00	0	0	0	3	6	8	11	1	1	0	0	0	0	0	30	43	45
22:00	0	0	0	0	2	4	5	3	2	0	0	0	0	0	16	47	49
23:00	0	0	0	0	1	6	2	0	1	0	0	0	0	0	10	40	41
Total	0	0	12	36	139	308	249	68	11	1	0	0	0	0	824		
Percent	0.0%	0.0%	1.5%	4.4%	16.9%	37.4%	30.2%	8.3%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			16:00 4	15:00 8	17:00 45	16:00 76	17:00 59	16:00 17	16:00 2	14:00 1					17:00 197		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6	*	*
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	*	*
05:00	0	0	1	1	0	2	0	1	0	0	0	0	0	0	5	*	*
06:00	0	0	1	2	3	4	5	1	1	0	0	0	0	0	17	43	45
07:00	0	0	1	5	**13**	23	22	11	3	0	0	0	0	0	78	46	49
08:00	0	**1**	2	3	5	26	**34**	11	4	0	0	0	0	0	86	46	49
09:00	0	0	2	5	5	17	15	9	1	0	0	0	0	0	54	46	49
10:00	0	1	0	4	9	23	12	**12**	1	0	0	0	0	0	62	46	49
11:00	**1**	0	**4**	**6**	10	**28**	32	10	**5**	0	0	0	0	0	**96**	45	50
12 PM	0	0	1	1	10	22	43	12	1	0	0	0	0	0	90	45	48
13:00	0	0	**2**	4	11	18	29	11	3	0	0	0	0	0	78	46	49
14:00	0	0	1	4	9	28	32	9	4	0	**1**	0	0	0	88	45	49
15:00	**1**	0	2	6	**21**	37	53	21	5	0	0	0	0	0	146	46	49
16:00	0	**1**	0	**7**	13	57	66	**33**	5	**2**	0	0	0	0	184	46	50
17:00	0	0	1	0	10	**75**	**82**	24	5	0	0	0	0	0	**197**	45	49
18:00	0	0	1	0	9	30	42	19	**7**	1	0	0	**1**	0	110	47	51
19:00	0	1	0	0	4	17	26	16	4	1	0	0	0	0	69	48	51
20:00	0	0	1	1	3	11	20	8	3	0	0	0	0	0	47	47	50
21:00	0	0	1	1	4	7	10	7	0	1	0	0	0	0	31	46	49
22:00	0	0	1	2	0	3	4	2	1	0	0	0	0	0	13	44	45
23:00	0	0	0	0	1	3	4	2	0	0	0	0	0	0	10	44	45
Total	2	4	22	52	143	434	535	222	53	5	1	0	1	0	1474		
Percent	0.1%	0.3%	1.5%	3.5%	9.7%	29.4%	36.3%	15.1%	3.6%	0.3%	0.1%	0.0%	0.1%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	07:00	11:00	08:00	10:00	11:00						11:00		
Vol.	1	1	4	6	13	28	34	12	5						96		
PM Peak	15:00	16:00	13:00	16:00	15:00	17:00	17:00	16:00	18:00	16:00	14:00		18:00		17:00		
Vol.	1	1	2	7	21	75	82	33	7	2	1		1		197		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5	*	*
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	1	1	1	0	2	0	0	0	0	0	0	5	*	*
06:00	0	0	0	2	2	7	6	4	2	0	0	0	0	0	23	48	50
07:00	0	0	1	2	**10**	21	**36**	7	2	**1**	0	0	0	0	80	45	48
08:00	0	0	2	3	8	**38**	35	**13**	**6**	0	0	0	0	0	**105**	46	50
09:00	0	0	1	6	3	24	13	8	3	0	0	0	0	0	58	46	50
10:00	0	0	**3**	6	7	14	26	11	2	0	0	0	0	0	69	46	48
11:00	0	1	3	**9**	8	25	29	12	4	0	0	0	0	0	91	45	49
12 PM	0	0	**3**	2	10	28	35	10	1	0	0	0	0	0	89	45	48
13:00	0	0	2	**8**	9	34	23	14	3	1	0	0	0	0	94	45	49
14:00	0	**1**	3	3	12	39	37	14	1	0	0	0	0	0	110	45	48
15:00	0	0	0	3	25	50	49	15	**8**	0	0	0	0	0	150	45	50
16:00	0	0	2	1	**26**	**89**	63	17	6	**3**	0	0	0	0	**207**	45	49
17:00	0	0	1	2	23	54	**73**	**28**	2	1	0	0	0	0	184	45	48
18:00	0	0	1	2	10	35	30	12	3	0	0	0	0	0	93	45	49
19:00	0	0	0	2	4	19	26	9	1	1	0	0	0	0	62	45	49
20:00	0	0	2	1	3	9	16	6	3	0	**1**	0	0	0	41	47	51
21:00	0	0	1	1	8	6	16	1	1	0	0	0	0	0	34	43	45
22:00	0	0	1	0	0	6	7	3	0	0	0	0	0	0	17	46	47
23:00	0	0	0	0	2	1	7	3	3	0	0	0	0	0	16	50	52
Total	0	3	27	54	172	502	528	191	51	7	1	0	0	0	1536		
Percent	0.0%	0.2%	1.8%	3.5%	11.2%	32.7%	34.4%	12.4%	3.3%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		04:00	10:00	11:00	07:00	08:00	07:00	08:00	08:00	07:00					08:00		
Vol.		1	3	9	10	38	36	13	6	1					105		
PM Peak		14:00	12:00	13:00	16:00	16:00	17:00	17:00	15:00	16:00	20:00				16:00		
Vol.		1	3	8	26	89	73	28	8	3	1				207		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	1	7	3	1	0	0	0	0	0	0	12	42	43
01:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	38	38
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
05:00	0	**1**	0	0	0	1	2	0	0	0	0	0	0	0	4	*	*
06:00	0	0	1	0	2	3	6	1	0	0	0	0	0	0	13	44	45
07:00	0	1	1	0	3	3	1	6	2	0	0	0	0	0	17	49	51
08:00	0	0	1	2	5	10	7	6	1	0	0	0	0	0	32	46	49
09:00	0	0	**3**	3	2	11	12	8	3	0	0	0	0	0	42	47	51
10:00	0	0	3	3	7	20	21	5	3	**1**	0	0	0	0	63	45	50
11:00	0	0	3	**5**	**14**	**25**	**28**	**9**	**6**	0	0	0	0	0	**90**	46	50
12 PM	0	**1**	**2**	3	7	25	**40**	**15**	1	0	**1**	0	0	0	95	45	48
13:00	0	0	2	2	3	35	32	8	0	0	0	0	0	0	82	45	47
14:00	0	1	2	**8**	8	**41**	22	12	5	0	0	0	0	0	99	46	50
15:00	0	0	2	2	**12**	26	36	12	**7**	**3**	0	0	0	0	**100**	47	53
16:00	0	0	1	4	6	22	30	11	1	0	0	0	0	0	75	45	48
17:00	0	1	0	1	9	14	24	11	1	0	0	**1**	0	0	62	46	49
18:00	0	0	0	0	6	19	16	3	0	0	0	0	0	0	44	43	45
19:00	0	0	1	2	2	10	14	6	2	0	0	0	0	0	37	47	50
20:00	0	0	0	3	7	7	17	4	5	0	1	0	0	0	44	49	53
21:00	0	0	1	1	0	7	8	6	0	1	0	0	0	0	24	47	49
22:00	0	0	1	0	3	9	4	4	0	0	0	0	0	0	21	46	48
23:00	0	0	0	0	2	4	5	2	0	1	1	0	0	0	15	45	46
Total	0	5	24	40	100	304	328	131	37	6	3	1	0	0	979		
Percent	0.0%	0.5%	2.5%	4.1%	10.2%	31.1%	33.5%	13.4%	3.8%	0.6%	0.3%	0.1%	0.0%	0.0%			
AM Peak		05:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00					11:00		
Vol.		1	3	5	14	25	28	9	6	1					90		
PM Peak		12:00	12:00	14:00	15:00	14:00	12:00	12:00	15:00	15:00	12:00	17:00			15:00		
Vol.		1	2	8	12	41	40	15	7	3	1	1			100		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	2	1	5	1	0	**1**	0	0	0	0	10	44	45
01:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	0	2	1	2	1	0	0	0	0	0	0	7	*	*
07:00	0	0	1	0	0	3	4	3	3	0	0	0	0	0	14	50	52
08:00	0	0	2	2	4	7	3	2	0	0	0	0	0	0	20	42	44
09:00	0	0	2	**6**	3	17	19	**9**	2	0	0	0	0	0	58	46	49
10:00	0	0	**3**	5	6	13	9	8	**4**	0	0	**1**	0	0	49	47	51
11:00	0	0	1	1	**10**	**20**	**25**	9	2	1	0	0	0	0	**69**	45	48
12 PM	0	0	**5**	3	9	21	24	11	1	0	0	0	0	0	74	45	48
13:00	0	0	2	**7**	8	23	22	7	2	0	0	0	0	0	71	44	48
14:00	0	0	3	3	7	15	**27**	11	4	0	0	0	0	0	70	46	50
15:00	0	0	3	6	**10**	25	26	14	2	0	0	0	0	0	**86**	45	48
16:00	0	0	2	3	6	**30**	25	7	**5**	0	0	0	0	0	78	45	51
17:00	0	0	0	2	7	19	25	**18**	5	**2**	0	0	0	0	78	49	53
18:00	0	0	1	0	2	18	13	14	2	0	0	0	0	0	50	47	49
19:00	0	0	0	3	1	9	8	5	0	0	0	0	0	0	26	46	48
20:00	0	0	3	1	1	10	12	2	2	1	0	0	0	0	32	44	45
21:00	0	0	0	1	1	1	6	1	0	0	0	0	0	0	10	44	45
22:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
23:00	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7	41	42
Total	0	0	29	43	81	237	261	124	34	5	1	1	0	0	816		
Percent	0.0%	0.0%	3.6%	5.3%	9.9%	29.0%	32.0%	15.2%	4.2%	0.6%	0.1%	0.1%	0.0%	0.0%			
AM Peak			10:00	09:00	11:00	11:00	11:00	09:00	10:00	00:00	03:00	10:00			11:00		
Vol.			3	6	10	20	25	9	4	1	1	1			69		
PM Peak			12:00	13:00	15:00	16:00	14:00	17:00	16:00	17:00					15:00		
Vol.			5	7	10	30	27	18	5	2					86		

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	*	*
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	2	1	1	0	0	1	0	0	0	0	0	5	*	*
06:00	0	0	1	1	3	5	3	3	2	0	0	0	0	0	18	47	49
07:00	0	0	0	1	5	23	25	**17**	**4**	0	0	0	0	0	75	47	50
08:00	0	0	**5**	2	10	24	**28**	17	1	**1**	0	0	0	0	**88**	46	48
09:00	0	0	0	4	8	20	28	9	1	1	0	0	0	0	71	45	48
10:00	0	0	1	**6**	5	21	20	7	1	0	0	0	0	0	61	44	48
11:00	0	0	0	3	**16**	**32**	18	10	2	0	0	0	0	0	81	45	48
12 PM	0	0	**2**	**1**	**12**	**39**	**27**	**6**	**2**	0	0	0	0	0	**89**	44	47
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	10	20	62	167	149	73	14	2	0	0	0	0	497		
Percent	0.0%	0.0%	2.0%	4.0%	12.5%	33.6%	30.0%	14.7%	2.8%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	10:00	11:00	11:00	08:00	07:00	07:00	08:00					08:00		
Vol.			5	6	16	32	28	17	4	1					88		
PM Peak			12:00	12:00	12:00	12:00	12:00	12:00	12:00						12:00		
Vol.			2	1	12	39	27	6	2						89		
Total	2	12	124	245	697	1952	2050	809	200	26	6	2	1	0	6126		
Percent	0.0%	0.2%	2.0%	4.0%	11.4%	31.9%	33.5%	13.2%	3.3%	0.4%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 33 MPH
50th Percentile : 40 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 3698
Percent in Pace : 60.4%
Number of Vehicles > 30 MPH : 5682
Percent of Vehicles > 30 MPH : 92.7%
Mean Speed(Average) : 40 MPH

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

Middle Road South of Munson Road
FArmington, Connecticut

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	*	*	*	*	*	*	1	6	4	5	4	12	5	10	4	8
01:00	*	*	*	*	*	*	0	1	1	1	3	4	3	2	2	2
02:00	*	*	*	*	*	*	0	1	1	0	0	1	1	1	0	1
03:00	*	*	*	*	*	*	0	1	0	0	1	1	1	1	0	1
04:00	*	*	*	*	*	*	5	4	2	2	2	2	0	0	2	2
05:00	*	*	*	*	*	*	12	5	14	5	4	4	4	0	8	4
06:00	*	*	*	*	*	*	57	17	57	23	20	13	7	7	35	15
07:00	*	*	*	*	*	*	**194**	78	**160**	80	33	17	18	14	**101**	47
08:00	*	*	*	*	*	*	161	86	154	**105**	50	32	33	20	100	61
09:00	*	*	*	*	*	*	80	54	80	58	57	42	54	58	68	53
10:00	*	*	*	*	*	*	82	62	69	69	**84**	63	61	49	74	61
11:00	*	*	*	*	*	*	82	**96**	78	91	68	**90**	**96**	**69**	81	**86**
12:00 PM	*	*	*	*	*	*	81	90	75	89	70	95	71	74	74	87
01:00	*	*	*	*	*	*	92	78	93	94	73	82	**78**	71	84	81
02:00	*	*	*	*	79	81	86	88	88	110	**77**	99	67	70	79	90
03:00	*	*	*	*	92	123	96	146	115	150	71	**100**	72	**86**	89	121
04:00	*	*	*	*	110	181	**112**	184	**122**	**207**	70	75	63	78	**95**	**145**
05:00	*	*	*	*	**120**	**197**	83	**197**	108	184	41	62	34	78	77	144
06:00	*	*	*	*	45	94	53	110	63	93	52	44	43	50	51	78
07:00	*	*	*	*	37	58	40	69	35	62	43	37	17	26	34	50
08:00	*	*	*	*	30	34	31	47	38	41	25	44	53	32	35	40
09:00	*	*	*	*	21	30	35	31	30	34	20	24	16	10	24	26
10:00	*	*	*	*	5	16	10	13	17	17	18	21	3	3	11	14
11:00	*	*	*	*	9	10	5	10	13	16	17	15	3	7	9	12
Lane	0	0	0	0	548	824	1398	1474	1417	1536	903	979	803	816	1137	1229
Day	0		0		1372		2872		2953		1882		1619		2366	
AM Peak							07:00	11:00	07:00	08:00	10:00	11:00	11:00	11:00	07:00	11:00
Vol.							194	96	160	105	84	90	96	69	101	86
PM Peak					17:00	17:00	16:00	17:00	16:00	16:00	14:00	15:00	13:00	15:00	16:00	16:00
Vol.					120	197	112	197	122	207	77	100	78	86	95	145

Middle Road South of Munson Road
FArmington, Connecticut

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

Site Code: 3787
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	3	3	*	*	*	*	*	*	*	*	*	*	*	*	3	3
01:00	0	2	*	*	*	*	*	*	*	*	*	*	*	*	0	2
02:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
03:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
04:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
05:00	13	5	*	*	*	*	*	*	*	*	*	*	*	*	13	5
06:00	46	18	*	*	*	*	*	*	*	*	*	*	*	*	46	18
07:00	**202**	75	*	*	*	*	*	*	*	*	*	*	*	*	**202**	75
08:00	153	**88**	*	*	*	*	*	*	*	*	*	*	*	*	153	**88**
09:00	83	71	*	*	*	*	*	*	*	*	*	*	*	*	83	71
10:00	66	61	*	*	*	*	*	*	*	*	*	*	*	*	66	61
11:00	71	81	*	*	*	*	*	*	*	*	*	*	*	*	71	81
12:00 PM	**69**	**89**	*	*	*	*	*	*	*	*	*	*	*	*	**69**	**89**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	711	497	0	0	0	0	0	0	0	0	0	0	0	0	711	497
Day	1208		0		0		0		0		0		0		1208	
AM Peak	07:00	08:00													07:00	08:00
Vol.	202	88													202	88
PM Peak	12:00	12:00													12:00	12:00
Vol.	69	89													69	89

Comb. Total	1208	0	1372	2872	2953	1882	1619	3574

ADT ADT 2,912 AADT 2,912

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	**2**	**12**	**27**	**19**	**13**	**4**	0	0	0	0	0	0	0	**77**	37	40
12 PM	0	0	17	42	31	11	**2**	0	0	0	0	0	0	0	103	34	38
13:00	1	1	17	43	34	11	2	0	0	0	0	0	0	0	109	34	37
14:00	1	4	13	35	46	11	2	0	0	0	0	0	0	0	112	34	37
15:00	**4**	2	15	52	39	**17**	0	0	0	0	0	0	0	0	129	34	38
16:00	1	**5**	**19**	**63**	**63**	12	0	0	**1**	0	0	0	0	**1**	**165**	34	36
17:00	0	0	12	38	25	9	0	0	0	0	0	0	0	0	84	34	37
18:00	0	1	10	23	21	6	0	0	0	0	0	0	0	0	61	34	37
19:00	1	4	5	14	16	3	1	0	0	0	0	0	0	0	44	33	35
20:00	0	0	3	10	4	2	0	0	0	0	0	0	0	0	19	33	35
21:00	0	0	2	9	5	2	0	0	0	0	0	0	0	0	18	34	36
22:00	0	0	2	6	5	0	1	**1**	0	0	0	0	0	0	15	33	34
23:00	0	0	2	8	6	6	0	0	0	0	0	0	0	0	22	37	39
Total	8	19	129	370	314	103	12	1	1	0	0	0	0	1	958		
Percent	0.8%	2.0%	13.5%	38.6%	32.8%	10.8%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00								11:00		
Vol.		2	12	27	19	13	4								77		
PM Peak	15:00	16:00	16:00	16:00	16:00	15:00	12:00	22:00	16:00					16:00	16:00		
Vol.	4	5	19	63	63	17	2	1	1					1	165		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	2	2	0	1	1	0	0	0	0	0	0	0	6	*	*
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	1	0	4	3	1	0	0	0	0	0	0	0	0	9	31	32
05:00	0	1	8	27	27	6	0	0	0	0	0	0	0	0	69	34	36
06:00	2	6	26	111	64	17	0	0	0	0	0	0	0	0	226	33	36
07:00	**9**	**12**	**55**	**143**	**128**	**24**	**5**	**1**	0	0	**1**	0	0	0	**378**	34	37
08:00	0	0	19	57	58	14	1	0	0	0	0	0	0	0	149	34	37
09:00	1	1	16	45	27	19	2	0	0	0	0	0	0	0	111	36	38
10:00	0	1	5	27	33	12	1	1	0	0	0	0	0	0	80	35	39
11:00	0	2	5	35	30	14	3	0	0	0	0	0	0	**1**	90	35	39
12 PM	0	0	11	44	34	**20**	1	0	0	0	0	0	0	0	110	36	38
13:00	0	1	**16**	33	34	13	1	**1**	0	0	0	0	0	0	99	35	38
14:00	0	**2**	7	52	48	9	**2**	0	0	0	0	0	0	**1**	121	34	37
15:00	**1**	1	10	46	**58**	19	1	0	0	0	0	0	0	1	137	35	38
16:00	1	1	15	**64**	57	11	2	0	0	0	0	0	0	0	**151**	34	36
17:00	0	2	10	43	29	5	0	0	0	0	0	0	0	0	89	33	36
18:00	0	0	6	15	26	5	2	0	0	0	0	0	0	0	54	35	39
19:00	0	1	5	12	12	6	0	0	0	0	0	0	0	0	36	35	38
20:00	0	0	2	12	9	0	0	1	0	0	0	0	0	0	24	32	34
21:00	1	0	5	4	2	2	0	0	0	0	0	0	0	0	14	29	30
22:00	0	0	0	6	8	3	1	1	0	0	0	0	0	0	19	36	38
23:00	0	0	3	6	6	8	0	0	0	0	0	0	0	0	23	37	39
Total	15	33	226	789	694	210	23	5	0	0	1	0	0	3	1999		
Percent	0.8%	1.7%	11.3%	39.5%	34.7%	10.5%	1.2%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00			07:00			11:00	07:00		
Vol.	9	12	55	143	128	24	5	1			1			1	378		
PM Peak	15:00	14:00	13:00	16:00	15:00	12:00	14:00	13:00						14:00	16:00		
Vol.	1	2	16	64	58	20	2	1						1	151		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	*	*
01:00	0	1	1	2	0	1	0	1	0	0	0	0	0	0	6	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	*	*
04:00	0	0	2	3	4	0	0	0	0	0	0	0	0	0	9	32	33
05:00	0	1	7	37	21	10	0	0	0	0	0	0	0	0	76	34	38
06:00	**3**	**5**	28	89	66	20	0	0	0	0	0	0	0	0	211	34	37
07:00	1	2	**36**	**149**	**132**	**39**	**5**	**2**	0	0	0	0	0	0	**366**	35	38
08:00	0	1	12	44	67	22	1	0	0	0	0	0	0	0	147	35	38
09:00	1	1	8	36	34	13	2	0	0	0	0	0	0	0	95	35	38
10:00	0	3	10	41	24	10	0	0	0	0	0	0	0	0	88	34	37
11:00	0	1	10	36	36	12	1	1	0	0	0	0	0	0	97	35	38
12 PM	**1**	2	8	45	24	14	3	0	0	0	0	0	0	0	97	35	39
13:00	0	2	10	32	27	13	**5**	0	0	0	0	0	0	0	89	36	40
14:00	1	0	10	35	38	10	4	0	0	**1**	0	0	0	**1**	100	35	39
15:00	0	1	7	40	**61**	22	2	**1**	**2**	0	0	0	0	1	137	36	38
16:00	1	**3**	**15**	**62**	49	**23**	1	0	0	0	0	0	0	0	**154**	35	38
17:00	0	1	12	27	27	9	0	0	0	0	0	0	0	0	76	34	37
18:00	0	0	8	22	12	8	2	0	0	0	0	0	0	0	52	36	39
19:00	0	1	5	14	9	2	1	0	0	0	0	0	0	0	32	32	35
20:00	0	1	5	3	5	0	2	0	1	0	0	0	0	0	17	32	34
21:00	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9	32	33
22:00	1	0	0	8	8	3	1	0	0	0	0	0	0	0	21	35	37
23:00	0	1	2	4	3	0	0	0	0	0	0	0	0	0	10	31	32
Total	10	28	201	734	650	232	30	5	3	1	0	0	0	2	1896		
Percent	0.5%	1.5%	10.6%	38.7%	34.3%	12.2%	1.6%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	06:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00		
Vol.	3	5	36	149	132	39	5	2							366		
PM Peak	12:00	16:00	16:00	16:00	15:00	16:00	13:00	15:00	15:00	14:00				14:00	16:00		
Vol.	1	3	15	62	61	23	5	1	2	1				1	154		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	0	3	1	0	0	0	0	0	0	0	0	6	33	33
05:00	0	1	6	12	14	4	1	0	0	0	0	0	0	0	38	35	38
06:00	0	0	**10**	**22**	**24**	7	1	**2**	0	0	0	0	0	0	**66**	34	37
07:00	0	0	3	10	15	6	0	0	0	0	0	0	0	0	34	36	38
08:00	0	0	5	12	14	8	2	0	0	0	0	0	0	0	41	36	39
09:00	0	1	7	9	14	5	**3**	0	0	0	0	0	0	0	39	37	41
10:00	0	0	1	14	16	8	3	0	0	0	0	0	0	0	42	37	40
11:00	0	0	3	16	21	**12**	2	0	0	0	0	0	0	0	54	37	39
12 PM	0	0	2	12	16	**10**	**4**	0	0	0	0	0	0	**1**	45	38	41
13:00	**1**	0	1	17	19	7	0	0	0	0	0	0	0	0	45	35	38
14:00	0	0	4	**26**	**26**	9	2	**1**	**1**	0	0	0	0	0	**69**	35	38
15:00	0	**1**	5	12	23	7	2	0	0	0	0	0	0	0	50	35	39
16:00	0	0	7	16	16	3	0	0	0	0	0	0	0	0	42	34	36
17:00	0	1	**9**	12	6	4	0	0	0	0	0	0	0	0	32	34	37
18:00	0	0	4	19	15	4	0	0	0	0	0	0	0	0	42	34	36
19:00	0	1	4	6	2	3	0	1	0	0	0	0	0	0	17	35	37
20:00	0	0	2	6	2	2	0	0	0	0	0	0	0	0	12	30	31
21:00	0	0	4	6	5	3	1	0	0	0	0	0	0	0	19	36	38
22:00	0	1	1	10	6	2	1	0	0	0	0	0	0	0	21	34	36
23:00	0	0	4	1	2	0	0	0	0	0	0	0	0	0	7	24	24
Total	1	7	84	240	260	105	24	4	1	0	0	0	0	1	727		
Percent	0.1%	1.0%	11.6%	33.0%	35.8%	14.4%	3.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak		00:00	06:00	06:00	06:00	11:00	09:00	06:00							06:00		
Vol.		1	10	22	24	12	3	2							66		
PM Peak	13:00	15:00	17:00	14:00	14:00	12:00	12:00	14:00	14:00					12:00	14:00		
Vol.	1	1	9	26	26	10	4	1	1					1	69		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	1	1	3	0	1	0	0	0	0	0	0	0	6	32	32
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	*	*
03:00	0	**1**	2	1	2	0	0	0	0	0	0	0	0	0	6	*	*
04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	1	7	1	4	0	0	0	0	0	0	0	0	13	37	38
06:00	0	1	3	14	**25**	**9**	**5**	0	**1**	0	0	0	0	0	**58**	37	42
07:00	0	0	3	2	7	3	2	0	0	0	0	0	0	0	17	37	39
08:00	0	0	3	11	11	3	1	0	0	0	0	0	0	0	29	34	37
09:00	**1**	0	**4**	5	8	3	2	0	0	0	0	0	0	0	23	37	39
10:00	0	0	0	**16**	18	3	0	**1**	0	0	0	0	0	0	38	34	36
11:00	1	0	2	15	10	8	0	0	0	0	0	0	0	0	36	36	39
12 PM	0	**1**	1	9	19	7	0	0	0	0	0	0	0	0	37	36	39
13:00	0	0	8	13	**21**	**9**	0	**1**	0	0	0	0	0	0	52	35	38
14:00	0	1	1	**25**	19	9	**2**	1	0	0	0	0	0	0	**58**	36	39
15:00	0	0	4	14	15	4	1	0	0	0	0	0	0	0	38	35	38
16:00	0	1	6	13	15	3	1	0	0	0	0	0	0	0	39	34	37
17:00	0	0	**10**	16	9	2	1	0	0	0	0	0	0	0	38	32	35
18:00	0	0	3	14	12	7	0	0	0	0	0	0	0	0	36	36	39
19:00	0	0	1	8	14	1	1	0	0	0	0	0	0	0	25	34	35
20:00	0	0	2	6	3	3	1	0	0	0	0	0	0	0	15	36	38
21:00	0	0	2	5	2	2	0	0	0	0	0	0	0	0	11	30	31
22:00	0	1	0	3	6	3	0	0	0	0	0	0	0	0	13	36	37
23:00	0	0	1	6	6	1	1	0	0	0	0	0	0	0	15	34	35
Total	2	7	58	206	230	84	20	3	1	0	0	0	0	0	611		
Percent	0.3%	1.1%	9.5%	33.7%	37.6%	13.7%	3.3%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	03:00	09:00	10:00	06:00	06:00	06:00	10:00	06:00						06:00		
Vol.	1	1	4	16	25	9	5	1	1						58		
PM Peak		12:00	17:00	14:00	13:00	13:00	14:00	13:00							14:00		
Vol.		1	10	25	21	9	2	1							58		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	*	*
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	*	*
04:00	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9	32	33
05:00	0	1	7	20	27	7	1	0	0	0	0	0	0	0	63	35	38
06:00	0	7	**29**	102	77	13	1	0	0	0	0	0	0	0	229	33	36
07:00	**2**	**17**	29	**162**	**117**	**45**	**4**	0	0	0	0	0	0	0	**376**	34	38
08:00	0	5	15	60	52	28	1	0	0	0	0	0	0	0	161	35	38
09:00	1	0	14	41	27	19	4	0	0	0	0	0	0	0	106	36	39
10:00	0	0	5	31	32	18	4	0	0	0	0	0	0	0	90	37	40
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	31	104	423	336	131	15	0	0	0	0	0	0	0	1043		
Percent	0.3%	3.0%	10.0%	40.6%	32.2%	12.6%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	07:00	07:00	07:00	07:00								07:00		
Vol.	2	17	29	162	117	45	4								376		
PM Peak Vol.																	
Total	39	125	802	2762	2484	865	124	18	6	1	1	0	0	7	7234		
Percent	0.5%	1.7%	11.1%	38.2%	34.3%	12.0%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			

	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 :	4755
	Percent in Pace :	65.8%
	Number of Vehicles > 25 MPH :	5949
	Percent of Vehicles > 25 MPH :	82.3%
	Mean Speed(Average) :	30 MPH

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	**1**	**5**	**23**	**56**	**27**	**4**	0	0	0	0	0	0	0	**116**	37	40
12 PM	0	1	6	36	53	26	4	0	0	0	0	0	0	0	126	37	40
13:00	1	0	1	23	67	40	4	1	0	0	0	0	0	0	137	38	40
14:00	0	0	6	54	79	55	9	0	0	0	0	0	0	0	203	37	40
15:00	**2**	**6**	**18**	52	110	**89**	**10**	**2**	0	0	0	0	0	0	289	38	40
16:00	1	1	5	**80**	**161**	54	8	0	0	0	0	0	0	0	**310**	36	39
17:00	0	0	11	57	75	43	7	2	0	0	0	0	0	0	195	37	40
18:00	0	1	3	18	48	23	1	0	0	0	0	0	0	0	94	37	39
19:00	1	0	1	9	40	15	1	1	0	0	0	0	0	0	68	36	39
20:00	0	0	1	11	18	12	8	0	0	0	0	0	0	0	50	40	43
21:00	0	0	2	3	19	6	1	0	0	0	0	0	0	0	31	36	39
22:00	0	0	0	8	10	6	1	0	0	0	0	0	0	0	25	37	39
23:00	0	0	1	4	27	15	1	0	0	0	0	0	0	0	48	37	39
Total	5	10	60	378	763	411	59	6	0	0	0	0	0	0	1692		
Percent	0.3%	0.6%	3.5%	22.3%	45.1%	24.3%	3.5%	0.4%	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.		1	5	23	56	27	4								116		
PM Peak	15:00	15:00	15:00	16:00	16:00	15:00	15:00	15:00							16:00		
Vol.	2	6	18	80	161	89	10	2							310		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	0	4	3	6	0	0	0	0	0	0	0	0	13	37	39
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4	*	*
03:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	*	*
04:00	0	0	0	2	5	0	0	0	0	0	0	0	0	0	7	33	34
05:00	0	1	1	4	8	3	0	0	0	0	0	0	0	0	17	35	37
06:00	0	0	2	19	23	9	2	0	0	0	0	0	0	0	55	36	39
07:00	**1**	0	6	**36**	**56**	26	4	0	0	0	0	0	**1**	**2**	**132**	36	40
08:00	0	0	6	23	53	**37**	0	0	0	0	0	0	0	0	119	37	39
09:00	0	1	2	27	40	16	4	**1**	0	0	0	0	0	0	91	37	40
10:00	0	1	**7**	29	36	19	5	0	0	0	0	0	0	0	97	37	41
11:00	1	**3**	5	30	52	33	**6**	1	0	0	0	0	0	0	131	37	40
12 PM	**1**	0	3	37	52	31	4	0	0	0	0	0	0	0	128	37	40
13:00	0	0	3	27	55	40	3	**2**	0	0	0	0	0	0	130	38	40
14:00	0	**1**	8	45	90	52	**12**	1	0	0	0	0	0	0	209	38	41
15:00	1	1	8	53	128	**77**	7	1	0	0	0	0	0	0	276	37	40
16:00	0	1	**10**	**59**	**143**	65	10	0	0	0	0	**1**	0	0	**289**	37	40
17:00	1	0	3	31	73	40	4	0	0	0	0	0	0	0	152	37	40
18:00	0	0	4	28	44	26	2	1	0	0	0	0	0	0	105	36	39
19:00	0	1	2	14	42	18	7	0	0	0	0	0	0	0	84	38	42
20:00	0	0	2	9	27	16	0	0	0	**1**	0	0	0	0	55	37	39
21:00	0	1	0	7	9	7	2	0	0	0	0	0	0	0	26	38	40
22:00	0	0	1	4	13	9	0	0	0	0	0	0	0	0	27	37	39
23:00	0	0	3	18	18	9	2	0	0	0	0	0	0	0	50	36	39
Total	5	11	78	507	973	541	74	7	0	1	0	1	1	2	2201		
Percent	0.2%	0.5%	3.5%	23.0%	44.2%	24.6%	3.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	07:00	11:00	10:00	07:00	07:00	08:00	11:00	09:00					07:00	07:00	07:00		
Vol.	1	3	7	36	56	37	6	1					1	2	132		
PM Peak	12:00	14:00	16:00	16:00	16:00	15:00	14:00	13:00		20:00		16:00			16:00		
Vol.	1	1	10	59	143	77	12	2		1		1			289		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	1	0	5	2	1	0	0	0	0	0	0	0	0	9	30	30
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	3	1	1	1	0	0	0	0	0	0	0	6	28	28
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	*	*
04:00	0	1	1	2	3	0	1	0	0	0	0	0	0	0	8	32	32
05:00	0	1	2	5	12	2	0	0	0	0	0	0	0	0	22	34	36
06:00	**1**	0	5	16	19	6	3	0	0	0	0	0	0	0	50	36	40
07:00	1	0	5	36	51	23	4	0	0	0	0	0	**1**	**1**	122	37	40
08:00	0	1	3	**43**	48	32	7	0	0	0	0	0	0	0	**134**	37	40
09:00	0	1	**8**	29	36	16	1	**1**	0	0	0	0	0	0	92	36	38
10:00	0	0	6	19	50	**36**	6	0	0	0	0	0	0	0	117	38	40
11:00	1	**2**	2	29	**56**	35	**8**	0	0	0	0	0	0	0	133	38	41
12 PM	0	1	9	38	54	28	5	0	**1**	0	0	0	0	0	136	37	40
13:00	0	0	6	25	59	39	9	0	1	0	0	0	0	0	139	38	41
14:00	**1**	**2**	**12**	53	82	47	**10**	0	0	**1**	0	0	0	0	208	37	40
15:00	1	0	4	44	**121**	**81**	10	1	1	1	0	0	0	0	**264**	38	40
16:00	0	2	7	**88**	100	61	3	0	0	1	0	0	0	**1**	263	37	39
17:00	0	0	2	37	58	36	5	0	0	0	0	0	0	0	138	37	40
18:00	0	1	2	18	46	21	2	**2**	0	0	0	0	0	0	92	37	39
19:00	0	0	1	18	31	9	5	2	0	0	0	0	0	0	66	38	43
20:00	0	0	2	7	14	15	3	0	0	0	0	0	0	0	41	38	40
21:00	0	1	0	9	6	7	1	0	0	0	0	0	0	0	24	38	40
22:00	1	1	1	7	13	6	0	0	0	0	0	0	0	0	29	36	38
23:00	0	0	2	12	27	10	1	0	0	0	0	0	0	0	52	36	39
Total	6	15	82	544	890	512	85	6	3	3	0	0	1	2	2149		
Percent	0.3%	0.7%	3.8%	25.3%	41.4%	23.8%	4.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	06:00	11:00	09:00	08:00	11:00	10:00	11:00	09:00					07:00	07:00	08:00		
Vol.	1	2	8	43	56	36	8	1					1	1	134		
PM Peak	14:00	14:00	14:00	16:00	15:00	15:00	14:00	18:00	12:00	14:00				16:00	15:00		
Vol.	1	2	12	88	121	81	10	2	1	1				1	264		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	0	0	3	6	2	1	0	0	0	0	0	0	0	12	35	36
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	4	2	3	0	0	0	0	0	0	0	0	9	36	37
06:00	0	0	0	2	8	3	0	**1**	0	0	0	0	0	0	14	36	37
07:00	0	0	2	11	20	19	**4**	0	0	0	0	0	0	0	56	38	41
08:00	0	0	1	11	13	9	0	0	0	0	0	0	0	0	34	37	39
09:00	0	0	2	6	27	19	3	0	0	0	0	0	0	0	57	38	40
10:00	0	**1**	1	**15**	21	17	2	1	0	0	0	0	0	0	58	37	40
11:00	0	1	**3**	13	**37**	**20**	3	1	0	0	0	0	0	0	**78**	37	40
12 PM	0	0	0	9	22	12	3	**1**	0	0	0	0	0	0	47	38	41
13:00	0	**1**	**5**	**20**	37	24	3	0	0	0	0	0	0	0	90	37	39
14:00	0	0	1	13	**45**	**37**	**14**	1	0	0	0	0	0	0	**111**	40	43
15:00	0	0	3	17	29	21	6	0	0	0	0	0	0	0	76	38	41
16:00	0	0	2	8	24	15	3	0	0	0	0	0	0	0	52	38	40
17:00	0	1	1	10	17	8	2	0	0	0	0	0	0	0	39	37	40
18:00	0	0	1	15	10	11	1	0	0	0	0	0	0	0	38	37	40
19:00	0	1	1	12	34	16	1	1	0	0	0	0	0	0	66	37	39
20:00	0	0	2	5	3	6	2	0	0	0	0	0	0	0	18	39	41
21:00	0	0	0	3	8	3	1	0	0	0	0	0	0	0	15	37	38
22:00	0	0	0	5	11	5	1	0	**1**	0	0	0	0	0	23	37	39
23:00	0	0	2	2	8	5	0	0	0	0	0	0	0	0	17	38	39
Total	0	5	27	185	383	256	50	6	1	0	0	0	0	0	913		
Percent	0.0%	0.5%	3.0%	20.3%	41.9%	28.0%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	10:00	11:00	11:00	07:00	06:00							11:00		
Vol.		1	3	15	37	20	4	1							78		
PM Peak		13:00	13:00	13:00	14:00	14:00	14:00	12:00	22:00						14:00		
Vol.		1	5	20	45	37	14	1	1						111		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	1	3	2	0	2	0	0	0	0	0	0	0	8	29	29
01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
05:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	32	32
06:00	0	0	0	2	7	5	0	0	0	0	0	0	0	0	14	38	39
07:00	1	0	0	9	14	**26**	**3**	0	0	0	0	0	0	0	53	38	40
08:00	0	0	1	8	13	12	2	**1**	0	0	0	0	0	0	37	38	40
09:00	0	0	0	7	13	11	0	0	0	0	0	0	0	0	31	37	39
10:00	0	0	0	**15**	**23**	16	2	0	0	0	0	0	0	0	**56**	37	40
11:00	**2**	0	**3**	13	16	13	1	0	0	0	0	0	0	0	48	37	39
12 PM	0	**1**	1	5	17	11	3	0	0	0	0	0	0	0	38	38	41
13:00	0	0	3	9	18	14	3	0	0	0	0	0	0	0	47	38	40
14:00	0	0	3	12	23	**27**	1	0	0	0	0	0	0	0	**66**	38	39
15:00	0	0	1	5	**26**	19	**7**	0	0	0	0	0	0	0	58	39	43
16:00	0	0	**4**	8	24	13	1	0	0	0	0	0	0	0	50	37	39
17:00	0	0	2	14	23	11	7	0	0	0	0	0	0	0	57	39	43
18:00	0	0	1	7	10	8	2	0	0	0	**1**	0	0	0	29	37	40
19:00	0	0	1	**18**	24	15	4	**1**	0	0	0	0	0	0	63	38	41
20:00	0	0	0	2	12	5	0	0	0	0	0	0	0	0	19	37	39
21:00	0	0	1	4	4	3	1	0	0	0	0	0	0	0	13	36	38
22:00	0	0	1	5	4	5	3	0	0	0	0	0	0	0	18	40	42
23:00	0	0	1	1	10	3	2	0	0	0	0	0	0	0	17	37	39
Total	3	1	24	150	290	219	44	2	0	0	1	0	0	0	734		
Percent	0.4%	0.1%	3.3%	20.4%	39.5%	29.8%	6.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00		11:00	10:00	10:00	07:00	07:00	08:00							10:00		
Vol.	2		3	15	23	26	3	1							56		
PM Peak		12:00	16:00	19:00	15:00	14:00	15:00	19:00			18:00				14:00		
Vol.		1	4	18	26	27	7	1			1				66		

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	32	32
04:00	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4	*	*
05:00	0	**1**	0	5	12	4	0	0	0	0	0	0	0	0	22	36	38
06:00	0	0	1	10	21	11	2	0	0	0	0	0	0	0	45	37	39
07:00	0	0	4	28	**74**	**33**	**9**	**2**	0	0	0	0	0	0	**150**	38	41
08:00	**3**	0	5	**41**	57	21	4	0	0	0	0	0	0	0	131	36	39
09:00	0	0	1	23	45	18	2	1	0	0	0	0	0	0	90	36	39
10:00	0	0	**9**	25	40	16	4	0	0	0	0	0	0	0	94	36	40
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	1	21	136	255	104	24	3	0	0	0	0	0	0	547		
Percent	0.5%	0.2%	3.8%	24.9%	46.6%	19.0%	4.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	05:00	10:00	08:00	07:00	07:00	07:00	07:00							07:00		
Vol.	3	1	9	41	74	33	9	2							150		
PM Peak Vol.																	
Total	22	43	292	1900	3554	2043	336	30	4	4	1	1	2	4	8236		
Percent	0.3%	0.5%	3.5%	23.1%	43.2%	24.8%	4.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	27 MPH
	50th Percentile :	32 MPH
	85th Percentile :	37 MPH
	95th Percentile :	40 MPH
Stats	10 MPH Pace Speed :	29-38 MPH
	Number in Pace :	5514
	Percent in Pace :	67.0%
	Number of Vehicles > 25 MPH :	7646
	Percent of Vehicles > 25 MPH :	92.9%
	Mean Speed(Average) :	33 MPH

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	*	*	*	*	*	*	6	13	4	9	3	12	6	8	5	10
01:00	*	*	*	*	*	*	1	1	6	2	2	2	3	3	3	2
02:00	*	*	*	*	*	*	2	4	0	6	1	0	3	2	2	3
03:00	*	*	*	*	*	*	1	3	3	2	0	1	6	0	2	2
04:00	*	*	*	*	*	*	9	7	9	8	6	0	2	3	6	4
05:00	*	*	*	*	*	*	69	17	76	22	38	9	13	4	49	13
06:00	*	*	*	*	*	*	226	55	211	50	**66**	14	**58**	14	140	33
07:00	*	*	*	*	*	*	**378**	**132**	**366**	122	34	56	17	53	**199**	91
08:00	*	*	*	*	*	*	149	119	147	**134**	41	34	29	37	92	81
09:00	*	*	*	*	*	*	111	91	95	92	39	57	23	31	67	68
10:00	*	*	*	*	*	*	80	97	88	117	42	58	38	**56**	62	82
11:00	*	*	*	*	**77**	**116**	90	131	97	133	54	**78**	36	48	71	**101**
12:00 PM	*	*	*	*	103	126	110	128	97	136	45	47	37	38	78	95
01:00	*	*	*	*	109	137	99	130	89	139	45	90	52	47	79	109
02:00	*	*	*	*	112	203	121	209	100	208	**69**	**111**	**58**	**66**	92	159
03:00	*	*	*	*	129	289	137	276	137	**264**	50	76	38	58	98	**193**
04:00	*	*	*	*	**165**	**310**	**151**	**289**	**154**	263	42	52	39	50	**110**	193
05:00	*	*	*	*	84	195	89	152	76	138	32	39	38	57	64	116
06:00	*	*	*	*	61	94	54	105	52	92	42	38	36	29	49	72
07:00	*	*	*	*	44	68	36	84	32	66	17	66	25	63	31	69
08:00	*	*	*	*	19	50	24	55	17	41	12	18	15	19	17	37
09:00	*	*	*	*	18	31	14	26	9	24	19	15	11	13	14	22
10:00	*	*	*	*	15	25	19	27	21	29	21	23	13	18	18	24
11:00	*	*	*	*	22	48	23	50	10	52	7	17	15	17	15	37
Lane	0	0	0	0	958	1692	1999	2201	1896	2149	727	913	611	734	1363	1616
Day	0		0		2650		4200		4045		1640		1345		2979	
AM Peak					11:00	11:00	07:00	07:00	07:00	08:00	06:00	11:00	06:00	10:00	07:00	11:00
Vol.					77	116	378	132	366	134	66	78	58	56	199	101
PM Peak					16:00	16:00	16:00	16:00	16:00	15:00	14:00	14:00	14:00	14:00	16:00	15:00
Vol.					165	310	151	289	154	264	69	111	58	66	110	193

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

Munson Road West of Middle Road
Farmington, Connecticut

Site Code: 3791
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou	Eastbou	Westbou
12:00 AM	3	3	*	*	*	*	*	*	*	*	*	*	*	*	3	3
01:00	2	3	*	*	*	*	*	*	*	*	*	*	*	*	2	3
02:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
03:00	2	4	*	*	*	*	*	*	*	*	*	*	*	*	2	4
04:00	9	4	*	*	*	*	*	*	*	*	*	*	*	*	9	4
05:00	63	22	*	*	*	*	*	*	*	*	*	*	*	*	63	22
06:00	229	45	*	*	*	*	*	*	*	*	*	*	*	*	229	45
07:00	**376**	**150**	*	*	*	*	*	*	*	*	*	*	*	*	**376**	**150**
08:00	161	131	*	*	*	*	*	*	*	*	*	*	*	*	161	131
09:00	106	90	*	*	*	*	*	*	*	*	*	*	*	*	106	90
10:00	90	94	*	*	*	*	*	*	*	*	*	*	*	*	90	94
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1043	547	0	0	0	0	0	0	0	0	0	0	0	0	1043	547
Day	1590		0		0		0		0		0		0		1590	
AM Peak	07:00	07:00													07:00	07:00
Vol.	376	150													376	150
PM Peak																
Vol.																

Comb. Total	1590	0	2650	4200	4045	1640	1345	4569

ADT ADT 4,122 AADT 4,122

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**9**	**68**	**9**	**14**	**59**	**64**	**10**	**1**	0	0	0	0	0	0	**234**	37	40
12 PM	10	76	13	30	78	56	**13**	0	0	0	0	0	0	0	276	36	40
13:00	11	59	22	27	63	**63**	7	0	0	0	0	0	0	0	252	37	39
14:00	7	88	22	43	**83**	61	8	**1**	0	0	0	0	0	0	313	36	39
15:00	23	**152**	35	**46**	81	56	7	1	0	0	0	0	0	0	**401**	34	38
16:00	**31**	151	**36**	46	73	52	8	0	0	0	0	0	0	0	397	34	38
17:00	6	85	20	36	80	43	5	0	0	0	0	0	0	0	275	35	38
18:00	1	46	10	14	46	40	12	0	**1**	0	0	0	0	0	170	37	41
19:00	5	46	8	16	43	36	4	0	0	0	0	0	0	0	158	36	39
20:00	1	28	6	11	25	29	2	1	0	0	0	0	0	0	103	37	39
21:00	1	24	2	6	12	11	6	0	0	0	0	0	0	0	62	37	41
22:00	2	8	1	1	9	12	4	1	0	0	0	0	0	0	38	39	42
23:00	1	9	4	2	1	5	2	0	0	0	0	0	0	0	24	37	39
Total	108	840	188	292	653	528	88	5	1	0	0	0	0	0	2703		
Percent	4.0%	31.1%	7.0%	10.8%	24.2%	19.5%	3.3%	0.2%	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							11:00		
Vol.	9	68	9	14	59	64	10	1							234		
PM Peak	16:00	15:00	16:00	15:00	14:00	13:00	12:00	14:00	18:00						15:00		
Vol.	31	152	36	46	83	63	13	1	1						401		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	1	4	0	0	0	5	1	0	0	0	0	0	0	0	11	38	39
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	*	*
04:00	0	2	2	0	0	1	0	0	0	0	0	0	0	0	5	*	*
05:00	2	8	3	0	1	7	3	**1**	0	0	0	0	0	0	25	38	40
06:00	3	28	9	8	24	29	9	1	0	0	0	0	0	0	111	38	41
07:00	**10**	**68**	**23**	**33**	**72**	35	9	0	0	0	0	0	0	0	**250**	35	39
08:00	10	68	14	22	53	43	**12**	0	0	0	0	0	0	0	222	36	40
09:00	7	58	6	20	29	31	5	0	0	0	0	0	0	0	156	36	39
10:00	7	56	11	18	49	32	6	0	0	0	0	0	0	0	179	36	39
11:00	7	63	14	20	61	**55**	5	0	0	0	0	0	0	0	225	36	39
12 PM	7	57	14	25	80	**76**	15	**1**	0	0	0	0	0	0	275	38	41
13:00	6	58	8	28	59	61	**21**	0	0	0	0	0	0	0	241	38	41
14:00	5	93	15	**48**	69	67	10	0	0	0	0	0	0	0	307	36	39
15:00	12	151	**36**	46	76	60	11	1	0	0	0	0	0	0	**393**	35	39
16:00	**40**	**155**	31	46	69	44	7	1	0	0	0	0	0	0	393	33	38
17:00	10	105	17	31	**87**	39	8	1	0	0	0	0	0	0	298	34	38
18:00	4	46	8	19	62	42	15	0	0	0	0	0	0	0	196	38	41
19:00	1	24	8	17	53	32	6	0	0	0	0	0	0	0	141	37	40
20:00	1	19	14	21	46	24	4	1	0	0	0	0	0	0	130	36	39
21:00	0	14	1	9	19	19	2	0	0	0	0	0	0	0	64	37	39
22:00	1	9	3	0	6	14	3	0	0	0	0	0	0	0	36	39	41
23:00	3	11	3	1	2	3	0	0	0	0	0	0	0	0	23	19	21
Total	137	1097	241	412	919	722	152	7	0	0	0	0	0	0	3687		
Percent	3.7%	29.8%	6.5%	11.2%	24.9%	19.6%	4.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	08:00	05:00							07:00		
Vol.	10	68	23	33	72	55	12	1							250		
PM Peak	16:00	16:00	15:00	14:00	17:00	12:00	13:00	12:00							15:00		
Vol.	40	155	36	48	87	76	21	1							393		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	1	2	0	1	2	1	0	0	0	0	0	0	0	7	*	*
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	*	*
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	*	*
03:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	*	*
04:00	2	2	1	0	0	3	0	0	0	0	0	0	0	0	8	*	*
05:00	1	6	2	2	3	7	2	0	0	0	0	0	0	0	23	39	41
06:00	4	29	2	8	24	29	7	**1**	0	0	0	0	0	0	104	38	41
07:00	11	**75**	**17**	**43**	**66**	50	**12**	0	**1**	0	0	0	0	0	**275**	36	40
08:00	14	69	17	24	59	36	7	1	0	0	0	0	0	0	227	35	39
09:00	10	53	17	17	37	34	7	0	0	0	0	0	0	0	175	36	39
10:00	**17**	53	12	17	48	42	7	0	0	0	0	0	0	0	196	36	39
11:00	6	62	13	22	62	**52**	8	1	0	0	0	0	0	0	226	36	39
12 PM	9	71	12	27	73	74	12	1	0	0	0	0	0	0	279	37	40
13:00	8	67	9	31	78	**90**	**13**	**2**	0	0	0	0	0	0	298	37	40
14:00	8	83	13	35	79	55	9	0	0	0	0	0	0	0	282	36	39
15:00	19	147	**35**	63	**99**	59	13	0	0	0	0	0	0	0	435	34	39
16:00	**20**	**165**	23	**68**	99	56	8	0	0	0	0	0	0	0	**439**	34	38
17:00	6	73	15	33	78	50	6	0	0	0	0	0	0	0	261	36	39
18:00	5	51	8	16	39	43	8	0	0	0	0	0	0	0	170	37	40
19:00	2	31	8	10	35	25	8	0	0	0	0	0	0	0	119	37	41
20:00	2	17	4	8	39	34	4	0	0	0	0	0	0	0	108	37	40
21:00	1	17	3	2	21	25	8	0	0	0	0	0	0	0	77	39	42
22:00	0	9	2	7	16	10	4	0	0	0	0	0	0	0	48	37	41
23:00	3	20	3	2	2	13	1	0	0	0	0	0	0	0	44	37	40
Total	149	1106	218	436	959	790	145	6	1	0	0	0	0	0	3810		
Percent	3.9%	29.0%	5.7%	11.4%	25.2%	20.7%	3.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	07:00	07:00	07:00	11:00	07:00	06:00	07:00						07:00		
Vol.	17	75	17	43	66	52	12	1	1						275		
PM Peak	16:00	16:00	15:00	16:00	15:00	13:00	13:00	13:00							16:00		
Vol.	20	165	35	68	99	90	13	2							439		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	1	1	2	1	3	1	0	0	0	0	0	0	0	9	37	37
01:00	1	5	1	1	2	2	0	0	0	0	0	0	0	0	12	18	19
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	1	0	1	0	2	1	0	0	0	0	0	0	0	0	5	*	*
05:00	1	4	0	0	1	2	2	1	0	0	0	0	0	0	11	18	18
06:00	0	12	2	2	5	10	1	0	0	0	0	0	0	0	32	37	39
07:00	0	27	5	1	8	14	3	1	0	0	0	0	0	0	59	36	39
08:00	**5**	35	5	0	14	20	7	1	0	0	0	0	0	0	87	37	41
09:00	3	35	5	5	17	40	16	2	0	0	0	0	0	0	123	39	42
10:00	3	**56**	**13**	**17**	27	49	**17**	**3**	0	0	0	0	0	0	185	38	42
11:00	2	55	8	10	**43**	**64**	17	1	**1**	0	0	0	0	0	**201**	38	41
12 PM	3	48	6	13	45	61	21	2	0	0	0	0	0	0	199	39	42
13:00	2	45	8	11	56	43	**23**	2	0	0	0	0	0	0	190	39	42
14:00	4	**51**	**11**	5	39	**85**	23	**4**	0	0	0	0	0	0	**222**	39	42
15:00	2	49	7	11	56	67	15	1	0	0	0	0	0	0	208	38	41
16:00	**7**	38	2	12	44	52	16	1	0	0	0	0	0	0	172	38	42
17:00	1	38	6	8	**64**	56	12	0	0	0	0	0	0	0	185	38	41
18:00	2	34	5	9	45	38	4	0	0	0	0	0	0	0	137	37	40
19:00	0	17	2	**15**	40	27	7	0	0	0	0	0	0	0	108	38	41
20:00	2	18	2	7	27	28	5	0	0	0	0	0	0	0	89	38	41
21:00	0	20	3	4	27	27	5	0	0	0	0	0	0	0	86	38	41
22:00	0	17	3	3	14	24	5	2	0	0	0	0	0	0	68	39	42
23:00	1	10	2	0	3	4	1	1	0	0	0	0	0	0	22	36	38
Total	41	615	98	136	581	718	202	22	1	0	0	0	0	0	2414		
Percent	1.7%	25.5%	4.1%	5.6%	24.1%	29.7%	8.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	10:00	11:00	11:00	10:00	10:00	11:00						11:00		
Vol.	5	56	13	17	43	64	17	3	1						201		
PM Peak	16:00	14:00	14:00	19:00	17:00	14:00	13:00	14:00							14:00		
Vol.	7	51	11	15	64	85	23	4							222		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	1	2	3	0	3	4	2	0	0	0	0	0	0	0	15	38	39
01:00	0	4	0	0	4	1	0	0	0	0	0	0	0	0	9	32	33
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3	*	*
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	2	0	1	2	1	0	0	0	0	0	0	0	0	6	*	*
06:00	3	6	5	1	4	5	1	0	0	0	0	0	0	0	25	36	38
07:00	2	14	2	3	6	8	3	0	0	0	0	0	0	0	38	36	40
08:00	4	27	8	4	7	16	3	**1**	0	0	0	0	0	0	70	36	39
09:00	0	40	5	2	12	33	9	1	0	0	0	0	0	0	102	38	41
10:00	**5**	**55**	8	8	22	37	**17**	1	0	0	0	0	0	0	153	38	42
11:00	2	48	**10**	**9**	**23**	**50**	12	0	0	0	0	0	0	0	**154**	38	41
12 PM	5	37	10	10	44	42	**19**	1	0	0	0	0	0	0	168	38	42
13:00	**6**	28	**11**	17	54	62	17	0	0	0	0	0	0	0	195	38	41
14:00	4	34	10	6	54	**72**	14	**2**	0	0	0	0	0	0	**196**	39	41
15:00	2	**41**	8	9	51	61	8	2	0	0	0	0	0	0	182	38	40
16:00	3	38	10	**23**	**56**	51	5	0	0	0	0	0	0	0	186	37	40
17:00	0	21	2	2	40	48	8	1	0	0	0	0	0	0	122	38	41
18:00	1	31	4	5	28	17	6	0	0	0	0	0	0	0	92	37	40
19:00	1	40	3	5	15	27	2	0	0	0	0	0	0	0	93	37	39
20:00	1	25	2	2	16	15	1	0	0	0	0	0	0	0	62	36	39
21:00	0	10	2	1	2	7	3	0	0	0	0	0	0	0	25	39	41
22:00	0	10	2	2	4	7	4	0	0	0	0	0	0	0	29	39	42
23:00	0	7	2	1	2	2	1	0	0	0	0	0	0	0	15	19	20
Total	40	522	107	111	451	567	135	9	0	0	0	0	0	0	1942		
Percent	2.1%	26.9%	5.5%	5.7%	23.2%	29.2%	7.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	11:00	10:00	08:00							11:00		
Vol.	5	55	10	9	23	50	17	1							154		
PM Peak	13:00	15:00	13:00	16:00	16:00	14:00	12:00	14:00							14:00		
Vol.	6	41	11	23	56	72	19	2							196		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	1	1	0	0	1	1	0	0	0	0	0	0	0	0	4	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5	*	*
03:00	0	2	1	0	1	1	0	0	0	0	0	0	0	0	5	*	*
04:00	1	0	2	0	1	2	1	0	0	0	0	0	0	0	7	*	*
05:00	0	5	1	0	5	2	3	0	0	0	0	0	0	0	16	34	42
06:00	7	35	7	9	26	29	7	1	0	0	0	0	0	0	121	37	41
07:00	**11**	70	**20**	**38**	**63**	**52**	**17**	**2**	0	0	0	0	0	0	**273**	37	40
08:00	11	**76**	12	15	49	52	5	0	0	0	0	0	0	0	220	36	39
09:00	4	59	12	17	38	25	12	2	0	0	0	0	0	0	169	36	41
10:00	4	33	9	17	22	29	3	0	0	0	0	0	0	0	117	36	39
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	39	282	64	96	208	194	49	5	0	0	0	0	0	0	937		
Percent	4.2%	30.1%	6.8%	10.2%	22.2%	20.7%	5.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00		
Vol.	11	76	20	38	63	52	17	2							273		
PM Peak Vol.																	
Total	514	4462	916	1483	3771	3519	771	54	3	0	0	0	0	0	15493		
Percent	3.3%	28.8%	5.9%	9.6%	24.3%	22.7%	5.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	13 MPH
	50th Percentile :	26 MPH
	85th Percentile :	37 MPH
	95th Percentile :	40 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	5712
	Percent in Pace :	36.9%
	Number of Vehicles > 35 MPH :	3740
	Percent of Vehicles > 35 MPH :	24.1%
	Mean Speed(Average) :	26 MPH

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	**4**	**20**	**21**	**58**	**112**	**91**	**25**	**8**	**2**	0	0	0	0	**341**	44	48
12 PM	0	8	40	46	72	131	108	**37**	4	0	0	0	0	0	446	43	47
13:00	1	7	39	51	60	113	96	29	6	0	0	0	0	0	402	43	47
14:00	2	7	39	37	78	126	114	16	**11**	1	0	0	0	0	431	43	46
15:00	**3**	3	43	53	107	161	84	18	4	0	0	0	0	0	476	41	45
16:00	0	12	39	72	123	154	93	33	7	1	0	0	0	0	534	42	46
17:00	0	**17**	**57**	**88**	**159**	154	108	18	3	1	0	0	0	0	**605**	41	45
18:00	0	12	39	67	131	**176**	**118**	11	5	0	0	0	0	0	559	42	45
19:00	0	2	29	52	46	79	107	17	4	2	**1**	0	0	0	339	43	46
20:00	1	3	16	30	27	74	69	11	6	**3**	0	0	0	0	240	43	48
21:00	0	1	13	21	14	37	54	13	4	0	0	0	0	0	157	44	48
22:00	0	1	14	20	8	27	44	17	2	0	0	0	0	0	133	45	48
23:00	0	1	7	9	4	17	21	10	2	0	0	0	0	0	71	45	48
Total	7	78	395	567	887	1361	1107	255	66	10	1	0	0	0	4734		
Percent	0.1%	1.6%	8.3%	12.0%	18.7%	28.7%	23.4%	5.4%	1.4%	0.2%	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	11:00					11:00		
Vol.		4	20	21	58	112	91	25	8	2					341		
PM Peak	15:00	17:00	17:00	17:00	17:00	18:00	18:00	12:00	14:00	20:00	19:00				17:00		
Vol.	3	17	57	88	159	176	118	37	11	3	1				605		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/03/15	0	0	9	5	6	2	15	5	3	0	0	0	0	0	45	46	50
01:00	0	0	2	3	1	5	2	1	3	0	0	0	0	0	17	41	52
02:00	0	0	1	2	1	3	4	0	0	0	0	0	0	0	11	42	43
03:00	0	0	0	2	1	2	2	2	0	0	0	0	0	0	9	*	*
04:00	0	0	1	2	0	0	2	0	1	0	0	0	0	0	6	*	*
05:00	0	0	3	3	1	2	7	3	2	0	0	0	0	0	21	47	49
06:00	0	1	20	14	2	10	26	11	5	1	0	0	0	0	90	46	51
07:00	0	9	80	91	20	38	60	27	9	1	1	0	0	0	336	43	48
08:00	1	**30**	**99**	**125**	47	96	117	33	**18**	1	0	0	0	0	567	43	48
09:00	**3**	11	62	80	70	**139**	**160**	44	8	**2**	**2**	0	0	0	**581**	44	47
10:00	0	1	42	57	48	118	118	**46**	18	1	1	0	0	0	450	45	50
11:00	0	6	34	42	**82**	113	117	31	9	0	0	0	0	0	434	44	47
12 PM	**2**	9	33	47	76	125	115	36	9	**2**	0	0	0	0	454	44	48
13:00	2	11	42	45	71	142	**151**	**39**	**12**	1	0	0	0	0	516	44	48
14:00	0	4	26	42	50	124	117	39	8	0	0	0	0	0	410	44	48
15:00	2	11	46	70	78	117	118	24	12	1	0	0	0	0	479	43	47
16:00	0	2	**54**	66	119	171	126	29	8	2	0	0	0	0	**577**	43	46
17:00	0	**19**	51	86	129	**176**	92	9	1	1	0	0	0	0	564	41	44
18:00	2	7	46	**94**	**133**	163	97	13	2	1	0	0	0	0	558	41	44
19:00	0	1	16	44	39	103	100	23	8	2	0	0	0	0	336	44	48
20:00	0	2	13	30	27	67	70	19	7	0	0	0	0	0	235	44	48
21:00	0	3	10	14	7	26	73	31	8	0	0	0	0	0	172	46	50
22:00	0	4	9	6	15	19	55	13	10	0	0	0	0	0	131	46	51
23:00	0	1	2	12	4	11	21	12	4	1	0	0	0	0	68	47	51
Total	12	132	701	982	1027	1772	1765	490	165	17	4	0	0	0	7067		
Percent	0.2%	1.9%	9.9%	13.9%	14.5%	25.1%	25.0%	6.9%	2.3%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	11:00	09:00	09:00	10:00	08:00	09:00	09:00				09:00		
Vol.	3	30	99	125	82	139	160	46	18	2	2				581		
PM Peak	12:00	17:00	16:00	18:00	18:00	17:00	13:00	13:00	13:00	12:00					16:00		
Vol.	2	19	54	94	133	176	151	39	12	2					577		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/04/15	0	0	4	7	5	12	8	8	5	0	0	0	0	0	49	47	52
01:00	0	1	0	1	1	3	8	5	1	0	0	0	0	0	20	48	50
02:00	0	0	1	2	2	1	2	1	1	**1**	0	0	0	0	11	*	*
03:00	0	0	0	1	1	2	4	2	0	0	0	0	0	0	10	44	45
04:00	0	0	0	0	4	1	2	1	1	0	0	0	0	0	9	34	34
05:00	0	0	0	1	1	1	5	5	0	1	0	0	0	0	14	48	49
06:00	0	0	14	23	5	9	15	13	6	0	0	0	0	0	85	47	50
07:00	0	5	64	97	26	45	49	18	**12**	0	0	0	0	0	316	43	48
08:00	**6**	**19**	**100**	**132**	**78**	114	82	29	5	0	**1**	0	0	0	**566**	41	46
09:00	0	10	49	75	65	125	**157**	32	12	1	0	0	0	0	526	44	47
10:00	1	2	33	47	54	126	96	**41**	6	0	0	0	0	0	406	44	48
11:00	1	8	36	43	77	**131**	118	32	4	0	0	0	0	0	450	43	46
12 PM	0	4	44	47	97	130	108	14	7	0	0	0	0	0	451	42	46
13:00	0	6	35	60	66	166	145	36	8	0	**1**	0	0	0	523	43	47
14:00	0	7	37	29	66	135	114	**38**	10	0	0	0	0	0	436	44	48
15:00	0	6	52	57	73	162	**147**	32	5	1	0	0	0	0	535	43	46
16:00	0	**8**	37	40	120	155	121	25	**12**	0	0	0	0	0	518	43	46
17:00	0	5	**53**	73	**148**	**170**	110	17	3	0	0	0	0	0	**579**	41	45
18:00	**3**	6	50	**87**	127	151	79	20	1	0	0	0	0	0	524	41	45
19:00	0	2	22	46	46	90	100	37	6	**3**	0	0	0	0	352	45	48
20:00	0	3	11	14	20	62	54	23	2	0	0	0	0	0	189	44	48
21:00	0	4	15	16	11	32	46	21	4	1	0	0	0	0	150	45	49
22:00	0	2	13	13	10	30	37	11	12	0	1	**1**	0	0	130	46	51
23:00	0	2	5	17	8	23	38	37	6	1	0	0	0	0	137	48	50
Total	11	100	675	928	1111	1876	1645	498	129	9	3	1	0	0	6986		
Percent	0.2%	1.4%	9.7%	13.3%	15.9%	26.9%	23.5%	7.1%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	09:00	10:00	07:00	02:00	08:00				08:00		
Vol.	6	19	100	132	78	131	157	41	12	1	1				566		
PM Peak	18:00	16:00	17:00	18:00	17:00	17:00	15:00	14:00	16:00	19:00	13:00	22:00			17:00		
Vol.	3	8	53	87	148	170	147	38	12	3	1	1			579		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/05/15	0	**2**	3	9	3	13	23	14	7	2	0	0	0	0	76	48	53
01:00	0	0	2	3	4	9	15	9	3	0	0	0	0	0	45	47	50
02:00	0	0	3	4	2	7	7	0	3	0	0	0	0	0	26	43	45
03:00	0	0	1	2	2	4	2	2	2	0	0	0	0	0	15	39	40
04:00	0	1	0	2	0	1	2	4	0	0	0	0	0	0	10	48	48
05:00	0	0	1	1	1	2	3	3	3	0	0	0	0	0	14	51	52
06:00	0	0	4	7	3	4	7	3	1	0	0	0	0	0	29	44	47
07:00	0	0	18	**40**	11	12	15	9	7	0	0	0	0	0	112	45	50
08:00	0	0	15	22	10	22	32	21	16	2	**1**	0	0	0	141	49	53
09:00	0	1	13	17	10	25	68	41	**26**	**3**	1	0	0	0	205	49	53
10:00	0	1	17	30	**25**	**63**	97	35	18	3	0	0	0	0	289	46	51
11:00	0	2	**25**	40	15	62	**153**	**69**	19	2	0	0	0	0	**387**	47	50
12 PM	0	2	20	**42**	27	74	116	46	21	**5**	0	0	0	0	353	47	52
13:00	0	2	18	30	**29**	73	124	**85**	18	5	0	**1**	0	0	**385**	47	51
14:00	0	1	20	26	24	62	**137**	63	**27**	4	0	0	0	0	364	48	52
15:00	0	3	26	28	23	75	120	54	13	1	**1**	0	0	0	344	46	50
16:00	0	**7**	24	37	21	57	133	47	27	5	0	0	0	0	358	47	52
17:00	0	1	20	20	23	**87**	122	54	14	0	0	0	0	0	341	46	50
18:00	0	5	**30**	20	10	55	96	43	15	1	0	0	0	0	275	46	50
19:00	0	3	26	29	11	54	73	23	9	0	0	0	0	0	228	45	49
20:00	0	2	9	18	10	30	64	20	9	2	1	0	**1**	0	166	46	51
21:00	0	1	7	6	12	19	41	20	5	3	1	0	0	0	115	48	53
22:00	0	0	11	9	9	20	45	16	6	0	0	0	0	0	116	46	50
23:00	0	2	11	19	7	19	40	17	5	1	1	0	0	0	122	46	50
Total	0	36	324	461	292	849	1535	698	274	39	6	1	1	0	4516		
Percent	0.0%	0.8%	7.2%	10.2%	6.5%	18.8%	34.0%	15.5%	6.1%	0.9%	0.1%	0.0%	0.0%	0.0%			
AM Peak		00:00	11:00	07:00	10:00	10:00	11:00	11:00	09:00	09:00	08:00				11:00		
Vol.		2	25	40	25	63	153	69	26	3	1				387		
PM Peak		16:00	18:00	12:00	13:00	17:00	14:00	13:00	14:00	12:00	15:00	13:00	20:00		13:00		
Vol.		7	30	42	29	87	137	85	27	5	1	1	1		385		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/06/15	0	0	6	10	2	22	31	11	6	2	0	**1**	0	0	91	47	52
01:00	0	0	1	7	3	5	15	5	2	0	0	0	0	0	38	46	50
02:00	0	0	2	1	0	6	15	8	3	0	0	0	0	0	35	48	51
03:00	0	0	0	1	3	5	5	0	3	0	0	0	0	0	17	43	52
04:00	0	0	2	3	1	0	4	0	2	0	0	0	0	0	12	42	43
05:00	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	*	*
06:00	0	0	1	7	2	0	3	2	0	0	0	0	0	0	15	43	44
07:00	0	**1**	12	**36**	7	10	14	2	5	1	0	0	0	0	88	43	51
08:00	0	0	5	21	6	8	21	13	3	1	0	0	0	0	78	46	50
09:00	0	1	7	9	7	21	42	33	12	**3**	0	0	0	0	135	49	53
10:00	0	0	7	21	16	27	73	33	17	1	0	0	0	0	195	48	52
11:00	0	0	**18**	26	**20**	**47**	**113**	**51**	**25**	1	0	0	0	0	**301**	48	52
12 PM	**1**	3	23	30	15	68	**136**	46	15	1	0	0	0	0	338	46	50
13:00	0	1	21	**42**	30	64	117	54	**25**	2	0	0	0	0	**356**	47	51
14:00	0	0	22	34	22	48	105	**62**	18	**4**	0	0	0	0	315	47	51
15:00	0	1	24	37	**35**	48	114	52	23	4	**2**	0	0	0	340	47	52
16:00	1	0	**27**	30	35	**93**	109	29	6	2	0	0	0	0	332	44	48
17:00	0	4	22	29	10	35	96	41	18	4	1	0	0	0	260	47	52
18:00	0	**5**	23	28	8	39	68	24	12	2	0	0	0	0	209	46	51
19:00	0	3	21	42	21	33	44	21	12	0	0	0	0	0	197	45	50
20:00	0	2	6	25	6	25	45	17	9	2	0	0	0	0	137	46	52
21:00	0	2	8	14	6	16	40	12	4	1	0	0	0	0	103	45	49
22:00	0	0	0	5	2	11	26	9	3	0	1	0	0	0	57	46	50
23:00	0	0	6	10	1	7	12	6	6	0	1	0	0	0	49	48	52
Total	2	23	264	468	259	639	1249	533	229	31	5	1	0	0	3703		
Percent	0.1%	0.6%	7.1%	12.6%	7.0%	17.3%	33.7%	14.4%	6.2%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	09:00		00:00			11:00		
Vol.		1	18	36	20	47	113	51	25	3		1			301		
PM Peak	12:00	18:00	16:00	13:00	15:00	16:00	12:00	14:00	13:00	14:00	15:00				13:00		
Vol.	1	5	27	42	35	93	136	62	25	4	2				356		

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

South Road South of Birdseye Road
Farmington, Connecticut

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	85th Percent	95th Percent
12/07/15	0	0	4	5	4	6	7	4	1	1	0	0	0	0	32	45	48
01:00	0	0	1	1	1	0	2	3	2	0	0	0	0	0	10	49	49
02:00	0	0	0	1	2	1	4	0	0	0	0	0	0	0	8	43	43
03:00	0	0	2	2	1	1	3	2	0	0	0	0	0	0	11	44	44
04:00	0	1	0	0	1	0	1	2	0	0	0	0	0	0	5	*	*
05:00	0	1	1	0	2	2	8	6	0	0	0	0	0	0	20	48	49
06:00	0	1	14	21	9	8	21	12	3	0	0	0	0	0	89	45	49
07:00	1	8	53	100	31	35	60	24	**13**	1	0	0	0	0	326	44	49
08:00	**7**	**21**	**89**	**131**	83	97	**132**	30	9	1	0	0	0	0	**600**	43	46
09:00	0	7	54	81	**96**	**132**	115	**34**	10	**2**	0	0	0	0	531	43	47
10:00	0	4	25	25	31	90	87	30	3	1	0	0	0	0	296	44	48
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	8	43	243	367	261	372	440	147	41	6	0	0	0	0	1928		
Percent	0.4%	2.2%	12.6%	19.0%	13.5%	19.3%	22.8%	7.6%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	09:00	08:00	09:00	07:00	09:00					08:00		
Vol.	7	21	89	131	96	132	132	34	13	2					600		
PM Peak Vol.																	
Total	40	412	2602	3773	3837	6869	7741	2621	904	112	19	3	1	0	28934		
Percent	0.1%	1.4%	9.0%	13.0%	13.3%	23.7%	26.8%	9.1%	3.1%	0.4%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	26 MPH
	50th Percentile :	37 MPH
	85th Percentile :	44 MPH
	95th Percentile :	49 MPH

Stats		
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	13521
	Percent in Pace :	46.7%
	Number of Vehicles > 35 MPH :	17760
	Percent of Vehicles > 35 MPH :	61.4%
	Mean Speed(Average) :	37 MPH

South Road South of Birdseye Road
Farmington, Connecticut

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

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	*	*	*	*	*	*	11	45	7	49	9	76	15	91	10	65
01:00	*	*	*	*	*	*	1	17	2	20	12	45	9	38	6	30
02:00	*	*	*	*	*	*	2	11	4	11	3	26	0	35	2	21
03:00	*	*	*	*	*	*	3	9	3	10	1	15	3	17	2	13
04:00	*	*	*	*	*	*	5	6	8	9	5	10	2	12	5	9
05:00	*	*	*	*	*	*	25	21	23	14	11	14	6	5	16	14
06:00	*	*	*	*	*	*	111	90	104	85	32	29	25	15	68	55
07:00	*	*	*	*	*	*	**250**	336	**275**	316	59	112	38	88	156	213
08:00	*	*	*	*	*	*	222	567	227	**566**	87	141	70	78	152	338
09:00	*	*	*	*	*	*	156	**581**	175	526	123	205	102	135	139	362
10:00	*	*	*	*	*	*	179	450	196	406	185	289	153	195	178	335
11:00	*	*	*	*	**234**	**341**	225	434	226	450	**201**	**387**	**154**	**301**	**208**	**383**
12:00 PM	*	*	*	*	276	446	275	454	279	451	199	353	168	338	239	408
01:00	*	*	*	*	252	402	241	516	298	523	190	**385**	195	**356**	235	436
02:00	*	*	*	*	313	431	307	410	282	436	**222**	364	**196**	315	264	391
03:00	*	*	*	*	**401**	476	**393**	479	435	535	208	344	182	340	**324**	435
04:00	*	*	*	*	397	534	393	**577**	**439**	518	172	358	186	332	317	464
05:00	*	*	*	*	275	**605**	298	564	261	**579**	185	341	122	260	228	**470**
06:00	*	*	*	*	170	559	196	558	170	524	137	275	92	209	153	425
07:00	*	*	*	*	158	339	141	336	119	352	108	228	93	197	124	290
08:00	*	*	*	*	103	240	130	235	108	189	89	166	62	137	98	193
09:00	*	*	*	*	62	157	64	172	77	150	86	115	25	103	63	139
10:00	*	*	*	*	38	133	36	131	48	130	68	116	29	57	44	113
11:00	*	*	*	*	24	71	23	68	44	137	22	122	15	49	26	89
Lane	0	0	0	0	2703	4734	3687	7067	3810	6986	2414	4516	1942	3703	3057	5691
Day	0		0		7437		10754		10796		6930		5645		8748	
AM Peak					11:00	11:00	07:00	09:00	07:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.					234	341	250	581	275	566	201	387	154	301	208	383
PM Peak					15:00	17:00	15:00	16:00	16:00	17:00	14:00	13:00	14:00	13:00	15:00	17:00
Vol.					401	605	393	577	439	579	222	385	196	356	324	470

South Road South of Birdseye Road
Farmington, Connecticut

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

Site Code: 3785
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	4	32	*	*	*	*	*	*	*	*	*	*	*	*	4	32
01:00	0	10	*	*	*	*	*	*	*	*	*	*	*	*	0	10
02:00	5	8	*	*	*	*	*	*	*	*	*	*	*	*	5	8
03:00	5	11	*	*	*	*	*	*	*	*	*	*	*	*	5	11
04:00	7	5	*	*	*	*	*	*	*	*	*	*	*	*	7	5
05:00	16	20	*	*	*	*	*	*	*	*	*	*	*	*	16	20
06:00	121	89	*	*	*	*	*	*	*	*	*	*	*	*	121	89
07:00	**273**	326	*	*	*	*	*	*	*	*	*	*	*	*	**273**	326
08:00	220	**600**	*	*	*	*	*	*	*	*	*	*	*	*	220	**600**
09:00	169	531	*	*	*	*	*	*	*	*	*	*	*	*	169	531
10:00	117	296	*	*	*	*	*	*	*	*	*	*	*	*	117	296
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	937	1928	0	0	0	0	0	0	0	0	0	0	0	0	937	1928
Day	2865		0		0		0		0		0		0		2865	
AM Peak	07:00	08:00													07:00	08:00
Vol.	273	600													273	600
PM Peak																
Vol.																

Comb. Total	2865	0	7437	10754	10796	6930	5645	11613

ADT ADT 10,775 AADT 10,775

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	1	0	11	50	**75**	**26**	3	**2**	0	0	0	0	168	46	49
16:00	0	**1**	0	1	28	65	73	19	0	0	0	0	0	0	187	44	47
17:00	0	0	**2**	**2**	**40**	**99**	58	20	4	0	0	0	0	0	**225**	44	47
18:00	0	0	1	1	8	44	43	12	2	1	0	0	0	0	112	45	48
19:00	0	0	0	1	2	28	45	14	**5**	0	0	0	0	0	95	46	50
20:00	0	1	1	1	5	21	38	7	0	0	0	0	0	0	74	45	47
21:00	0	0	0	0	5	14	12	7	1	0	0	0	0	0	39	46	49
22:00	0	0	0	0	2	10	8	3	2	0	0	0	0	0	25	46	48
23:00	0	0	0	0	1	1	8	3	1	0	0	0	0	0	14	47	48
Total	0	2	5	6	102	332	360	111	18	3	0	0	0	0	939		
Percent	0.0%	0.2%	0.5%	0.6%	10.9%	35.4%	38.3%	11.8%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		16:00 1	17:00 2	17:00 2	17:00 40	17:00 99	15:00 75	15:00 26	19:00 5	15:00 2					17:00 225		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5	*	*
01:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	*	*
05:00	0	0	0	0	0	1	4	1	0	**1**	0	0	0	0	7	44	44
06:00	0	0	0	0	4	15	19	8	7	1	0	0	0	0	54	49	53
07:00	0	**1**	0	**3**	16	24	56	**39**	8	0	0	0	0	0	147	48	51
08:00	**1**	0	**1**	1	8	25	48	29	**14**	0	0	0	0	0	127	49	52
09:00	1	0	0	3	17	**44**	46	19	7	1	**1**	0	0	0	139	46	50
10:00	0	0	0	2	**18**	36	57	30	13	0	0	0	0	0	156	48	52
11:00	1	0	1	2	15	44	**67**	33	8	1	0	0	0	0	**172**	47	50
12 PM	0	**1**	**2**	2	15	75	109	43	7	1	0	0	0	0	255	46	49
13:00	0	1	0	**8**	17	**76**	**114**	**46**	5	1	0	0	0	0	**268**	46	49
14:00	0	0	0	2	7	41	75	46	**14**	0	0	0	0	0	185	48	51
15:00	0	0	0	5	6	41	87	31	12	0	0	0	0	0	182	47	51
16:00	0	1	1	0	**18**	47	65	37	6	1	0	0	0	0	176	47	50
17:00	0	0	0	3	15	69	64	42	7	**2**	0	0	0	0	202	47	50
18:00	0	0	0	2	11	40	59	16	1	0	0	0	0	0	129	45	48
19:00	0	0	0	1	6	19	40	14	6	0	0	0	0	0	86	47	51
20:00	0	0	0	0	2	15	28	22	4	0	0	0	0	0	71	48	51
21:00	0	0	0	0	5	14	25	7	4	0	0	0	0	0	55	46	51
22:00	0	0	0	0	2	5	12	4	2	0	0	0	0	0	25	47	49
23:00	0	0	0	0	0	2	2	5	1	0	0	0	0	0	10	49	50
Total	3	4	5	34	184	639	981	474	127	9	1	0	0	0	2461		
Percent	0.1%	0.2%	0.2%	1.4%	7.5%	26.0%	39.9%	19.3%	5.2%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	07:00	10:00	09:00	11:00	07:00	08:00	05:00	09:00				11:00		
Vol.	1	1	1	3	18	44	67	39	14	1	1				172		
PM Peak		12:00	12:00	13:00	16:00	13:00	13:00	13:00	14:00	17:00					13:00		
Vol.		1	2	8	18	76	114	46	14	2					268		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	1	0	0	0	1	1	0	0	1	0	0	0	0	0	4	*	*
01:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	42	42
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	42	42
05:00	0	0	1	0	1	1	5	3	1	0	0	0	0	0	12	47	48
06:00	0	0	0	1	4	15	14	10	4	0	0	0	0	0	48	48	51
07:00	0	0	0	0	8	29	47	28	9	1	**1**	0	0	0	123	48	51
08:00	**2**	**2**	0	2	9	**33**	**57**	**39**	6	0	0	0	0	0	**150**	47	50
09:00	0	1	0	0	9	19	28	13	3	**3**	0	0	0	0	76	48	54
10:00	0	0	0	0	**10**	31	40	10	2	0	0	0	0	0	93	45	48
11:00	1	0	**5**	**5**	8	26	48	35	**14**	0	0	0	0	0	142	49	52
12 PM	0	0	1	0	4	42	73	**44**	10	1	0	0	0	0	175	48	51
13:00	0	**1**	**2**	1	6	47	74	40	11	0	0	0	0	0	182	48	51
14:00	0	0	0	0	5	21	87	39	**12**	0	**1**	0	0	0	165	48	51
15:00	0	0	1	3	9	54	81	44	8	1	0	0	0	0	201	47	50
16:00	0	1	2	0	**13**	**61**	81	41	7	0	0	0	0	0	206	47	50
17:00	0	0	0	**7**	9	51	**94**	43	9	**3**	0	0	0	0	**216**	47	51
18:00	0	0	0	0	5	28	59	28	5	1	0	0	0	0	126	47	50
19:00	0	1	0	1	2	23	36	13	2	1	0	0	0	0	79	46	49
20:00	0	0	1	2	9	23	31	13	2	0	0	0	0	0	81	46	49
21:00	0	0	0	0	4	28	39	2	1	0	0	0	0	0	74	43	45
22:00	0	0	0	2	3	13	25	6	4	0	0	0	0	0	53	46	51
23:00	0	0	1	0	2	7	3	9	1	0	0	0	0	0	23	48	50
Total	4	6	14	24	121	556	928	461	112	11	2	0	0	0	2239		
Percent	0.2%	0.3%	0.6%	1.1%	5.4%	24.8%	41.4%	20.6%	5.0%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	11:00	10:00	08:00	08:00	08:00	11:00	09:00	07:00				08:00		
Vol.	2	2	5	5	10	33	57	39	14	3	1				150		
PM Peak		13:00	13:00	17:00	16:00	16:00	17:00	12:00	14:00	17:00	14:00				17:00		
Vol.		1	2	7	13	61	94	44	12	3	1				216		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	**1**	**5**	0	3	0	6	1	0	**1**	0	0	0	17	49	50
01:00	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5	*	*
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4	*	*
06:00	0	0	0	0	0	2	3	1	1	0	0	0	0	0	7	43	43
07:00	0	0	1	1	2	12	9	5	5	0	0	0	0	0	35	50	53
08:00	0	0	0	0	2	6	17	11	**7**	0	0	0	0	0	43	50	53
09:00	0	0	0	0	1	8	23	13	7	1	0	0	0	0	53	50	53
10:00	0	0	0	0	1	17	36	26	3	0	0	0	0	0	83	48	50
11:00	**1**	**1**	0	3	**4**	**18**	**40**	**35**	5	**2**	0	0	0	0	**109**	48	51
12 PM	0	0	0	**1**	0	9	48	33	8	1	0	0	0	0	100	49	52
13:00	0	**2**	**1**	1	1	**28**	64	29	**13**	**2**	0	0	0	0	141	49	52
14:00	0	0	1	0	3	16	58	40	13	0	0	0	0	0	131	49	52
15:00	0	0	1	0	2	22	**71**	**42**	13	2	**1**	0	0	0	**154**	49	52
16:00	0	0	0	1	**11**	28	59	38	8	1	1	0	0	0	147	48	51
17:00	0	0	0	0	7	24	52	33	3	0	0	0	0	0	119	47	50
18:00	0	0	0	1	5	23	44	25	2	0	0	0	0	0	100	47	49
19:00	0	1	0	1	3	22	25	12	3	0	0	0	0	0	67	46	49
20:00	0	0	0	1	1	28	23	10	3	0	0	0	0	0	66	46	49
21:00	0	0	0	0	1	12	26	23	3	1	1	0	0	0	67	48	50
22:00	0	0	0	0	3	10	21	5	4	0	0	0	0	0	43	47	51
23:00	0	0	0	0	0	10	5	7	1	0	1	0	0	0	24	47	49
Total	1	4	5	15	49	299	630	399	104	10	5	0	0	0	1521		
Percent	0.1%	0.3%	0.3%	1.0%	3.2%	19.7%	41.4%	26.2%	6.8%	0.7%	0.3%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	00:00	00:00	11:00	11:00	11:00	11:00	08:00	11:00	00:00				11:00		
Vol.	1	1	1	5	4	18	40	35	7	2	1				109		
PM Peak		13:00	13:00	12:00	16:00	13:00	15:00	15:00	13:00	13:00	15:00				15:00		
Vol.		2	1	1	11	28	71	42	13	2	1				154		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	1	0	3	1	2	1	0	0	0	0	0	8	38	38
01:00	0	0	0	0	1	3	0	1	1	0	0	0	0	0	6	37	37
02:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	*	*
06:00	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6	44	44
07:00	0	0	0	0	2	5	8	2	4	0	0	0	0	0	21	51	53
08:00	0	0	0	0	**5**	10	3	5	2	0	0	0	0	0	25	48	50
09:00	0	0	0	1	4	7	17	22	4	0	0	0	0	0	55	49	51
10:00	0	0	0	**2**	3	8	22	21	4	**1**	0	0	0	0	61	49	52
11:00	0	0	**1**	2	2	**20**	**40**	**25**	**5**	1	**1**	0	0	0	**97**	48	51
12 PM	**1**	1	**2**	**1**	8	30	**54**	23	8	**1**	0	0	0	0	**129**	47	51
13:00	0	**4**	2	1	2	20	41	29	**10**	0	0	0	0	0	109	48	52
14:00	0	0	0	0	0	23	35	**37**	7	1	0	0	0	0	103	49	51
15:00	0	0	1	0	9	30	50	25	8	1	0	0	0	0	124	47	51
16:00	0	0	0	0	4	**41**	39	10	1	1	**1**	0	0	0	97	44	48
17:00	0	0	0	1	**14**	32	46	4	0	1	0	0	0	0	98	43	45
18:00	0	0	0	0	8	38	28	8	1	0	0	0	0	0	83	44	47
19:00	0	0	0	0	4	9	14	15	1	0	0	0	0	0	43	47	49
20:00	0	0	0	0	2	3	14	8	3	1	0	0	0	0	31	49	52
21:00	0	0	0	0	1	5	8	3	3	0	0	0	0	0	20	50	52
22:00	0	1	0	0	2	2	4	4	2	0	0	0	0	0	15	49	50
23:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5	*	*
Total	1	6	6	9	71	293	431	252	67	8	2	0	0	0	1146		
Percent	0.1%	0.5%	0.5%	0.8%	6.2%	25.6%	37.6%	22.0%	5.8%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak			11:00	10:00	08:00	11:00	11:00	11:00	11:00	10:00	11:00				11:00		
Vol.			1	2	5	20	40	25	5	1	1				97		
PM Peak	12:00	13:00	12:00	12:00	17:00	16:00	12:00	14:00	13:00	12:00	16:00				12:00		
Vol.	1	4	2	1	14	41	54	37	10	1	1				129		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	0	2	2	0	1	0	0	0	0	0	6	*	*
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	2	1	0	1	0	1	0	0	0	0	5	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	*	*
05:00	0	0	0	0	0	1	2	3	0	0	**1**	0	0	0	7	47	47
06:00	0	0	0	1	3	13	14	8	2	0	0	0	0	0	41	46	49
07:00	0	0	0	**2**	**7**	22	47	**32**	8	1	0	0	0	0	119	48	51
08:00	**1**	0	0	0	5	**27**	**51**	23	**13**	**2**	0	**1**	0	0	**123**	49	53
09:00	0	0	0	1	5	26	31	26	2	2	0	0	0	0	93	47	49
10:00	0	0	**1**	2	7	18	31	22	3	1	0	1	0	0	86	47	50
11:00	0	**1**	0	2	3	17	38	17	10	1	0	0	0	0	89	49	53
12 PM	0	0	0	0	**1**	**26**	**92**	**43**	**9**	**6**	0	**1**	0	0	**178**	48	53
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	1	1	9	33	153	312	176	49	14	1	3	0	0	753		
Percent	0.1%	0.1%	0.1%	1.2%	4.4%	20.3%	41.4%	23.4%	6.5%	1.9%	0.1%	0.4%	0.0%	0.0%			
AM Peak	08:00	11:00	10:00	07:00	07:00	08:00	08:00	07:00	08:00	08:00	05:00	08:00			08:00		
Vol.	1	1	1	2	7	27	51	32	13	2	1	1			123		
PM Peak					12:00	12:00	12:00	12:00	12:00	12:00		12:00			12:00		
Vol.					1	26	92	43	9	6		1			178		
Total	10	23	36	97	560	2272	3642	1873	477	55	11	3	0	0	9059		
Percent	0.1%	0.3%	0.4%	1.1%	6.2%	25.1%	40.2%	20.7%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats

10 MPH Pace Speed : 38-47 MPH
Number in Pace : 5742
Percent in Pace : 63.4%
Number of Vehicles > 40 MPH : 5884
Percent of Vehicles > 40 MPH : 65.0%
Mean Speed(Average) : 42 MPH

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	**1**	3	11	69	166	**124**	**20**	3	0	0	0	0	0	397	43	46
16:00	0	0	7	**41**	**164**	**215**	105	13	1	0	0	0	0	0	**546**	41	44
17:00	**1**	0	**8**	41	134	179	82	7	1	0	0	0	0	0	453	41	44
18:00	0	1	0	3	43	121	88	16	1	0	0	0	0	0	273	43	46
19:00	0	0	3	5	9	78	51	10	0	0	0	0	0	0	156	43	46
20:00	0	0	0	0	14	52	51	4	**4**	0	0	0	0	0	125	44	47
21:00	0	0	0	1	12	31	32	4	0	0	0	0	0	0	80	43	46
22:00	0	0	0	2	7	13	23	2	0	0	0	0	0	0	47	43	45
23:00	0	0	0	2	4	7	14	0	3	0	0	0	0	0	30	44	46
Total	1	2	21	106	456	862	570	76	13	0	0	0	0	0	2107		
Percent	0.0%	0.1%	1.0%	5.0%	21.6%	40.9%	27.1%	3.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 1	15:00 1	17:00 8	16:00 41	16:00 164	16:00 215	15:00 124	15:00 20	20:00 4						16:00 546		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	0	5	12	2	0	0	0	0	0	0	20	44	46
01:00	0	0	0	0	0	5	2	1	0	0	0	0	0	0	8	40	41
02:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	*	*
03:00	0	0	0	1	0	2	1	2	0	0	0	0	0	0	6	*	*
04:00	0	0	0	0	0	5	3	4	0	0	0	0	0	0	12	46	48
05:00	0	0	0	0	5	9	20	5	2	0	0	0	0	0	41	46	49
06:00	0	0	0	0	6	31	79	27	5	**2**	0	0	0	0	150	47	50
07:00	0	**1**	0	**4**	31	114	165	**65**	6	1	0	0	0	0	387	46	49
08:00	0	0	0	4	**57**	**164**	**180**	32	**10**	0	0	0	0	0	**447**	44	48
09:00	0	1	0	2	19	97	137	59	8	1	0	0	0	0	324	46	49
10:00	0	0	0	0	17	102	151	50	9	0	0	0	0	0	329	46	49
11:00	0	0	**1**	1	14	147	167	45	7	0	0	0	0	0	382	45	48
12 PM	0	1	2	5	26	106	176	49	8	**2**	0	0	0	0	375	45	49
13:00	0	0	0	1	15	100	153	**81**	**11**	1	0	0	0	0	362	47	50
14:00	0	0	**3**	2	25	139	166	56	10	0	0	0	0	0	401	46	49
15:00	0	**2**	0	1	26	141	173	52	11	1	**1**	0	0	0	408	45	49
16:00	0	0	3	7	**71**	**247**	**179**	39	7	0	1	0	0	0	**554**	44	47
17:00	0	1	1	**12**	64	206	145	37	1	0	0	0	0	0	467	44	46
18:00	0	0	0	0	14	86	129	39	3	2	0	0	0	0	273	45	48
19:00	0	0	1	3	16	53	83	27	2	0	0	0	0	0	185	45	48
20:00	0	0	0	1	10	44	43	19	0	1	0	0	0	0	118	45	48
21:00	0	0	0	1	3	18	44	12	2	0	0	0	0	0	80	46	49
22:00	0	0	0	1	5	10	24	3	1	0	0	0	0	0	44	44	46
23:00	0	0	0	0	4	15	13	5	1	0	0	0	0	0	38	45	49
Total	0	6	11	47	428	1846	2247	711	105	11	2	0	0	0	5414		
Percent	0.0%	0.1%	0.2%	0.9%	7.9%	34.1%	41.5%	13.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	07:00	08:00	08:00	08:00	07:00	08:00	06:00					08:00		
Vol.		1	1	4	57	164	180	65	10	2					447		
PM Peak		15:00	14:00	17:00	16:00	16:00	16:00	13:00	13:00	12:00	15:00				16:00		
Vol.		2	3	12	71	247	179	81	11	2	1				554		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	0	4	5	5	2	1	0	0	0	0	0	17	44	46
01:00	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7	40	40
02:00	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	42	42
03:00	0	0	0	1	0	0	1	2	1	0	0	0	0	0	5	*	*
04:00	0	0	0	0	0	6	4	2	1	0	0	0	0	0	13	44	45
05:00	0	0	0	1	2	12	22	9	2	0	0	0	0	0	48	47	49
06:00	0	0	0	0	5	17	69	41	4	0	0	0	0	0	136	47	50
07:00	0	0	0	1	19	122	152	48	7	**1**	0	0	0	0	350	45	49
08:00	0	0	1	1	37	119	**177**	**78**	**15**	1	0	0	0	0	**429**	46	50
09:00	0	**1**	**2**	5	44	129	123	24	4	1	0	0	0	0	333	44	47
10:00	0	0	0	4	**57**	**137**	102	27	3	1	0	0	0	0	331	44	47
11:00	0	0	0	**7**	17	90	123	55	13	0	**1**	0	0	0	306	47	50
12 PM	0	0	1	5	20	119	**184**	56	3	0	0	0	0	0	388	45	48
13:00	0	0	1	2	10	111	140	**71**	3	0	0	0	0	0	338	46	49
14:00	0	0	0	2	24	119	148	56	6	0	0	0	0	0	355	46	49
15:00	0	**1**	**3**	**8**	35	150	162	46	**13**	**3**	0	0	0	0	421	45	49
16:00	0	1	0	2	40	225	161	41	5	3	0	0	0	0	**478**	44	48
17:00	0	0	1	1	**65**	**231**	122	19	1	0	0	0	0	0	440	43	45
18:00	0	0	0	3	40	120	104	20	4	1	0	0	0	0	292	44	47
19:00	0	0	2	3	12	79	47	10	0	0	0	0	0	0	153	43	46
20:00	0	0	0	3	14	46	65	19	3	1	0	0	0	0	151	45	49
21:00	0	0	0	0	7	34	30	13	2	0	0	0	0	0	86	45	48
22:00	0	0	0	3	5	22	36	20	5	0	**1**	0	0	0	92	47	51
23:00	0	0	0	0	1	23	29	5	4	0	0	0	0	0	62	45	50
Total	0	3	11	52	458	1920	2011	665	101	12	2	0	0	0	5235		
Percent	0.0%	0.1%	0.2%	1.0%	8.7%	36.7%	38.4%	12.7%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	11:00	10:00	10:00	08:00	08:00	08:00	07:00	11:00				08:00		
Vol.		1	2	7	57	137	177	78	15	1	1				429		
PM Peak		15:00	15:00	15:00	17:00	17:00	12:00	13:00	15:00	15:00	22:00				16:00		
Vol.		1	3	8	65	231	184	71	13	3	1				478		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	3	13	11	4	1	0	0	0	0	0	32	45	48
01:00	0	0	0	0	1	9	13	5	0	0	0	0	0	0	28	45	48
02:00	0	0	0	0	1	3	9	2	1	0	0	0	0	0	16	44	46
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	*	*
04:00	0	0	**1**	0	1	1	3	2	0	0	0	0	0	0	8	44	44
05:00	0	0	0	0	1	2	2	1	1	0	0	0	0	0	7	*	*
06:00	0	0	0	0	1	6	22	13	2	0	**1**	0	0	0	45	47	49
07:00	0	0	0	2	3	21	45	24	8	0	0	0	0	0	103	48	51
08:00	0	0	0	0	4	30	63	53	13	1	0	0	0	0	164	49	52
09:00	0	0	1	2	7	60	88	34	**14**	**2**	0	0	0	0	208	47	51
10:00	0	0	1	2	**18**	**70**	119	51	9	2	0	0	0	0	272	47	50
11:00	0	0	0	**3**	14	51	**170**	**75**	12	1	0	0	0	0	**326**	47	50
12 PM	0	0	0	0	**12**	78	135	61	11	2	0	0	0	0	299	47	50
13:00	0	**2**	0	1	3	41	**143**	**77**	10	**3**	0	**1**	0	0	281	48	50
14:00	0	0	0	3	5	85	140	53	**13**	0	0	0	0	0	299	47	50
15:00	0	0	**2**	**4**	11	86	128	61	9	1	**1**	0	0	0	**303**	47	50
16:00	0	0	0	0	12	**94**	134	41	6	1	0	0	0	0	288	45	49
17:00	0	0	0	1	10	79	99	27	5	0	0	0	0	0	221	45	49
18:00	0	0	0	2	4	61	78	21	4	0	0	0	0	0	170	45	48
19:00	0	0	0	0	4	40	57	22	5	2	0	0	0	0	130	47	51
20:00	0	0	0	1	6	21	47	15	1	0	0	0	0	0	91	45	48
21:00	0	0	0	1	6	19	36	12	3	1	0	0	0	0	78	46	50
22:00	0	0	0	0	0	28	36	17	5	0	0	0	0	0	86	47	50
23:00	0	0	0	1	1	16	25	12	3	0	0	0	0	0	58	47	50
Total	0	2	5	23	128	914	1603	684	137	16	2	1	0	0	3515		
Percent	0.0%	0.1%	0.1%	0.7%	3.6%	26.0%	45.6%	19.5%	3.9%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak			04:00	11:00	10:00	10:00	11:00	11:00	09:00	09:00	06:00				11:00		
Vol.			1	3	18	70	170	75	14	2	1				326		
PM Peak		13:00	15:00	15:00	12:00	16:00	13:00	13:00	14:00	13:00	15:00	13:00			15:00		
Vol.		2	2	4	12	94	143	77	13	3	1	1			303		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	2	15	12	7	2	0	0	0	0	0	38	46	50
01:00	0	0	0	0	2	4	6	3	1	1	0	0	0	0	17	46	48
02:00	0	0	0	0	0	5	5	1	1	0	0	0	0	0	12	44	45
03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	*	*
04:00	0	0	1	0	0	1	3	2	0	0	0	0	0	0	7	44	44
05:00	0	0	0	0	0	4	1	1	0	1	0	0	0	0	7	39	39
06:00	0	0	0	0	2	3	7	7	1	0	0	0	0	0	20	48	50
07:00	0	0	0	0	3	6	23	8	4	1	0	0	0	0	45	48	52
08:00	0	0	0	1	4	23	56	29	7	0	0	0	0	0	120	48	51
09:00	**1**	**2**	**5**	4	5	22	70	43	**10**	**5**	0	0	0	0	167	48	53
10:00	0	1	3	**9**	**13**	**53**	117	45	6	1	0	0	0	0	**248**	46	49
11:00	0	1	0	2	2	44	**118**	**60**	9	1	**1**	0	0	0	238	47	50
12 PM	0	0	**2**	1	8	65	117	32	6	0	0	0	0	0	231	45	49
13:00	0	**1**	1	0	14	65	**118**	38	3	**1**	0	0	0	0	241	46	49
14:00	0	0	0	0	12	54	118	**45**	8	0	0	0	0	0	237	47	50
15:00	0	0	1	1	7	**69**	116	42	**12**	1	0	0	0	0	**249**	47	50
16:00	0	0	0	0	11	62	105	30	5	1	0	0	0	0	214	46	49
17:00	0	0	0	1	**15**	45	87	30	1	0	0	0	0	0	179	46	48
18:00	0	0	0	0	2	46	53	16	4	0	**1**	0	0	0	122	46	49
19:00	0	0	0	0	4	33	32	16	4	0	0	0	0	0	89	46	50
20:00	0	0	0	**2**	4	17	38	18	3	0	0	0	0	0	82	47	50
21:00	0	0	1	0	1	12	30	11	5	0	0	0	0	0	60	48	52
22:00	0	0	0	0	3	11	14	5	2	0	1	0	0	0	36	46	50
23:00	0	0	0	0	3	4	7	4	0	1	0	0	0	0	19	46	48
Total	1	5	14	22	118	664	1253	493	94	14	3	0	0	0	2681		
Percent	0.0%	0.2%	0.5%	0.8%	4.4%	24.8%	46.7%	18.4%	3.5%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	10:00	10:00	10:00	11:00	11:00	09:00	09:00	11:00				10:00		
Vol.	1	2	5	9	13	53	118	60	10	5	1				248		
PM Peak		13:00	12:00	20:00	17:00	15:00	13:00	14:00	15:00	13:00	18:00				15:00		
Vol.		1	2	2	15	69	118	45	12	1	1				249		

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	0	3	2	3	0	0	0	0	0	0	9	47	47
01:00	0	0	0	0	1	2	3	1	0	0	0	0	0	0	7	43	43
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	*	*
04:00	0	0	0	0	0	1	5	1	1	0	0	0	0	0	8	44	45
05:00	0	0	0	0	2	6	20	9	5	0	0	0	0	0	42	48	52
06:00	0	0	0	0	4	33	70	25	10	0	0	0	0	0	142	47	51
07:00	0	0	0	3	10	90	158	**63**	11	**2**	0	0	0	0	337	46	50
08:00	0	0	1	4	**30**	**160**	**174**	54	**14**	1	0	0	0	0	**438**	45	49
09:00	0	0	0	3	21	129	143	51	4	0	**1**	0	0	0	352	45	48
10:00	0	1	**3**	**5**	23	139	142	45	6	0	0	0	0	0	364	45	48
11:00	0	**2**	0	1	13	132	162	58	9	2	0	0	0	0	379	46	49
12 PM	0	0	**1**	0	**18**	**103**	**142**	**64**	**10**	0	**1**	0	0	0	**339**	46	49
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	5	18	124	799	1022	375	70	5	2	0	0	0	2423		
Percent	0.0%	0.1%	0.2%	0.7%	5.1%	33.0%	42.2%	15.5%	2.9%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	10:00	08:00	08:00	08:00	07:00	08:00	07:00	09:00				08:00		
Vol.		2	3	5	30	160	174	63	14	2	1				438		
PM Peak			12:00		12:00	12:00	12:00	12:00	12:00		12:00				12:00		
Vol.			1		18	103	142	64	10		1				339		
Total	2	21	67	268	1712	7005	8706	3004	520	58	11	1	0	0	21375		
Percent	0.0%	0.1%	0.3%	1.3%	8.0%	32.8%	40.7%	14.1%	2.4%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 40 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats

10 MPH Pace Speed : 37-46 MPH
Number in Pace : 14463
Percent in Pace : 67.7%
Number of Vehicles > 40 MPH : 12089
Percent of Vehicles > 40 MPH : 56.6%
Mean Speed(Average) : 41 MPH

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

South Road South of Middle Road
Farmington, Connecticut

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	*	*	*	*	*	*	5	20	4	17	17	32	8	38	8	27
01:00	*	*	*	*	*	*	3	8	3	7	5	28	6	17	4	15
02:00	*	*	*	*	*	*	2	3	2	4	2	16	4	12	2	9
03:00	*	*	*	*	*	*	2	6	2	5	2	2	0	3	2	4
04:00	*	*	*	*	*	*	3	12	3	13	2	8	2	7	2	10
05:00	*	*	*	*	*	*	7	41	12	48	4	7	4	7	7	26
06:00	*	*	*	*	*	*	54	150	48	136	7	45	6	20	29	88
07:00	*	*	*	*	*	*	147	387	123	350	35	103	21	45	82	221
08:00	*	*	*	*	*	*	127	**447**	**150**	**429**	43	164	25	120	86	290
09:00	*	*	*	*	*	*	139	324	76	333	53	208	55	167	81	258
10:00	*	*	*	*	*	*	156	329	93	331	83	272	61	**248**	98	295
11:00	*	*	*	*	*	*	**172**	382	142	306	**109**	**326**	**97**	238	**130**	**313**
12:00 PM	*	*	*	*	*	*	255	375	175	388	100	299	**129**	231	165	323
01:00	*	*	*	*	*	*	**268**	362	182	338	141	281	109	241	**175**	306
02:00	*	*	*	*	*	*	185	401	165	355	131	299	103	237	146	323
03:00	*	*	*	*	168	397	182	408	201	421	**154**	**303**	124	**249**	166	356
04:00	*	*	*	*	187	**546**	176	**554**	206	**478**	147	288	97	214	163	**416**
05:00	*	*	*	*	**225**	453	202	467	**216**	440	119	221	98	179	172	352
06:00	*	*	*	*	112	273	129	273	126	292	100	170	83	122	110	226
07:00	*	*	*	*	95	156	86	185	79	153	67	130	43	89	74	143
08:00	*	*	*	*	74	125	71	118	81	151	66	91	31	82	65	113
09:00	*	*	*	*	39	80	55	80	74	86	67	78	20	60	51	77
10:00	*	*	*	*	25	47	25	44	53	92	43	86	15	36	32	61
11:00	*	*	*	*	14	30	10	38	23	62	24	58	5	19	15	41
Lane	0	0	0	0	939	2107	2461	5414	2239	5235	1521	3515	1146	2681	1865	4293
Day	0		0		3046		7875		7474		5036		3827		6158	
AM Peak							11:00	08:00	08:00	08:00	11:00	11:00	11:00	10:00	11:00	11:00
Vol.							172	447	150	429	109	326	97	248	130	313
PM Peak					17:00	16:00	13:00	16:00	17:00	16:00	15:00	15:00	12:00	15:00	13:00	16:00
Vol.					225	546	268	554	216	478	154	303	129	249	175	416

South Road South of Middle Road
Farmington, Connecticut

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

Site Code: 3793
Station ID:

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	6	9	*	*	*	*	*	*	*	*	*	*	*	*	6	9
01:00	2	7	*	*	*	*	*	*	*	*	*	*	*	*	2	7
02:00	5	2	*	*	*	*	*	*	*	*	*	*	*	*	5	2
03:00	1	4	*	*	*	*	*	*	*	*	*	*	*	*	1	4
04:00	3	8	*	*	*	*	*	*	*	*	*	*	*	*	3	8
05:00	7	42	*	*	*	*	*	*	*	*	*	*	*	*	7	42
06:00	41	142	*	*	*	*	*	*	*	*	*	*	*	*	41	142
07:00	119	337	*	*	*	*	*	*	*	*	*	*	*	*	119	337
08:00	**123**	**438**	*	*	*	*	*	*	*	*	*	*	*	*	**123**	**438**
09:00	93	352	*	*	*	*	*	*	*	*	*	*	*	*	93	352
10:00	86	364	*	*	*	*	*	*	*	*	*	*	*	*	86	364
11:00	89	379	*	*	*	*	*	*	*	*	*	*	*	*	89	379
12:00 PM	**178**	**339**	*	*	*	*	*	*	*	*	*	*	*	*	**178**	**339**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	753	2423	0	0	0	0	0	0	0	0	0	0	0	0	753	2423
Day	3176		0		0		0		0		0		0		3176	
AM Peak	08:00	08:00													08:00	08:00
Vol.	123	438													123	438
PM Peak	12:00	12:00													12:00	12:00
Vol.	178	339													178	339

Comb. Total	3176	0	3046	7875	7474	5036	3827	9334

ADT ADT 7,674 AADT 7,674

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	**1**	5	14	**9**	1	0	0	0	0	0	0	0	0	**30**	32	35
17:00	0	0	3	13	9	**4**	0	0	0	0	0	0	0	0	29	34	37
18:00	0	1	5	**15**	8	0	0	0	0	0	0	0	0	0	29	32	34
19:00	0	1	1	12	8	0	0	0	0	0	0	0	0	0	22	33	35
20:00	0	0	**6**	8	2	0	0	0	0	0	0	0	0	0	16	29	31
21:00	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	28	28
22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	*	*
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	*	*
Total	0	3	23	69	36	5	0	0	0	0	0	0	0	0	136		
Percent	0.0%	2.2%	16.9%	50.7%	26.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		16:00 1	20:00 6	18:00 15	16:00 9	17:00 4									16:00 30		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	*
06:00	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6	32	32
07:00	0	**2**	**9**	33	22	3	0	0	0	0	0	0	0	0	69	33	35
08:00	0	1	6	**40**	**28**	**10**	0	0	0	0	0	0	0	0	**85**	34	37
09:00	0	2	1	8	8	1	0	0	0	0	0	0	0	0	20	33	35
10:00	0	0	1	6	6	2	0	0	0	0	0	0	0	0	15	35	36
11:00	0	1	0	8	3	3	0	0	0	0	0	0	0	0	15	35	37
12 PM	0	**1**	**7**	6	10	2	0	0	0	0	0	0	0	0	26	33	35
13:00	0	0	2	4	9	2	0	0	0	0	0	0	0	0	17	34	36
14:00	0	0	1	10	13	2	0	0	0	0	0	0	0	0	26	34	35
15:00	0	1	3	**20**	**21**	1	0	0	0	0	0	0	0	0	**46**	33	35
16:00	0	1	1	16	16	2	0	0	0	0	0	0	0	0	36	33	35
17:00	0	0	3	17	19	**3**	0	0	0	0	0	0	0	0	42	34	35
18:00	0	0	3	17	10	1	**1**	0	0	0	0	0	0	0	32	33	35
19:00	0	0	2	11	5	2	0	0	0	0	0	0	0	0	20	34	36
20:00	0	0	1	5	2	0	0	0	0	0	0	0	0	0	8	30	31
21:00	0	1	0	5	1	0	0	0	0	0	0	0	0	0	7	29	29
22:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	12	45	209	177	34	1	0	0	0	0	0	0	0	478		
Percent	0.0%	2.5%	9.4%	43.7%	37.0%	7.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	08:00	08:00	08:00									08:00		
Vol.		2	9	40	28	10									85		
PM Peak		12:00	12:00	15:00	15:00	17:00	18:00								15:00		
Vol.		1	7	20	21	3	1								46		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	**2**	1	0	1	0	0	0	0	0	0	0	0	0	4	*	*
06:00	0	0	5	2	2	0	0	0	0	0	0	0	0	0	9	25	26
07:00	0	2	**10**	35	**36**	3	0	0	0	0	0	0	0	0	**86**	33	35
08:00	0	0	3	**40**	27	**8**	0	0	0	0	0	0	0	0	78	34	37
09:00	0	1	1	8	6	1	0	0	0	0	0	0	0	0	17	34	35
10:00	0	0	1	10	4	3	0	0	0	0	0	0	0	0	18	35	37
11:00	0	2	1	5	5	0	0	0	0	0	0	0	0	0	13	33	34
12 PM	0	0	4	11	3	0	0	0	0	0	0	0	0	0	18	30	32
13:00	0	**1**	5	12	7	1	0	0	0	0	0	0	0	0	26	32	34
14:00	0	0	4	14	16	4	0	0	0	0	0	0	0	0	38	34	37
15:00	0	0	**6**	**21**	**23**	5	0	0	0	0	0	0	0	0	**55**	34	37
16:00	0	1	5	12	11	**6**	0	0	0	0	0	0	0	0	35	35	38
17:00	0	0	3	13	22	2	0	0	0	0	0	0	0	0	40	34	35
18:00	0	1	1	14	8	2	0	0	0	0	0	0	0	0	26	33	35
19:00	0	0	1	10	0	1	0	0	0	0	0	0	0	0	12	29	30
20:00	0	1	2	10	3	1	0	0	0	0	0	0	0	0	17	31	33
21:00	**1**	0	2	3	5	0	0	0	0	0	0	0	0	0	11	33	34
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	11	56	223	182	37	0	0	0	0	0	0	0	0	510		
Percent	0.2%	2.2%	11.0%	43.7%	35.7%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	07:00	08:00	07:00	08:00									07:00		
Vol.		2	10	40	36	8									86		
PM Peak	21:00	13:00	15:00	15:00	15:00	16:00									15:00		
Vol.	1	1	6	21	23	6									55		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	1	0	1	0	**1**	0	0	0	0	0	0	0	3	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	4	*	*
06:00	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6	33	33
07:00	0	1	**6**	29	24	**8**	0	0	0	0	0	0	0	0	68	34	37
08:00	0	0	6	**30**	**39**	8	1	0	0	0	0	0	0	0	**84**	34	37
09:00	0	0	0	4	5	2	0	0	0	0	0	0	0	0	11	35	36
10:00	0	0	0	5	7	0	1	0	0	0	0	0	0	0	13	34	35
11:00	0	0	0	7	6	2	0	0	0	0	0	0	0	0	15	35	36
12 PM	0	**2**	3	7	8	7	0	0	0	0	0	0	0	0	27	37	39
13:00	0	0	4	9	7	0	0	0	0	0	0	0	0	0	20	33	35
14:00	0	1	0	12	12	**8**	0	0	0	0	0	0	0	0	33	37	39
15:00	0	1	**7**	15	**26**	6	1	0	0	0	0	0	0	0	**56**	35	38
16:00	0	0	2	14	14	4	**2**	0	0	0	0	0	0	0	36	35	39
17:00	0	0	2	15	18	1	0	0	0	0	0	0	0	0	36	34	35
18:00	0	1	5	10	9	3	0	0	0	0	0	0	0	0	28	33	36
19:00	0	1	2	12	15	0	0	0	0	0	0	0	0	0	30	33	35
20:00	0	0	2	13	8	1	0	0	0	0	0	0	0	0	24	32	34
21:00	0	1	3	**19**	12	5	0	0	0	0	0	0	0	0	40	35	38
22:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	*	*
23:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	34	34
Total	0	9	45	209	221	57	6	0	0	0	0	0	0	0	547		
Percent	0.0%	1.6%	8.2%	38.2%	40.4%	10.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	07:00	08:00	08:00	07:00	00:00								08:00		
Vol.		1	6	30	39	8	1								84		
PM Peak		12:00	15:00	21:00	15:00	14:00	16:00								15:00		
Vol.		2	7	19	26	8	2								56		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
08:00	**1**	0	1	3	2	**2**	0	0	0	0	0	0	0	0	9	28	28
09:00	1	**2**	**2**	4	4	1	0	0	0	0	0	0	0	0	**14**	32	33
10:00	0	1	2	**5**	3	2	0	0	0	0	0	0	0	0	13	33	34
11:00	0	1	0	2	**9**	1	0	0	0	0	0	0	0	0	13	35	36
12 PM	0	0	1	6	11	0	**1**	0	0	0	0	0	0	0	19	33	35
13:00	0	0	0	8	**12**	1	0	0	0	0	0	0	0	0	**21**	34	35
14:00	0	**2**	1	6	5	**3**	0	0	0	0	0	0	0	0	17	35	37
15:00	0	0	3	8	4	2	0	0	0	0	0	0	0	0	17	33	35
16:00	0	1	**4**	5	5	3	0	0	0	0	0	0	0	0	18	35	37
17:00	**2**	0	1	8	3	2	0	0	0	0	0	0	0	0	16	32	33
18:00	0	0	0	**10**	5	0	0	0	0	0	0	0	0	0	15	32	34
19:00	1	0	3	4	2	1	0	0	0	0	0	0	0	0	11	29	30
20:00	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	29	29
21:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	27	27
22:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6	*	*
23:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	33	33
Total	5	8	24	85	73	21	1	0	0	0	0	0	0	0	217		
Percent	2.3%	3.7%	11.1%	39.2%	33.6%	9.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	09:00	10:00	11:00	08:00									09:00		
Vol.	1	2	2	5	9	2									14		
PM Peak	17:00	14:00	16:00	18:00	13:00	14:00	12:00								13:00		
Vol.	2	2	4	10	12	3	1								21		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
08:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	*	*
09:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	32	32
10:00	0	0	1	3	4	1	0	0	0	0	0	0	0	0	9	33	34
11:00	**1**	0	0	**6**	**8**	**2**	0	0	0	0	0	0	0	0	**17**	35	36
12 PM	0	0	2	3	**8**	**3**	0	0	0	0	0	0	0	0	16	35	37
13:00	0	**1**	0	2	5	0	0	0	0	0	0	0	0	0	8	34	34
14:00	0	1	**4**	6	3	1	0	0	0	0	0	0	0	0	15	31	33
15:00	0	1	1	5	5	0	0	0	0	0	0	0	0	0	12	33	34
16:00	0	0	1	3	5	1	0	0	0	0	0	0	0	0	10	34	35
17:00	0	0	0	**11**	7	1	0	0	0	0	0	0	0	0	**19**	33	35
18:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	*	*
19:00	0	0	1	10	2	0	0	0	0	0	0	0	0	0	13	30	31
20:00	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	32	33
21:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	32	32
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
23:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
Total	1	3	15	62	62	10	0	0	0	0	0	0	0	0	153		
Percent	0.7%	2.0%	9.8%	40.5%	40.5%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		02:00	11:00	11:00	11:00									11:00		
Vol.	1		1	6	8	2									17		
PM Peak		13:00	14:00	17:00	12:00	12:00									17:00		
Vol.		1	4	11	8	3									19		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
06:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	*	*
07:00	0	0	**5**	**33**	23	3	0	0	0	0	0	0	0	0	64	33	35
08:00	0	**3**	4	27	**29**	**7**	**1**	0	0	0	0	0	0	0	**71**	34	37
09:00	**1**	0	0	6	2	0	0	0	0	0	0	0	0	0	9	30	31
10:00	0	0	3	7	1	1	0	0	0	0	0	0	0	0	12	29	30
11:00	0	0	1	3	7	0	0	0	0	0	0	0	0	0	11	34	35
12 PM	0	**1**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**6**	28	28
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	5	17	83	64	12	1	0	0	0	0	0	0	0	183		
Percent	0.5%	2.7%	9.3%	45.4%	35.0%	6.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	07:00	07:00	08:00	08:00	08:00								08:00		
Vol.	1	3	5	33	29	7	1								71		
PM Peak		12:00	12:00	12:00											12:00		
Vol.		1	1	4											6		
Total	8	51	225	940	815	176	9	0	0	0	0	0	0	0	2224		
Percent	0.4%	2.3%	10.1%	42.3%	36.6%	7.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	24 MPH
	50th Percentile :	29 MPH
	85th Percentile :	34 MPH
	95th Percentile :	37 MPH

Stats		
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	1570
	Percent in Pace :	70.6%
	Number of Vehicles > 30 MPH :	1001
	Percent of Vehicles > 30 MPH :	45.0%
	Mean Speed(Average) :	30 MPH

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/01/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	0	6	33	59	**31**	0	0	0	0	0	0	0	0	129	36	39
17:00	**2**	**2**	**10**	**43**	**60**	20	**1**	0	0	0	0	0	0	0	**138**	35	38
18:00	1	1	0	12	11	6	0	0	0	0	0	0	0	0	31	36	38
19:00	0	0	0	8	3	1	0	0	0	0	0	0	0	0	12	32	33
20:00	0	0	1	7	2	0	0	0	0	0	0	0	0	0	10	30	31
21:00	0	0	0	6	1	1	0	0	0	0	0	0	0	0	8	30	30
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
Total	3	4	17	109	136	60	1	0	0	0	0	0	0	0	330		
Percent	0.9%	1.2%	5.2%	33.0%	41.2%	18.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 2	17:00 2	17:00 10	17:00 43	17:00 60	16:00 31	17:00 1								17:00 138		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	27	27
05:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	*	*
06:00	0	0	2	9	12	1	0	0	0	0	0	0	0	0	24	34	35
07:00	0	1	**11**	23	**39**	7	1	0	0	0	0	0	0	0	82	34	37
08:00	0	**2**	7	**48**	35	**11**	0	0	0	0	0	0	0	0	**103**	34	37
09:00	0	0	2	6	10	9	2	0	0	0	0	0	0	0	29	38	40
10:00	0	0	3	10	6	2	0	0	0	0	0	0	0	0	21	34	36
11:00	0	0	0	6	9	4	**3**	**1**	0	0	0	0	0	0	23	40	42
12 PM	1	**1**	0	5	13	3	0	0	0	0	0	0	0	0	23	35	37
13:00	**2**	1	0	5	10	2	0	0	0	0	0	0	0	0	20	34	36
14:00	2	0	6	10	15	2	0	0	0	0	0	0	0	0	35	33	35
15:00	0	0	**8**	28	47	15	**2**	0	0	0	0	0	0	0	100	35	38
16:00	0	1	4	18	**64**	**19**	2	0	0	0	0	0	0	0	108	36	38
17:00	1	0	4	**39**	64	19	2	0	0	0	0	0	0	0	**129**	35	38
18:00	1	0	2	9	16	7	0	0	0	0	0	0	0	0	35	36	39
19:00	2	0	1	4	3	3	0	0	0	0	0	0	0	0	13	36	37
20:00	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6	*	*
21:00	0	0	1	1	3	3	0	0	0	0	0	0	0	0	8	36	37
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
Total	10	6	52	229	350	110	12	1	0	0	0	0	0	0	770		
Percent	1.3%	0.8%	6.8%	29.7%	45.5%	14.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	02:00	08:00	07:00	08:00	07:00	08:00	11:00	11:00							08:00		
Vol.	1	2	11	48	39	11	3	1							103		
PM Peak	13:00	12:00	15:00	17:00	16:00	16:00	15:00								17:00		
Vol.	2	1	8	39	64	19	2								129		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/03/15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	27	27
05:00	0	0	2	4	0	1	0	0	0	0	0	0	0	0	7	28	28
06:00	0	0	0	9	7	5	0	0	0	0	0	0	0	0	21	37	39
07:00	0	**2**	7	38	**52**	**15**	**2**	0	0	0	0	0	0	0	116	35	38
08:00	0	1	**8**	**47**	48	13	1	0	0	0	0	0	0	0	**118**	35	38
09:00	0	0	0	9	16	4	1	0	0	0	0	0	0	0	30	35	38
10:00	0	1	2	6	10	5	1	0	0	0	0	0	0	0	25	37	39
11:00	0	0	2	10	19	3	0	0	0	0	0	0	0	0	34	34	36
12 PM	1	0	2	5	10	3	0	0	0	0	0	0	0	0	21	35	37
13:00	0	0	4	10	13	5	2	0	0	0	0	0	0	0	34	37	40
14:00	**2**	**2**	3	14	27	10	0	0	0	0	0	0	0	0	58	36	38
15:00	1	0	**8**	**35**	38	17	2	0	0	0	0	0	0	0	101	36	39
16:00	0	1	1	17	50	**32**	4	0	0	0	0	0	0	0	105	38	40
17:00	2	0	1	23	**78**	31	**7**	**1**	0	0	0	0	0	0	**143**	37	40
18:00	1	0	6	13	10	7	0	0	0	0	0	0	0	0	37	35	39
19:00	0	0	1	4	12	2	1	0	0	0	0	0	0	0	20	34	36
20:00	1	0	1	4	6	1	0	0	0	0	0	0	0	0	13	34	35
21:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	*
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	*	*
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	*
Total	10	8	49	253	397	155	21	1	0	0	0	0	0	0	894		
Percent	1.1%	0.9%	5.5%	28.3%	44.4%	17.3%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	07:00	08:00	08:00	07:00	07:00	07:00								08:00		
Vol.	1	2	8	47	52	15	2								118		
PM Peak	14:00	14:00	15:00	15:00	17:00	16:00	17:00	17:00							17:00		
Vol.	2	2	8	35	78	32	7	1							143		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/04/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	*	*
05:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	*	*
06:00	0	0	0	5	8	5	1	0	0	0	0	0	0	0	19	38	40
07:00	0	0	**4**	9	40	19	**3**	0	0	0	0	0	0	0	75	37	40
08:00	0	0	4	**33**	**51**	**23**	1	0	0	0	0	0	0	0	**112**	36	39
09:00	1	0	2	5	10	4	2	0	0	0	0	0	0	0	24	37	39
10:00	**2**	0	1	10	9	4	1	0	0	0	0	0	0	0	27	36	38
11:00	0	0	3	3	11	2	3	0	0	0	0	0	0	0	22	36	41
12 PM	**2**	0	1	4	18	7	**5**	0	0	0	0	0	0	0	37	40	43
13:00	0	0	3	5	11	8	0	0	0	0	0	0	0	0	27	37	39
14:00	1	**2**	2	11	23	6	0	**1**	0	0	0	0	0	0	46	35	38
15:00	0	0	**4**	**42**	44	28	0	0	0	0	0	0	0	0	**118**	36	39
16:00	0	1	2	6	**62**	**31**	4	0	0	0	0	0	0	0	106	38	40
17:00	1	0	4	19	61	19	4	0	0	0	0	0	0	0	108	36	39
18:00	2	2	2	4	12	7	1	0	0	0	0	0	0	0	30	37	39
19:00	1	1	3	15	30	12	0	0	0	0	0	0	0	0	62	36	38
20:00	0	0	1	9	4	4	0	0	0	0	0	0	0	0	18	36	38
21:00	0	1	3	9	19	5	1	0	0	0	0	0	0	0	38	36	39
22:00	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5	*	*
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
Total	10	8	39	195	419	185	27	1	0	0	0	0	0	0	884		
Percent	1.1%	0.9%	4.4%	22.1%	47.4%	20.9%	3.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	01:00	07:00	08:00	08:00	08:00	07:00								08:00		
Vol.	2	1	4	33	51	23	3								112		
PM Peak	12:00	14:00	15:00	15:00	16:00	16:00	12:00	14:00							15:00		
Vol.	2	2	4	42	62	31	5	1							118		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/05/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
06:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	*	*
07:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	*	*
08:00	**1**	1	0	2	7	3	1	0	0	0	0	0	0	0	15	36	37
09:00	1	**3**	**4**	4	10	**4**	1	0	0	0	0	0	0	0	**27**	35	38
10:00	1	1	0	**6**	5	4	1	0	0	0	0	0	0	0	18	37	39
11:00	0	0	1	4	**11**	2	**2**	0	0	0	0	0	0	0	20	34	36
12 PM	0	1	**3**	**10**	**17**	**7**	**1**	0	0	0	0	0	0	0	**39**	36	39
13:00	**1**	0	2	2	7	3	1	0	0	0	0	0	0	0	16	36	37
14:00	0	0	0	5	17	7	0	0	0	0	0	0	0	0	29	36	39
15:00	0	**2**	1	4	12	5	1	0	0	0	0	0	0	0	25	37	39
16:00	1	0	1	6	6	3	1	0	0	0	0	0	0	0	18	35	37
17:00	0	0	1	5	6	2	0	0	0	0	0	0	0	0	14	35	36
18:00	0	0	0	6	7	2	1	0	**1**	0	0	0	0	0	17	35	36
19:00	0	0	3	4	1	1	0	0	0	0	0	0	0	0	9	28	29
20:00	0	0	2	1	3	4	0	0	0	0	0	0	0	0	10	37	38
21:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	29	29
22:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6	37	37
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	5	8	18	70	117	53	10	0	1	0	0	0	0	0	282		
Percent	1.8%	2.8%	6.4%	24.8%	41.5%	18.8%	3.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	09:00	10:00	11:00	09:00	11:00								09:00		
Vol.	1	3	4	6	11	4	2								27		
PM Peak	13:00	15:00	12:00	12:00	12:00	12:00	12:00		18:00						12:00		
Vol.	1	2	3	10	17	7	1		1						39		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/06/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	*	*
06:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	*	*
07:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	*	*
08:00	0	**1**	0	1	3	1	0	0	0	0	0	0	0	0	6	32	32
09:00	0	1	1	**5**	7	2	1	0	0	0	0	0	0	0	17	35	36
10:00	**3**	0	0	2	4	5	**2**	0	0	0	0	0	0	0	16	39	40
11:00	0	0	0	2	**10**	**8**	1	0	0	0	0	0	0	0	**21**	38	40
12 PM	0	**2**	**2**	2	**8**	**5**	0	0	0	0	0	0	0	0	**19**	38	39
13:00	0	2	0	3	6	4	**1**	0	0	0	0	0	0	0	16	38	39
14:00	0	1	0	**5**	3	4	1	0	0	0	0	0	0	0	14	37	39
15:00	0	0	2	4	6	4	0	0	0	0	0	0	0	0	16	36	38
16:00	0	1	0	3	5	0	0	0	0	0	0	0	0	0	9	33	34
17:00	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8	33	34
18:00	0	0	1	2	4	3	1	0	0	0	0	0	0	0	11	37	38
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	**1**	0	0	0	2	0	0	0	0	0	0	0	0	0	3	*	*
21:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	*
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
Total	4	8	7	35	67	38	9	0	0	0	0	0	0	0	168		
Percent	2.4%	4.8%	4.2%	20.8%	39.9%	22.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	05:00	09:00	11:00	11:00	10:00								11:00		
Vol.	3	1	1	5	10	8	2								21		
PM Peak	20:00	12:00	12:00	14:00	12:00	12:00	13:00								12:00		
Vol.	1	2	2	5	8	5	1								19		

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/07/15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	2	1	1	0	0	0	0	0	0	0	0	5	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
06:00	0	0	2	2	12	3	0	0	0	0	0	0	0	0	19	35	37
07:00	**1**	0	4	16	30	13	**2**	0	0	0	0	0	0	0	66	36	39
08:00	0	0	**8**	**38**	**47**	**19**	1	0	0	0	0	0	0	0	**113**	36	38
09:00	0	0	8	14	12	3	1	0	0	0	0	0	0	0	38	34	37
10:00	1	0	1	7	6	2	0	0	0	0	0	0	0	0	17	35	36
11:00	1	0	0	6	6	3	1	0	0	0	0	0	0	0	17	36	37
12 PM	**2**	0	**1**	**5**	**3**	**1**	0	0	0	0	0	0	0	0	**12**	31	32
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	2	24	91	118	45	5	0	0	0	0	0	0	0	290		
Percent	1.7%	0.7%	8.3%	31.4%	40.7%	15.5%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	01:00	08:00	08:00	08:00	08:00	07:00								08:00		
Vol.	1	1	8	38	47	19	2								113		
PM Peak	12:00		12:00	12:00	12:00	12:00									12:00		
Vol.	2		1	5	3	1									12		
Total	47	44	206	982	1604	646	85	3	1	0	0	0	0	0	3618		
Percent	1.3%	1.2%	5.7%	27.1%	44.3%	17.9%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	25 MPH
	50th Percentile :	31 MPH
	85th Percentile :	36 MPH
	95th Percentile :	39 MPH
Stats	10 MPH Pace Speed :	28-37 MPH
	Number in Pace :	2412
	Percent in Pace :	66.7%
	Number of Vehicles > 30 MPH :	2228
	Percent of Vehicles > 30 MPH :	61.6%
	Mean Speed(Average) :	31 MPH

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Start	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	*	*	*	*	0	0	2	1	3	1	2	1	1	0	2	1
01:00	*	*	*	*	0	0	1	0	0	1	2	2	0	0	1	1
02:00	*	*	*	*	1	1	1	0	3	0	1	0	2	0	2	0
03:00	*	*	*	*	0	0	0	1	0	0	1	1	0	0	0	0
04:00	*	*	*	*	1	4	0	3	0	3	2	2	1	1	1	3
05:00	*	*	*	*	2	3	4	7	4	4	1	1	1	1	2	3
06:00	*	*	*	*	6	24	9	21	6	19	1	3	0	3	4	14
07:00	*	*	*	*	69	82	**86**	116	68	75	1	4	1	3	45	56
08:00	*	*	*	*	**85**	**103**	78	**118**	**84**	**112**	9	15	4	6	**52**	**71**
09:00	*	*	*	*	20	29	17	30	11	24	**14**	**27**	5	17	13	25
10:00	*	*	*	*	15	21	18	25	13	27	13	18	9	16	14	21
11:00	*	*	*	*	15	23	13	34	15	22	13	20	**17**	**21**	15	24
12:00 PM	*	*	*	*	26	23	18	21	27	37	19	**39**	16	**19**	21	28
01:00	*	*	*	*	17	20	26	34	20	27	**21**	16	8	16	18	23
02:00	*	*	*	*	26	35	38	58	33	46	17	29	15	14	26	36
03:00	*	*	*	*	**46**	100	**55**	101	**56**	**118**	17	25	12	16	**37**	72
04:00	*	*	**30**	129	36	108	35	105	36	106	18	18	10	9	28	79
05:00	*	*	29	**138**	42	**129**	40	**143**	36	108	16	14	**19**	8	30	**90**
06:00	*	*	29	31	32	35	26	37	28	30	15	17	3	11	22	27
07:00	*	*	22	12	20	13	12	20	30	62	11	9	13	0	18	19
08:00	*	*	16	10	8	6	17	13	24	18	6	10	8	3	13	10
09:00	*	*	6	8	7	8	11	2	40	38	6	5	4	2	12	10
10:00	*	*	2	1	4	0	3	2	4	5	6	6	1	1	3	2
11:00	*	*	2	1	0	3	0	2	6	1	5	0	3	1	3	1
Lane	0	0	136	330	478	770	510	894	547	884	217	282	153	168	382	616
Day	0		466		1248		1404		1431		499		321		998	
AM Peak					08:00	08:00	07:00	08:00	08:00	08:00	09:00	09:00	11:00	11:00	08:00	08:00
Vol.					85	103	86	118	84	112	14	27	17	21	52	71
PM Peak			16:00	17:00	15:00	17:00	15:00	17:00	15:00	15:00	13:00	12:00	17:00	12:00	15:00	17:00
Vol.			30	138	46	129	55	143	56	118	21	39	19	19	37	90

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

Wolf Pit Road North of I-84 Ramp
Farmington, Connecticut

Site Code: 3782
Station ID: SN:018656

Latitude: 0' 0.000 Undefined

Start	07-Dec-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northbound	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo	Northbo	Southbo
12:00 AM	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
01:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
02:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
03:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
04:00	1	5	*	*	*	*	*	*	*	*	*	*	*	*	1	5
05:00	2	1	*	*	*	*	*	*	*	*	*	*	*	*	2	1
06:00	5	19	*	*	*	*	*	*	*	*	*	*	*	*	5	19
07:00	64	66	*	*	*	*	*	*	*	*	*	*	*	*	64	66
08:00	**71**	**113**	*	*	*	*	*	*	*	*	*	*	*	*	**71**	**113**
09:00	9	38	*	*	*	*	*	*	*	*	*	*	*	*	9	38
10:00	12	17	*	*	*	*	*	*	*	*	*	*	*	*	12	17
11:00	11	17	*	*	*	*	*	*	*	*	*	*	*	*	11	17
12:00 PM	**6**	**12**	*	*	*	*	*	*	*	*	*	*	*	*	**6**	**12**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	183	290	0	0	0	0	0	0	0	0	0	0	0	0	183	290
Day	473		0		0		0		0		0		0		473	
AM Peak	08:00	08:00													08:00	08:00
Vol.	71	113													71	113
PM Peak	12:00	12:00													12:00	12:00
Vol.	6	12													6	12

Comb. Total	473	466	1248	1404	1431	499	321	1471

ADT ADT 1,361 AADT 1,361

APPENDIX G
Collision History

Tighe&Bond

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-05-12 16:18	Farmington	(CT route 004)	43.07	5 tenths West of JCT SR 508 WB	1879114	1200010862	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-29-12 1:07	Farmington	(CT route 004)	43.09	50 feet West of MOUNTAIN SPRING RD	2021345	1200022881	Under The Influence	Dark - Lighted	Dry	No Adverse Condition	Overturn

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Metal Beam Guide Rail	Off Road and Shoulder, Left	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-09-14 8:50	Farmington	(CT route 004)	43.09	50 feet West of MOUNTAIN SPRING RD	2150525	1400000458	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-27-12 8:57	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	1844022	1200005797	Driver's View Obstructed	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	1	0	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-08-12 16:30	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	1881505	1200015195	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-21-12 12:11	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2007750	1200018358	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Negotiating Curve	Metal Beam Guide Rail	Off Road and Shoulder, Right	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-17-12 7:18	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2006299	1200019995	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-25-13 16:50	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2072294	1300005199	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-14-14 16:01	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2174690	1400005802	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-09-14 16:41	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2223560	1400017441	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-23-14 17:26	Farmington	(CT route 004)	43.10	at MOUNTAIN SPRING RD	2241358	1400021852	Failed To Grant Right Of Way	Dark - Not Lighted	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-27-12 8:22	Farmington	(CT route 004)	43.11	50 feet East of MOUNTAIN SPRING RD	2004169	1200018709	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	1	0	0	1
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-13-12 17:32	Farmington	(CT route 004)	43.11	27 feet East of MOUNTAIN SPRING RD	2009438	1200021768	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jul-06-13 9:54	Farmington	(CT route 004)	43.11	27 feet East of MOUNTAIN SPRING RD	2104545	1300012159	Abnormal Road Condition	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Negotiating Curve	Other	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-09-13 18:25	Farmington	(CT route 004)	43.11	30 feet East of MOUNTAIN SPRING RD	2124863	1300016467	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-14-14 16:25	Farmington	(CT route 004)	43.12	100 feet East of MOUNTAIN SPRING RD	2182969	1400007656	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Feb-04-12 3:38	Farmington	(CT route 004)	43.14	200 feet East of MOUNTAIN SPRING RD	1839354	1200002349	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Backing along Roadway	Wall	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-10-13 13:42	Farmington	(CT route 004)	43.14	200 feet East of MOUNTAIN SPRING RD	2078436	1300006198	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-12-14 10:28	Farmington	(CT route 004)	43.14	200 feet East of MOUNTAIN SPRING RD	914076	A 1400007511	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Opposite Directions

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle on Wrong Side of Road			0	0	0	0	0
	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			1	0	0	0	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-21-14 15:55	Farmington	(CT route 004)	43.14	200 feet East of MOUNTAIN SPRING RD	2184105	1400008121	Fell Asleep	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Curbing / Metal Beam Guide Rail	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-19-12 18:14	Farmington	(CT route 004)	43.18	400 feet East of MOUNTAIN SPRING RD	2038983	1200024458	Following Too Closely	Dark - Not Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-09-12 13:34	Farmington	(CT route 004)	43.19	500 feet East of MOUNTAIN SPRING RD	2012821	1200021540	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Avoiding	Animal in Road	Deer	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-18-13 14:28	Farmington	(CT route 004)	43.19	500 feet East of MOUNTAIN SPRING RD	2130989	1300018953	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-02-14 19:41	Farmington	(CT route 004)	43.19	500 feet East of MOUNTAIN SPRING RD	2235245	1400020533	Animal Or Foreign Object In Road	Dark - Lighted	Wet	Rain	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Animal in Road	Deer	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-10-12 18:16	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	1834635	1200000717	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-24-12 16:57	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	1854050	1200007706	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Skidded Slowing or Stopping For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-21-12 7:36	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	1855913	1200009624	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jul-20-12 12:36	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	1880585	1200013927	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-13-12 15:50	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2022167	1200021764	Improper Lane Change	Daylight	Wet	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Passenger Van	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-02-13 16:15	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2091084	1300009858	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-09-13 15:08	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2093139	1300010299	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-19-13 14:41	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2131271	1300019030	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-29-13 16:35	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2131734	1300019620	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-31-13 8:10	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2129739	1300019720	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-11-13 19:52	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2134570	1300020420	Animal Or Foreign Object In Road	Dark - Lighted	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Slowing For	Animal in Road	Deer	In Roadway	0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-08-14 16:26	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2182003	1400007296	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-07-14 12:56	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2188001	1400009335	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-03-14 15:06	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2187502	1400011002	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Commercial Bus	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-08-14 18:39	Farmington	(CT route 004)	43.20	1 tenths East of MOUNTAIN SPRING RD	2235841	1400020886	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-15-14 16:43	Farmington	(CT route 004)	43.21	600 feet East of MOUNTAIN SPRING RD	2189959	1400009836	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-28-14 16:05	Farmington	(CT route 004)	43.24	2 tenths West of PILGRAM PATH (PVT)	2155164	1400003267	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-10-13 8:52	Farmington	(CT route 004)	43.27	at DR TO HILLSTEAD MUSEUM	2078432	1300006181	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Apr-21-12 10:48	Farmington	(CT route 004)	43.29	1000 feet East of MOUNTAIN SPRING RD	1854074	1200007484	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-21-12 17:15	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	1860200	1200009674	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-22-13 12:25	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2095247	1300011198	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-25-13 8:34	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2094906	1300011408	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-25-13 9:39	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2094891	1300011412	Unsafe Backing	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Emergency Vehicle	Vehicle Stopped For	Vehicle Skidding in Roadway			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-19-13 15:20	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2117969	1300015053	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-17-13 15:39	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2121574	1300016966	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-21-13 16:13	Farmington	(CT route 004)	43.30	2 tenths East of MOUNTAIN SPRING RD	2139673	1300022801	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-01-13 16:22	Farmington	(CT route 004)	43.34	1 tenths West of PILGRAM PATH (PVT)	2102411	1300011797	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jul-05-14 13:29	Farmington	(CT route 004)	43.37	2 tenths West of JCT SR 508 EB	2199709	1400011119	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jul-25-14 17:22	Farmington	(CT route 004)	43.37	1 tenths East of DR TO HILLSTEAD MUSEUM	2195904	1400012275	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-16-12 15:29	Farmington	(CT route 004)	43.38	100 meters West of PILGRAM PATH(PVT)	2006297	1200019949	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-12-13 8:09	Farmington	(CT route 004)	43.38	1500 feet East of MOUNTAIN SPRING RD	2067318	1300004384	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-05-12 8:35	Farmington	(CT route 004)	43.40	214 feet West of PILGRAM PATH (PVT)	2004161	1200017117	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-02-12 11:54	Farmington	(CT route 004)	43.42	100 feet West of PILGRAM PATH (PVT)	2007416	1200019012	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-11-13 16:42	Farmington	(CT route 004)	43.42	100 feet West of PILGRAM PATH (PVT)	2102557	1300012529	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-28-12 16:47	Farmington	(CT route 004)	43.43	30 feet West of PILGRAM PATH (PVT)	1849391	1200005902	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-24-12 17:34	Farmington	(CT route 004)	43.43	50 feet W of PILGRAM PATH (PVT)	1854046	1200007708	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-03-14 16:50	Farmington	(CT route 004)	43.43	20 meters West of PILGRAM PATH (PVT)	2174640	1400005170	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-06-13 14:53	Farmington	(CT route 004)	43.44	at PILGRAM PATH(PVT)	2125586	1300016245	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-06-13 15:08	Farmington	(CT route 004)	43.44	at PILGRAM PATH(PVT)	2125588	1300016247	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-20-14 16:01	Farmington	(CT route 004)	43.44	at PILGRAM PATH(PVT)	2228445	1400018052	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-23-12 18:43	Farmington	(CT route 004)	43.45	10 meters East of PILGRAM PATH (PVT)	2009487	1200020423	Following Too Closely	Dark - Lighted	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-07-13 17:06	Farmington	(CT route 004)	43.45	50 feet East of PILGRAM PATH (PVT)	2132679	1300014296	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-21-13 17:34	Farmington	(CT route 004)	43.45	30 feet East of PILGRAM PATH (PVT)	2133459	1300021060	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-17-14 0:16	Farmington	(CT route 004)	43.45	50 feet East of PILGRAM PATH (PVT)	2149087	1400000885	Improper Passing Maneuver	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-13-12 12:01	Farmington	(CT route 004)	43.46	100 feet East of PILGRAM PATH (PVT)	2006277	1200019761	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Nov-03-12 15:04	Farmington	(CT route 004)	43.46	100 feet East of PILGRAM PATH (PVT)	2010928	1200021157	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-22-12 15:47	Farmington	(CT route 004)	43.47	1 tenths West of JCT SR 508 WB	1888098	1200016120	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-31-13 18:53	Farmington	(CT route 004)	43.47	1 tenths West of JCT SR 508 WB	2044652	1300001995	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Illumination Pole / Metal Beam Guide Rail	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-12-13 17:52	Farmington	(CT route 004)	43.47	1 tenths West of JCT SR 508 WB	2067316	1300004400	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-12-14 14:16	Farmington	(CT route 004)	43.47	1 tenths West of JCT SR 508 EB	2189901	1400009656	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-17-12 9:27	Farmington	(CT route 004)	43.48	500 feet West of (RTE 4 - FARMINGTON AVE)	1873534	1200013690	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-13-14 23:05	Farmington	(CT route 004)	43.48	200 feet East of PILGRAM PATH (PVT)	2235829	1400021220	Improper Turning Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Making a "U" Turn			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-14-12 16:14	Farmington	(CT route 004)	43.49	250 feet East of PILGRAM PATH (PVT)	1838283	1200003070	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-19-14 15:16	Farmington	(CT route 004)	43.50	300 feet East of PILGRAM PATH (PVT)	2212066	1400016159	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Car-Trailer Combination	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	School Bus	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jan-06-13 15:44	Farmington	(CT route 004)	43.51	300 feet West of JCT SR 508 WB	2043964	1300000382	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Making a "U" Turn			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Making a "U" Turn			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-23-14 6:40	Farmington	(CT route 004)	43.51	300 feet West of BGN JUG HANDLE(ONE-WAY EB)	2212020	1400016425	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-22-12 16:37	Farmington	(CT route 004)	43.53	2 tenths West of JCT SR 508 EB	1838544	201200003595	Under The Influence	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	1	1	2
	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-21-12 16:02	Farmington	(CT route 004)	43.54	1 tenths East of PILGRAM PATH (PVT)	2007747	1200018366	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-29-13 9:37	Farmington	(CT route 004)	43.56	30 feet West of JCT SR 508 EB	2088304	1300009540	Under The Influence	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	1	0	1
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	1	0	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-24-12 9:11	Farmington	(CT route 004)	43.57	at JCT SR 508 EB	1839120	1200003698	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Apr-15-12 13:17	Farmington	(CT route 004)	43.57	at JCT SR 508 EB	1854661	1200007057	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Motorcycle	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-29-13 8:15	Farmington	(CT route 004)	43.57	at JCT SR 508 WB	2095251	1300011469	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-27-14 17:26	Farmington	(CT route 004)	43.57	at (RTE 4 - FARMINGTON AVE)	2151282	1400001393	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-23-14 8:59	Farmington	(CT route 004)	43.57	at BGN JUG HANDLE(ONE-WAY EB)	2184101	1400008233	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-15-14 8:49	Farmington	(CT route 004)	43.68	300 feet West of JCT SR 508 WB (FARMINGTON AVE)	2183406	1400007700	Improper Lane Change	Daylight	Wet	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-21-12 9:15	Farmington	(CT route 004)	43.70	200 feet West of JCT SR 508 WB (FARMINGTON AVE)	1892243	1200016026	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Foreign Object on Pavement	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-16-12 7:58	Farmington	(CT route 004)	43.70	175 feet West of JCT SR 508 EB	2040778	1200019934	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Avoiding	Vehicle Turning Left from Improper Lane			0	0	0	0	0
	East	Automobile	Vehicle Slowing For	Turn Left			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-30-14 14:14	Farmington	(CT route 004)	43.70	150 feet West of JCT SR 508 EB	2212071	1400016884	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Mar-15-13 15:28	Farmington	(CT route 004)	43.72	40 feet West of JCT SR 508 EB	2072409	1300004603	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-05-14 7:46	Farmington	(CT route 004)	43.72	27 feet West of JCT SR 508 EB	2161783	1400001863	Following Too Closely	Daylight	Snow/Slush	Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-21-13 6:44	Farmington	(CT route 004)	43.73	at JCT SR 508 EB	2119161	1300015143	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-18-13 17:22	Farmington	(CT route 004)	43.73	at JCT SR 508 EB	2142185	1300022601	Following Too Closely	Dark - Lighted	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-07-14 10:54	Farmington	(CT route 004)	43.73	at END JUG HANDLE(ONE-WAY EB)	2150209	1400000354	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Passenger Van	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-17-14 14:05	Farmington	(CT route 004)	43.73	at END JUG HANDLE(ONE-WAY EB)	2172553	1400004221	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-20-14 17:27	Farmington	(CT route 004)	43.73	at JCT SR 508 EB	2241350	1400021654	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-28-12 11:43	Farmington	(CT route 004)	43.74	at JCT SR 508 WB	1867000	1200005880	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-15-12 11:35	Farmington	(CT route 004)	43.74	at JCT SR 508 WB (FARMINGTON AVE)	1856341	1200009214	Improper Turning Maneuver	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Truck-Trailer Combination	Vehicle Slowing For	Vehicle Turning Left from Improper Lane	Highway Sign, Post, Delineator	On Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-26-12 20:19	Farmington	(CT route 004)	43.74	at JCT SR 508 WB	2013096	1200022743	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-08-13 7:15	Farmington	(CT route 004)	43.74	at (RT 4-FRMNGTN AV/LCO LWN R P M HY)	2104546	1300012307	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat May-31-14 8:12	Farmington	(CT route 004)	43.74	at JCT SR 508 WB (FARMINGTON AVE)	2186041	A1400008852	Driver Illness	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator	Off Road and Shoulder, Right	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-30-13 17:27	Farmington	(CT route 004)	43.75	50 feet West of CON FR SR 508 WB	2140948	1300023371	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-23-12 18:23	Farmington	(CT route 004)	43.76	on CON FR SR 508 WB	1834933	1200001595	Following Too Closely	Dark - Lighted	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Negotiating Curve			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-24-12 10:08	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	1871388	1200419628	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-04-12 13:50	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2032039	1200023258	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-27-12 8:44	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2036165	1200024991	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-27-13 7:34	Farmington	(CT route 004)	43.76	on CON FR SR 508 WB	2072290	1300005287	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-15-13 13:17	Farmington	(CT route 004)	43.76	ON CON FR SR 508 WB	2077473	1300006470	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-07-13 8:24	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2089448	1300007858	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Slowing For	Vehicle Turning Right from Proper Lane			0	0	0	0	0
*	North	Automobile	Vehicle Slowing For	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-13-13 7:58	Farmington	(CT route 004)	43.76	on CON FR SR 508 WB	2102145	1300008286	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-21-13 8:49	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2089747	1300008873	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	1	0	0	1
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-18-13 13:09	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2081950	1300588572	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-11-14 7:41	Farmington	(CT route 004)	43.76	on CON FR SR 508 WB	2156853	1400002217	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-01-14 17:34	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2200936	1400477559	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-27-14 8:54	Farmington	(CT route 004)	43.76	at CON FR SR 508 WB	2206026	1400014211	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Single Unit Truck 2 Axle 6 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-03-14 7:24	Farmington	(CT route 004)	43.76	ONCON FR SR 508 WB	2215946	1400014751	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-28-14 8:59	Farmington	(CT route 004)	43.76	on CON FR SR 508 WB	2222176	1400018496	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-05-14 17:07	Farmington	(CT route 004)	43.77	150 feet East of JCT SR 508 EB	2208978	1400012905	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	1	1
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-23-13 17:11	Farmington	(CT route 004)	43.78	100 feet East of CON FR SR 508 WB	2106384	1300013296	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-20-13 15:20	Farmington	(CT route 004)	43.78	200 feet West of PRATTLING POND RD(DE) (PVT)	2129767	1300017185	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-10-14 8:11	Farmington	(CT route 004)	43.81	30 feet West of PRATTLING POND RD(DE) (PVT)	2174608	1400005556	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-23-12 10:16	Farmington	(CT route 004)	43.82	at PRATTLING POND RD(DE) (PVT)	1876632	1200014122	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-24-12 14:21	Farmington	(CT route 004)	43.82	at PRATTLING POND RD(DE) (PVT)	2004187	1200018534	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	East	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-08-14 16:51	Farmington	(CT route 004)	43.82	at PRATTLING POND RD(DE) (PVT)	2182002	1400007299	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-11-12 11:04	Farmington	(CT route 004)	43.99	at SR 531(SB) (SOUTH RD)	1881202	1200013304	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-19-13 12:54	Farmington	(CT route 004)	44.05	1 tenths West of SR 531(SB) (SOUTH RD)	2139798	1300022657	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-12-12 8:18	Farmington	(CT route 004)	44.11	200 feet West of SR 531(SB) (SOUTH RD)	1839879	1200000811	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-25-12 17:25	Farmington	(CT route 004)	44.14	50 feet West of SR 531(SB)(SOUTH RD)	1859582	1200012180	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Mar-23-12 11:08	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	1844010	1200005568	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-08-12 21:16	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	1890890	1200015209	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight	Wall	Off Road and Shoulder Ahead	0	2	0	0	2

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-10-12 21:58	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	1886558	1200015331	Improper Turning Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Improper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-24-12 15:33	Farmington	(CT route 004)	44.15	20 feet East of SR 531(SB)(SOUTH RD)	2004180	1200018538	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-07-12 16:58	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2010956	1200021417	Speed Too Fast For Conditions	Dark - Lighted	Snow/Slush	Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-08-13 16:09	Farmington	(CT route 004)	44.15	?at SR 531(SB) (SOUTH RD)	2089446	1300007986	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-16-13 12:05	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2102536	1300012846	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Slowing For	Traffic Signal			0	0	0	1	1
*	East	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-13-13 8:33	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2121555	1300016695	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	School Bus	Vehicle Slowing For	Traffic			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-07-13 17:17	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2137515	1300020181	Violated Traffic Control	Dark - Lighted	Wet	Rain	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Improper Lane			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Nov-17-13 17:16	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2138127	1300020796	Improper Turning Maneuver	Dark - Lighted	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper Lane	Traffic Island / Highway Sign, Post, Delineator	On Median Divider / On Median Divider	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-10-14 8:44	Farmington	(CT route 004)	44.15	at SR 531(SB) (SOUTH RD)	2234177	1400019230	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-28-14 17:31	Farmington	(CT route 004)	44.16	at SR 531(NB) (SOUTH RD)	2180748	140006649	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-02-13 13:13	Farmington	(CT route 004)	44.17	50 feet East of SR 531(NB)(SOUTH RD)	2104540	1300011856	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-13-13 8:33	Farmington	(CT route 004)	44.17	100 feet East of SR 531(SB) (SOUTH RD)	2124790	1300016695	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	School Bus	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-20-14 16:22	Farmington	(CT route 004)	44.17	20 meters East of SR 531(SB) (SOUTH RD)	2172644	1400008040	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-12-13 10:57	Farmington	(CT route 004)	44.24	?500 feet East of SR 531(SB) (SOUTH RD)	2077483	1300006294	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-08-14 15:23	Farmington	(CT route 004)	44.32	27 feet West of QUARRY RD(DE)	2223568	1400017376	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-18-12 7:44	Farmington	(CT route 004)	44.33	at QUARRY RD (DE)	1865005	1200011649	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-16-14 17:19	Farmington	(CT route 004)	44.34	50 feet East of QUARRY RD(DE)	2149105	1400000871	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-17-14 16:33	Farmington	(CT route 004)	44.36	2 tenths East of SR 531(NB) (SOUTH RD)	2241340	1400021446	Under The Influence	Dark - Not Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Emergency Vehicle	Vehicle Stopped For	Other			0	0	0	0	0
*	East	Unknown	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-09-12 12:32	Farmington	(CT route 004)	44.38	270 feet East of QUARRY RD(DE)	912112	12-13177	Unsafe Use Of Highway By Pedestrian	Daylight	Dry	No Adverse Condition	Pedestrian

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Pedestrian		Crossing Between Intersections			1	0	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-05-14 15:10	Farmington	(CT route 004)	44.38	27 feet West of FARMGLEN BLVD (PVT)(SB)	2223580	1400017183	Driver Illness	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator / Utility Pole	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Feb-10-13 11:09	Farmington	(CT route 004)	44.39	at FARMGLEN BLVD(PVT)(SB)	2066906	1300004293	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-05-14 6:24	Farmington	(CT route 004)	44.39	at FARMGLEN BLVD(PVT)(SB)	2161784	1400001858	Following Too Closely	Daylight	Snow/Slush	Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-09-14 17:04	Farmington	(CT route 004)	44.39	at FARMGLEN BLVD(PVT)(SB)	2223558	1400017442	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Passenger Van	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-27-13 21:19	Farmington	(CT route 004)	44.43	150 feet East of FARMGLEN BLVD (PVT)(NB)	2120807	1300017655	Improper Turning Maneuver	Dark - Not Lighted	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	East	Taxi	None Apply	Vehicle Making a "U" Turn			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-16-12 10:30	Farmington	(CT route 004)	44.60	1425 feet East of QUARRY RD(DE)	1838275	1200003177	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-19-12 16:03	Farmington	(CT route 004)	44.76	500 feet West of ENT TO UCONN HEALTH CTR	1880596	1200013868	Defective Equipment	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-21-12 18:20	Farmington	(CT route 004)	44.80	3 tenths West of TALCOTT NOTCH RD	2007740	1200018372	Following Too Closely	Dusk	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-03-13 7:29	Farmington	(CT route 004)	44.84	30 feet West of ENT TO UCONN HEALTH CTR	2124869	1300016001	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-07-13 10:21	Farmington	(CT route 004)	44.84	30 feet West of ENT TO UCONN HEALTH CTR	2128010	1300018259	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-02-13 15:39	Farmington	(CT route 004)	44.85	at ENT TO UCONN HEALTH CTR	2044863	1300000123	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Unknown Reason			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-18-13 13:44	Farmington	(CT route 004)	44.85	at ENT TO UCONN HEALTH CTR	2130995	1300018947	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-14-14 16:07	Farmington	(CT route 004)	44.85	at ENT TO UCONN HEALTH CTR	2203767	1400013438	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Slowing For	Traffic Sign			0	0	0	1	1
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-13-14 15:20	Farmington	(CT route 004)	44.85	at EXIT FR EXCHANGE SC	2235831	1400021192	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-22-12 18:16	Farmington	(CT route 004)	44.86	at EXIT FR UCONN HEALTH CTR	1877170	1200011975	Failed To Grant Right Of Way	Daylight	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	1	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-18-12 11:17	Farmington	(CT route 004)	44.86	at EXIT FR UCONN HEALTH CTR	1875896	1200013765	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-09-12 21:17	Farmington	(CT route 004)	44.86	at EXIT FR UCONN HEALTH CTR	2007391	1200019497	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-10-14 16:51	Farmington	(CT route 004)	44.86	at EXIT FR UCONN HEALTH CTR	2235838	1400021001	Unsafe Right Turn On Red	Dark - Lighted	Wet	Rain	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Right on Red Light			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-31-13 18:20	Farmington	(CT route 004)	44.93	at MOBIL GAS STA(CL)	2046638	1300001992	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left From Driveway			0	0	0	1	1
*	South	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-09-13 9:06	Farmington	(CT route 004)	44.98	200 meters West of TALCOTT NOTCH RD	2043939	1300000563	Improper Passing Maneuver	Daylight	Wet	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Commercial Bus	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Unknown	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-10-12 23:21	Farmington	(CT route 004)	44.99	600 feet West of TALCOTT NOTCH RD	1839352	1200002838	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Slowing For	Turn Left			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-28-14 12:41	Farmington	(CT route 004)	44.99	at ENT TO TALCOTT PLAZA	2182310	1400008600	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Avoiding	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Mar-07-14 7:44	Farmington	(CT route 004)	45.00	1 tenths West of TALCOTT NOTCH RD	2165500	1400003648	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	Vehicle Slowing For	Turn Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-27-14 17:30	Farmington	(CT route 004)	45.00	1 tenths West of TALCOTT NOTCH RD	2184111	1400008556	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-22-14 16:37	Farmington	(CT route 004)	45.01	500 feet West of TALCOTT NOTCH RD	2174942	1400006292	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-25-13 8:20	Farmington	(CT route 004)	45.02	400 feet West of TALCOTT NOTCH RD	2126800	1300017487	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-20-14 0:16	Farmington	(CT route 004)	45.03	7 tenths East of QUARRY RD(DE)	2214737	1400016189	Improper Lane Change	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-28-13 7:32	Farmington	(CT route 004)	45.04	? at 204 Rte 4	2066280	1300003688	Failed To Grant Right Of Way	Daylight	Wet	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-09-12 10:54	Farmington	(CT route 004)	45.05	at DR TO RED CROSS	1856230	1200008778	Failed To Grant Right Of Way	Daylight	Wet	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left From Driveway			0	0	0	0	0
*	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-08-14 11:06	Farmington	(CT route 004)	45.08	100 feet West of TALCOTT NOTCH RD	2236475	1400030860	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-11-12 8:08	Farmington	(CT route 004)	45.09	40 feet West of TALCOTT NOTCH RD	1854685	1200006771	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-28-12 7:44	Farmington	(CT route 004)	45.09	50 feet West of TALCOTT NOTCH RD	1862449	1200009932	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-01-13 17:07	Farmington	(CT route 004)	45.09	50 feet West of TALCOTT NOTCH RD	2077766	1300005646	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-25-13 16:20	Farmington	(CT route 004)	45.09	50 feet West of TALCOTT NOTCH RD	2095257	1300011432	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-05-13 12:15	Farmington	(CT route 004)	45.09	50 feet West of TALCOTT NOTCH RD	2131167	1300018141	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-10-12 8:07	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	1834634	1200000684	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-12-12 23:05	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	1844272	1200004775	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-09-12 17:06	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	1860236	1200008797	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-06-12 18:07	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	1886537	1200015051	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Aug-26-12 10:59	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	1888059	1200016376	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-27-13 10:59	Farmington	(CT route 004)	45.10	on TALCOTT NOTCH RD	2095217	1300011548	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	1	0	1
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-28-14 11:17	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	2180749	1400006634	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-28-14 15:52	Farmington	(CT route 004)	45.10	at TALCOTT NOTCH RD	2237268	1400020296	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-23-12 8:03	Farmington	(CT route 004)	45.11	at OLD MOUNTAIN RD	1876637	1200014113	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-04-13 14:37	Farmington	(CT route 004)	45.11	at OLD MOUNTAIN RD	2043974	1300000264	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-11-13 19:18	Farmington	(CT route 004)	45.11	at OLD MOUNTAIN RD	2043918	1300000746	Under The Influence	Dark - Lighted	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane	Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-03-13 14:52	Farmington	(CT route 004)	45.11	at OLD MOUNTAIN RD	2089874	1300007611	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-03-14 10:25	Farmington	(CT route 004)	45.11	at OLD MOUNTAIN RD	2235231	1400020563	Driver Lost Control	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-17-14 8:40	Farmington	(CT route 004)	45.21	1 tenths East of OLD MOUNTAIN RD	2211553	1400015969	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-30-14 0:41	Farmington	(CT route 004)	45.38	2 tenths West of CRESCENT AVE	2181249	1400006712	Under The Influence	Dark - Lighted	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Traveling on Shoulder	Utility Pole	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-11-13 15:49	Farmington	(CT route 004)	45.40	3 tenths East of TALCOTT NOTCH RD	2124859	1300016585	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	Vehicle Stopped For	Traffic			0	0	0	2	2
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-22-13 17:36	Farmington	(CT route 004)	45.48	1 tenths West of CRESCENT AVE	2133455	1300021121	Animal Or Foreign Object In Road	Dark - Not Lighted	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Animal in Road	Deer	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-27-12 18:39	Farmington	(CT route 004)	45.59	30 feet East of CRESCENT AVE	2004166	1200018734	Following Too Closely	Dusk	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Pedestrians in Road			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-24-14 17:17	Farmington	(CT route 004)	45.59	27 feet East of CRESCENT AVE	2212009	1400016524	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-26-12 15:31	Farmington	(CT route 004)	45.60	100 feet East of CRESCENT AVE	1835189	1200001778	Driver Illness	Daylight	Wet	Sleet, Hail	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Wall / Other	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	0	1	1

Town of Farmington Road/Route # 4 (CT route 004) from 43.07 to 45.84

Total of 211 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Nov-02-13 13:39	Farmington	(CT route 004)	45.60	25 tenths East of MOUNTAIN SPRING RD	2137504	1300019857	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-31-12 15:46	Farmington	(CT route 004)	45.66	at SUNOCO GAS STA(CL)	2008671	1200020947	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	1	0	0	1
*	East	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-23-12 18:07	Farmington	(CT route 004)	45.74	1 tenths West of FARMINGTON - WEST HARTFORD TL	1888239	1200016200	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	East	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun May-25-14 19:49	Farmington	(CT route 004)	45.78	2 tenths East of CRESCENT AVE	2184091	1400008425	Animal Or Foreign Object In Road	Dusk	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Deer	In Roadway	0	0	0	0	0

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-12-12 8:56	Farmington	(CT route 508)	0.00	at EB-RTE 4 (FARMINGTON AVE)	1834637	1200000813	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-21-12 20:01	Farmington	(CT route 508)	0.00	at EB-RTE 4 (FARMINGTON AVE)	1892241	1200016051	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-13-13 7:46	Farmington	(CT route 508)	0.00	at WB-RTE 4 (FARMINGTON AVE)	2102165	1300008285	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-07-13 20:31	Farmington	(CT route 508)	0.00	at WB-RTE 4 (FARMINGTON AVE)	2091620	1300629333	Driver Lost Control	Dark - Not Lighted	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail / Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-17-14 20:01	Farmington	(CT route 508)	0.00	at INTERSECTS RTE 4 BGN JUG HANDLE	2231085	1400019652	Violated Traffic Control	Dark - Lighted	Wet	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left from Improper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-17-14 17:44	Farmington	(CT route 508)	0.02	1 tenths West of WB-RTE 4 (FARMINGTON AVE)	2245896	1400021450	Unknown	Dark - Not Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Apr-08-12 12:23	Farmington	(CT route 508)	0.03	150 feet East of WB-RTE 4 (FARMINGTON AVE)	1847008	1200204194	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	2	2
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-16-14 14:47	Farmington	(CT route 508)	0.04	200 feet East of WB-RTE 4 (FARMINGTON AVE)	2167482	1400228348	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-23-12 9:32	Farmington	(CT route 508)	0.10	1 tenths East of EB-RTE 4 (FARMINGTON AVE)	2015354	1200602785	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-21-13 18:07	Farmington	(CT route 508)	0.10	100 feet West of WB-RTE 4 (FARMINGTON AVE)	2095278	1300011144	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-11-12 14:58	Farmington	(CT route 508)	0.12	at WB-RTE 4 (FARMINGTON AVE)	1829124	1200022034	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-01-12 17:29	Farmington	(CT route 508)	0.12	at WB-RTE 4 (FARMINGTON AVE)	1831189	1200064931	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-28-13 19:22	Farmington	(CT route 508)	0.12	at EB-RTE 4 (FARMINGTON AVE)	2066266	1300003740	Defective Equipment	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-22-13 15:38	Farmington	(CT route 508)	0.12	at WB-RTE 4 (FARMINGTON AVE)	2104140	1300729683	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-04-14 13:54	Farmington	(CT route 508)	0.12	at EB-RTE 4 (FARMINGTON AVE)	2174630	1400005227	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 3 Or More Axles	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-08-14 17:08	Farmington	(CT route 508)	0.12	at EB-RTE 4 (FARMINGTON AVE)	2182156	1400007300	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-25-14 10:44	Farmington	(CT route 508)	0.14	ON WB-CON TO RTE 4	2166399	1400004647	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-21-13 15:32	Farmington	(CT route 508)	0.16	100 feet East of WB-CON TO RTE 4	2084164	1300595481	Improper Lane Change	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-29-14 8:51	Farmington	(CT route 508)	0.20	2 tenths East of WB-RTE 4 (FARMINGTON AVE)	2213013	1400612726	Improper Lane Change	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	1	0	1

Town of Farmington Route/Road 508 Mile Marker 0.00 to 0.33 2012 to 2014 Farmington SR 508 MP 0.00 to 0.33

Total of 22 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-02-12 17:10	Farmington	(CT route 508)	0.21	500 feet East of WB-RTE 4 (FARMINGTON AVE)	1848888	1200253321	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-05-14 7:32	Farmington	(CT route 508)	0.21	500 feet East of INTERSECT RTE 4 END JUG HANDLE	2175993	1400271472	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	1	0	1
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-24-14 7:44	Farmington	(CT route 508)	0.33	at BGN OP SR 549(BIRDSEYE RD)	2222186	1400018261	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Slowing For	Traffic Signal			0	1	0	0	1
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-28-13 13:08	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2088309	1300009486	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-19-13 16:13	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2119181	1300015056	Driver Lost Control	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-20-13 11:43	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2131266	1300019074	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-13-14 14:45	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2150271	1400000690	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 6 Tires	Vehicle Slowing For	Turn Right			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-04-14 16:53	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2161787	1400001820	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Feb-08-14 11:39	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2157464	1400002066	Unsafe Backing	Daylight	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-18-14 17:50	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2203761	1400013680	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-20-14 7:36	Farmington	(CT route 531)	0.00	at RTE 4 (FARMINGTON AVE)	2228448	1400018028	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Traffic Sign	Wall	Off Road and Shoulder Ahead	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-30-12 8:21	Farmington	(CT route 531)	0.01	500 feet West of SR 549 (BIRDSEYE RD)	1834915	1200002022	Driver's View Obstructed	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight	Utility Pole	Off Road and Shoulder, Left	0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-25-12 20:54	Farmington	(CT route 531)	0.09	30 feet West of SR 549(BIRDSEYE RD)	2004173	1200018621	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-29-13 17:27	Farmington	(CT route 531)	0.09	at EXIT FR FARMINGTON MED CTR	2081121	1300007363	Driver Lost Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-16-12 15:44	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	1865003	1200011569	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-06-12 17:30	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2004690	1200017248	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Overturn

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Motorcycle	None Apply	Vehicle Turning Left from Proper Lane			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Turning Right on Red Light			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-27-12 12:27	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2013093	1200022777	Violated Traffic Control	Daylight	Wet	Snow	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Dec-07-12 17:32	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2038944	1200023544	Unsafe Right Turn On Red	Dark - Lighted	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Turning Right on Red Light			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jun-05-13 14:21	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2091345	1300010043	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-21-14 17:52	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2169492	1400002838	Following Too Closely	Dark - Lighted	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-10-14 11:28	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2223551	1400017480	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-24-14 16:27	Farmington	(CT route 531)	0.10	at SR 549 (BIRDSEYE RD)	2222182	1400018283	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Mar-02-12 17:28	Farmington	(CT route 531)	0.11	30 feet East of SR 549(BIRDSEYE RD)	1843718	1200004160	Failed To Grant Right Of Way	Dusk	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Truck-Trailer Combination	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-15-13 15:13	Farmington	(CT route 531)	0.19	50 feet West of MIDDLE RD	2093923	1300010726	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Slowing For	Foreign Object in Road	Other	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-24-12 15:12	Farmington	(CT route 531)	0.20	at MIDDLE RD	2004184	1200018535	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Slowing For	Vehicle Backing into Roadway			0	0	0	1	1
*	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-18-13 16:08	Farmington	(CT route 531)	0.20	on MIDDLE RD	2072393	1300004787	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-13-13 19:52	Farmington	(CT route 531)	0.20	at MIDDLE RD	2093086	1300010600	Defective Equipment	Dark - Lighted	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-21-14 17:12	Farmington	(CT route 531)	0.20	at MIDDLE RD	2206020	1400013852	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-19-14 13:55	Farmington	(CT route 531)	0.20	at MIDDLE RD	2226263	1400019745	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-15-14 17:12	Farmington	(CT route 531)	0.20	at MIDDLE RD	2235827	1400021334	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-01-13 14:49	Farmington	(CT route 531)	0.24	58 feet East of PATRICK FLOOD RD	2102398	1300011791	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-04-14 22:01	Farmington	(CT route 531)	0.51	at FARMINGTON MEADOW DR (PVT)	2174627	1400005247	Animal Or Foreign Object In Road	Dark - Not Lighted	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Foreign Object in Road	Foreign Object on Pavement	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-21-14 16:04	Farmington	(CT route 531)	0.51	at FARMINGTON MEADOW DR (PVT)	2190149	1400010244	Speed Too Fast For Conditions	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-23-13 17:05	Farmington	(CT route 531)	0.58	at EAST FARMINGTON FIREHOUSE(CL)	2042471	1300001451	Following Too Closely	Dark - Not Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Passenger Van	Vehicle Stopped For	Emergency Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-05-13 16:33	Farmington	(CT route 531)	0.67	27 feet West of MUNSON RD	2141714	1300021869	Following Too Closely	Dark - Lighted	Wet	Fog	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-03-14 14:04	Farmington	(CT route 531)	0.67	75 feet West of MUNSON RD	2187508	1400010999	Driver Lost Control	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-07-12 17:10	Farmington	(CT route 531)	0.68	at MUNSON RD	1856224	1200008671	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-12-12 22:49	Farmington	(CT route 531)	0.68	at MUNSON RD	2006272	1200019717	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-07-12 17:20	Farmington	(CT route 531)	0.68	at MUNSON RD	2010962	1200021422	Speed Too Fast For Conditions	Dark - Lighted	Snow/Slush	Blowing Sand, Soil, Dirt or Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Dec-01-13 8:40	Farmington	(CT route 531)	0.75	350 feet East of MUNSON RD	2142189	1300021640	Speed Too Fast For Conditions	Daylight	Ice	Other	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Skidding in Roadway	Curbing	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-17-14 17:49	Farmington	(CT route 531)	0.78	300 feet West of TWO MILE RD	2189964	1400009976	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Utility Pole	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-04-12 19:06	Farmington	(CT route 531)	0.84	at TWO MILE RD	1834628	1200000259	Unsafe Backing	Dark - Lighted	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-29-12 9:58	Farmington	(CT route 531)	0.84	at TWO MILE RD	1838094	1200004001	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-02-12 12:38	Farmington	(CT route 531)	0.84	at SOUTH RD	1864185	1200010676	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jul-06-12 10:26	Farmington	(CT route 531)	0.84	at TWO MILE RD	1874401	1200012943	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator	On Median Divider	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-02-12 14:17	Farmington	(CT route 531)	0.84	at (SR 531 - COLT HWY)	1886405	1200014795	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Passenger Van	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
*	East	Tractor Semi-Trailer	None Apply	Vehicle Turning Right from Improper Lane			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Sep-16-12 16:15	Farmington	(CT route 531)	0.84	at TWO MILE RD	2004600	1200017981	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-08-13 7:10	Farmington	(CT route 531)	0.84	at SOUTH RD	2077878	1300006043	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-12-13 7:34	Farmington	(CT route 531)	0.84	on TWO MILE RD	2142149	1300022252	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-07-14 15:12	Farmington	(CT route 531)	0.84	at TWO MILE RD	2157475	1400002005	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-29-14 16:59	Farmington	(CT route 531)	0.84	at SOUTH RD	2241367	1400022177	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-21-12 15:49	Farmington	(CT route 531)	0.85	30 feet East of (SR 531 - COLT HWY)	1865777	1200011894	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Mar-23-12 19:34	Farmington	(CT route 531)	0.87	150 feet East of TWO MILE RD	1844006	1200005603	Driver Lost Control	Dark - Not Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Motorcycle	None Apply	Vehicle Negotiating Curve	Curbing / Highway Sign, Post, Delineator	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-30-13 9:31	Farmington	(CT route 531)	0.89	250 feet East of TWO MILE RD	2090092	1300009596	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Making a "U" Turn			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-18-13 17:10	Farmington	(CT route 531)	1.05	200 feet West of EB US 6(COLT HWY)	2125235	1300017064	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	2	2
*	East	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-26-13 17:33	Farmington	(CT route 531)	1.06	at EB CON TO EB US 6(ONE-WAY)	2054014	1300003610	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-07-12 19:27	Farmington	(CT route 531)	1.09	at EB US 6(COLT HWY)	1879118	1200011008	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight	Metal Beam Guide Rail	Off Road and Shoulder, Left	0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	2	0	0	2

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-31-12 16:31	Farmington	(CT route 531)	1.09	at EB US 6(COLT HWY)	1875922	1200014668	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-15-13 12:55	Farmington	(CT route 531)	1.09	at EB US 6(COLT HWY)	2102545	1300012783	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Negotiating Curve			0	0	1	0	1
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-27-13 17:52	Farmington	(CT route 531)	1.09	at EB US 6(COLT HWY)	2135673	1300021423	Failed To Grant Right Of Way	Dark - Not Lighted	Wet	Rain	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-07-13 13:10	Farmington	(CT route 531)	1.39	at EXIT FR WB I-84(207)	2132235	1300018269	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight	Utility Pole	Off Road and Shoulder, Right	0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Going Straight	Illumination Pole	Off Road and Shoulder, Left	0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-27-14 12:43	Farmington	(CT route 531)	1.39	at EXIT FR WB I-84(207)	2155168	1400003194	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Town of Farmington Road/Route # 531 (CT route 531)

Total of 60 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-19-14 14:42	Farmington	(CT route 531)	1.39	at EXIT FR WB I-84(207)	2212633	1400590992	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Route/Road Mile Marker 0.00 to 0.02 2012 to 2014 Farmington Two Mile Road at SR 531 MP 0.00 to 0.02

Total of 1 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-14-14 7:59	Farmington	TWO MILE RD	0.01	30 feet South of SOUTH RD	2159054	1400002383	Slippery Surface	Daylight	Ice	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-30-13 18:55	Farmington	(US route 006)	54.65	5 tenths West of FIENEMANN RD	2187320	1300017814	Unsafe Use Of Highway By Pedestrian	Dusk	Dry	No Adverse Condition	Pedestrian

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	?	Pedestrian		Other or Unknown			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-07-14 12:13	Farmington	(US route 006)	54.65	5 tenths West of FIENEMANN RD	2150510	1400000358	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Single Unit Truck 2 Axle 6 Tires	None Apply	Vehicle Going Straight	Curbing / Tree	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-30-12 7:36	Farmington	(US route 006)	54.68	1 tenths West of WATERSIDE DR (PVT)	1854453	1200008155	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	1	0	0	1
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-06-13 7:54	Farmington	(US route 006)	54.68	1 tenths West of WATERSIDE DR (PVT)	2137490	1300020088	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-10-12 20:04	Farmington	(US route 006)	54.75	150 feet West of WATERSIDE DR (PVT)	1886562	1200015328	Unknown	Dark - Lighted	Dry	No Adverse Condition	Pedestrian

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	?	Pedestrian		Walking or Jogging in Road			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-16-12 16:31	Farmington	(US route 006)	54.77	30 feet West of WATERSIDE DR (PVT)	1856356	1200009285	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-10-13 15:39	Farmington	(US route 006)	54.77	30 feet West of WATERSIDE DR (PVT)	2093122	1300010370	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-26-12 16:51	Farmington	(US route 006)	54.78	at WATERSIDE DR(PVT)	1834719	1200001783	Speed Too Fast For Conditions	Dusk	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-07-13 7:55	Farmington	(US route 006)	54.78	at WATERSIDE DR(PVT)	2137517	1300020154	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Nov-16-13 15:37	Farmington	(US route 006)	54.78	at WATERSIDE DR(PVT)	2138136	1300020737	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-20-13 16:47	Farmington	(US route 006)	54.78	at WATERSIDE DR(PVT)	2138107	1300020993	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-31-12 16:11	Farmington	(US route 006)	54.79	50 feet East of WATERSIDE DR (PVT)	1834654	1200002100	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-18-12 18:08	Farmington	(US route 006)	54.79	60 feet East of WATERSIDE DR (PVT)	2039001	1200024380	Following Too Closely	Dark - Lighted	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-14-12 8:31	Farmington	(US route 006)	54.80	1 tenths West of DR TO CHIMNEY HILL(PVT)	2009432	1200021797	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-11-14 8:10	Farmington	(US route 006)	54.80	130 feet East of WATERSIDE DR (PVT)	2166337	1400003860	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-23-12 12:44	Farmington	(US route 006)	54.85	3 tenths West of FIENEMANN RD	1859572	12000012037	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Metal Beam Guide Rail	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-29-12 8:59	Farmington	(US route 006)	54.85	3 tenths West of FIENEMANN RD	2013072	1200022903	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-09-14 17:20	Farmington	(US route 006)	54.87	500 feet East of WATERSIDE DR (PVT)	2211543	1400015366	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Aug-04-13 7:56	Farmington	(US route 006)	54.88	90 feet West of DR TO CHIMNEY HILL(PVT)	2119319	1300014072	Fell Asleep	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Passenger Van	None Apply	Vehicle Going Straight	Utility Pole	Off Road and Shoulder, Right	0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-21-13 11:25	Farmington	(US route 006)	54.89	50 feet West of DR TO CHIMNEY HILL(PVT)	2089829	1300008892	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 6 Tires	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-24-13 16:58	Farmington	(US route 006)	54.89	30 feet West of DR TO CHIMNEY HILL(PVT)	2106378	1300013363	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1
*	West	Passenger Van	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-12-13 13:23	Farmington	(US route 006)	54.90	at DR TO CHIMNEY HILL (PVT)	2121558	1300016644	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	1	0	1
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	1	1

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jun-18-14 11:19	Farmington	(US route 006)	54.90	at DR TO CHIMNEY HILL (PVT)	914170	1400010024	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			1	0	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-06-14 22:36	Farmington	(US route 006)	54.90	at DR TO CHIMNEY HILL (PVT)	2211546	1400015128	Failed To Grant Right Of Way	Dark - Not Lighted	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator / Tree	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	1	0	1
*	North	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-25-12 16:50	Farmington	(US route 006)	54.91	50 feet East of DR TO CHIMNEY HILL(PVT)	2004178	1200018598	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-24-14 16:48	Farmington	(US route 006)	54.92	100 feet East of DR TO CHIMNEY HILL(PVT)	2195892	1400012216	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-23-13 16:47	Farmington	(US route 006)	54.94	200 feet West of STANFORD DR (PVT)	2089700	1300009062	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-15-12 16:56	Farmington	(US route 006)	54.95	2 tenths West of SR 549 (BIRDSEYE RD)	2006306	1200019896	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jun-12-13 16:28	Farmington	(US route 006)	54.95	2 tenths West of FIENEMANN RD	2093103	1300010520	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-03-14 17:05	Farmington	(US route 006)	54.95	2 tenths West of FIENEMANN RD	2165007	1400003443	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Traffic			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-16-13 12:05	Farmington	(US route 006)	54.96	1000 feet West of FIENEMANN RD	2090043	1300008526	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Animal Other than Deer	In Roadway	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-07-13 7:43	Farmington	(US route 006)	54.96	1000 feet West of SR 549 (BIRDSEYE RD)	2093126	1300010154	Unsafe Tires	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 6 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Passenger Van	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-18-14 9:35	Farmington	(US route 006)	54.98	at STANFORD DR (PVT)	2172552	1400004273	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-12-14 17:09	Farmington	(US route 006)	55.00	100 feet East of STANFORD DR (PVT)	2226198	1400019373	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-12-14 15:47	Farmington	(US route 006)	55.05	1 tenths West of FIENEMANN RD	2187967	1400009659	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-13-14 12:26	Farmington	(US route 006)	55.05	1 tenths West of FIENEMANN RD	2211593	1400015675	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Making a "U" Turn			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-21-14 8:09	Farmington	(US route 006)	55.06	500 feet West of FIENEMANN RD	2195512	1400012027	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-20-13 11:20	Farmington	(US route 006)	55.11	200 feet West of FIENEMANN RD	2072359	1300004881	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-01-13 7:46	Farmington	(US route 006)	55.11	200 feet West of FIENEMANN RD	2089478	1300007460	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-20-12 15:40	Farmington	(US route 006)	55.12	at SHELL GAS STA(CL)	1849627	1200005346	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	North	Automobile	Vehicle Slowing For	Vehicle Turning Left From Driveway			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-21-14 8:46	Farmington	(US route 006)	55.12	at SHELL GAS STA(CL)	2195502	1400012029	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	Vehicle Slowing For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-17-12 7:23	Farmington	(US route 006)	55.14	75 feet West of FIENEMANN RD	1854658	1200007167	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-13-13 16:21	Farmington	(US route 006)	55.14	50 feet West of FIENEMANN RD	2093097	1300010591	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Feb-09-14 16:27	Farmington	(US route 006)	55.14	50 feet West of FIENEMANN RD	2157461	1400002132	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-22-14 16:15	Farmington	(US route 006)	55.14	50 feet West of FIENEMANN RD	2217780	1400016376	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-21-14 15:57	Farmington	(US route 006)	55.14	50 feet West of SR 549(BIRDSEYE RD)	2226559	1400018102	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-19-12 12:17	Farmington	(US route 006)	55.15	at FIENEMANN RD	1835361	1200001343	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Mar-29-12 13:47	Farmington	(US route 006)	55.15	at FIENEMANN RD	1849384	1200005964	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-19-12 7:56	Farmington	(US route 006)	55.15	at FIENEMANN RD	1853763	1200007310	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-23-12 17:10	Farmington	(US route 006)	55.15	at FIENEMANN RD	1860207	1200009801	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Sep-09-12 7:04	Farmington	(US route 006)	55.15	at FIENEMANN RD	2004419	1200017416	Under The Influence	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-22-12 15:08	Farmington	(US route 006)	55.15	on FIENEMANN RD	2009494	1200020349	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Right from Improper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-06-12 16:36	Farmington	(US route 006)	55.15	at FIENEMANN RD	2010941	1200021345	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-14-13 19:43	Farmington	(US route 006)	55.15	at FIENEMANN RD	2057421	1300002866	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-20-13 19:20	Farmington	(US route 006)	55.15	at SR 549 (BIRDSEYE RD)	2053876	1300003245	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-22-13 10:50	Farmington	(US route 006)	55.15	at FIENEMANN RD	2054017	1300003340	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-10-13 17:07	Farmington	(US route 006)	55.15	at SR 549 (BIRDSEYE RD)	2078451	1300006207	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-30-13 17:41	Farmington	(US route 006)	55.15	at FIENEMANN RD	2079744	1300007429	Driver's View Obstructed	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	1	0	1
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-03-13 8:23	Farmington	(US route 006)	55.15	25 feet West of FIENEMANN RD	2089870	1300007591	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-29-13 8:46	Farmington	(US route 006)	55.15	at FIENEMANN RD	2105135	1300013668	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-23-13 17:26	Farmington	(US route 006)	55.15	at FIENEMANN RD	2118005	1300015313	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-09-13 16:18	Farmington	(US route 006)	55.15	at FIENEMANN RD	2132182	1300018404	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-10-13 9:49	Farmington	(US route 006)	55.15	at FIENEMANN RD	2132180	1300018447	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	1	0	0	1
*	East	Single Unit Truck 3 Or More Axles	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Feb-22-14 19:26	Farmington	(US route 006)	55.15	at FIENEMANN RD	2156222	1400002906	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-17-14 14:34	Farmington	(US route 006)	55.15	at FIENEMANN RD	2174947	1400005971	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	1	0	0	1
*	East	Automobile	None Apply	Vehicle Turning Right from Improper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-09-14 17:27	Farmington	(US route 006)	55.15	at FIENEMANN RD	2188003	1400009482	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-04-14 6:06	Farmington	(US route 006)	55.15	at FIENEMANN RD	2208980	1400012822	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-15-14 15:32	Farmington	(US route 006)	55.15	at FIENEMANN RD	2211572	1400015857	Driver Lost Control	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
	East	Automobile	Vehicle Slowing For	Traffic Signal			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-11-14 10:45	Farmington	(US route 006)	55.15	at FIENEMANN RD	2235836	1400021056	Violated Traffic Control	Daylight	Wet	Snow	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-30-14 18:00	Farmington	(US route 006)	55.15	at FIENEMANN RD	2245811	1400022249	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-07-12 17:33	Farmington	(US route 006)	55.16	50 feet East of FIENEMANN RD	2008282	1200019344	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Changing Lane(s) to Right			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-16-12 9:15	Farmington	(US route 006)	55.16		2013119	1200021945	Following Too Closely	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Apr-13-13 19:51	Farmington	(US route 006)	55.16	30 feet East of FIENEMANN RD	2077478	1300006384	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-26-14 13:28	Farmington	(US route 006)	55.16	30 feet East of FIENEMANN RD	2166393	1400004705	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-05-14 12:47	Farmington	(US route 006)	55.16	40 feet East of FIENEMANN RD	2189740	1400009197	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-02-13 14:33	Farmington	(US route 006)	55.19	200 feet East of SR 549 (BIRDSEYE RD)	2089412	1300007542	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-02-13 14:33	Farmington	(US route 006)	55.19	200 feet East of SR 549 (BIRDSEYE RD)	2112632	13000075542	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jul-13-12 15:58	Farmington	(US route 006)	55.23	400 feet E of SR 549(BIRDSEYE RD)	1874410	1200013449	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-05-14 15:32	Farmington	(US route 006)	55.23	at DR TO STONEWELL RESTAURANT	2211577	1400015042	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Slowing For	Turn Right			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-20-12 9:29	Farmington	(US route 006)	55.25	1 tenths E of FIENEMANN RD	1852298	1200007401	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-11-12 10:22	Farmington	(US route 006)	55.38	1 tenths West of TERRIE RD	1854681	1200006782	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jul-06-12 6:29	Farmington	(US route 006)	55.38	1 tenths West of TERRIE RD	1876705	1200012927	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-20-12 12:15	Farmington	(US route 006)	55.47	50 feet West of TERRIE RD	1835003	1200001409	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-02-14 8:25	Farmington	(US route 006)	55.47	75 feet West of TERRIE RD	2149573	1400000061	Following Too Closely	Daylight	Snow/Slush	Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Dec-05-14 17:38	Farmington	(US route 006)	55.47	50 feet West of TERRIE RD	2236483	1400020723	Following Too Closely	Dark - Lighted	Wet	Snow	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Mar-05-14 15:36	Farmington	(US route 006)	55.49	50 feet East of TERRIE RD	2164461	1400003550	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-27-12 15:35	Farmington	(US route 006)	55.50	100 feet East of TERRIE RD	2004748	1200018726	Unknown	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-02-14 11:25	Farmington	(US route 006)	55.53	250 feet East of TERRIE RD	2172472	1400005091	Driver Illness	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Tree	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-09-14 17:37	Farmington	(US route 006)	55.55	350 feet East of TERRIE RD	2211540	1400015368	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Mar-29-12 14:31	Farmington	(US route 006)	55.56	400 feet East of TERRIE RD	1844015	1200005965	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-31-13 8:55	Farmington	(US route 006)	55.57	500 feet East of TERRIE RD	2044666	1300001957	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-03-14 11:41	Farmington	(US route 006)	55.57	450 feet East of TERRIE RD	2150139	1400000117	Speed Too Fast For Conditions	Daylight	Snow/Slush	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Traffic	Tree	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-17-14 11:46	Farmington	(US route 006)	55.58	1 tenths East of TERRIE RD	2226243	1400019637	Failed To Grant Right Of Way	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Avoiding	Vehicle Turning Left From Driveway	Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Right	0	0	0	0	0
*	South	Automobile	Vehicle Slowing For	Vehicle Turning Left From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-19-13 6:08	Farmington	(US route 006)	55.66	1 tenths West of CARRIER PL (PVT)	2080103	1300006707	Driver Illness	Daylight	Dry	No Adverse Condition	Sideswipe - Opposite Directions

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Truck-Trailer Combination	Vehicle Slowing For	Vehicle on Wrong Side of Road			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight	Other / Utility Pole	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	1	0	0	1

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-24-13 7:04	Farmington	(US route 006)	55.67	1000 feet East of TERRIE RD	2095205	1300011314	Fell Asleep	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight	Tree	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Sep-08-13 17:30	Farmington	(US route 006)	55.67	1000 feet East of TERRIE RD	2125572	1300016404	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Other / Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-07-14 7:12	Farmington	(US route 006)	55.68	2 tenths East of TERRIE RD	2150134	1400000344	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-27-14 9:27	Farmington	(US route 006)	55.76	at CARRIER PL (PVT)	2222180	1400018429	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Feb-10-14 0:57	Farmington	(US route 006)	55.81	1 tenths West of WB-EXIT FR WB I-84(207)	2157459	1400002148	Fell Asleep	Dark - Lighted	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight	Illumination Pole	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-28-13 17:21	Farmington	(US route 006)	55.83	500 feet West of WB-EXIT FR WB I-84(207)	2123844	1300015832	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Tractor Semi-Trailer	Vehicle Slowing For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-24-14 15:21	Farmington	(US route 006)	55.83	500 feet West of WB-WOLF PIT RD	2222184	1400018279	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-20-13 17:44	Farmington	(US route 006)	55.86	300 feet West of WB-EXIT FR WB I-84(207)	2089834	1300008807	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-14-14 22:57	Farmington	(US route 006)	55.91	at WB-WOLF PIT RD	2159045	1400002426	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-30-14 18:39	Farmington	(US route 006)	55.91	50 feet West of WB-WOLF PIT RD	2227565	1400018635	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-16-12 14:19	Farmington	(US route 006)	55.92	at WB-EXIT FR WB I-84(207)	2009530	1200019945	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-15-12 0:00	Farmington	(US route 006)	55.92	at WB-EXIT FR WB I-84(207)	2009425	1200021857	Unknown	Unknown	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Unknown	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator	On Median Divider	0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Dec-30-12 14:52	Farmington	(US route 006)	55.92	at WB-JCT EB SR 531	2036125	1200025258	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	4	0	0	4

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-15-13 16:38	Farmington	(US route 006)	55.92	at WB-CON TO EB RTE 6	2057408	1300002916	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-04-13 7:26	Farmington	(US route 006)	55.92	at WB-EXIT FR WB I-84(207)	2077763	1300005798	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-22-13 18:58	Farmington	(US route 006)	55.92	at WB-JCT EB SR 531	2089672	1300008995	Driver Lost Control	Dusk	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-05-13 18:20	Farmington	(US route 006)	55.92	on WB-CON TO EB RTE 6	2119317	1300014167	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Aug-25-13 15:24	Farmington	(US route 006)	55.92	on WB-CON TO EB RTE 6	2118999	1300015444	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Motorcycle	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-30-13 6:41	Farmington	(US route 006)	55.92	at WB-EXIT FR WB I-84(207)	2114840	1300015739	Defective Equipment	Daylight	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal	Foreign Object on Pavement	In Roadway	0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-09-13 17:06	Farmington	(US route 006)	55.92	at WB-CON TO EB RTE 6	2125658	1300016461	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-17-14 17:29	Farmington	(US route 006)	55.92	at WB-EXIT FR WB I-84(207)	2149779	1400000927	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	West	Single Unit Truck 3 Or More Axles	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-02-14 8:18	Farmington	(US route 006)	55.92	at WB-CON TO EB RTE 6	2187372	1400008980	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-20-14 12:26	Farmington	(US route 006)	55.92	at WB-WOLF PIT RD	2231063	1400019815	Unsafe Backing	Daylight	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-24-13 15:21	Farmington	(US route 006)	55.93	30 feet East of WB-EXIT FR WB I-84(207)	2106379	1300013357	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-15-14 15:43	Farmington	(US route 006)	55.93	50 feet East of WB-EXIT FR WB I-84(207)	2174682	1400005855	Improper Turning Maneuver	Daylight	Wet	Rain	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Making a "U" Turn			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-24-12 16:05	Farmington	(US route 006)	55.94	at CON FR WB US 6	1876616	1200014215	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-06-13 11:31	Farmington	(US route 006)	55.94	at EB-CON FR WB US 6	2131170	1300018212	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Skidding in Roadway	Curbing / Highway Sign, Post, Delineator	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-02-14 20:22	Farmington	(US route 006)	55.94	at EB-CON FR WB US 6	2204935	1400010962	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Unknown	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator	Off Road and Shoulder, Right	0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-23-12 17:19	Farmington	(US route 006)	55.97	at EB-UP WB I-84 (YANKEE EXPWY)	1854059	1200007621	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-08-12 17:17	Farmington	(US route 006)	55.98	75 feet E of EB-UP WB I-84 (YANKEE EXPWY)	1879120	1200011065	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat May-10-14 6:02	Farmington	(US route 006)	56.15	100 feet West of EB-JCT WB SR 531	2182151	1400007391	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Avoiding	Animal in Road	Curbing / Metal Beam Guide Rail	Off Road and Shoulder, Right / Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-02-14 20:22	Farmington	(US route 006)	56.16	4 tenths East of CARRIER PL (PVT)	2206712	A1400010962	Unknown	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator	On Median Divider	0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-29-12 18:40	Farmington	(US route 006)	56.17	at EB-JCT WB SR 531	1890883	1200016603	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-04-14 11:38	Farmington	(US route 006)	56.17	at BGN RMP SRV AS ML	2224952	1400017121	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-10-13 17:10	Farmington	(US route 006)	56.18	50 feet East of BGN RMP SRV AS ML	2068995	1300432694	Driver Lost Control	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Wire Rope Guide Rail / Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-29-14 13:30	Farmington	(US route 006)	56.19	100 feet West of EB-JCT EB SR 531(COLT HWY)	2217750	1400016826	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Negotiating Curve			0	0	0	0	0
*	West	Automobile	Vehicle Slowing For	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat May-05-12 6:27	Farmington	(US route 006)	56.21	at EB-JCT EB SR 531(COLT HWY)	1856231	1200008503	Speed Too Fast For Conditions	Dawn	Wet	Fog	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-18-12 8:45	Farmington	(US route 006)	56.21	at EB-JCT EB SR 531(COLT HWY)	1892239	1200015831	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Skidding in Roadway	Curbing / Wire Rope Guide Rail	Off Road and Shoulder, Right / Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-08-12 13:05	Farmington	(US route 006)	56.21	at EB-JCT EB SR 531(COLT HWY)	2039012	1200023592	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Curbing	Off Road and Shoulder, Right	0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-20-13 9:09	Farmington	(US route 006)	56.21	at EB-JCT EB SR 531(COLT HWY)	2117987	1300015096	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Emergency Vehicle	None Apply	Vehicle Turning Left from Improper Lane			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-27-14 19:25	Farmington	(US route 006)	56.21	at EB-JCT EB SR 531(COLT HWY)	2241365	1400022079	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-23-14 10:37	Farmington	(US route 006)	56.23	100 feet East of EB-JCT EB SR 531(COLT HWY)	2259729	1400788095	Speed Too Fast For Conditions	Daylight	Wet	Other	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Skidding in Roadway	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-01-12 20:36	Farmington	(US route 006)	56.24	at EB-CON FR WB SR 531	1838803	1200002194	Improper Passing Maneuver	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Aug-15-12 16:47	Farmington	(US route 006)	56.24	at EB-CON FR WB SR 531	1886568	1200015633	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-28-13 7:37	Farmington	(US route 006)	56.24	at EB-CON FR EB SR 531	2026148	1300055806	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-17-13 17:42	Farmington	(US route 006)	56.24	on EB-CON FR EB SR 531	2090025	1300008614	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-07-13 7:49	Farmington	(US route 006)	56.24	at EB-CON FR EB SR 531	2093121	1300010155	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-13-14 16:06	Farmington	(US route 006)	56.24	at EB-CON FR EB SR 531	2150265	1400000692	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-21-14 15:33	Farmington	(US route 006)	56.24	at EB-CON FR EB SR 531	2206019	1400013844	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Dec-05-14 11:42	Farmington	(US route 006)	56.24	at EB-CON FR EB SR 531	2236484	1400020700	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-25-14 8:48	Farmington	(US route 006)	56.25	50 feet East of EB-CON FR EB SR 531	2241359	1400021942	Driver Lost Control	Daylight	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-12-13 13:20	Farmington	(US route 006)	56.26	On Rmp Srv As ML	2084935	1300576062	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight	Other	In Roadway	0	0	0	0	0
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-06-14 21:37	Farmington	(US route 006)	56.28	350 feet East of EB-JCT EB SR 531(COLT HWY)	2211575	1400015127	Speed Too Fast For Conditions	Dark - Lighted	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-07-13 12:55	Farmington	(US route 006)	56.29	25 tenths East of PINNACLE RD	2135343	1300020170	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 6 Tires	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-07-13 8:18	Farmington	(US route 006)	56.32	100 feet West of EB-JCT EB I-84 (YANKEE EXPWY)	2083570	1300628065	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-21-14 16:15	Farmington	(US route 006)	56.32	100 feet West of EB-JCT EB I-84 (YANKEE EXPWY)	2180877	1400006224	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Tractor Semi-Trailer	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-24-14 14:02	Farmington	(US route 006)	56.32	100 feet West of END RMP SRV AS ML	2259795	1400790093	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Metal Beam Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-01-14 11:51	Farmington	(US route 006)	56.33	30 feet West of EB-JCT EB I-84 (YANKEE EXPWY)	2220053	1400617513	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	Vehicle Skidded Slowing or Stopping For	Foreign Object in Road	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-28-12 21:10	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2004157	1200018806	Speed Too Fast For Conditions	Dark - Lighted	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-09-12 10:29	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2012828	1200021531	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-25-13 14:02	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2044715	1300001570	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	Vehicle Stopped For	Turn Right			0	0	0	1	1
*	East	Automobile	Vehicle Slowing For	Turn Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Mar-21-13 17:27	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2072345	1300004974	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	1	0	1
*	West	Single Unit Truck 2 Axle 6 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-08-13 15:04	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2102137	1300007982	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-10-13 13:28	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2104547	1300012445	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 6 (US route 006) from 54.65 to 56.34

Total of 162 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-09-13 15:23	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2142884	1300022094	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Feb-24-14 12:57	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2160050	1400111332	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-19-14 7:18	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2189967	1400010076	Speed Too Fast For Conditions	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight	Wire Rope Guide Rail	Off Road and Shoulder, Right	0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Sep-21-14 6:45	Farmington	(US route 006)	56.34	at EB-JCT EB I-84 (YANKEE EXPWY)	2214735	1400016269	Speed Too Fast For Conditions	Dawn	Wet	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Negotiating Curve	Wire Rope Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Town of Farmington Road/Route # 110 MIDDLE RD

Total of 9 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Mar-10-12 17:38	Farmington	MIDDLE RD	0.57	at MUNSON RD	1849318	1200004662	Driver's View Obstructed	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight	Traffic Control Device	Off Road and Shoulder Ahead	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Sep-06-12 13:55	Farmington	MIDDLE RD	0.57	at MUNSON RD	2004699	1200017236	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Commercial Bus	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-13-12 18:49	Farmington	MIDDLE RD	0.57	at MUNSON RD	2039900	1200024056	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jan-09-13 15:33	Farmington	MIDDLE RD	0.57	at MUNSON RD	2043933	1300000576	Violated Traffic Control	Daylight	Wet	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Farmington Road/Route # 110 MIDDLE RD

Total of 9 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-28-13 12:44	Farmington	MIDDLE RD	0.57	at MUNSON RD	2066276	1300003708	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-10-13 13:17	Farmington	MIDDLE RD	0.57	at MUNSON RD	2124861	1300016506	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-24-14 7:09	Farmington	MIDDLE RD	0.57	at MUNSON RD	2222187	1400018259	Violated Traffic Control	Daylight	Wet	Rain	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jan-20-13 6:55	Farmington	MIDDLE RD	0.93	27 feet South of CEDAR RIDGE DR	2042498	1300001260	Animal Or Foreign Object In Road	Dawn	Wet	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Animal in Road	Deer	In Roadway	0	0	0	0	0

Town of Farmington Road/Route # 110 MIDDLE RD

Total of 9 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-14-13 17:50	Farmington	MIDDLE RD	0.93	50 feet South of CEDAR RIDGE DR	2134797	1300020612	Animal Or Foreign Object In Road	Dark - Not Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Avoiding	Vehicle Skidding in Roadway	Tree	Off Road and Shoulder, Right	0	0	0	0	0

Town of West Hartford Road/Route # 505 TUNXIS RD from 1.14 to 1.56

Total of 3 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-29-13 18:50	West Hartford	TUNXIS RD	1.14	at WOODRUFF RD	2076194	1300036231	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-03-14 13:11	West Hartford	TUNXIS RD	1.14	at WOODRUFF RD	2239633	1400058238	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	North	Pedal Cycle	None Apply	Vehicle Going Straight			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-23-13 11:07	West Hartford	TUNXIS RD	1.46	50 feet North of CHESTNUT HILL RD	2127064	1300063016	Driver Lost Control	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight	Other	Off Road and Shoulder, Right	0	0	0	0	0

Town of Farmington Road/Route # 118 MUNSON RD

Total of 3 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Aug-24-12 16:35	Farmington	MUNSON RD	0.01	30 feet North of SR 531-SOUTH RD	1888241	1200016260	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-04-12 16:13	Farmington	MUNSON RD	0.27	200 feet S of MIDDLE RD	1856236	2100008460	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Opposite Directions

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Commercial Bus	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun May-27-12 1:48	Farmington	MUNSON RD	0.27	200 feet South of MIDDLE RD	1862448	1200010088	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle on Wrong Side of Road	Illumination Pole	Off Road and Shoulder, Right	0	0	0	0	0
*	North	Unknown	None Apply	Vehicle on Wrong Side of Road			0	0	0	0	0

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-28-12 19:05	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2004159	1200018795	Improper Turning Maneuver	Dark - Lighted	Wet	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Turning Left from Improper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-13-12 17:18	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2009442	1200021767	Following Too Closely	Dark - Lighted	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Slowing For	Vehicle Turning Right on Red Light			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-23-13 9:53	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2080958	1300006958	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Sep-23-13 16:17	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2129747	1300017368	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Nov-18-13 14:36	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2138122	1300020839	Unknown	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-28-14 17:45	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2211341	1400014319	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-17-14 9:41	Farmington	(CT route 549)	0.00	at US 6(COLT HWY)	2241339	1400021431	Violated Traffic Control	Daylight	Wet	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
*	North	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-13-12 16:42	Farmington	(CT route 549)	0.01	on CON FR US 6 (ONE-WAY WB)	2022157	1200021765	Following Too Closely	Dark - Lighted	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-09-13 16:29	Farmington	(CT route 549)	0.01	at CON FR US 6 (ONE-WAY WB)	2078418	1300006136	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Oct-15-14 11:02	Farmington	(CT route 549)	0.02	30 feet North of CON FR US 6 (ONE-WAY WB)	2223484	1400017760	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-30-14 7:45	Farmington	(CT route 549)	0.09	on MOUNTAIN RD	2151258	1400001510	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat May-04-13 8:26	Farmington	(CT route 549)	0.19	50 feet South of DOUGLAS WAY (CDS)	2089084	1300007667	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	1	0	0	1
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	1	0	0	1

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-11-13 14:09	Farmington	(CT route 549)	0.21	50 feet North of DOUGLAS WAY (CDS)	2066899	1300004346	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-31-14 8:20	Farmington	(CT route 549)	0.30	1 tenths North of DOUGLAS WAY (CDS)	2164442	1400004960	Speed Too Fast For Conditions	Daylight	Snow/Slush	Snow	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Skidding in Roadway	Utility Pole	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-07-13 18:06	Farmington	(CT route 549)	0.36	200 feet South of PAUL SPRING RD	2142873	1300021993	Unsafe Backing	Dark - Lighted	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
*	South	Other	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-01-13 10:49	Farmington	(CT route 549)	0.41	50 feet North of PAUL SPRING RD	2102401	1300011785	Unknown	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight	Tree	Off Road and Shoulder, Right	0	0	0	0	0

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Feb-05-12 17:47	Farmington	(CT route 549)	0.73	1 tenths S of WOLF PIT RD	1835600	120002438	Unknown	Dark - Not Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Parked Vehicle			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-19-12 19:43	Farmington	(CT route 549)	0.83	at WOLF PIT RD	1854079	1200007363	Speed Too Fast For Conditions	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	West	Passenger Van	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	North	Motorcycle	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jun-20-12 8:36	Farmington	(CT route 549)	0.83	at WOLF PIT RD	1859593	1200011799	Driver's View Obstructed	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-17-12 17:50	Farmington	(CT route 549)	0.83	at WOLF PIT RD	1880601	1200013723	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	1	0	0	1
*	West	Automobile	None Apply	Vehicle Going Straight			0	1	1	0	2

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-11-13 8:00	Farmington	(CT route 549)	0.83	at WOLF PIT RD	2093111	1300010407	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0
*	South	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-20-14 20:20	Farmington	(CT route 549)	0.83	at WOLF PIT RD	2231062	1400019835	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-15-14 16:06	Farmington	(CT route 549)	0.89	100 meters North of WOLF PIT RD	2182965	1400007726	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
	South	Automobile	Vehicle Slowing For	Stopped Vehicle			0	0	0	1	1
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Nov-14-12 20:27	Farmington	(CT route 549)	1.04	1 tenths South of SR 531(SOUTH RD)	2013020	1200021836	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Utility Pole	Off Road and Shoulder, Right	0	0	0	0	0

Town of Farmington Road/Route # 549 (CT route 549)

Total of 27 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-24-13 7:15	Farmington	(CT route 549)	1.04	1 tenths South of SR 531(SOUTH RD)	2131310	1300019298	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Mar-18-14 11:33	Farmington	(CT route 549)	1.10	200 feet South of SR 531(SOUTH RD)	2164456	1400004280	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Slowing For	Vehicle Turning Left From Driveway	Highway Sign, Post, Delineator	On Median Divider	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-03-13 20:00	Farmington	(CT route 549)	1.14	at SR 531(SOUTH RD)	2128035	1300018016	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Farmington Route/Road Mile Marker 0.88 to 0.92 2012 to 2014 Farmington Fienemann Rd at USR 6 MP 0.88 to 0.92

Total of 6 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-22-12 13:58	Farmington	FIENEMANN RD	0.88	100 feet South of US 6-COLT HWY	1839769	1200003581	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Turning Right From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-20-12 12:59	Farmington	FIENEMANN RD	0.89	50 feet South of US 6-COLT HWY	2009513	1200020218	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-17-14 7:37	Farmington	FIENEMANN RD	0.89	40 feet South of US 6-COLT HWY	2149073	1400000899	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Town of Farmington Route/Road Mile Marker 0.88 to 0.92 2012 to 2014 Farmington Fienemann Rd at USR 6 MP 0.88 to 0.92

Total of 6 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-06-14 8:06	Farmington	FIENEMANN RD	0.89	30 feet South of US 6-COLT HWY	2157486	1400001911	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-26-14 17:12	Farmington	FIENEMANN RD	0.89	30 feet South of US 6-COLT HWY	2194935	1400010574	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-17-12 20:59	Farmington	FIENEMANN RD	0.90	20 feet S of US 6-COLT HWY	1838557	1200003277	Unsafe Backing	Dark - Lighted	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Backing along Roadway			0	0	0	0	0

APPENDIX H

Town of Farmington Study
Area School Bus Stops

Tighe&Bond

Farmington Public Schools
Bus Driver Directions For 8 HS AM HIGH SCHOOL AM

Route: 8 HS AM
Bus: 8
Driver:
Anchor: FARMINGTON HS

Start Time: 06:11 am
End Time: 07:00 am
Total Time: 48:36
Distance: 16.59 mi.

Total Riders: 68
Max Load: 68
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
6:11 am	START	M & J BUS			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	1.41		
	Bear Left on	RED OAK HILL ROAD	0.71		
	Continue on	MEADOW RD	0.94		
	Left turn at	Main St	0.53		
	Right turn at	SCHOOL ST	0.12		
	Right turn at	MOUNTAIN RD	1.35		
	Left turn at	BIRDSEYE RD	0.10		
6:21 am	STOP	BIRDSEYE RD @ DOUGLAS WAY 139 BIRDEYE ROAD		3	
	Continue on	BIRDSEYE RD	0.21		
6:22 am	STOP	BIRDSEYE RD @ PAUL SPRING RD 116 Birdseye Road		3	
	Continue on	BIRDSEYE RD	0.00		
6:23 am	STOP	BIRDSEYE RD @ PAUL SPRING RD		3	
	Continue on	BIRDSEYE RD	0.15		
6:24 am	STOP	89 BIRDSEYE ROAD		2	
	Continue on	BIRDSEYE RD	0.05		
6:24 am	STOP	83 BIRDSEYE ROAD		1	
	Continue on	BIRDSEYE RD	0.07		
6:25 am	STOP	BIRDSEYE RD @ ELIZABETH RD		2	
	Continue on	BIRDSEYE RD	0.11		
6:25 am	STOP	58 Birdseye Road		2	
	Continue on	BIRDSEYE RD	0.05		
6:26 am	STOP	BIRDSEYE RD @ WOLF PIT RD		3	
	Right turn at	WOLF PIT RD	0.04		
6:26 am	STOP	50 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.10		
6:27 am	STOP	WOLF PIT RD @ LEXTON DR		4	
	Continue on	WOLF PIT RD	0.08		
6:28 am	STOP	WOLF PIT RD @ GAIL RD		3	
	Continue on	WOLF PIT RD	0.28		
6:29 am	STOP	8 WOLF PIT RD		1	
	Continue on	WOLF PIT RD	0.05		
	Right turn at	COLT HIGHWAY	0.11		
6:29 am	STOP	417 COLT HIGHWAY		1	
	Continue on	COLT HIGHWAY	0.32		
6:30 am	STOP	COLT HIGHWAY @ TERRIE RD 409 COLT HIGHWAY		4	
	Continue on	COLT HIGHWAY	0.02		
6:31 am	STOP	417/395 COLT HIGHWAY		1	
	Continue on	COLT HIGHWAY	0.31		
	Right turn at	BIRDSEYE RD	1.16		
	Right turn at	SOUTH ROAD	0.74		

Bus Driver Directions For 8 HS AM HIGH SCHOOL AM

			Distance	Pick Up	Drop Off
	Continue on	Two Mile Road	0.08		
6:37 am	STOP	14 TWO MILE ROAD		2	
	Continue on	Two Mile Road	0.09		
6:37 am	STOP	Two Mile Road @ LAKEVIEW DR		9	
	Continue on	Two Mile Road	0.03		
6:38 am	STOP	28/26/29 Two Mile Road		1	
	Continue on	Two Mile Road	0.04		
6:39 am	STOP	33 TWO MILE ROAD		1	
	Continue on	Two Mile Road	0.23		
	Continue on	BATTERSON PARK RD	0.26		
6:40 am	STOP	BATTERSON PARK RD @ WINTERWOOD TER		2	
	Continue on	BATTERSON PARK RD	0.26		
	Right turn at	BLODGETT ROY DR	0.21		
	Left turn at	HIGHRIDGE ROAD	0.07		
	Left turn at	STANLEY ST	0.14		
	Continue on	BATTERSON PARK RD	0.08		
6:43 am	STOP	BATTERSON PARK RD @ BRADFORD WALK		5	
	Continue on	BATTERSON PARK RD	0.12		
6:44 am	STOP	BATTERSON PARK RD @ HAMILTON WAY		1	
	Continue on	BATTERSON PARK RD	0.05		
	Right turn at	BERKSHIRE DR	0.08		
6:45 am	STOP	BERKSHIRE DR @ ROBIN RD		3	
		66 Berkshire Drive/51 Robin Road			
	Bear Left on	ROBIN RD	0.15		
6:45 am	STOP	31 ROBIN ROAD		1	
	Continue on	ROBIN RD	0.18		
6:46 am	STOP	6 ROBIN RD/8 Robin Road		1	
	Continue on	ROBIN RD	0.03		
6:47 am	STOP	6 ROBIN RD/5 Robin Road		2	
	Continue on	ROBIN RD	0.02		
	Left turn at	SOUTH ROAD	0.00		
6:47 am	STOP	170 SOUTH ROAD		2	
	Continue on	SOUTH ROAD	0.35		
	Right turn at	SOUTH ROAD	0.34		
6:49 am	STOP	SOUTH ROAD @ FARMINGTON MEADOW DR		2	
	Continue on	SOUTH ROAD	0.10		
6:50 am	STOP	62/63 SOUTH ROAD		1	
	Continue on	SOUTH ROAD	0.42		
	Left turn at	FARMINGTON AVE	0.32		
6:52 am	STOP	FARMINGTON AVE @ PRATTLING POND RD		1	
	Continue on	FARMINGTON AVE	0.08		
	Bear Right on	FARMINGTON AVE	3.68		
	Right turn at	MONTEITH DR	0.11		
	Continue on	FARMINGTON HS	0.02		
7:00 am	DEST	FARMINGTON HS			68

Farmington Public Schools
Bus Driver Directions For 38 HS AM HIGH SCHOOL AM

Route: 38 HS AM
Bus: 38
Driver:
Anchor: FARMINGTON HS

Start Time: 06:11 am
End Time: 07:05 am
Total Time: 53:27
Distance: 19.14 mi.

Total Riders: 72
Max Load: 72
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
6:11 am	**START**	**M & J BUS**			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	3.10		
	Left turn at	SCOTT SWAMP RD	0.65		
	Continue on	COLT HIGHWAY	3.82		
	Continue on	SOUTH ROAD	0.45		
6:27 am	**STOP**	**200 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.26		
6:28 am	**STOP**	**SOUTH ROAD @ GARDEN GATE**		5	
	Right turn at	GARDEN GATE	0.30		
6:29 am	**STOP**	**SIDEWALK AT BUS STENCIL**		10	
	Right turn at	GARDEN GATE	0.40		
	Right turn at	GARDEN GATE	0.30		
	Right turn at	SOUTH ROAD	0.06		
6:32 am	**STOP**	**SOUTH ROAD @ FAIRVIEW DR 236 SOUTH RD**		5	
	Continue on	SOUTH ROAD	0.08		
6:33 am	**STOP**	**SOUTH ROAD @ ORCHARD RD**		7	
	Continue on	SOUTH ROAD	0.19		
6:34 am	**STOP**	**SOUTH & MAPLE RIDGE & 269,271,273 SOUTH**		6	
	Continue on	SOUTH ROAD	0.20		
6:35 am	**STOP**	**SOUTH ROAD @ ROMANO CT**		1	
	Continue on	SOUTH ROAD	0.08		
	Left turn at	WOODRUFF ROAD	0.23		
6:36 am	**STOP**	**WOODRUFF ROAD @ HELM DR**		1	
	Continue on	WOODRUFF ROAD	0.11		
6:37 am	**STOP**	**143 WOODRUFF RD.**		1	
	Continue on	WOODRUFF ROAD	0.06		
6:37 am	**STOP**	**126 WOODRUFF RD**		1	
	Continue on	WOODRUFF ROAD	0.45		
6:39 am	**STOP**	**42 WOODRUFF ROAD**		1	
	Continue on	WOODRUFF ROAD	0.20		
	Right turn at	TUNXIS ROAD	0.01		
	Right turn at	WOODPOND RD	0.31		
6:40 am	**STOP**	**121 Woodpond Road**		1	
	Continue on	WOODPOND RD	0.42		
	Right turn at	WOODRIDGE CIRCLE	0.08		
	Continue on	STEEP HOLLOW LANE	0.12		
	Left turn at	WOODPOND RD	0.02		
6:43 am	**STOP**	**58/55 WOODPOND ROAD**		1	
	Continue on	WOODPOND RD	0.03		
	Left turn at	RIDGEVIEW DR	0.08		
6:43 am	**STOP**	**RIDGEVIEW DR @ TIMBER BROOK RD**		3	
	Continue on	RIDGEVIEW DR	0.02		
6:44 am	**STOP**	**10 Ridgeview Drive**		1	

Bus Driver Directions For 38 HS AM HIGH SCHOOL AM

			Distance	Pick Up	Drop Off
	Continue on	RIDGEVIEW DR	0.28		
	Right turn at	WOODRUFF ROAD	0.40		
	Left turn at	TUNXIS ROAD	0.51		
	Continue on	MIDDLE RD	0.12		
6:47 am	STOP	MIDDLE RD @ EAST GATE RD		2	
	Continue on	MIDDLE RD	0.02		
6:48 am	STOP	365 Middle Road		1	
	Continue on	MIDDLE RD	0.11		
6:48 am	STOP	379 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.07		
6:49 am	STOP	387 MIDDLE ROAD		2	
	Continue on	MIDDLE RD	0.04		
6:49 am	STOP	393 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.03		
6:50 am	STOP	MIDDLE RD @ BURNT HILL RD		1	
	Continue on	MIDDLE RD	0.02		
6:50 am	STOP	MIDDLE RD @ WEST GATE RD		4	
	Continue on	MIDDLE RD	0.02		
6:51 am	STOP	MIDDLE RD @ HICKORY LA		3	
	Continue on	MIDDLE RD	0.11		
6:51 am	STOP	MIDDLE RD @ CEDAR RIDGE DR		3	
	Continue on	MIDDLE RD	0.11		
6:52 am	STOP	MIDDLE RD @ VALLEY VIEW DR		6	
	Continue on	MIDDLE RD	0.26		
6:54 am	STOP	479 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.27		
6:55 am	STOP	525 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.07		
6:55 am	STOP	529 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.23		
	Right turn at	SOUTH ROAD	0.20		
	Left turn at	FARMINGTON AVE	0.40		
	Bear Right on	FARMINGTON AVE	3.68		
	Right turn at	MONTEITH DR	0.11		
	Continue on	FARMINGTON HS	0.02		
7:05 am	DEST	FARMINGTON HS			72

Bus Driver Directions For 5 HS AM HIGH SCHOOL AM

Route: 5 HS AM
Bus: 5
Driver:
Anchor: FARMINGTON HS

Start Time: 06:18 am
End Time: 07:00 am
Total Time: 41:25
Distance: 17.67 mi.

Total Riders: 52
Max Load: 52
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
6:18 am	START	M & J BUS			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	1.41		
	Bear Left on	RED OAK HILL ROAD	0.71		
	Continue on	MEADOW RD	0.94		
	Left turn at	Main St	0.08		
6:24 am	STOP	Main St @ HATTERS LA		4	
	Continue on	Main St	0.32		
6:25 am	STOP	Main St @ COLTON ST 96 MAIN STREET		7	
	Continue on	Main St	0.54		
	Right turn at	FARMINGTON AVE	0.33		
6:27 am	STOP	729 FARMINGTON AVENUE/1 MOUNTAIN SPRING RD		1	
	Left turn at	MOUNTAIN SPRING RD	0.26		
6:28 am	STOP	50 MOUNTAIN SPRING RD		1	
	Continue on	MOUNTAIN SPRING RD	0.57		
6:29 am	STOP	139 MOUNTAIN SPRING ROAD		2	
	Continue on	MOUNTAIN SPRING RD	1.03		
	Left turn at	OLD MOUNTAIN RD	0.24		
6:32 am	STOP	299 Old Mountain Road		1	
	Continue on	OLD MOUNTAIN RD	0.68		
	Sharp Left at	TALCOTT NOTCH ROAD	0.15		
6:34 am	STOP	275 Talcott Notch Road		1	
	Continue on	TALCOTT NOTCH ROAD	0.16		
6:34 am	STOP	TALCOTT NOTCH ROAD @ COPPER BEECH LA 242 TALCOTT NOTCH RD		3	
	Continue on	TALCOTT NOTCH ROAD	0.31		
6:36 am	STOP	205 TALCOTT NOTCH ROAD		2	
	Continue on	TALCOTT NOTCH ROAD	0.81		
6:38 am	STOP	TALCOTT NOTCH ROAD @ VINE HILL RD		4	
	Continue on	TALCOTT NOTCH ROAD	0.00		
6:38 am	STOP	71/73/94 TALCOTT NOTCH ROAD		1	
	Continue on	TALCOTT NOTCH ROAD	0.00		
6:38 am	STOP	69/71 TALCOTT NOTCH ROAD		1	
	Continue on	TALCOTT NOTCH ROAD	0.24		
6:39 am	STOP	TALCOTT NOTCH ROAD @ METACOMET RD		2	
	Continue on	TALCOTT NOTCH ROAD	0.16		
6:40 am	STOP	TALCOTT NOTCH ROAD @ TALCOTT RIDGE RD		7	
	Continue on	TALCOTT NOTCH ROAD	0.25		
	Sharp Left at	OLD MOUNTAIN RD	0.19		
6:42 am	STOP	CORNER OAKLAND/MAPLE & OLD MOUNTAIN RD		6	
	Continue on	OLD MOUNTAIN RD	0.68		
6:44 am	STOP	OLD MOUNTAIN RD @ WHITE OAK RD		2	
	Continue on	OLD MOUNTAIN RD	0.26		
	Left turn at	MOUNTAIN SPRING RD	0.17		

Bus Driver Directions For 5 HS AM HIGH SCHOOL AM

			Distance	Pick Up	Drop Off
6:45 am	**STOP**	**CORNER MOUNTAIN LN & MOUNTAIN SPRING RD**		**3**	
	Continue on	MOUNTAIN SPRING RD	0.26		
	Right turn at	TALCOTT NOTCH ROAD	0.03		
6:46 am	**STOP**	**146 TALCOTT NOTCH RD**		**1**	
	Continue on	TALCOTT NOTCH ROAD	1.49		
	Sharp Left at	WATERVILLE RD	1.18		
6:51 am	**STOP**	**180 WATERVILLE RD/183 WATERVILLE ROAD**		**1**	
	Continue on	WATERVILLE RD	0.75		
6:53 am	**STOP**	**WATERVILLE RD @ ST. ANDREWS DR**		**2**	
	Continue on	WATERVILLE RD	0.57		
	Sharp Right at	FARMINGTON AVE	2.77		
	Right turn at	MONTEITH DR	0.11		
	Continue on	FARMINGTON HS	0.02		
7:00 am	**DEST**	**FARMINGTON HS**			**52**

Farmington Public Schools
Bus Driver Directions For 27 IA AM ROBBINS MS AM

Route: 27 IA AM
Bus: 27
Driver:
Anchor: IRVING ROBBINS MS

Start Time: 06:48 am
End Time: 07:30 am
Total Time: 41:07
Distance: 18.86 mi.

Total Riders: 11
Max Load: 11
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
6:48 am	**START**	**M & J BUS**			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	1.41		
	Bear Left on	RED OAK HILL ROAD	0.71		
	Continue on	MEADOW RD	0.94		
	Left turn at	Main St	0.53		
	Right turn at	SCHOOL ST	0.12		
	Right turn at	MOUNTAIN RD	1.35		
	Left turn at	BIRDSEYE RD	1.06		
	Left turn at	SOUTH ROAD	0.11		
	Left turn at	FARMINGTON AVE	0.40		
	Bear Right on	FARMINGTON AVE	0.25		
7:03 am	**STOP**	**FARMINGTON AVE @ PILGRIM PATH RD**		**1**	
	Continue on	FARMINGTON AVE	0.34		
	Right turn at	MOUNTAIN SPRING RD	0.05		
7:04 am	**STOP**	**10 MOUNTAIN SPRING ROAD**		**1**	
	Continue on	MOUNTAIN SPRING RD	1.63		
7:07 am	**STOP**	**CORNER MOUNTAIN LN & MOUNTAIN SPRING RD**		**1**	
	Continue on	MOUNTAIN SPRING RD	0.17		
	Left turn at	OLD MOUNTAIN RD	0.27		
7:08 am	**STOP**	**307 OLD MOUNTAIN ROAD**		**1**	
	Continue on	OLD MOUNTAIN RD	0.64		
	Continue on	TALCOTT NOTCH ROAD	0.34		
	Sharp Left at	WATERVILLE RD	0.48		
	Left turn at	AQUEDUCT LA	0.17		
	Right turn at	TALCOTT NOTCH ROAD	1.22		
7:15 am	**STOP**	**69/71 TALCOTT NOTCH ROAD**		**1**	
	Continue on	TALCOTT NOTCH ROAD	0.24		
7:15 am	**STOP**	**TALCOTT NOTCH ROAD @ METACOMET RD**		**1**	
	Continue on	TALCOTT NOTCH ROAD	0.16		
7:16 am	**STOP**	**TALCOTT NOTCH ROAD @ TALCOTT RIDGE RD**		**3**	
	Continue on	TALCOTT NOTCH ROAD	0.13		
	Right turn at	TALCOTT FOREST RD	0.24		
	Continue on	EXCHANGE DRIVE	0.16		
	Left turn at	FARMINGTON AVE	0.26		
	Bear Left on	OLD MOUNTAIN RD	0.19		
	Continue on	OAKLAND AV	0.36		
7:20 am	**STOP**	**OAKLAND AV @ BEECH ST**		**2**	
		19 Crescent Avenue			

Bus Driver Directions For 27 IA AM ROBBINS MS AM

			Distance	Pick Up	Drop Off
	Continue on	CRESCENT AV	0.15		
	Right turn at	FARMINGTON AVE	0.47		
	Right turn at	OLD MOUNTAIN RD	1.13		
	Left turn at	MOUNTAIN SPRING RD	0.43		
	Left turn at	TALCOTT NOTCH ROAD	0.90		
	Sharp Right at	FARMINGTON AVE	0.98		
	Left turn at	SOUTH ROAD	0.24		
	Right turn at	PARTICK FLOOD RD	0.29		
	Left turn at	WOLF PIT RD	0.32		
	Left turn at	IAR DRIVEWAY	0.02		
7:30 am	**DEST**	**IRVING ROBBINS MS**			**11**

Bus Driver Directions For 14 IA AM ROBBINS MS AM

Route: 14 IA AM
Bus: 14
Driver:
Anchor: IRVING ROBBINS MS

Start Time: 06:35 am
End Time: 07:40 am
Total Time: 64:02
Distance: 18.84 mi.

Total Riders: 58
Max Load: 58
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
6:35 am	**START**	**M & J BUS**			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	3.10		
	Left turn at	SCOTT SWAMP RD	0.65		
	Continue on	COLT HIGHWAY	3.82		
	Continue on	SOUTH ROAD	0.36		
	Right turn at	ROBIN RD	0.16		
7:00 am	**STOP**	**22 Robin Road**		1	
	Continue on	ROBIN RD	0.14		
7:01 am	**STOP**	**39 ROBIN RD**		1	
	Continue on	ROBIN RD	0.08		
7:01 am	**STOP**	**ROBIN RD @ BERKSHIRE DR** **66 Berkshire Drive/51 Robin Road**		3	
	Bear Right on	BERKSHIRE DR	0.08		
	Left turn at	BATTERSON PARK RD	0.18		
7:02 am	**STOP**	**BATTERSON PARK RD @ BRADFORD WALK**		1	
	Continue on	BATTERSON PARK RD	0.05		
	Right turn at	BLODGETT ROY DR	0.03		
7:03 am	**STOP**	**208 BLODGETT ROY DR**		1	
	Continue on	BLODGETT ROY DR	0.18		
	Left turn at	HIGHRIDGE ROAD	0.07		
	Left turn at	STANLEY ST	0.14		
	Continue on	BATTERSON PARK RD	0.08		
7:05 am	**STOP**	**BATTERSON PARK RD @ BRADFORD WALK**		1	
	Continue on	BATTERSON PARK RD	0.12		
7:06 am	**STOP**	**BATTERSON PARK RD @ HAMILTON WAY**		2	
	Continue on	BATTERSON PARK RD	0.09		
7:06 am	**STOP**	**BATTERSON PARK RD @ WINTERWOOD TER**		1	
	Continue on	BATTERSON PARK RD	0.26		
	Continue on	Two Mile Road	0.03		
7:07 am	**STOP**	**59 TWO MILE ROAD**		1	
	Continue on	Two Mile Road	0.27		
7:08 am	**STOP**	**Two Mile Road @ LAKEVIEW DR**		2	
	Continue on	Two Mile Road	0.17		
	Right turn at	SOUTH ROAD	0.72		
	Right turn at	GARDEN GATE	0.30		
7:11 am	**STOP**	**SIDEWALK AT BUS STENCIL**		8	
	Right turn at	GARDEN GATE	0.40		
	Right turn at	GARDEN GATE	0.30		
	Right turn at	SOUTH ROAD	0.06		
7:14 am	**STOP**	**SOUTH ROAD @ FAIRVIEW DR** **236 SOUTH RD**		4	
	Continue on	SOUTH ROAD	0.01		
7:15 am	**STOP**	**236 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.08		

Bus Driver Directions For 14 IA AM ROBBINS MS AM

			Distance	Pick Up	Drop Off
7:15 am	STOP	SOUTH ROAD @ ORCHARD RD		1	
	Continue on	SOUTH ROAD	0.19		
7:16 am	STOP	SOUTH & MAPLE RIDGE & 269,271,273 SOUTH		1	
	Continue on	SOUTH ROAD	0.03		
7:16 am	STOP	CORNER GOODRICH RD & SOUTH RD		1	
	Continue on	SOUTH ROAD	0.07		
7:17 am	STOP	287 South Road		1	
	Continue on	SOUTH ROAD	0.19		
	Left turn at	WOODRUFF ROAD	0.46		
7:19 am	STOP	101 WOODRUFF ROAD		1	
	Continue on	WOODRUFF ROAD	0.17		
7:19 am	STOP	77 WOODRUFF ROAD		2	
	Continue on	WOODRUFF ROAD	0.23		
7:20 am	STOP	42 WOODRUFF ROAD		1	
	Continue on	WOODRUFF ROAD	0.20		
	Right turn at	TUNXIS ROAD	0.01		
	Right turn at	WOODPOND RD	0.62		
	Right turn at	RIDGEVIEW DR	0.12		
7:23 am	STOP	11/10 Ridgeview Drive		1	
	Continue on	RIDGEVIEW DR	0.03		
7:23 am	STOP	12 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.10		
7:24 am	STOP	19/17 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.02		
7:24 am	STOP	20/19 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.12		
	Right turn at	WOODRUFF ROAD	0.40		
	Left turn at	TUNXIS ROAD	0.51		
	Continue on	MIDDLE RD	0.12		
7:27 am	STOP	MIDDLE RD @ EAST GATE RD		2	
	Continue on	MIDDLE RD	0.28		
7:28 am	STOP	MIDDLE RD @ BURNT HILL RD		5	
	Continue on	MIDDLE RD	0.02		
7:29 am	STOP	MIDDLE RD @ WEST GATE RD		1	
	Continue on	MIDDLE RD	0.02		
7:30 am	STOP	MIDDLE RD @ HICKORY LA		1	
	Continue on	MIDDLE RD	0.11		
7:30 am	STOP	MIDDLE RD @ CEDAR RIDGE DR		1	
	Continue on	MIDDLE RD	0.11		
7:31 am	STOP	MIDDLE RD @ VALLEY VIEW DR		4	
	Continue on	MIDDLE RD	0.26		
	Left turn at	MUNSON RD	0.10		
7:32 am	STOP	21 MUNSON ROAD		1	
	Continue on	MUNSON RD	0.02		
7:33 am	STOP	17 MUNSON ROAD		1	
	Continue on	MUNSON RD	0.19		
	Right turn at	SOUTH ROAD	0.17		
7:34 am	STOP	SOUTH ROAD @ FARMINGTON MEADOW DR		1	
	Continue on	SOUTH ROAD	0.31		
	Right turn at	MIDDLE RD	0.23		
7:35 am	STOP	529 MIDDLE ROAD		1	

Bus Driver Directions For 14 IA AM ROBBINS MS AM

			Distance	Pick Up	Drop Off
	Continue on	MIDDLE RD	0.07		
7:36 am	STOP	525 MIDDLE ROAD		1	
	Continue on	MIDDLE RD	0.27		
	Right turn at	MUNSON RD	0.31		
	Left turn at	SOUTH ROAD	0.17		
	Right turn at	COLT HIGHWAY	0.57		
	Bear Right on	WOLF PIT RD	0.13		
	Bear Right on	IAR DRIVEWAY	0.02		
7:40 am	DEST	IRVING ROBBINS MS			58

Bus Driver Directions For 13 IA AM ROBBINS MS AM

Route: 13 IA AM
Bus: 13
Driver:
Anchor: IRVING ROBBINS MS

Start Time: 06:47 am
End Time: 07:45 am
Total Time: 57:24
Distance: 16.82 mi.

Total Riders: 49
Max Load: 49
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
6:47 am	**START**	**M & J BUS**			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	1.41		
	Bear Left on	RED OAK HILL ROAD	0.71		
	Continue on	MEADOW RD	0.94		
	Left turn at	Main St	0.53		
	Right turn at	SCHOOL ST	0.12		
	Right turn at	MOUNTAIN RD	1.35		
	Right turn at	BIRDSEYE RD	0.10		
	Right turn at	COLT HIGHWAY	0.42		
6:58 am	**STOP**	**299 COLT HIGHWAY HAMPTON INN & SUITES**		1	
	Continue on	COLT HIGHWAY	0.94		
	Left turn at	PINNACLE RD	0.24		
7:01 am	**STOP**	**PINNACLE RD @ OLD PINNACLE RD**		3	
	Continue on	PINNACLE RD	0.26		
7:02 am	**STOP**	**PINNACLE RD @ PINNACLE RIDGE RD**		1	
	Continue on	PINNACLE RD	0.07		
	Right turn at	PINNACLE RD	0.39		
	>> TURN AROUND AT <<				
		89 PINNACLE ROAD	0.39		
	Left turn at	PINNACLE RD	0.57		
	Right turn at	COLT HIGHWAY	0.96		
7:12 am	**STOP**	**HERITAGE CONDO'S/302 COLT HIGHWAY/304 Colt Hi**		4	
	Continue on	COLT HIGHWAY	0.40		
	Right turn at	FIENEMANN RD	0.17		
	Right turn at	ELLEN DR	0.09		
7:16 am	**STOP**	**ELLEN DR @ CHERYL DR**		12	
	Left turn at	CHERYL DR	0.18		
	Right turn at	BONNIE DR	0.06		
	Left turn at	DEBORAH LA	0.10		
7:19 am	**STOP**	**DEBORAH LA @ HARLAN RD**		2	
	Continue on	DEBORAH LA	0.06		
	>>TURNAROUND<	DEBORAH LA	0.16		
	Right turn at	BONNIE DR	0.06		
	Left turn at	CHERYL DR	0.18		
	Right turn at	ELLEN DR	0.09		
	Right turn at	FIENEMANN RD	0.20		
7:21 am	**STOP**	**1098 FIENEMANN RD**		1	
	Continue on	FIENEMANN RD	0.24		
	Left turn at	BATTERSON PARK RD	0.05		
	>> TURN AROUND AT <<				
		1 BATTERSON PARK RD	0.05		
	Right turn at	FIENEMANN RD	0.39		
7:23 am	**STOP**	**1115 Fienemann Road**		1	

			Distance	Pick Up	Drop Off
	Continue on	FIENEMANN RD	0.14		
7:24 am	STOP	1137 FIENEMANN ROAD		1	
	Continue on	FIENEMANN RD	0.08		
	Continue on	BIRDSEYE RD	0.21		
7:26 am	STOP	BIRDSEYE RD @ DOUGLAS WAY 139 BIRDEYE ROAD		1	
	Continue on	BIRDSEYE RD	0.21		
7:27 am	STOP	BIRDSEYE RD @ PAUL SPRING RD 116 Birdseye Road		3	
	Continue on	BIRDSEYE RD	0.21		
7:28 am	STOP	83 BIRDSEYE ROAD		1	
	Continue on	BIRDSEYE RD	0.07		
	Left turn at	ELIZABETH RD	0.16		
7:29 am	STOP	12 ELIZABETH ROAD		1	
	Continue on	ELIZABETH RD	0.04		
7:29 am	STOP	15 ELIZABETH ROAD		2	
	Continue on	ELIZABETH RD	0.06		
7:30 am	STOP	21/19 Elizabeth Road		1	
	Continue on	ELIZABETH RD	0.01		
	Continue on	WOLF PIT RD	0.07		
7:31 am	STOP	65 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.08		
	Right turn at	BIRDSEYE RD	0.44		
	Left turn at	PAUL SPRING RD	0.08		
7:33 am	STOP	PAUL SPRING RD @ PETEMONT DR		3	
	Continue on	PAUL SPRING RD	0.01		
	Left turn at	LEXTON DR	0.19		
7:34 am	STOP	28 LEXTON DRIVE		1	
	Continue on	LEXTON DR	0.17		
7:35 am	STOP	49 Lexton Drive		1	
	Continue on	LEXTON DR	0.06		
	Right turn at	WOLF PIT RD	0.24		
7:36 am	STOP	19 Wolf Pit Road		1	
	Continue on	WOLF PIT RD	0.17		
	Right turn at	COLT HIGHWAY	0.09		
7:37 am	STOP	439 COLT HIGHWAY		1	
	Continue on	COLT HIGHWAY	0.34		
	Right turn at	TERRIE RD	0.16		
	Right turn at	PAUL SPRING RD	0.01		
7:39 am	STOP	PAUL SPRING RD @ PAUL SPRING HOLLOW		3	
	Left turn at	GAIL RD	0.34		
7:40 am	STOP	43 GAIL RD/42 Gail Road		1	
	Continue on	GAIL RD	0.00		
	Left turn at	WOLF PIT RD	0.19		
7:41 am	STOP	50 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.04		
7:42 am	STOP	54/53 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.00		
	Right turn at	BIRDSEYE RD	0.31		
	Right turn at	SOUTH ROAD	0.12		
	Right turn at	PARTICK FLOOD RD	0.29		

			Distance	Pick Up	Drop Off
	Left turn at	WOLF PIT RD	0.32		
	Left turn at	IAR DRIVEWAY	0.02		
7:45 am	DEST	IRVING ROBBINS MS			49

Bus Driver Directions For 9 WW AM WEST WOODS UPPER ES AM

Route: 9 WW AM
Bus: 9
Driver:
Anchor: WEST WOODS ES

Start Time: 07:27 am
End Time: 08:35 am
Total Time: 67:33
Distance: 22.64 mi.

Total Riders: 50
Max Load: 50
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
7:27 am	**START**	**M & J BUS**			
	Start on	M & J BUS	0.01		
	Left turn at	NEW BRITAIN AVE	3.10		
	Left turn at	SCOTT SWAMP RD	0.65		
	Continue on	COLT HIGHWAY	3.51		
	Continue on	UNNAMED	0.05		
	Sharp Left at	COLT HIGHWAY	0.30		
	Sharp Left at	COLT HIGHWAY	0.57		
	Left turn at	SOUTH ROAD	0.65		
	Right turn at	MIDDLE RD	0.01		
7:53 am	**STOP**	**541/545 Middle Road**		2	
	Continue on	MIDDLE RD	0.29		
7:54 am	**STOP**	**525 MIDDLE ROAD**		1	
	Continue on	MIDDLE RD	0.26		
7:55 am	**STOP**	**479 MIDDLE ROAD**		1	
	Continue on	MIDDLE RD	0.27		
	Left turn at	VALLEY VIEW DR	0.31		
7:57 am	**STOP**	**29 VALLEY VIEW DRIVE**		1	
	Continue on	VALLEY VIEW DR	0.03		
7:57 am	**STOP**	**33/43 Valley View Drive/46 Cedar Ridge Drive**		3	
	Right turn at	CEDAR RIDGE DR	0.14		
7:58 am	**STOP**	**32 CEDAR RIDGE DRIVE**		1	
	Continue on	CEDAR RIDGE DR	0.08		
7:59 am	**STOP**	**21 CEDAR RIDGE DR**		1	
	Continue on	CEDAR RIDGE DR	0.22		
	Left turn at	MIDDLE RD	0.11		
8:00 am	**STOP**	**MIDDLE RD @ HICKORY LA**		2	
	Continue on	MIDDLE RD	0.02		
8:00 am	**STOP**	**MIDDLE RD @ WEST GATE RD**		4	
	Continue on	MIDDLE RD	0.02		
8:01 am	**STOP**	**MIDDLE RD @ BURNT HILL RD**		2	
	Continue on	MIDDLE RD	0.03		
8:01 am	**STOP**	**393 MIDDLE ROAD**		2	
	Continue on	MIDDLE RD	0.17		
8:02 am	**STOP**	**371 MIDDLE ROAD**		1	
	Continue on	MIDDLE RD	0.20		
	Continue on	TUNXIS ROAD	0.51		
	Right turn at	WOODRUFF ROAD	0.01		
8:04 am	**STOP**	**11 WOODRUFF ROAD**		1	
	Continue on	WOODRUFF ROAD	0.39		
	Left turn at	RIDGEVIEW DR	0.06		
8:06 am	**STOP**	**23/24 RIDGEVIEW DRIVE**		1	
	Continue on	RIDGEVIEW DR	0.08		
8:06 am	**STOP**	**19/17 RIDGEVIEW DRIVE**		1	
	Continue on	RIDGEVIEW DR	0.16		

Bus Driver Directions For 9 WW AM WEST WOODS UPPER ES AM

			Distance	Pick Up	Drop Off
8:07 am	STOP	RIDGEVIEW DR @ TIMBER BROOK RD		2	
	Continue on	RIDGEVIEW DR	0.08		
	Left turn at	WOODPOND RD	0.62		
	Left turn at	TUNXIS ROAD	0.01		
	Left turn at	WOODRUFF ROAD	0.59		
8:10 am	STOP	101 WOODRUFF ROAD		1	
	Continue on	WOODRUFF ROAD	0.46		
	Right turn at	SOUTH ROAD	0.19		
8:12 am	STOP	287 South Road		1	
	Continue on	SOUTH ROAD	0.07		
8:13 am	STOP	CORNER GOODRICH RD & SOUTH RD		1	
	Continue on	SOUTH ROAD	0.03		
8:13 am	STOP	SOUTH & MAPLE RIDGE & 269,271,273 SOUTH		1	
	Continue on	SOUTH ROAD	0.19		
	Left turn at	ORCHARD RD	0.03		
8:14 am	STOP	8/7 ORCHARD ROAD		2	
	Continue on	ORCHARD RD	0.19		
8:15 am	STOP	23 Orchard Road		1	
	Continue on	ORCHARD RD	0.10		
	Right turn at	ELON RD	0.07		
8:16 am	STOP	ELON RD @ FAIRVIEW DR 35 FAIRVIEW DR.		1	
	Right turn at	FAIRVIEW DR	0.13		
8:16 am	STOP	21 FAIRVIEW DR/22 FAIRVIEW DRIVE		1	
	Continue on	FAIRVIEW DR	0.06		
8:17 am	STOP	16 FAIRVIEW DRIVE		1	
	Continue on	FAIRVIEW DR	0.07		
8:17 am	STOP	9/10 FAIRVIEW DRIVE		1	
	Continue on	FAIRVIEW DR	0.03		
8:18 am	STOP	7/5/6 FAIRVIEW DR/8 FAIRVIEW DRIVE		2	
	Continue on	FAIRVIEW DR	0.04		
8:18 am	STOP	FAIRVIEW DR @ SOUTH ROAD 236 SOUTH RD		1	
	Left turn at	SOUTH ROAD	0.06		
	Left turn at	GARDEN GATE	0.30		
8:19 am	STOP	SIDEWALK AT BUS STENCIL		10	
	Right turn at	GARDEN GATE	0.40		
	Right turn at	GARDEN GATE	0.30		
	Left turn at	SOUTH ROAD	0.72		
	Continue on	COLT HIGHWAY	0.57		
	Left turn at	COLT HIGHWAY	3.26		
	Continue on	SCOTT SWAMP RD	1.39		
	Right turn at	JUDSON LA	0.46		
	Right turn at	WEST WOODS DRIVEWAY	0.01		
8:35 am	DEST	WEST WOODS ES			50

Bus Driver Directions For 17 WW AM WEST WOODS UPPER ES AM

Route: 17 WW AM
Bus: 17
Driver:
Anchor: WEST WOODS ES

Start Time: 07:45 am
End Time: 08:35 am
Total Time: 49:50
Distance: 16.70 mi.

Total Riders: 33
Max Load: 33
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
7:45 am	**START**	**IAR DRIVEWAY No Intersection**			
	Start on	IAR DRIVEWAY	0.02		
	Sharp Left at	WOLF PIT RD	0.16		
	Right turn at	COLT HIGHWAY	0.42		
7:46 am	**STOP**	**399 COLT HIGHWAY**		1	
	Continue on	COLT HIGHWAY	0.07		
7:46 am	**STOP**	**369 Colt Highway**		1	
	Continue on	COLT HIGHWAY	1.63		
	Left turn at	PINNACLE RD	0.50		
7:51 am	**STOP**	**PINNACLE RD @ PINNACLE RIDGE RD**		2	
	Continue on	PINNACLE RD	0.20		
	>>TURNAROUND<	PINNACLE RD (END)	0.70		
	Right turn at	COLT HIGHWAY	0.96		
7:59 am	**STOP**	**HERITAGE CONDO'S/302 COLT HIGHWAY/304 Colt Hi**		1	
	Continue on	COLT HIGHWAY	1.71		
	Continue on	SOUTH ROAD	0.11		
8:07 am	**STOP**	**142 South Road**		1	
	Continue on	SOUTH ROAD	0.24		
8:08 am	**STOP**	**168 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.08		
	Right turn at	BERKSHIRE DR	0.43		
8:10 am	**STOP**	**52 Berkshire Drive**		1	
	Continue on	BERKSHIRE DR	0.00		
8:10 am	**STOP**	**BERKSHIRE DR @ ROBIN RD**		1	
		66 Berkshire Drive/51 Robin Road			
	Right turn at	ROBIN RD	0.02		
8:10 am	**STOP**	**48 ROBIN ROAD**		1	
	Continue on	ROBIN RD	0.07		
8:11 am	**STOP**	**39 ROBIN RD**		1	
	Continue on	ROBIN RD	0.29		
	Left turn at	SOUTH ROAD	0.02		
8:12 am	**STOP**	**167/168 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.34		
	Left turn at	Two Mile Road	0.20		
8:13 am	**STOP**	**28/26/29 Two Mile Road**		1	
	Continue on	Two Mile Road	0.18		
8:14 am	**STOP**	**51/48 Two Mile Road**		1	
	Continue on	Two Mile Road	0.06		
8:14 am	**STOP**	**59 TWO MILE ROAD**		1	
	Continue on	Two Mile Road	0.03		
8:15 am	**STOP**	**63 TWO MILE ROAD**		1	
	Continue on	BATTERSON PARK RD	0.55		
	Continue on	STANLEY ST	0.14		
	Right turn at	HIGHRIDGE ROAD	0.07		
	Right turn at	BLODGETT ROY DR	0.21		

Bus Driver Directions For 17 WW AM WEST WOODS UPPER ES AM

			Distance	Pick Up	Drop Off
	Left turn at	BATTERSON PARK RD	0.05		
8:18 am	STOP	BATTERSON PARK RD @ BRADFORD WALK		7	
	Continue on	BATTERSON PARK RD	0.12		
8:19 am	STOP	BATTERSON PARK RD @ HAMILTON WAY		5	
	Continue on	BATTERSON PARK RD	0.35		
	Continue on	Two Mile Road	0.27		
8:21 am	STOP	28/26/29 Two Mile Road		1	
	Continue on	Two Mile Road	0.03		
	Right turn at	LAKEVIEW DR	0.09		
8:22 am	STOP	LAKEVIEW DR @ HOLMES CIR		3	
	Continue on	LAKEVIEW DR	0.07		
	Left turn at	HOLMES CIR	0.34		
	Right turn at	LAKEVIEW DR	0.09		
	Right turn at	Two Mile Road	0.17		
	Left turn at	COLT HIGHWAY	0.57		
	Left turn at	COLT HIGHWAY	1.18		
8:27 am	STOP	299 COLT HIGHWAY HAMPTON INN & SUITES		1	
	Continue on	COLT HIGHWAY	2.08		
	Continue on	SCOTT SWAMP RD	1.39		
	Right turn at	JUDSON LA	0.46		
	Right turn at	WEST WOODS DRIVEWAY	0.01		
8:35 am	DEST	WEST WOODS ES			33

Bus Driver Directions For 7 WW AM WEST WOODS UPPER ES AM

Route: 7 WW AM
Bus: 7
Driver:
Anchor: WEST WOODS ES

Start Time: 07:36 am
End Time: 08:30 am
Total Time: 53:57
Distance: 17.85 mi.

Total Riders: 23
Max Load: 23
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
7:36 am	START	FARMINGTON HS			
	Start on	FARMINGTON HS	0.02		
	Continue on	MONTEITH DR	0.11		
	Left turn at	FARMINGTON AVE	3.09		
	Left turn at	MOUNTAIN SPRING RD	1.68		
7:51 am	STOP	CORNER MOUNTAIN LN & MOUNTAIN SPRING RD		2	
	Continue on	MOUNTAIN SPRING RD	0.17		
	Left turn at	OLD MOUNTAIN RD	0.27		
7:52 am	STOP	307 OLD MOUNTAIN ROAD		1	
	Continue on	OLD MOUNTAIN RD	0.64		
	Sharp Left at	TALCOTT NOTCH ROAD	0.15		
7:54 am	STOP	275 Talcott Notch Road		1	
	Continue on	TALCOTT NOTCH ROAD	1.28		
7:58 am	STOP	TALCOTT NOTCH ROAD @ VINE HILL RD		1	
	Continue on	TALCOTT NOTCH ROAD	0.00		
7:58 am	STOP	71/73/94 TALCOTT NOTCH ROAD		1	
	Continue on	TALCOTT NOTCH ROAD	0.41		
8:00 am	STOP	TALCOTT NOTCH ROAD @ TALCOTT RIDGE RD		3	
	Continue on	TALCOTT NOTCH ROAD	0.13		
	Right turn at	TALCOTT FOREST RD	0.24		
	Continue on	EXCHANGE DRIVE	0.01		
8:02 am	STOP	COR. TALCOTT FOREST RD. & EXCHANGE DR.		2	
	Continue on	EXCHANGE DRIVE	0.14		
	Left turn at	FARMINGTON AVE	0.26		
	Bear Left on	OLD MOUNTAIN RD	0.19		
	Continue on	OAKLAND AV	0.10		
8:04 am	STOP	43 OAKLAND AVENUE		1	
	Continue on	OAKLAND AV	0.03		
8:05 am	STOP	39 OAKLAND AVENUE		1	
	Continue on	OAKLAND AV	0.16		
8:06 am	STOP	10 OAKLAND AVENUE		1	
	Continue on	OAKLAND AV	0.08		
	Continue on	CRESCENT AV	0.15		
	Right turn at	FARMINGTON AVE	0.47		
	Right turn at	OLD MOUNTAIN RD	0.86		
8:10 am	STOP	OLD MOUNTAIN RD @ WHITE OAK RD		1	
	Continue on	OLD MOUNTAIN RD	0.26		
	Left turn at	MOUNTAIN SPRING RD	1.85		
	Right turn at	FARMINGTON AVE	0.16		
	Bear Left on	HIGH ST	0.14		
8:15 am	STOP	18 HIGH STREET		1	
	Continue on	HIGH ST	0.12		
8:15 am	STOP	32 HIGH STREET		1	
	Continue on	HIGH ST	0.12		
8:16 am	STOP	45/46/44 HIGH STREET		1	

Bus Driver Directions For 7 WW AM WEST WOODS UPPER ES AM

			Distance	Pick Up	Drop Off
	Continue on	HIGH ST	0.02		
8:17 am	STOP	49 HIGH STREET		1	
	Continue on	HIGH ST	0.00		
	Right turn at	MOUNTAIN RD	0.19		
	Left turn at	Main St	0.60		
	Right turn at	MEADOW RD	0.94		
	Continue on	RED OAK HILL ROAD	0.51		
8:22 am	STOP	RED OAK HILL ROAD @ PENFIELD PL		1	
	Continue on	RED OAK HILL ROAD	0.09		
8:23 am	STOP	RED OAK HILL ROAD @ INDIAN HILL RD		1	
	Continue on	RED OAK HILL ROAD	0.11		
	Left turn at	NEW BRITAIN AVE	0.23		
8:24 am	STOP	NEW BRITAIN AVE @ RESERVATION RD		1	
	Continue on	NEW BRITAIN AVE	0.30		
	Right turn at	MEADOW RD	0.04		
8:26 am	STOP	MEADOW RD @ TROTTERS GLEN		1	
	Continue on	MEADOW RD	0.22		
	Right turn at	WHITE CIR	0.08		
	Continue on	ROCKY RIDGE LA	0.18		
	Left turn at	CARRIAGE DR	0.35		
	Right turn at	MEADOW RD	0.32		
	Left turn at	JUDSON LA	0.38		
	Left turn at	WEST WOODS DRIVEWAY	0.01		
8:30 am	DEST	WEST WOODS ES			23

Bus Driver Directions For 19 WW AM WEST WOODS UPPER ES AM

Route: 19 WW AM
Bus: 19
Driver:
Anchor: WEST WOODS ES

Start Time: 07:57 am
End Time: 08:35 am
Total Time: 37:47
Distance: 13.53 mi.

Total Riders: 34
Max Load: 34
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
7:57 am	**START**	**IRVING ROBBINS MS**			
	Start on	IAR DRIVEWAY	0.03		
	Continue on	WOLF PIT RD	0.17		
	Left turn at	GAIL RD	0.09		
7:57 am	**STOP**	**32 GAIL ROAD**		1	
	Continue on	GAIL RD	0.21		
7:58 am	**STOP**	**8 GAIL ROAD**		1	
	Continue on	GAIL RD	0.04		
7:59 am	**STOP**	**GAIL RD @ PAUL SPRING RD**		3	
	Right turn at	PAUL SPRING RD	0.08		
	Right turn at	LEXTON DR	0.11		
8:00 am	**STOP**	**20 LEXTON DRIVE**		1	
	Continue on	LEXTON DR	0.11		
8:00 am	**STOP**	**33 LEXTON DRIVE**		1	
	Continue on	LEXTON DR	0.19		
	Left turn at	WOLF PIT RD	0.14		
8:01 am	**STOP**	**54/53 WOLF PIT ROAD**		1	
	Continue on	WOLF PIT RD	0.00		
	Left turn at	BIRDSEYE RD	0.11		
8:02 am	**STOP**	**66 Birdseye Road**		1	
	Continue on	BIRDSEYE RD	0.05		
	Right turn at	ELIZABETH RD	0.02		
8:02 am	**STOP**	**3/4 ELIZABETH ROAD**		1	
	Continue on	ELIZABETH RD	0.17		
8:03 am	**STOP**	**15 ELIZABETH ROAD**		1	
	Continue on	ELIZABETH RD	0.06		
	Continue on	WOLF PIT RD	0.15		
	Right turn at	BIRDSEYE RD	0.44		
8:05 am	**STOP**	**BIRDSEYE RD @ PAUL SPRING RD**		1	
		116 Birdseye Road			
	Continue on	BIRDSEYE RD	0.31		
	Right turn at	MOUNTAIN RD	0.36		
8:07 am	**STOP**	**MOUNTAIN RD @ FARMINGTON RIDGE DR**		1	
		161 Mountain Rd.			
	Right turn at	FARMINGTON RIDGE DR	0.59		
8:09 am	**STOP**	**62/63 FARMINGTON RIDGE DR**		1	
	Continue on	FARMINGTON RIDGE DR	0.02		
	>>TURNAROUND<	65 FARMINGTON RIDGE DRIVE	0.55		
8:10 am	**STOP**	**FARMINGTON RIDGE DR @ HIDDEN SPRING LANE**		1	
	Continue on	FARMINGTON RIDGE DR	0.06		
	Right turn at	MOUNTAIN RD	0.51		
8:12 am	**STOP**	**79 Mountain Road**		1	
	Continue on	MOUNTAIN RD	0.48		
8:14 am	**STOP**	**4 MOUNTAIN ROAD/3 MOUNTAIN RD**		1	
	Continue on	MOUNTAIN RD	0.08		

Bus Driver Directions For 19 WW AM WEST WOODS UPPER ES AM

			Distance	Pick Up	Drop Off
	Left turn at	Main St	0.07		
	Left turn at	SCHOOL ST	0.12		
	Right turn at	MOUNTAIN RD	0.37		
8:15 am	STOP	62 Mountain Road		1	
	Continue on	MOUNTAIN RD	0.52		
	Right turn at	POPLAR HILL DR	0.52		
8:18 am	STOP	55/86 Poplar Hill Drive		1	
	Continue on	POPLAR HILL DR	0.00		
	>>TURNAROUND<	88 POPLAR HILL DR	0.52		
	Right turn at	MOUNTAIN RD	0.46		
	Right turn at	BIRDSEYE RD	0.10		
	Continue on	FIENEMANN RD	0.17		
8:21 am	STOP	1126 FIENEMANN RD		1	
	Continue on	FIENEMANN RD	0.01		
	Right turn at	ELLEN DR	0.09		
8:22 am	STOP	ELLEN DR @ CHERYL DR		4	
	Left turn at	CHERYL DR	0.08		
8:22 am	STOP	CHERYL DR @ JEFFREY DR		2	
	Continue on	CHERYL DR	0.10		
	Right turn at	BONNIE DR	0.06		
8:23 am	STOP	BONNIE DR @ DEBORAH LA		5	
	Left turn at	DEBORAH LA	0.10		
8:24 am	STOP	DEBORAH LA @ HARLAN RD		2	
	Continue on	DEBORAH LA	0.06		
	>>TURNAROUND<	DEBORAH LA	0.16		
	Right turn at	BONNIE DR	0.06		
	Left turn at	CHERYL DR	0.18		
	Right turn at	ELLEN DR	0.09		
	Left turn at	FIENEMANN RD	0.17		
8:26 am	END	1138 Fienemann Road		1	
	Left turn at	COLT HIGHWAY	2.50		
	Continue on	SCOTT SWAMP RD	1.39		
	Right turn at	JUDSON LA	0.46		
	Right turn at	WEST WOODS DRIVEWAY	0.01		
8:35 am	DEST	WEST WOODS ES			34

Farmington Public Schools
Bus Driver Directions For 27 EF AM EAST FARMS ES AM

Route: 27 EF AM
Bus: 27
Driver:
Anchor: EAST FARMS ES

Start Time: 07:53 am
End Time: 08:30 am
Total Time: 36:44
Distance: 14.35 mi.

Total Riders: 42
Max Load: 42
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
7:53 am	**START**	**IRVING ROBBINS MS**			
	Start on	IAR DRIVEWAY	0.03		
	Continue on	WOLF PIT RD	0.29		
	Right turn at	PARTICK FLOOD RD	0.29		
	Left turn at	SOUTH ROAD	0.24		
	Left turn at	FARMINGTON AVE	0.40		
	Bear Right on	FARMINGTON AVE	0.59		
	Right turn at	MOUNTAIN SPRING RD	0.26		
7:57 am	**STOP**	**50 MOUNTAIN SPRING RD**		1	
	Continue on	MOUNTAIN SPRING RD	0.38		
7:58 am	**STOP**	**111 Mountain Spring Road**		1	
	Continue on	MOUNTAIN SPRING RD	0.25		
7:59 am	**STOP**	**149/147 MOUNTAIN SPRING ROAD**		1	
	Continue on	MOUNTAIN SPRING RD	0.96		
	Left turn at	OLD MOUNTAIN RD	0.92		
	Sharp Left at	TALCOTT NOTCH ROAD	0.30		
8:03 am	**STOP**	**TALCOTT NOTCH ROAD @ COPPER BEECH LA 242 TALCOTT NOTCH RD**		2	
	Continue on	TALCOTT NOTCH ROAD	1.12		
8:06 am	**STOP**	**TALCOTT NOTCH ROAD @ VINE HILL RD**		1	
	Continue on	TALCOTT NOTCH ROAD	0.25		
8:07 am	**STOP**	**TALCOTT NOTCH ROAD @ METACOMET RD**		3	
	Continue on	TALCOTT NOTCH ROAD	0.16		
8:08 am	**STOP**	**TALCOTT NOTCH ROAD @ TALCOTT RIDGE RD**		5	
	Continue on	TALCOTT NOTCH ROAD	0.13		
	Right turn at	TALCOTT FOREST RD	0.24		
	Continue on	EXCHANGE DRIVE	0.01		
8:09 am	**STOP**	**COR. TALCOTT FOREST RD. & EXCHANGE DR.**		7	
	Continue on	EXCHANGE DRIVE	0.14		
	Left turn at	FARMINGTON AVE	0.26		
	Bear Left on	OLD MOUNTAIN RD	0.13		
8:11 am	**STOP**	**OLD MOUNTAIN RD @ TIMBERLINE DR**		1	
	Continue on	OLD MOUNTAIN RD	0.06		
8:12 am	**STOP**	**CORNER OAKLAND/MAPLE & OLD MOUNTAIN RD**		1	
	Continue on	OAKLAND AV	0.16		
8:12 am	**STOP**	**40 Oakland Avenue**		2	
	Continue on	OAKLAND AV	0.02		
8:13 am	**STOP**	**34 OAKLAND AVENUE**		1	
	Continue on	OAKLAND AV	0.05		
8:13 am	**STOP**	**22/18 OAKLAND AVENUE**		1	
	Continue on	OAKLAND AV	0.02		
8:14 am	**STOP**	**14 OAKLAND AVENUE**		1	
	Continue on	OAKLAND AV	0.06		
8:14 am	**STOP**	**6 OAKLAND AV**		1	
	Continue on	OAKLAND AV	0.04		

Bus Driver Directions For 27 EF AM EAST FARMS ES AM

			Distance	Pick Up	Drop Off
	Continue on	CRESCENT AV	0.15		
	Right turn at	FARMINGTON AVE	0.47		
	Continue on	TALCOTT NOTCH ROAD	0.25		
8:16 am	STOP	TALCOTT NOTCH ROAD @ TALCOTT GLEN RD		4	
	Continue on	TALCOTT NOTCH ROAD	0.41		
8:18 am	STOP	71/73/94 TALCOTT NOTCH ROAD		1	
	Continue on	TALCOTT NOTCH ROAD	1.12		
8:20 am	STOP	242 TALCOTT NOTCH RD		2	
	Continue on	TALCOTT NOTCH ROAD	0.31		
	Sharp Right at	OLD MOUNTAIN RD	1.18		
8:23 am	STOP	OLD MOUNTAIN RD @ WHITE OAK RD		3	
	Continue on	OLD MOUNTAIN RD	0.01		
8:24 am	STOP	OLD MOUNTAIN RD @ NORTHEAST RD		3	
	Continue on	OLD MOUNTAIN RD	0.86		
	Bear Right on	FARMINGTON AVE	0.98		
	Left turn at	SOUTH ROAD	0.24		
	Right turn at	PARTICK FLOOD RD	0.29		
	Left turn at	WOLF PIT RD	0.30		
	Sharp Right at	EAST FARMS DRIVEWAY	0.04		
8:30 am	DEST	EAST FARMS ES			42

Farmington Public Schools
Bus Driver Directions For 8 EF AM EAST FARMS ES AM

Route: 8 EF AM
Bus: 8
Driver:
Anchor: EAST FARMS ES

Start Time: 07:49 am
End Time: 08:30 am
Total Time: 40:45
Distance: 12.22 mi.

Total Riders: 48
Max Load: 48
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
7:49 am	**START**	**IAR DRIVEWAY No Intersection**			
	Start on	IAR DRIVEWAY	0.02		
	Sharp Left at	WOLF PIT RD	0.16		
	Continue on	COLT HIGHWAY	0.57		
	Continue on	SOUTH ROAD	0.11		
7:51 am	**STOP**	**142 South Road**		1	
	Continue on	SOUTH ROAD	0.19		
7:51 am	**STOP**	**167 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.05		
7:52 am	**STOP**	**168 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.00		
7:52 am	**STOP**	**170 SOUTH ROAD**		1	
	Continue on	SOUTH ROAD	0.08		
	Right turn at	BERKSHIRE DR	0.19		
7:53 am	**STOP**	**27 BERKSHIRE DRIVE**		1	
	Continue on	BERKSHIRE DR	0.19		
7:54 am	**STOP**	**46/42 BERKSHIRE DRIVE**		1	
	Continue on	BERKSHIRE DR	0.01		
7:54 am	**STOP**	**53/46 BERKSHIRE DRIVE**		1	
	Continue on	BERKSHIRE DR	0.03		
7:55 am	**STOP**	**BERKSHIRE DR @ ROBIN RD**		1	
		66 Berkshire Drive/51 Robin Road			
	Continue on	BERKSHIRE DR	0.08		
	Right turn at	BATTERSON PARK RD	0.03		
7:55 am	**STOP**	**BATTERSON PARK RD @ WINTERWOOD TER**		2	
	Continue on	BATTERSON PARK RD	0.26		
	Continue on	Two Mile Road	0.03		
7:56 am	**STOP**	**59 TWO MILE ROAD**		1	
	Continue on	Two Mile Road	0.06		
7:56 am	**STOP**	**51/48 Two Mile Road**		2	
	Continue on	Two Mile Road	0.38		
	Continue on	SOUTH ROAD	0.17		
	Right turn at	MUNSON RD	0.28		
7:59 am	**STOP**	**MUNSON RD No Intersection**		1	
		479 MIDDLE ROAD DRIVEWAY ON MUNSON RD.			
	Continue on	MUNSON RD	0.03		
	Right turn at	MIDDLE RD	0.55		
8:00 am	**STOP**	**393 MIDDLE ROAD**		2	
	Continue on	MIDDLE RD	0.07		
8:01 am	**STOP**	**385 Middle Road**		1	
	Continue on	MIDDLE RD	0.10		
8:01 am	**STOP**	**371 MIDDLE ROAD**		1	
	Continue on	MIDDLE RD	0.07		
8:02 am	**STOP**	**MIDDLE RD @ EAST GATE RD**		1	
	Continue on	MIDDLE RD	0.12		

			Distance	Pick Up	Drop Off
	Continue on	TUNXIS ROAD	0.52		
	Right turn at	WOODPOND RD	0.62		
	Right turn at	RIDGEVIEW DR	0.14		
8:06 am	STOP	12 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.12		
8:06 am	STOP	20/19 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.06		
8:07 am	STOP	23/24 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.06		
	Right turn at	WOODRUFF ROAD	0.02		
8:07 am	STOP	77 WOODRUFF ROAD		1	
	Continue on	WOODRUFF ROAD	0.08		
8:08 am	STOP	54/53 Woodruff Road		1	
	Continue on	WOODRUFF ROAD	0.07		
8:08 am	STOP	42/45/44 Woodruff Road		1	
	Continue on	WOODRUFF ROAD	0.02		
8:09 am	STOP	42 WOODRUFF ROAD		1	
	Continue on	WOODRUFF ROAD	0.20		
	Left turn at	TUNXIS ROAD	0.51		
	Continue on	MIDDLE RD	0.40		
8:12 am	STOP	MIDDLE RD @ BURNT HILL RD		7	
	Continue on	MIDDLE RD	0.02		
	Left turn at	WEST GATE RD	0.10		
8:13 am	STOP	WEST GATE RD @ SKYLINE DR		4	
	Continue on	WEST GATE RD	0.25		
	>>TURNAROUND<	21 WEST GATE ROAD	0.35		
	Left turn at	MIDDLE RD	0.02		
8:15 am	STOP	MIDDLE RD @ HICKORY LA		1	
	Continue on	MIDDLE RD	0.22		
	Right turn at	VALLEY VIEW DR	0.34		
8:17 am	STOP	33/43 Valley View Drive/46 Cedar Ridge Drive		2	
	Continue on	VALLEY VIEW DR	0.13		
8:17 am	STOP	50 VALLEY VIEW DRIVE		1	
	Continue on	VALLEY VIEW DR	0.08		
8:18 am	STOP	57 VALLEY VIEW DRIVE		1	
	>>TURNAROUND<	57 VALLEY VIEW DRIVE	0.12		
8:18 am	STOP	45 VALLEY VIEW DRIVE		1	
	Continue on	VALLEY VIEW DR	0.10		
	Left turn at	CEDAR RIDGE DR	0.11		
8:19 am	STOP	34 Cedar Ridge Drive		1	
	Continue on	CEDAR RIDGE DR	0.11		
8:20 am	STOP	21 CEDAR RIDGE DR		1	
	Continue on	CEDAR RIDGE DR	0.22		
	Right turn at	MIDDLE RD	0.37		
	Left turn at	MUNSON RD	0.31		
	Right turn at	SOUTH ROAD	0.49		
	Right turn at	MIDDLE RD	0.01		
8:24 am	STOP	541/545 Middle Road		1	
	Continue on	MIDDLE RD	0.29		
8:25 am	STOP	525 MIDDLE ROAD		2	
	Continue on	MIDDLE RD	0.27		

Bus Driver Directions For 8 EF AM EAST FARMS ES AM

			Distance	Pick Up	Drop Off
	Right turn at	MUNSON RD	0.31		
	Right turn at	SOUTH ROAD	0.57		
	Left turn at	BIRDSEYE RD	0.31		
	Left turn at	WOLF PIT RD	0.41		
	Sharp Right at	EAST FARMS DRIVEWAY	0.04		
8:30 am	**DEST**	**EAST FARMS ES**			**48**

Farmington Public Schools
Bus Driver Directions For 38 EF AM EAST FARMS ES AM

Route: 38 EF AM
Bus: 38
Driver:
Anchor: EAST FARMS ES

Start Time: 07:37 am
End Time: 08:30 am
Total Time: 52:20
Distance: 13.83 mi.

Total Riders: 52
Max Load: 52
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
7:37 am	**START**	**FARMINGTON HS**			
	Start on	FARMINGTON HS	0.02		
	Continue on	MONTEITH DR	0.11		
	Left turn at	FARMINGTON AVE	4.13		
	Right turn at	SOUTH ROAD	0.85		
	Left turn at	SOUTH ROAD	0.36		
	Right turn at	ROBIN RD	0.12		
7:59 am	**STOP**	**18/17 ROBIN ROAD**		1	
	Continue on	ROBIN RD	0.03		
7:59 am	**STOP**	**22 Robin Road**		1	
	Continue on	ROBIN RD	0.14		
8:00 am	**STOP**	**39 ROBIN RD**		1	
	Continue on	ROBIN RD	0.07		
8:01 am	**STOP**	**48 ROBIN ROAD**		1	
	Continue on	ROBIN RD	0.02		
	Left turn at	BERKSHIRE DR	0.43		
	Right turn at	SOUTH ROAD	0.28		
	Right turn at	GARDEN GATE	0.30		
8:03 am	**STOP**	**SIDEWALK AT BUS STENCIL**		8	
	Right turn at	GARDEN GATE	0.40		
	Right turn at	GARDEN GATE	0.30		
	Right turn at	SOUTH ROAD	0.06		
	Right turn at	FAIRVIEW DR	0.04		
8:06 am	**STOP**	**7/5/6 FAIRVIEW DR/8 FAIRVIEW DRIVE**		2	
	Continue on	FAIRVIEW DR	0.03		
8:07 am	**STOP**	**9/10 FAIRVIEW DRIVE**		2	
	Continue on	FAIRVIEW DR	0.13		
8:07 am	**STOP**	**21 FAIRVIEW DR/22 FAIRVIEW DRIVE**		1	
	Continue on	FAIRVIEW DR	0.13		
8:08 am	**STOP**	**FAIRVIEW DR @ ELON RD**		1	
		35 FAIRVIEW DR.			
	Left turn at	ELON RD	0.07		
	Left turn at	ORCHARD RD	0.03		
8:08 am	**STOP**	**28 Orchard Road**		2	
	Continue on	ORCHARD RD	0.07		
8:09 am	**STOP**	**23 Orchard Road**		1	
	Continue on	ORCHARD RD	0.19		
8:10 am	**STOP**	**8/7 ORCHARD ROAD**		1	
	Continue on	ORCHARD RD	0.02		
8:10 am	**STOP**	**6/1 Orchard Road**		2	
	Continue on	ORCHARD RD	0.00		
	Right turn at	SOUTH ROAD	0.19		
8:11 am	**STOP**	**SOUTH & MAPLE RIDGE & 269,271,273 SOUTH**		4	
	Continue on	SOUTH ROAD	0.20		
8:12 am	**STOP**	**SOUTH ROAD @ ROMANO CT**		2	

Bus Driver Directions For 38 EF AM EAST FARMS ES AM

			Distance	Pick Up	Drop Off
	Continue on	SOUTH ROAD	0.08		
	Left turn at	WOODRUFF ROAD	0.09		
8:13 am	STOP	160 Woodruff Road		1	
	Continue on	WOODRUFF ROAD	0.10		
8:14 am	STOP	143/144 WOODRUFF ROAD		2	
	Continue on	WOODRUFF ROAD	0.45		
	Right turn at	RIDGEVIEW DR	0.14		
8:15 am	STOP	19/17 RIDGEVIEW DRIVE		1	
	Continue on	RIDGEVIEW DR	0.16		
8:16 am	STOP	RIDGEVIEW DR @ TIMBER BROOK RD		7	
	Continue on	RIDGEVIEW DR	0.08		
	Right turn at	WOODPOND RD	0.03		
8:17 am	STOP	58/55 WOODPOND ROAD		2	
	Continue on	WOODPOND RD	0.02		
	Right turn at	STEEP HOLLOW LANE	0.12		
	Continue on	WOODRIDGE CIRCLE	0.08		
	Left turn at	WOODPOND RD	0.11		
	Left turn at	RIDGEVIEW DR	0.39		
	Left turn at	WOODRUFF ROAD	0.16		
8:20 am	STOP	WOODRUFF ROAD @ SHADY LA		2	
	Continue on	WOODRUFF ROAD	0.49		
	Right turn at	SOUTH ROAD	0.10		
8:22 am	STOP	SOUTH ROAD @ MORRIS PL		2	
		301 SOUTH ROAD			
	Continue on	SOUTH ROAD	0.53		
8:24 am	STOP	221 SOUTH ROAD		2	
	Continue on	SOUTH ROAD	0.35		
8:25 am	STOP	179 South Rd		1	
	Continue on	SOUTH ROAD	0.36		
	Right turn at	SOUTH ROAD	0.34		
8:27 am	STOP	SOUTH ROAD @ FARMINGTON MEADOW DR		1	
	Continue on	SOUTH ROAD	0.10		
8:27 am	STOP	62/63 SOUTH ROAD		1	
	Continue on	SOUTH ROAD	0.18		
	Left turn at	PARTICK FLOOD RD	0.29		
	Left turn at	WOLF PIT RD	0.30		
	Sharp Right at	EAST FARMS DRIVEWAY	0.04		
8:30 am	DEST	EAST FARMS ES			52

Bus Driver Directions For 14 EF AM EAST FARMS ES AM

Route: 14 EF AM
Bus: 14
Driver:
Anchor: EAST FARMS ES

Start Time: 07:52 am
End Time: 08:25 am
Total Time: 32:46
Distance: 11.33 mi.

Total Riders: 42
Max Load: 42
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
7:52 am	**START**	**IRVING ROBBINS MS**			
	Start on	IAR DRIVEWAY	0.03		
	Sharp Left at	WOLF PIT RD	0.03		
7:52 am	**STOP**	**19 WOLF PIT RD**		1	
	Continue on	WOLF PIT RD	0.13		
	Right turn at	COLT HIGHWAY	0.76		
	Left turn at	FIENEMANN RD	0.11		
7:54 am	**STOP**	**1130 FIENEMANN ROAD**		1	
	Continue on	FIENEMANN RD	0.06		
7:55 am	**STOP**	**1126 FIENEMANN RD**		2	
	Continue on	FIENEMANN RD	0.01		
	Right turn at	ELLEN DR	0.09		
7:55 am	**STOP**	**ELLEN DR @ CHERYL DR**		3	
	Left turn at	CHERYL DR	0.08		
7:56 am	**STOP**	**CHERYL DR @ JEFFREY DR**		5	
	Continue on	CHERYL DR	0.10		
	Right turn at	BONNIE DR	0.06		
	Left turn at	DEBORAH LA	0.10		
7:57 am	**STOP**	**DEBORAH LA @ HARLAN RD**		3	
	Continue on	DEBORAH LA	0.06		
	>>TURNAROUND<	DEBORAH LA	0.16		
	Right turn at	BONNIE DR	0.06		
	Left turn at	CHERYL DR	0.18		
	Right turn at	ELLEN DR	0.09		
	Right turn at	FIENEMANN RD	0.16		
7:59 am	**STOP**	**1102 Fienemann Road**		1	
	Continue on	FIENEMANN RD	0.28		
	Left turn at	BATTERSON PARK RD	1.02		
	Left turn at	Two Mile Road	0.21		
	Right turn at	LAKEVIEW DR	0.09		
	Left turn at	HOLMES CIR	0.34		
	Right turn at	LAKEVIEW DR	0.16		
	Left turn at	Two Mile Road	0.21		
	Right turn at	BATTERSON PARK RD	1.02		
	Right turn at	FIENEMANN RD	0.34		
8:06 am	**STOP**	**1109 FIENEMANN ROAD**		1	
	Continue on	FIENEMANN RD	0.14		
8:07 am	**STOP**	**1133 FIENEMANN ROAD**		2	
	Continue on	FIENEMANN RD	0.12		
	Right turn at	COLT HIGHWAY	1.32		
	Right turn at	Two Mile Road	0.10		
8:13 am	**STOP**	**18 Two Mile Road**		1	
	Continue on	Two Mile Road	0.36		
	Continue on	BATTERSON PARK RD	0.52		
	Right turn at	BLODGETT ROY DR	0.21		

Bus Driver Directions For 14 EF AM EAST FARMS ES AM

			Distance	Pick Up	Drop Off
	Left turn at	HIGHRIDGE ROAD	0.07		
	Left turn at	STANLEY ST	0.14		
	Continue on	BATTERSON PARK RD	0.08		
8:18 am	STOP	BATTERSON PARK RD @ BRADFORD WALK		14	
	Continue on	BATTERSON PARK RD	0.12		
8:19 am	STOP	BATTERSON PARK RD @ HAMILTON WAY		6	
	Continue on	BATTERSON PARK RD	0.35		
	Continue on	Two Mile Road	0.30		
	Right turn at	LAKEVIEW DR	0.09		
8:21 am	STOP	LAKEVIEW DR @ HOLMES CIR		2	
	Continue on	LAKEVIEW DR	0.07		
	Left turn at	HOLMES CIR	0.34		
	Right turn at	LAKEVIEW DR	0.09		
	Right turn at	Two Mile Road	0.17		
	Left turn at	COLT HIGHWAY	0.57		
	Bear Right on	WOLF PIT RD	0.15		
	Bear Left on	EAST FARMS DRIVEWAY	0.04		
8:25 am	DEST	EAST FARMS ES			42

Farmington Public Schools
Bus Driver Directions For 13 EF AM EAST FARMS ES AM

Route: 13 EF AM
Bus: 13
Driver:
Anchor: EAST FARMS ES

Start Time: 07:51 am
End Time: 08:30 am
Total Time: 38:36
Distance: 11.00 mi.

Total Riders: 50
Max Load: 50
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
7:51 am	**START**	**IRVING ROBBINS MS**			
	Start on	IAR DRIVEWAY	0.03		
	Sharp Left at	WOLF PIT RD	0.16		
	Right turn at	COLT HIGHWAY	0.43		
7:52 am	**STOP**	**407 Colt Highway**		1	
	Continue on	COLT HIGHWAY	0.33		
	Right turn at	BIRDSEYE RD	0.18		
7:53 am	**STOP**	**145 Birdseye Road**		1	
	Continue on	BIRDSEYE RD	0.23		
7:54 am	**STOP**	**BIRDSEYE RD @ PAUL SPRING RD** **116 Birdseye Road**		2	
	Right turn at	PAUL SPRING RD	0.09		
7:55 am	**STOP**	**PAUL SPRING RD @ LEXTON DR** **PETEMONT DR.**		6	
	Continue on	PAUL SPRING RD	0.07		
	Right turn at	TERRIE RD	0.07		
7:56 am	**STOP**	**12 TERRIE RD**		1	
	Continue on	TERRIE RD	0.09		
	Right turn at	COLT HIGHWAY	0.33		
	Right turn at	BIRDSEYE RD	0.41		
	Right turn at	PAUL SPRING RD	0.16		
7:58 am	**STOP**	**PAUL SPRING RD @ PAUL SPRING HOLLOW**		2	
	Left turn at	GAIL RD	0.25		
7:59 am	**STOP**	**32 GAIL ROAD**		1	
	Continue on	GAIL RD	0.09		
	Left turn at	WOLF PIT RD	0.08		
	Left turn at	LEXTON DR	0.09		
8:00 am	**STOP**	**42/43 LEXTON DRIVE**		1	
	Continue on	LEXTON DR	0.10		
8:01 am	**STOP**	**33 LEXTON DRIVE**		1	
	Continue on	LEXTON DR	0.22		
	Right turn at	PAUL SPRING RD	0.09		
	Right turn at	BIRDSEYE RD	0.00		
8:02 am	**STOP**	**106/105 BIRDSEYE ROAD**		1	
	Continue on	BIRDSEYE RD	0.25		
8:03 am	**STOP**	**77 Birdseye Road**		1	
	Continue on	BIRDSEYE RD	0.03		
	Left turn at	ELIZABETH RD	0.25		
8:04 am	**STOP**	**21/20 Elizabeth Road**		3	
	Continue on	WOLF PIT RD	0.07		
8:05 am	**STOP**	**65 WOLF PIT ROAD**		1	
	Continue on	WOLF PIT RD	0.08		
	Right turn at	BIRDSEYE RD	0.11		
8:05 am	**STOP**	**66 Birdseye Road**		1	
	Continue on	BIRDSEYE RD	0.74		

Bus Driver Directions For 13 EF AM EAST FARMS ES AM

			Distance	Pick Up	Drop Off
	Right turn at	COLT HIGHWAY	0.42		
8:08 am	STOP	299 COLT HIGHWAY HAMPTON INN & SUITES		4	
	Continue on	COLT HIGHWAY	0.94		
	Left turn at	PINNACLE RD	0.24		
8:11 am	STOP	PINNACLE RD @ OLD PINNACLE RD		1	
	Continue on	PINNACLE RD	0.26		
8:12 am	STOP	PINNACLE RD @ PINNACLE RIDGE RD		4	
	Continue on	PINNACLE RD	0.07		
	Right turn at	PINNACLE RD	0.39		
	>> TURN AROUND AT <<				
		89 PINNACLE ROAD	0.39		
	Left turn at	PINNACLE RD	0.57		
8:16 am	STOP	1 PINNACLE RD		2	
	Continue on	PINNACLE RD	0.00		
	Right turn at	COLT HIGHWAY	0.96		
8:22 am	STOP	HERITAGE CONDO'S/302 COLT HIGHWAY/304 Colt Hi		14	
	Continue on	COLT HIGHWAY	0.40		
	Left turn at	BIRDSEYE RD	0.85		
	Right turn at	WOLF PIT RD	0.00		
8:28 am	STOP	54/53 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.11		
8:28 am	STOP	48/49 WOLF PIT ROAD		1	
	Continue on	WOLF PIT RD	0.30		
	Sharp Right at	EAST FARMS DRIVEWAY	0.04		
8:30 am	DEST	EAST FARMS ES			50

APPENDIX I

Park and Ride Plan

Tighe&Bond

I-84 EASTBOUND

BUS SHELTER LOCATIONS

SIDEWALK

KISS n' RIDE AREA

10'

BUS LOADING LANE

R=45'

20'

18.5'

AISLE #1

AISLE #2

AISLE #3

AISLE #4

AISLE #5

AISLE #6

AISLE #7

AISLE #8

63'

26'

9'

29'

R=10'

R=15'

R=40'

R=30'

R=36'

CABLE WIRE ROPE

SOLID WHITE

SR 531 COLT HIGHWAY

692 693 694 695 696 697 698 699 700

CHAIN LINK FENCE

GRAVEL

HELCO #144

CP-3

FIRE DRIVE

SR 531 SOUTH ROAD

2 MILE ROAD

CONNECTICUT

COORDINATE GRID

OF PARKING SPACES 160

COMPLETED PARKING LOT

PRELIMINARY DESIGN REVIEW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 3/29/2016

DESIGNER/DRAFTER: M.ROBILLARD
CHECKED BY: D. SCHWEITZER
SCALE IN FEET
0 30 60
SCALE 1"=30'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\Phase 3 Color Presentation Overall.dgn

SIGNATURE/ BLOCK:

PROJECT TITLE:
CTfastrak
COMMUTER PARKING LOT
COMPLETED LAYOUT

TOWN: FARMINGTON

DRAWING TITLE:
COMMUTER LOT
COMPLETED LAYOUT

PROJECT NO. 170-411
DRAWING NO. CPLN-3
SHEET NO. -

APPENDIX J

OSTA Major Traffic Generator Certificates

Tighe&Bond

Commissioners

Robert C. Leuba
Chairman

Cleveland B. Fuessenich
Secretary

A. Earl Wood
Member

STATE OF CONNECTICUT

186 Newington Road
West Hartford, Conn., 06110

STATE TRAFFIC COMMISSION

Anthony J. Mancuso
Executive Director

RESCINDED
* 1-21-75

TOWN Farmington
NUMBER 53
ISSUED October 22, 1971
STC # 16,566

CERTIFICATE

pursuant to P.A. 611 (1971) of the General Statutes of Connecticut and the State Traffic Commission regulations.

ISSUED TO Wooldridge Brothers
1245 Farmington Avenue
West Hartford, Connecticut 06107

FOR Farmington Shopping Center
Farmington Avenue (Route 4)
Town of Farmington 06032

The applicant is hereby ordered to comply with the provisions and requirements as set forth in the attached report and plan extended by the Bureau of Highways - Department of Transportation.

Upon compliance with the specified provisions and requirements the applicant shall notify the State Traffic Commission by means of the accompanying "Completion Notice" at which time this Certificate shall become effective.

In the interest of public safety or convenience, this CERTIFICATE may be revoked upon due notice from this Commission.

ROBERT C. LEUBA
CHAIRMAN

Anthony J. Mancuso
Executive Director

Survey By MRP&MH Date 5/10/71

Report By MRP Date _____

Traffic Signal Div. _____

To District _____

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION Route 4 (Farmington Ave.) west of Talcott Notch Road

REQUESTED BY Wooldrige Brothers

HOW REQUESTED Certificate Application

DATE 4/21/71

Report No. 16566

Town Farmington

Date 5-20-71

SEP 21 1971

Received By S.T.C. _____

Interim Approval Granted

By _____ Executive Director

Date _____

Ratification Date _____

Recommendations

In accordance with ~~Section 14-311~~ P.A. 611 of Connecticut General Statutes, it is recommended that the State Traffic Commission issue a certificate to the Farmington Shopping Center stating that the operation thereof will not imperil the safety of the public. This recommendation is based on the following considerations:

1) That the proposed drive provide a 22' ingress with a 45' return radius and a 25' egress with a 35' return radius. The ingress and egress will be separated by a 5' wide, raised island divider set back 10' from the edge of road.

(2) That an 11' wide, 200' deceleration lane and 120' taper be constructed on the north side of Farmington Ave. (Route 4), east of the proposed drive. (See attached plan.)

(3) That a 250' bypass lane, 11' wide with 140' tapers on each end be constructed along the south side of Farmington Ave. opposite to proposed drive. (See attached plan.)

(4) That a widening on north side of Farmington Ave., west of the proposed drive be constructed and match widening done for the Exchange, Talcott Village as shown on the attached plan.

(5) That signalization of the proposed drive to the shopping center on Farmington Ave. be required and that provisions be made for interconnection with the proposed signals to the east of the proposed drive at Talcott Notch Road and to west of the proposed drive at the entrance to the Health Center and Exchange, Talcott Village.

APPROVED OCT 19 1971
by THE STATE TRAFFIC COMMISSION

Executive Director

BY _____
Office Of Traffic
Bureau Of Highways

FORM NO. TRA-10 ED. 9/70

MRP

Report of Findings

Certificate Application

Town of Farmington

Farmington Avenue (Route 4)

The Office of Traffic has reviewed the submitted site plans for the proposed shopping center at Route 4 (Farmington Ave.) in Farmington in the vicinity of the new Farmington Health Center, regarding the issuance of a certificate.

Farmington Ave. in this area is a two-lane, bi-directional, concrete roadway with bituminous concrete shoulders. The travelway consists of two 10' concrete lanes with 4-5' bituminous concrete shoulders on both sides. The horizontal and vertical alignment is tangent and level from the entrance to the Medical Center to a point 400'± to the east. The alignment then changes to 3° curve to the right until it reaches Talcott Notch Road. The posted speed limit on Route 4 in this area is 40 MPH and the 85th percentile speed is 46 MPH. The 1970 ADT in this vicinity is 9,400 vehicles.

The proposed development is located on the north side of Farmington Ave. (Route 4) and is bounded on the east by Talcott Notch Road (town road), on the west by the proposed development - Exchange, Talcott Village.

The proposed development will have a single ingress-egress drive located approximately 135' west of the existing Buckboard Restaurant. The total parking availability for the development will be approximately 568 spaces. The recommended drive should have a 22' ingress with a 45' return radius and a 25' egress with a 35' return radius. The ingress and egress will be separated by a 5' wide raised island divider which will be set back 10' from the edge of roadway.

A review by the Traffic Signals Division indicated that a traffic signal will be required at the proposed drive. This signal should be interconnected with the adjacent signals on Farmington Ave. to the east and west.

In conjunction with the signalization, it will be necessary to construct a 200' deceleration lane and 120' taper along the north side of Farmington Ave. east of the proposed drive. It will also be necessary to construct a 250' bypass lane with 140' tapers on each end along the south side of Farmington Ave. opposite the proposed drive.

The addition of the proposed widening on the north side of Farmington Ave., west of the proposed drive is required to provide lane continuity and to match the drive proposed for the certificate application of the

Exchange, Talcott Village development. (See attached plan for the required geometry.)

A gas station will also be constructed in conjunction with the shopping center. It will be located on the north side of Farmington Ave. and west of proposed drive.

The above comments are based on the existing conditions. This Office is aware that this section of Route 4 (Farmington Ave.) will be constructed to a 52' roadway in the future. As of this date, however, it has not reached the design stage. It is anticipated that improvement will not be accomplished for several years. The ultimate future design will provide a 52' roadway.

RECEIVED

SEP 21 1971

STATE TRAFFIC COMMISSION

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860)594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1638

STC NO. 051-0309-01

APPROVED June 15, 2004

EXPIRES June 14, 2006

ISSUED TO: Chimney Hill Associates
24 Wedgewood Drive
Londonderry, NH 03053

FOR: Chimney Hill Residential Community
Route 6
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Robbin L. Cabelus
Executive Director

May 3, 2005
Date

An Equal Opportunity Employer
Printed on recycled or recovered paper

TRA-10 REV 1/97

Report By: PIO Date: 04/04 Checked By: JMJ Date: 04/04 See Previous Traffic Investigation Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Farmington**	STC No: 051-0309-01 Loc. No: Approved By STC Date: JUN 15 2004 Robben L. Cabelus EXECUTIVE DIRECTOR
Requested By: Chimney Hill Associates How Requested: Certificate Date:	Location: U.S. Route 6 just west of SR 549 (Birdseye Road)	

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Chimney Hill Associates c/o Peter Sierpinski for Chimney Hill Residential Community, a 44 dwelling unit housing development with 88 parking spaces, located on U.S. Route 6 in the Town of Farmington, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

This recommendation is referenced to the plans prepared by Buck & Buck, LLC entitled and dated as follows:

A. "Site Grading & Utilities Plan Overall - Chimney Hill-Colt Highway (U.S. Route 6) & Mountain Road - Farmington, Connecticut," dated June 25, 2003 and last revised July 25, 2003, Sheet No. C.SG.1.

B. "Site Grading & Utilities Plan Area A - Chimney Hill - Colt Highway (U.S. Route 6) & Mountain Road - Farmington, Connecticut," dated June 25, 2003 and last revised May 21, 2004 Sheet No. C.SG.1a.

This recommendation is based on the following conditions:

1. That the site drive on U.S. Route 6 be constructed in substantial conformance with the above-referenced Plans.

2. That the owner provide and maintain sight distances from the site drive on U.S. Route 6 as shown on the above-referenced plans.

3. That the applicant be responsible for the installation of illumination at the intersection with the site's drive. The owner of the development shall be responsible for the cost of the electricity to operate the illumination.

4. That the applicant provide pavement markings on U.S. Route 6 in the vicinity of the site drive as shown on the above-referenced plans.

5. That all pavement markings installed by the applicant on U.S. Route 6 be of epoxy material, or of a material as directed by the Department of Transportation.

By _____
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

6. That all conflicting pavement markings on U.S. Route 6 in the vicinity of the site drive be eradicated to the satisfaction of the Department of Transportation.

7. That an encroachment permit be obtained from the Department of Transportation's District 4 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

8. That prior to the issuance of a Certificate, the applicant post and maintain a bond in the amount of $20,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

9. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

10. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Michael A. Galante, the applicant's authorized representative, concurred with the above recommendations on June 8, 2004.

Town Manager Kathleen Eagen, the Legal Traffic Authority for the Town of Farmington concurred with the above recommendations on June 9, 2004.

Report of Findings
Town of Farmington
Chimney Hill Residential Community
Traffic Investigation Report No. 051-0309-01

Site Description:

The proposed age-restricted residential development will consist of 44 detached units and 88 parking spaces. It will be located on the north side of U.S. Route 6 just west of SR 549 (Birdseye Road) in the Town of Farmington. The only access point to the site will be on U.S. Route 6 opposite Heritage Glen drive and is not signalized.

U.S. Route 6 (Colt Highway):

U.S. Route 6 in the vicinity of the site is an east/west, bi-directional, two-lane arterial. The posted speed limit is 45 mph and the 85th percentile speeds are 53 and 55 mph eastbound and westbound, respectively. The roadway is flat and tangent in the vicinity of the site.

Background and Proposed Traffic:

The 2002 ADT on Route 6 in the vicinity of the site was 21,900 vehicles. The development is expected to generate approximately 20 trips during the a.m. peak hour (7 entering, 13 exiting) and 49 trips during the p.m. peak hour (31 entering, 18 exiting). Eighty (80) percent of the site traffic will travel to and from the east of the site on U.S. Route 6 and 20 percent to and from the west, respectively. The Bureau of Policy and Planning has reviewed and approved the submitted traffic volumes.

Accident Experience:

The latest three-year accident experience ending September 30, 2003 did not reveal an accident problem on U.S. Route 6 in the vicinity of the site.

Applicant's recommended improvements:

None

Division of Traffic Engineering's Recommended Improvements:

That the applicant modify the pavement markings on U.S. Route 6 in the vicinity of the site drive to allow turning movements to and from the site.

STATE OF CONNECTICUT
STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: (860) 594-3020
Fax: (860) 594-2377

MEMBERS

Commissioner of Transportation

Commissioner of Public Safety

Commissioner of Motor Vehicles

CERTIFICATE NO. 482-A

STC NO. 051-0610-03

APPROVED March 18, 2008

EXPIRES March 17, 2010

ISSUED TO: UCHCFC Munson Road Corporation
263 Farmington Avenue
Farmington, CT 06032

FOR: University of Connecticut Health Center - Munson Road Facility
Munson Road
Town of Farmington

pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

September 26, 2008
Date

TRA – 10 REV 1/08

Report by: PIO Date: 02/08 Checked by: MRS Date: 02/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 051-0610-03 Loc No. Approved by STC Date: MAR 1 8 2008
See Previous Traffic Investigation Report No:	**Town of Farmington** Location: UConn Health Center 16 Munson Road	
Requested by: UCHCFC Munson Road Corporation How Requested: Certificate Application Date: July 31, 2006		Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation(s):

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to UCHCFC Munson Road Corporation for the 5,000 square-foot expansion of University of Connecticut Health Center-Munson Road facility, for a total 120,000 square-foot gross floor area office building with 544 parking spaces, located on Munson Road in the Town of Farmington stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are based and referenced to plans prepared by Fuss & O'Neill entitled:

A. "UConn Health Center, Overall Site Plan, 16 Munson Road Parking Expansion, Farmington Connecticut," Sheet C-111 dated October 2006.

B. "UConn Health Center, Munson Road At South Road, EB Left Turn Lane Improvements, Concept Plan, Farmington Connecticut," Sheet CON-001 dated February 6, 2008.

1. That all conditions of Certificate No. 482 (Traffic Investigation Report No. 051-8410-01) remain in effect.

2. That a traffic control signal be installed at the intersection of SR 531 (South Road) and Munson Road.

3. That SR 531 (South Road) at Munson Road be widened in substantial conformance with the above-referenced plans and in conjunction with Condition No. 2 above.

4. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

5. That the applicant install a traffic control signal or a roundabout at the intersection of SR 531 (South Road), Colt Highway (SR 531) and Two Mile Road.

6. That signs and pavement markings on SR 531 (South Road) be installed in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

7. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

8. That an encroachment permit be obtained from the Department of Transportation's District 4 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

9. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $250,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process. Rescinded see T.I.R.No.051-0807-02

10. That prior to the issuance of a Certificate, a copy of this report, together with Certificate No. 482 previously issued December 18, 1984 with Traffic Investigation Report No. 051-8410-01, be recorded on the municipal land records in accordance with the attached procedure. A copy of the new Certificate shall be recorded on the land records upon issuance.

11. That the applicant be allowed to temporarily occupy the UConn Health Center - Munson Road Facility without satisfying Condition Nos. 2, 3, 4, 5, 6, 7 and 8.

12. That Condition Nos. 2, 3, 4, 6 and 7 pertaining to the installation of a traffic control signal and the widening of SR 531(South Road) at its intersection with Munson Road be accomplished by December 16, 2008.

13. That Condition No. 5 pertaining to the installation of a traffic control signal or a roundabout at the intersection of SR 531 (South Road), Colt Highway (SR 531) and Two Mile Road be accomplished by March 11, 2011, if the installation is not achieved under State Project No. 51-259 prior to this date or an earlier date if so determined by the State Traffic Commission.

14. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Patrick Baxter of Fuss & O'Neill, Inc., the applicant's authorized representative, concurred with the above recommendations on March 17, 2008, except Condition No. 14.

Chief James V. Rio, representative for the Local Traffic Authority for the Town of Farmington concurred with the above recommendations on March 17, 2008.

Report of Findings
Town of Farmington
UConn Health Center-Munson Road Facility
Traffic Investigation Report No. 051-0610-03

Description:

State Traffic Commission's Certificate No. 482 (Traffic Investigation Report No. 051-8410-01) was approved on December 18, 1984 for Heublein Incorporated office building located on Munson Road in the Town of Farmington. Heublein Incorporated has since vacated the building and the University of Connecticut Health Center will now occupy the building and it will be known as the UConn Health Center-Munson Road facility.

The building is presently occupied by approximately 314 employees reallocated from the main campus.

The existing building is 115,000 square-feet with 373 parking spaces.

The University of Connecticut Health Center is now proposing to expand the building to include a 5,000 square-foot computer lab and also expand the parking area by 171 parking spaces. The computer lab will house 10 employees and is expected to be operational in October 2009.

Upon completion of the proposed expansion, the facility will consist of approximately 120,000 square-feet of gross floor area and 544 parking spaces.

Generated Traffic:

The Department's Office of Policy and Planning have approved the site generated traffic associated with this application.

Applicant's Proposed Improvement:

SR 531 (South Road) at Munson Road:

The applicant is proposing to install a traffic control signal at the subject intersection based on the traffic volume from the UConn Health Center's main campus and the newly occupied Munson Road facility.

Department of Transportation's Observations/Concerns:

SR 531 (South Road) at Munson Road:

The Division of Traffic Engineering agrees with the applicant's proposal to install a traffic control signal at the subject intersection and recommends roadway widening and a radius improvement in the northwest corner and that the pavement markings on SR 531 be revised to include an eastbound left-turn lane onto Munson Road with a corresponding actuated left-turn signal phase.

The Munson Road facility has been occupied by 314 employees relocated from the main campus under Phase 1 plan. A second relocation (Phase 2) of an additional 94 employees is expected in May 2008. The Data Center relocation which is the 5,000 square feet expansion of the facility is scheduled for October 2009.

The vacated office spaces in the main campus will be renovated and reoccupied as part of the UConn Health Center's long range plan. It is recognized that the design and procurement of traffic control signal equipment normally takes several months. Consequently, it is recommended that Condition Nos. 2, 3, 4, 6 and 7 pertaining to the traffic signal installation be accomplished by December 16, 2008. This would provide an ample time for the applicant to design the traffic signal and procure the necessary equipment for the signal installation.

The Department's Office of Policy and Planning estimates that the current occupancy of the Munson Road facility by the 314 relocated employees is approximately equal to full occupancy of the building by the former Heublein Incorporated. The projected traffic from the 10 employees at the computer lab is considered minimal.

The shifting of current employment (408 employees) from the main campus to the Munson Road facility does not significantly increase the overall traffic at the intersection of SR 531 at Munson Road. However, the reoccupation of the space vacated by these 408 employees on the main campus is anticipated to increase traffic through this intersection. Renovations of this office space are scheduled for completion at various times between March 2009 and March 2011. The conditions of this report require the completion of all improvements at the SR 531 at Munson Road intersection be completed by December 16, 2008.

SR 531 (South Road) at SR 531 (Colt Highway) and Two Mile Road:

State Project No. 51-259 is programmed to install a traffic control signal at the subject intersection. The Town of Farmington has indicated their preference of a roundabout design at the subject intersection in lieu of a traffic signal and this option is being considered by the project designer. The project currently has a scheduled advertising date of December 2, 2009.

A significant portion of the traffic through the subject intersection has origins and destinations to and from the UConn Health Center. It is anticipated that staffing levels at the main campus will not return to present levels until March of 2011. It is therefore recommended that the applicant install a traffic signal or a roundabout at the subject intersection by March 11, 2011 should State Project No. 51-259 not provide the improvement as programmed. To this regard, the required bond includes the amount $100,000 to satisfy this condition.

Should the re-occupation of the main campus necessitate a need to provide the recommended improvement at the subject intersection sooner than the recommended date of March 11, 2011 and State Project No. 51-259 has not yet been awarded, the State Traffic Commission may require the developer to install the signalization at an earlier date.

TRA – 10 REV 1/08

Report by: MRS Date: 03/10 Checked by: DMF Date: 03/10 Recommended by: Tracy L Fogarty	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION	STC No: 051-1002-01 Loc No. Approved by STC Date: MAR 1 6 2010
See Previous Traffic Investigation Report No: 051-0812-01	Town of Farmington	David A Sawicki ACTING EXECUTIVE DIRECTOR
Requested by: Mr. Kevin Conroy, P.E. How Requested: Letter Date: February 4, 2010	Location: UConn Health Center Munson Road Facility 16 Munson Road	

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) extend Certificate No. 482-A for one (1) year and allow the UCHCFC Munson Road Corporation to operate the UConn Health Center-Munson Road Facility without full compliance of the conditions of Certificate 482-A based on the following conditions.

1. That Traffic Investigation Report No. 051-0812-01 be rescinded.

2. That Condition No. 12 of STC Certificate No. 482-A (Traffic Investigation Report No. 051-0610-03), pertaining to the installation of a traffic control signal and the widening of SR 531 (South Road) at its intersection with Munson Road, be rescinded.

3. That Condition Nos. 2, 3, 4, 6 and 7 of Traffic Investigation Report No. 051-0610-03, pertaining to the installation of a traffic control signal and the widening of SR 531 (South Road) at its intersection with Munson Road, be completed by June 15, 2010.

4. That all other conditions of Traffic Investigation Report Nos. 051-0610-03 and 051-0807-02 (Certificate No. 482-A) and all conditions of Traffic Investigation Report No. 051-8410-01 (Certificate No. 482) remain in effect.

5. That these revisions shall not become effective until a copy of this report has been recorded on the land records in accordance with the attached procedure.

6. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Kevin Conroy, P.E., the applicant's authorized representative, concurred with the above recommendations on March 11, 2010, except Condition No. 6.

Chief Paul Melanson, representing the Local Traffic Authority for the Town of Farmington, concurred with the above recommendations on March 11, 2010.

Report of Findings
Traffic Investigation Report No. 051-1002-01
Town of Farmington
UConn Health Center-Munson Road Facility

Certificate No. 482-A (Traffic Investigation Report No. 051-0610-03) was issued for the UConn Health Center-Munson Road Facility on September 26, 2008. Condition No. 12 required that Condition Nos. 2, 3, 4, 6 and 7, pertaining to the installation of a traffic control signal and the widening of SR 531 (South Road) at its intersection with Munson Road, be accomplished by December 16, 2008. At that time the building on Munson Road had been occupied by 408 employees and the developer, the University of Connecticut Health Center Finance Corporation (UCHCFC), had requested approval of an 5,000 square foot expansion with an additional 171 parking spaces to for relocation of the Data Center, including 10 employees, from the main campus of the UConn Health Center to the Munson Road Facility. The space on the main campus, that had been previously occupied by the 408 employees that had moved to Munson Road as well as those proposed to move, was to be renovated and reoccupied as part of the UConn Health Center's long range plan. To date the area on the UConn Health Center main campus, which was vacated by 418 employees, has not been renovated or reoccupied. The expansion approved under Certificate No. 482-A was scheduled to be occupied in October of 2009.

As the result of a request by the developer, the STC, on December 16, 2008, approved Traffic Investigation Report No. 051-0812-01 to change the completion date of the improvements to October 20, 2009. It was indicated that the extension of time was necessary to allow for the completion of the Department of Transportation's review of the traffic signal/construction plans, issuance of an encroachment permit and the time needed for bidding and construction of the roadway improvements.

On February 4, 2010 the engineering representative for UCHCFC wrote to the STC indicating that the installation of the required traffic signal installation and roadway improvements at the intersection of SR 531 and Munson Road were underway however not yet complete and that an extension in time for the completion of this construction was needed. It has also been determined that a one year extension of Certificate No. 482-A is also necessary. The District 4 Permits Office has indicated that the construction had been delayed due to extensive drainage design issues prior to approval of related plans as well as winter shut down. It has recently been confirmed that the underground work for the traffic signal, as well as span pole foundations and pole installations, has been done. All drainage work for the roadway widening has also been completed. The representative for UCHCFC has indicated to the STC that completion of the construction is anticipated by the end of April of 2010. A review of the latest three-year accident experience revealed that no accidents had occurred at the intersection. Farmington Police Chief Paul Melanson reported no concerns with the current intersection operation.

It is therefore recommended that Certificate No. 482-A be extended one year and that the Certificate requirements be completed by June 15, 2010. These recommendations are acceptable to the Town of Farmington and the Department of Transportation, and there are no unresolved issues.

TRA – 10 REV 1/08

Report by: PIO Date: 08/08 Checked by: MRS Date: 08/08 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION**	STC No: 051-0807-02 Loc No. Approved by STC Date: AUG 1 9 2008
See Previous Traffic Investigation Report No: 051-0610-03	**Town of Farmington**	Robbin L. Cabelus EXECUTIVE DIRECTOR
Requested by: UConn Health Center How Requested: Letter Date: June 25, 2008	Location: UConn Health Center 16 Munson Road	

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the conditions of State Traffic Commission's (STC) Traffic Investigation Report No. 051-0610-03 approved March 18, 2008 be revised as indicated below.

1. That Condition No. 9 of Traffic Investigation Report No. 051-0610-03 which required that a bond be posted and maintained in the amount of $250,000 prior to the issuance of a Certificate be rescinded.

2. That all other conditions of Traffic Investigation Report No. 051-0610-03 remain in effect.

3. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Kevin Conroy, P.E., of Fuss & O'Neill, the applicant's authorized representative, concurred with the above recommendations, except Condition No. 3, on August 8, 2008.

Chief James V. Rio, representative for the Local Traffic Authority for the Town of Farmington, concurred with the above recommendations on August 7, 2008.

Report of Findings
Town of Farmington
UConn Health Center-Munson Road Facility
Traffic Investigation Report No. 051-0807-02

Traffic Investigation Report No. 051-0610-03 was approved on March 18, 2008 for the UConn Health Center – Munson Road Facility. Condition No. 9 of the report required that the applicant post and maintain a bond in the amount of $250,000 prior to the issuance of a Certificate. At the time of the report, the University of Connecticut Health Center Finance Corporation (UCHCFC) was the applicant and it was assumed that the corporation was a private sector entity. As such, a bond was required as a condition of the Certificate.

A letter from the University of Connecticut Health Center to the State Traffic Commission (STC) dated June 25, 2008 indicated that the UCHCFC is a public entity and political subdivision of the State of Connecticut. The letter requested that the bonding condition not be included in the report. Therefore, since the applicant has been identified as a State Agency, it is recommended that Condition No. 9 of Traffic Investigation Report No. 051-0610-03 be rescinded.

STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone:

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

CERTIFICATE NO. 1762

STC NO. 051-0706-02

APPROVED August 21, 2007

EXPIRES August 20, 2009

ISSUED TO: Yorkshire Village Associates, Limited Partnership
6 Executive Drive, Suite 100
Farmington, CT 06032

FOR: Yorkshire and The Village at Yorkshire
Middle Road
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan(s). Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Robbin L. Cabelus
Executive Director

Date: October 19, 2007

TRA-10 REV 12/06

Report By: PIO Date: 08/07 Checked By: MRS Date: 08/07 Recommended By: [signature] See Previous Traffic Investigation Report No.	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** **Town of Farmington**	STC No: 051-0706-02 Loc. No: Approved By STC Date: AUG 2 1 2007
Requested By: Yorkshire Village Associates, Limited Partnership How Requested: Certificate Application Date: June 22, 2007	Location: Yorkshire and The Village at Yorkshire - Middle Road	Robbin L. Cabelus EXECUTIVE DIRECTOR

Recommendation(s):

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Yorkshire Village Associates, Limited Partnership for Yorkshire and The Village at Yorkshire, a 355,000 square-foot housing development (94 condominium units and 91 senior affordable apartment-units) with 463 parking spaces, located on Middle Road in the Town of Farmington, stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The conditions are based on and referenced to a plan prepared by Fuss & O'Neill, Inc. entitled:

"Corporate Acres-Overall Layout Plan-Yorkshire & The Village at Yorkshire," Sheet GI.1-03 dated December 15, 2006 and last revised August 6, 2007.

1. That the two site drives on Middle Road be constructed in substantial conformance with the above-referenced plan.

2. That signs and pavement markings be provided at the site drives as shown on the above-referenced plan.

3. That intersection sight distances be provided and maintained from the site drives on Middle Road as shown on the above-referenced plan.

4. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

5. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Mark Vertucci, P.E., the applicant's authorized representative, concurred with the above recommendations on August 14, 2007, except Condition No. 5.

Mr. Bruce Cyr, speaking on behalf of the Legal Traffic Authority for the Town of Farmington, concurred with the above recommendations on August 15, 2007.

Report of Findings
Town of Farmington
Yorkshire and The Village at Yorkshire - Middle Road
Traffic Investigation Report No. 051-0706-02

Description:

The proposed housing development will consist of 94 condominium units and 91 senior affordable apartment units with 463 parking spaces. The development will be located on the south side of Middle Road, a town-maintained roadway in the Town of Farmington. The southeasterly portion of the development abuts I-84 westbound which necessitates the STC certification of the development. A chain link fence currently exists along the development's property line with I-84 westbound.

The development will be served by two unsignalized drives on Middle Road.

Generated Traffic:

The proposed development is expected to generate 75 trips during the a.m. peak period (18 entering, 57 exiting) and 103 trips during the p.m. peak period (66 entering, 37 exiting). The generated traffic will travel via various State highways in the area as follows; 35 percent to and from Route 4; 10 percent to and from SR 549 and 45 percent to and from SR 531. The remainder 10 percent will travel to and from Middle Road.

The Bureau of Policy and Planning has reviewed and approved the submitted traffic volumes.

Applicant's Proposed Improvements:

None.

Conclusion:

There are no traffic related problems on the State highway system that are anticipated from the proposed development. Therefore, no roadway improvements are recommended on the State roadways at this time and a bond is not required for this report.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

December 22, 2014

Mr. Mark Vertucci, P.E., PTOE
Fuss & O'Neil
146 Hartford Road
Manchester, CT 06040

OSTA #051-1407-01

Dear Mr. Vertucci:

Subject: Town of Farmington
Previously Issued: Certificate 1818 Series
Current Proposal: University of Connecticut Health Center - Cell and Genome Building Expansion
Street Address: 400 Farmington Avenue
Current Owner: State of Connecticut
Administrative Decision No. 283

A review of your July 1, 2014 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 1818 series has been completed.

It was determined that the proposed expansion consisting of an additional 32,400 square feet of office space, will not substantially affect state highway traffic operations in the area. Mr. Matthew Blume, P.E., PTOE, the Local Traffic Authority representative for the Town of Farmington, concurred with these findings on October 31, 2014. Consequently, on December 19, 2014 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by Fuss & O'Neill entitled "State of Connecticut; UCHC Research Tower Expansion; 263 Farmington Avenue; Farmington, Connecticut," Sheet Number STP-03, dated June 25, 2014.

Subsequent to the expansion, the allowable overall development within the OSTA certifiable area will consist of a total development of 118,360 square feet of office space with 300 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosure

Copy to: Mr. Matthew Blume, P.E., PTOE – blumen@farmington-ct.org– plan attached
Mr. Joseph V. Cassidy, P.E. – joseph.cassidy@ct.gov – plan attached
Ms. Janice Hill – jahill@uchc.edu – plan attached
Mr. Mark Vertucci, P.E., PTOE – mvertucci@fando.com – original to be mailed

An Equal Opportunity Employer
Printed on Recycled or Recovered Paper

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

December 28, 2012

RECEIVED
JAN - 9 2013
STATE TRAFFIC ADMINISTRATION

Doc ID: 002275900001 Type: LAN
BK 1057 PG 280

Mr. Mark Vertucci, P.E., PTOE
Fuss & O'Neill, Inc.
146 Hartford Road
Manchester, CT 06040

OSTA #051-1211-01

Dear Mr. Vertucci:

Subject: Town of Farmington
Current Proposal: Colt Highway Residential Development
Street Address: 9248 Colt Highway (Route 6)
Current Owner: Colt Highway LLC c/o Metro Realty Group LTD
Administrative Decision No. 121

A review of your November 1, 2012 request for an Administrative Decision regarding the subject development expansion has been completed.

It has been determined that the proposed expansion consisting of 117,250 square feet (120 units) of residential space and 267 parking spaces (including 60 garage spaces) will not substantially affect state highway traffic operations in the area. Mr. Matt Blume, P.E., PTOE, the Local Traffic Authority representative, concurred with these findings on December 18, 2012. Consequently, on December 28, 2012, an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision is based, in part, on the enclosed plan prepared by Milone & McBroom entitled "OSTA Administrative Decision Review Overall Site Plan, Proposed Multi-Family Development, Metro Realty Property, 299 (AKA 9248) & 301 Colt Highway (Route 6), Farmington, Connecticut," Sheet 1 of 1, dated October 5, 2012, last revised November 19, 2012.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion.

An encroachment permit from the Department's District 4 Maintenance Office (Attn: Mr. James Lapan at 860-585-2795) located at 359 South Main Street, Thomaston, CT 06787 will be required for any modification to the signal at the site driveway.

Subsequent to the expansion, the overall development will consist of an 81,500 square foot hotel and 117,250 square feet (120 units) of residential for a total of 198,750 square feet of mixed-use space with 397 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal action by the Office of the State Traffic Administration.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Matt Blume – blumem@farmington-ct.org – plan attached
Mr. Christopher Foryan – foryanc@farmington-ct.org – plan attached
Mr. Geoffrey Sager – gsager@metro-realty.com – plan attached

An Equal Opportunity Employer
Printed on Recycled or Recovered Paper

Received for Record at FARMINGTON, CT
On 12/31/2012 At 11:49:59 am
Paula B. Ray, Town Clerk

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

CERTIFICATE NO. 198-E

OSTA NO. 051-1207-01
APPROVED: January 15, 2013
EXPIRES: January 15, 2016

ISSUED TO: University of Connecticut Health Center
263 Farmington Avenue
Farmington, CT 06030

FOR: University of Connecticut Health Center Expansion
(Genomics Lab, Ambulatory Center, Parking Garage, Hospital Tower)
263 Farmington Avenue
Town of Farmington

Pursuant to Section 14-311 of the General Statutes
of Connecticut, as revised, and the Regulations
of the Office of the State Traffic Administration

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE THREE (3) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRIATION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this office, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Executive Director

Date: 1.16.13

Report By: GRP Date: 12/12 Checked By: DMF Date: 12/12 Recommended By: Tracy L Fogarty	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION OFFICE OF THE STATE TRAFFIC ADMINISTRATION **TRAFFIC INVESTIGATION REPORT**	OSTA No.: 051-1207-01 Loc. No.: Approved by OSTA
See Previous TIR: 051-0310-01, 051-9407-02, 051-9004-01, 051-8507-03, 051-7410-01	**Town of Farmington**	Date: 1.15.13
Requested By: David Sullivan, P.E. Milone & MacBroom How Requested: Letter Date: November 21, 2012	Location: University of Connecticut Health Center (UCHC) Route 4 (263 Farmington Avenue)	David L Sun EXECUTIVE DIRECTOR

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) issue a certificate to the University of Connecticut Health Center for the 882,000 sq. ft. expansion of the University of Connecticut Health Center with 955 additional parking spaces, located at 263 Farmington Avenue in the town of Farmington stating that the operation thereof will not imperil the safety of the public based on the following conditions.

These conditions are based on and refer to the following plans prepared by Milone and MacBroom:

A. "OSTA – Overall Site Plan, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet No. OV, dated October 1, 2012 and revised December 12, 2012.

B. "OSTA – Roadway Plan, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet Nos. RW-1, 2, 3, and 10, dated October 1, 2012 and revised November 21, 2012.

C. "OSTA – Roadway Plan, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet Nos. RW-4, 6, 7, 8, and 9, dated October 1, 2012 and revised December 12, 2012.

D. "OSTA – Roadway Plan, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet Nos. RW-5, 11 and 12, dated October 1, 2012 and revised December 18, 2012.

1. That Route 4, SR 508 and SR 531 be reconstructed and widened in substantial conformance with the referenced plans.

2. That Route 4 be overlaid within the limits of the widening and pavement markings revisions. The extent of the overlay is to be determined by the Department of Transportation's District 4 Office.

3. That the geometry of the SR 531 (South Road and Colt Highway), South Road and Two Mile Road intersection be revised and overlaid within the limits of the revision in substantial conformance with the referenced plans. (The extent of the overlay is to be determined by the Department of Transportation's District 4 Office.)

4. That the site driveways on Route 4 be reconstructed in substantial conformance with the referenced plans.

5. That the geometry and location of the site driveway on Middle Road remain as shown on the referenced plans.

6. That the following traffic signals be revised and/or replaced:

    - Route 4 at SR 531 (Int. No. 051-203)
    - Route 4 at UConn Health Center and The Exchange driveways (Int. No. 051-219)
    - Route 4 at Talcott Notch Road and Old Mountain Road (Int. No. 051-226)
    - Route 4 at SR 508 (Int. No. 051-229)
    - Route 4 at Loehmann's Plaza (Int. No. 051-230)
    - SR 531 at SR 549 (Birdseye Road) (Int. No. 051-253)
    - SR 531 at Munson Road (Int. No. 051-268)

7. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

8. That approach grades of the driveways and Town roads along Route 4 and SR 531 affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

9. That the guide rail affected by improvements noted in Condition No. 1 be revised in a manner satisfactory to the Department of Transportation's (Department) District 4 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

10. That guide rail be installed on the northeast corner of the Route 4 and SR 531 intersection in a manner satisfactory to the Department of Transportation's (Department) District 4 Office. The installation may include, but is not limited to, conforming with current Department design standards, regrading, and installation of appropriate end treatments.

11. That intersection sight distances be provided and maintained from the site driveways on Route 4 as shown on the referenced plans.

12. That the intersectional sight distances of the driveways and Town roads along Route 4 and SR 531 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

13. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation's "Office of Maintenance Guidelines for Tree Maintenance and Removal."

14. That intersection sight distances from the site driveway on Middle Road be in conformance with the standards and specifications of the Town of Farmington.

15. That all work on roadways that are owned and maintained by the Town of Farmington be performed in conformance with the standards and specifications of the Town.

16. That a traffic signal be installed at the Middle Road, Munson Road and site driveway intersection.

17. That signs and pavement markings on Route 4, SR 508, SR 531(South Road and Colt Highway), Middle Road, South Road and Two Mile Road be installed in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That signs and pavement markings on site driveways and within site property be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

19. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

20. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

21. That all utility relocations in the State highway right-of-way be at no cost to the State Department of Transportation or Town of Farmington and in accordance with the "Utility Accommodation Manual."

22. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no future access to the site property from any adjacent properties be established without review and/or approval of OSTA.

23. That an encroachment permit be obtained from the Department of Transportation's District 4 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

24. That an application for a certificate of occupancy for any portion of this expansion not be submitted until all the conditions of this report have been completed or subsequent OSTA approval allows otherwise.

25. That OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. David Sullivan, P.E., the applicant's authorized representative, concurred with the above recommendations on December 26, 2012.

The opinion and findings of town of Farmington Local Traffic Authority representative Mr. Matthew Blume were considered in the development of the above recommendations.

Report of Findings
Traffic Investigation Report No. 051-1207-01
Town of Farmington – Route 4 (Farmington Avenue)
University of Connecticut Health Center (UCHC)

Description:

The University of Connecticut Health Center (UCHC) has proposed construction of a Systems Genomics laboratory, ambulatory care center, parking garage and a hospital bed tower/parking garage, consisting of 882,000 square feet of new building area with 955 parking spaces. The separately owned Farm Office Associates property (30,271 square feet of building area with 170 parking spaces) will also be included in the certifiable area since this property utilizes the UCHC access driveways. The proposed expansion and the Farm Office Associates property will bring development within the certifiable area to a total of 2,662,665 square feet of gross floor area with 5,079 parking spaces.

Access to the campus will continue to be provided by way of three existing driveways. The Main Road (privately owned) access intersects Route 4 from the east, opposite The Exchange driveway, at a signalized intersection (Int. No. 051-219). An unsignalized site driveway also intersects Route 4 from the east approximately 600 feet south of the Main Road access. The third access is located at the south end of the campus where a driveway intersects Middle Road from the north, opposite Munson Road, which is proposed to be modified from all-way stop control to a traffic signal.

The signalized intersection of Route 4 (Farmington Avenue), Talcott Notch Road and Old Mountain Road currently exhibits peak hour congestion and poor levels of service. The extent of work necessary to improve these conditions would likely require the acquisition of private property to allow for major reconfiguration of the five-legged intersection. Due to this, improvements to this intersection by the applicant are not commensurate with the additional traffic added by the development's expansion. However, it was determined that the Town of Farmington will contact the Capitol Region Council of Governments (CRCOG) and request that this intersection be considered for a future study to determine potential solutions.

Conclusion:

The proposed site expansion's impacts necessitate the proposed work. These offsite roadway improvements have been estimated at $3,240,000. However, a bond is not required to cover the costs of the roadway improvements since the State is the property owner.

TRA – 10 REV 3/13

Report by: GRP Date: 7/13 Checked by: DMF Date: 7/13 Recommended by: Tracy L Fogarty	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION**	OSTA No: 051-1306-05 Loc No. Approved by OSTA Date: 7.12.13
See Previous Traffic Investigation Report No: 051-1207-01 Requested by: David Sullivan, P.E. How Requested: Letter Date: June 21, 2013	**Town of Farmington** Location: University of Connecticut Health Center (UCHC) Route 4 (263 Farmington Avenue)	Executive Director

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) allow the University of Connecticut Health Center to operate the ambulatory care center (ACC) parking garage portion of the University of Connecticut Health Center expansion without full compliance with the conditions of OSTA Certificate No. 198-E (Traffic Investigation Report No. 051-1207-01) based on the following condition.

The condition is based on and refers to the following plans prepared by Milone and MacBroom:

A. "Parking Changes Since Start of Expansion/Renovation Project, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet No. P-1, dated June 21, 2013.

B. "OSTA - Parking Changes After Opening of Garage #1 (ACC), Opening of ACC Garage, University of Connecticut Health Center, Expansion & Renovation Project, Route 4, Farmington, Connecticut," Sheet No. P-2, dated June 21, 2013.

That the OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. David G. Sullivan, P.E., the applicant's authorized representative, concurred with the above recommendations on July 10, 2013.

Mr. Matthew Blume, representative for the Local Traffic Authority for the Town of Farmington, concurred with the above recommendation on July 8, 2013.

Report of Findings
University of Connecticut Health Center
Town of Farmington
Traffic Investigation Report No. 051-1306-05

Site Description:

OSTA Certificate No. 198-E was issued on January 16, 2013 for an 882,000 square foot expansion to the University of Connecticut Health Center (UCHC) consisting of a Systems Genomics laboratory, ambulatory care center (ACC), parking garage, and a hospital bed tower/parking garage with 955 new parking spaces in the town of Farmington.

In a letter dated June 21, 2013, the developer's engineer requested that occupancy of the ACC parking garage portion of the expansion be allowed without full compliance of Traffic Investigation Report No. 051-1207-01 (Certificate No. 198-E). The letter indicates there is construction activity throughout the campus which has displaced 880 on-site parking spaces. To accommodate this UCHC has been leasing off-site parking and shuttling employees to and from the campus. Allowing construction and occupancy of the 1,441 space ACC parking garage would accommodate the lost on-site parking and eliminate the need for shuttling employees between the campus and leased parking areas.

It is proposed that none of the off-site improvements stipulated in Traffic Investigation Report No. 051-1207-01 will be completed as part of this partial opening since the parking garage is not anticipated to generate any additional trips or significantly alter travel patterns.

Conclusion:

Since operating conditions on the adjacent roadways should not change significantly with the opening of the ACC parking garage, the Department and Town of Farmington have no objection to the proposed partial occupancy without completion of roadway improvements.

TRA – 10 REV 3/13

Report by: D. Haptas Date: 09/14 Checked by: G. Palmer Date: 09/14 Recommended by: Tracy L Fogarty	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION**	OSTA No: 051-1408-01 Loc No. Approved by OSTA Date: 9/30/14
See Previous Traffic Investigation Report No: 051-1207-01	**Town of Farmington**	
Requested by: David Sullivan, P.E. Milone & MacBroom How Requested: Letter Date: August 11, 2014	Location: University of Connecticut Health Center (UCHC) Route 4 (263 Farmington Avenue)	James M. Luxayk For Executive Director

Recommendations:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) allow the University of Connecticut Health Center to operate the System Genomics (Jackson Laboratories) portion of the University of Connecticut Health Center expansion at 50 percent employment levels without full compliance with the conditions of OSTA Certificate No. 198-E based on the following conditions.

These conditions are based on and refer to the plan prepared by Milone & MacBroom, "OSTA Partial Opening of Jackson Laboratory," Sheet No. OV-1, dated August 11, 2014.

1. That all conditions of Traffic Investigation Report No. 051-1207-01 (Certificate No. 198-E), except Condition Nos. 1, 6, 9, and 17 (as they pertain to the SR 508 approach to Route 4), as well as Condition Nos. 3 and 16, be satisfied prior to opening the requested portion of the expansion (fifty percent employment level of System Genomics).

2. That Condition Nos. 1, 6, 9, and 17 (as they pertain to the SR 508 approach to Route 4), as well as Condition Nos. 3 and 16 of Traffic Investigation Report No. 051-1207-01 (Certificate No. 198-E), be satisfied prior to November 1, 2014.

3. That the OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

4. That uniformed police officer(s) be provided as deemed necessary by the OSTA or the Town of Farmington Local Traffic Authority, at no expense to the Town or State, to facilitate traffic control operations at the following intersections if traffic operational issues develop prior to the completion of Condition No. 2 of this report:
   - Route 4 and SR 508 (Int. No. 051-229)
   - SR 531 (South Road and Colt Highway), South Road, and Two Mile Road
   - Middle Road, Munson Road, and site driveway (Int. No. 051-901)

Mr. David G. Sullivan, P.E., the applicant's authorized representative, concurred with the above recommendations on September 25, 2014.

Mr. Matthew Blume, the representative for the Local Traffic Authority for the Town of Farmington, was informed of the above recommendations on September 25, 2014.

Report of Findings
University of Connecticut Health Center (UCHC)
Town of Farmington
Traffic Investigation Report No. 051-1408-01

Site Description:

OSTA Certificate No. 198-E was issued on January 16, 2013 for an 882,000 square foot expansion to the University of Connecticut Health Center (UCHC) consisting of a Systems Genomics laboratory, ambulatory care center (ACC), parking garage, and a hospital bed tower/parking garage with 955 new parking spaces in the town of Farmington.

In a letter dated August 11, 2014, the developer's engineer requested that the System Genomics (Jackson Laboratories) portion of the expansion be allowed to operate at 50 percent employment levels without full compliance with all the conditions of Traffic Investigation Report No. 051-1207-01. The conditions of that report which will not be completed by that date are as follows:

- Conditions 1, 6, 9 & 17: The traffic signal at the intersection of Route 4 and SR 508 (Int. No. 051-229) be revised and SR 508 widened with associated changes to guide rail, signs and pavement markings.

- Condition 3: The geometry of the SR 531 (South Road and Colt Highway), South Road, and Two Mile Road intersection be revised and overlaid.

- Condition 16: A traffic signal be installed at the Middle Road, Munson Road, and site driveway intersection.

A subsequent September 19, 2014 e-mail indicates that the aforementioned conditions are anticipated to be completed by October 31, 2014.

Conclusion:

Given the anticipated substantial completion of all required off-site roadway improvements, the State and Town of Farmington have no objection to the proposed partial opening of the University of Connecticut Health Center Expansion.

Doc ID: 002355730002 Type: LAN
BK 1089 PG 461-462

5-5-14

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

April 29, 2014

RECEIVED
MAY - 5 2014
STATE TRAFFIC ADMINISTRATION

Mr. Mark G. Vertucci, P.E., PTOE
Fuss & O'Neil
146 Hartford Road
Manchester, CT 06040

OSTA #051-1311-01

Dear Mr. Vertucci:

Subject: Town of Farmington
Previously Issued: Certificate 484 Series
Current Proposal: Farm Glen Office Park Expansion (Medical Office)
Street Address: 38 Birdseye Road
Current Owner: Metro Realty, LTD
Administrative Decision No. 235

A review of your November 18, 2013 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 484 series has been completed.

It was determined that the proposed expansion consisting of 34,800 square feet of medical office space and 155 additional parking spaces, will not substantially affect state highway traffic operations in the area. Mr. Matthew Blume, the Local Traffic Authority representative for the Town of Farmington, concurred with these findings on October 11, 2013. Consequently, on April 28, 2014 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by Fuss & O'Neill entitled "Metro Realty; Overall Site Plan; Farm Glen Office Park Expansion; Farmington Connecticut," Sheet Number Fig. 2, dated November 8, 2013, revised March 31, 2014.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion.

Subsequent to the expansion, the allowable overall development will consist of 303,706 square feet of medical office space; 124,500 square feet of office space; 104 condominium units; 93,000 square feet of hotel space; and 8,600 square feet of daycare space for a total development of 529,806 square feet of mixed-use building space with 2,125 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal Office of the State Traffic Administration action.

Sincerely,

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Matt Blume – blumem@farmington-ct.org – plan attached
Mr. Christopher Foryan – foryanc@farmington-ct.org – plan attached
Mr. Geoffrey Sager – gsager@metro-realty.com – plan attached
Mr. Mark G. Vertucci, P.E. – mvertucci@fando.com – original to be mailed

8-25-15

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

August 10, 2015

RECEIVED
AUG 25 2015
STATE TRAFFIC ADMINISTRATION

Mr. Mark Vertucci, P.E., PTOE
Fuss & O'Neil, Inc.
146 Hartford Road
Manchester, CT 06040

Doc ID: 002684040002 Type: LAN
BK 1115 PG 829-830

OSTA #051-1501-01

Dear Mr. Vertucci:

Subject: Town of Farmington
Previously Issued: Certificate 484 Series; AD 235
Current Proposal: Farm Glen Office Park Expansion (Medical Office Building)
Street Address: 529 Farmington Avenue
Current Owner: Metro Realty, LTD
Administrative Decision No. 323

A review of your January 28, 2015 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 484 series and associated Administrative Decisions has been completed.

It was determined that the proposed expansion consisting of 20,000 square feet of medical office space and 96 additional parking spaces will not substantially affect state highway traffic operations in the area. Mr. Matthew Blume, the Local Traffic Authority representative for the Town of Farmington, concurred with these findings on January 23, 2015. Consequently, on August 3, 2015 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plans entitled as follows:

A. "SITE PLAN-LAYOUT AND LANDSCAPING; Proposed Medical Office Building; 521 & 529 Farmington Avenue; Farmington, Connecticut" Sheet Name LA, dated September 15, 2014 and last revised July 20, 2015 prepared by Milone & MacBroom; and

B. "Metro Realty; Overall Site Plan; Farm Glen Office Park Expansion; Farmington, Connecticut" Fig. 2, dated July 27, 2015 prepared by Fuss & O'Neill.

The decision shall not be effective unless/until:

1. **A copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter; and**

2. **An encroachment permit bond in the amount of $10,000 is posted and maintained with the Department's District 4 Office (Attn: Mr. James Lapan, ((860) 585-2795)) at 359 South Main Street, Thomaston, CT 06787, for the proposed driveway in substantial conformance with location, configuration, and operation shown on the enclosed plans, and this office has been so notified, in writing, by the District Office. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process; and**

3. **The owner(s) of the 529 Farmington Avenue parcel and such owner's/owners' heirs, successors in interest or assigns require that staff or employees of the owner and staff or employees of any other user of the 529 Farmington Avenue parcel use the SR 549 (Birdseye Road) driveway to access the parcel; and**

4. **A copy of the current executed lease with the access stipulations noted in Item 3 is provided to this office.**

Upon satisfaction of Items 1, 2, and 4 above, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. **However, by copy of this letter, the Town of Farmington is being advised that, unless this office allows otherwise, operation of the expansion shall not be allowed until the encroachment permit work associated with the proposed driveway has been completed.**

Subsequent to the expansion, the overall development within the OSTA certifiable area will consist of 323,706 square feet of medical office; 124,500 square feet of general office; 104 residential condominium units; a 93,000 square foot hotel; and an 8,600 square foot daycare with a total of 2,221 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

for David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Matthew Blume, P.E., PTOE – blumem@farmington-ct.org – plan attached
Mr. Christopher Foryan – foryanc@farmington-ct.org – plan attached
Mr. Geoffrey Sager – gsager@metro-realty.com – plan attached
Mr. Mark Vertucci, P.E., PTOE – mvertucci@fando.com – original to be mailed

Received for Record at FARMINGTON, CT
On 08/14/2015 At 2:22:06 pm
Paula B. Ray
Paula B. Ray, Town Clerk

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

Doc ID: 002683800001 Type: LAN
BK 1115 PG 743

9-15

August 10, 2015

RECEIVED
SEP - 1 2015
STATE TRAFFIC ADMINISTRATION

Mr. Mark Vertucci, P.E., PTOE
Fuss & O'Neil, Inc.
146 Hartford Road
Manchester, CT 06040

OSTA #051-1506-01

Dear Mr. Vertucci:

Subject: Town of Farmington
Previously Issued: Certificate 484 Series; AD 235 and 323
Current Proposal: Farm Glen Office Park Expansion (Parking Lot Expansion)
Street Address: 3 Farm Glen Boulevard
Current Owner: AJ & S Associates II, LLC
Administrative Decision No. 324

A review of your June 17, 2015 request for an Administrative Decision regarding the subject expansion not previously considered under the Certificate 484 series and associated Administrative Decisions has been completed.

It was determined that the proposed expansion consisting of 33 additional parking spaces will not substantially affect state highway traffic operations in the area. Mr. Matthew Blume, the Local Traffic Authority representative for the Town of Farmington, concurred with these findings on June 10, 2015. Consequently, on August 5, 2015 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by Fuss & O'Neill and entitled "AJ & S Associates II, LLC; Overall Site Plan; Farm Glen Office Parking Lot Expansion; Farmington, Connecticut" Fig. 2, dated August 4, 2015.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. The Department's District 1 Maintenance Office (Attn: Ms. Kelli McKeon, (860-258-4501)) at 1107 Cromwell Avenue, Rocky Hill, CT 06067 must be contacted prior to the start of construction to determine if an encroachment permit will be needed for any incidental work within the State right-of-way.

Subsequent to the expansion, the overall development within the OSTA certifiable area will consist of 323,706 square feet of medical office; 124,500 square feet of general office; 104 residential condominium units; a 93,000 square foot hotel, and an 8,600 square foot daycare for a total development of 549,806 square feet of mixed-use building space with 2,254 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

for James M. Sawicki

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Matthew Blume, P.E., PTOE – blumem@farmington-ct.org – plan attached
Mr. Christopher Foryan – foryanc@farmington-ct.org – plan attached
Mr. Geoffrey Sager – gsager@metro-realty.com – plan attached
Mr. Mark Vertucci, P.E., PTOE – mvertucci@fando.com – original to be mailed

An Equal Opportunity Employer
Printed on Recycled or Recovered Paper

Received for Record at FARMINGTON, CT
On 08/13/2015 At 10:04:27 am
Paula B. Ray
Paula B. Ray, Town Clerk

STATE OF CONNECTICUT

Office of the State Traffic Administration
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546 Newington, CT 06131-7546
Phone: (860) 594-3020 Fax: (860) 594-2377

MAJOR TRAFFIC GENERATOR
ADMINISTRATIVE DECISION REQUEST/CHECKLIST
(To be used where no state highway mitigation/safety measures are proposed)

RECEIVED
JUN 16 2016
STATE TRAFFIC ADMINISTRATION

Date: June 13, 2016

(PLEASE FILL OUT COMPLETELY)

DEVELOPMENT INFORMATION

Name of Facility: 30 Batterson Park Road OSTA # 051-1606-01

Location (complete street address; if none, provide map/block/lot information): 30 Batterson Park Road

Town and Zip Code: Farmington, Connecticut 06032

Proposed Gross Floor Area (GSF) and Land Use of Expansion: 0 SF - No increase in gross floor area. Existing office building (75,000 SF) to remain on existing +/-7.69 Acre parcel

Proposed GSF and Land Use of Land Use Change (i.e. xx retail to xx office, etc.): No change

Total Gross Floor Area Categorized By Land Use: 75,000 SF (Existing Office Building)

Existing Parking Spaces: 276 Parking Spaces Added by Expansion/Land Use Change: +29

Total Parking Spaces: 305 Number Designated Handicapped: 8

Land Owner's Corporate Name*: KAL Farmington, LTD.

Land Owner Contact for Written Correspondence: Elizabeth Judd

Land Owner's Address: 342 North Main Street, Suite 200

Town, State, & Zip Code: West Hartford, Connecticut 06117

Tel: 860-570-200

Land Owner's E-Mail: ejudd@simonkonover.com

Full Time Permanent Jobs Created: N/A

CONSULTANT INFORMATION

Company Name: Vanasse Hangen Brustlin, Inc. (VHB)

Contact Person: Mark Grocki, P.E.

Address: 100 Great Meadow Road, Suite 200

Town, State, and Zip Code: Wethersfield, Connecticut 06109

Phone: 860-807-4300

FAX Number: 860-372-4570

E-Mail: MGrocki@vhb.com

*** As noted in the municipal land records. If there is more than one land owner, a separate form shall be provided for each.**

FOR DOT USE ONLY: Distribution: OSTA X 3 ✓ Traffic ☐ Drainage ✓ Planning ☐

OSTA Review: ☐ Traffic Review: ☐ **Files copied to ProjectWise**

ADMINISTRATIVE DECISION SUBMISSION GUIDELINES

Site Plan: ① Callouts for AD & OSTA Area ② North arrow

Drainage: okay

LTA: okay

P&Z: okay

Other:

f the information listed below shall be submitted for the review of new major traffic generators do not substantially affect the state highway system (i.e. mitigation or safety measures irding state highways are not necessary to accommodate traffic generated the new major traffic erator).

information is also required for the review of proposed expansions or land use changes to ting major traffic generators that predate the Office of the State Traffic Administration (OSTA) ification process and those that were previously certified that do not substantially affect the e highway system.

es to the state highway system are being proposed to mitigate the impact of the traffic ted with a new major traffic generator or a proposed expansion or land use change to an existing affic generator then the development will be considered to have a substantial impact on the ghway system DO NOT USE THIS CHECKLIST. Formal OSTA action will be required and a major enerator certificate application and the information on its associated checklist must be ed.

mpleted checklist shall accompany the administrative decision request. Copies of any tion submitted but not considered pertinent to the application will be discarded.

Waiting on T P ~~E~~

) paper copies and one (1) DVD of the information deemed appropriate to the development shall be submitted to the OSTA, with an additional set of the information forwarded by the developer to the Local Traffic Authority of each involved municipality. The DVD shall contain all required information in digital (i.e. not scanned) .pdf format and the original data files for the traffic and drainage analysis.

The request will not be considered complete until all of the applicable information is received.

SUBMITTED	N/A	
☑	☐	I. Site Plan:

An overall site plan showing the entire OSTA certifiable area, including the administrative decision review area uniquely identified as such, shall be provided, sized to fit on a single 2' x 3' plan sheet, that identifies all buildings (including gross floor area and land use for each), parking spaces, property lines, internal connections to abutting properties, names of all property owners (including the abutting property owners), and the complete street address(es) for all properties within the certifiable area. If street address information is not available, show map / block / lot information. An aerial photograph may be used.

The entire OSTA certifiable area shall include all parcels whose traffic must use the review development's access drive(s) and shall be distinguishable by a distinct peripheral property line with the call out "OSTA Certifiable Area". Refer to the OSTA web site to view sample overall site plans.

The overall site plan must show the Intersection Sight Distances (ISD) that will be provided and maintained for any existing and proposed drives onto a state highway that were not part of a previous OSTA certificate. The ISD may be shown directly on the drives or listed in a tabular format.

☑ If any state highway driveway ISD encroach on property not owned by the AD developer, OSTA certification will be required and the development proposal will not qualify for an AD. The N/A box must be checked here to verify there is no such encroachment.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

August 1, 2016

Mr. Mark Grocki, P.E.
Vanasse Hangen Brustin, Inc.
100 Great Meadow Road
Wethersfield, CT 06109

OSTA #051-1606-01

Dear Mr. Grocki:

Subject: Town of Farmington
Previously Issued: Certificate 332 Series & Administrative Decision No. 254
Current Proposal: 30 Batterson Park Road
Street Address: 30 Batterson Park Road
Current Owner: KAL Farmington, LTD
Administrative Decision No. 395

A review of your June 16, 2016 request for an Administrative Decision, including the latest follow-up information received on July 28, 2016, regarding the subject expansion not previously considered under the Certificate 332 series and associated Administrative Decision has been completed.

It was determined that the proposed expansion consisting of 29 parking spaces, will not substantially affect state highway traffic operations in the area. Mr. Matthew Blume, the Local Traffic Authority representative for the Town of Farmington, concurred with these findings on June 15, 2016. Consequently, on August 1, 2016 an Administrative Decision was rendered that formal action by the Office of the State Traffic Administration (OSTA) under Section 14-311 of the General Statutes of Connecticut regarding the proposed expansion is not required. The decision was based, in part, on the enclosed plan prepared by VHB entitled "Proposed Parking Lot Expansion; 30 Batterson Park Road; Farmington, Connecticut," Sheet Number 1 of 2, dated May 20, 2016, last revised July 27, 2016.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the expansion. The Department's District 4 Maintenance Office (Attn: Mr. James Lapan, [203.591.3627]) at 359 South Main Street, Thomaston, CT 06787 must be contacted prior to the start of construction to determine if an encroachment permit will be needed for any incidental work within the State right-of-way.

Subsequent to the expansion, the allowable overall development within the OSTA certifiable area will consist of a total development of 75,000 square feet of office building space with 305 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal OSTA action.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Mr. Matthew Blume – blumem@farmington-ct.org – plan attached
Mr. Christopher Foryan – foryanc@farmington-ct.org – plan attached
Ms. Elizabeth Judd – ejudd@simonkonover.com – plan attached
Ms. Andria May Kowalczyk – akowalczyk@vhb.com – plan attached
Mr. Mark Grocki, P.E. – mgrocki@vhb.com – original to be mailed

An Equal Opportunity Employer
Printed on Recycled or Recovered Paper

STATE OF CONNECTICUT

Commissioners

Cleveland B. Fuessenich
Chairman

A. Earl Wood
Secretary

Robert C. Leuba
Member

186 Newington Road
West Hartford, Conn., 06110

STATE TRAFFIC COMMISSION

William W. Stoeckert
Executive Secretary

TOWN Farmington
NUMBER 116
ISSUED October 3, 1972
STC # 051-7207-02

CERTIFICATE

pursuant to Section 14-311 of the General Statutes of Connecticut and the State Traffic Commission regulations.

ISSUED TO Robert A. Simons
125 La Salle Road
West Hartford, Conn. 06110

FOR Office Building
Farmington Ave. (Rte. 4) - west of Talcott Notch Road
Town of Farmington, Connecticut

The applicant is hereby ordered to comply with the provisions and requirements as set forth in the attached report and plan submitted by the Bureau of Highways - Department of Transportation.

This Certificate shall become effective when the applicant has complied with the provisions and requirements as set forth and the Completion Notice received and filed at the office of the State Traffic Commission.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE, UNLESS THE PERSON HAS REQUESTED AND RECEIVED, IN WRITING, PERMISSION FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE PROVISIONS AND REQUIREMENTS PREVIOUSLY SET FORTH.

In the interest of public safety or convenience, this Certificate may be revoked upon due notice from this Commission.

CLEVELAND B. FUESSENICH
CHAIRMAN

William W. Stoeckert
Executive Secretary

Survey By R.S.T. Date _____

Report By R.S.T. Date 9-6-72

To Traffic Signal Div. _____

To District _____

Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report

No. _____

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION
Route 4, west of Talcott Notch Road

REQUESTED BY
Robert Simons

HOW REQUESTED Certificate Application

DATE 7-25-72

No. 051-7207-02

Town Farmington

Date _____

Received By S.T.C.

Date SEP 5 1972

Approved By S.T.C.

Date SEP 27 1972

William A. Beckett

Executive Secretary

Recommendations

Inaccordance with Public Act 611 (1971) of the General Statutes of Connecticut as revised, it is recommended that the State Traffic Commission issue a certificate to Robert Simons for an office building stating that the operation thereof will not imperil the safety of the public. This recommendation is based on the following considerations:

1) That the proposed drive be located and reflect the geometry as per attached Department of Transportation plan.

2) That a bypass lane be constructed along the north side of Route 4 opposite the proposed drive as per attached Department of Transportation plan.

3) That a stop sign be located at the egress of the proposed drive and that keep right signs be located on the raised island divider.

(see attached Report of Findings)

BY J. C. Spencer

Office Of Traffic
Bureau Of Highways

FORM NO. TRA-10 ED. 12/71

REPORT OF FINDINGS

CERTIFICATE APPLICATION

TOWN OF FARMINGTON

ROUTE 4

The Division of Traffic has reviewed the submitted site plans dated July 19, 1972 for the proposed Office Building to be located on the south side of Route 4 west of Talcott Notch Road in the Town of Farmington, regarding the issuance of a certificate.

Route 4 (Farmington Avenue) in this vicinity is a two-lane, bi-directional, bituminous concrete roadway 35' in width. The vertical alignment is level and the horizontal alignment is on a 3° curve to the right in the east-bound direction. The posted speed limit is 40 M.P.H. and the 85th percentile speed is 46 M.P.H. The 1971 A.D.T. in this area is 8400 vehicles.

In conjunction with requirements made by the Town of Farmington, the developer submitted a proposal which depicted a 26' wide service road which ran parallel to Farmington Avenue 52' south of the existing State right-of-way line. This service drive would at this time serve as a means of ingress and egress for both the Simons' Office Building and the Red Cross office building at a point directly opposite the proposed drive to the Wooldridge Brothers Shopping Center. At a later date when the property east of the Red Cross Building was developed, the service drive would be extended easterly and return to Route 4 at a point opposite Talcott Notch Road.

The Department of Transportation is presently studying a number of schemes for the proposed widening of Route 4 (Farmington Avenue). One of these schemes is that of a boulevard type roadway with a wide enough median which would provide storage for U-turning vehicles. If the State decides to build with this scheme, approximately an additional 90' of right-of-way would have to be acquired along the south side of Route 4.

In lieu of the above, a meeting was held at the Farmington Town Hall on August 22, 1972 between representatives from the Town of Farmington and representatives from the Connecticut Department of Transportation. As a result of this meeting it was decided that the Division of Traffic would recommend individual drives for each development on the south side of Route 4 and the Town of Farmington would require the developers to reserve ±90' of their property for future highway expansion. If the State finally does widen Route 4 to a boulevard type roadway, the developers will retain individual accesses to the directional roadway; however, if the State decides to choose some other scheme, the Town of Farmington will require that the service road be constructed as previously explained. The developer, Robert Simons and the Red Cross have been informed of this matter.

The proposed Robert Simons' Office Building will provide parking for 234 vehicles and the Red Cross will provide parking for 125-150 vehicles. The proposed drive to the Simons' office building will have a 24' ingress and a 24' egress separated by a 5' wide raised island divider. The return radii will be 35'. The present layout will have two access points to the parking area from this one drive located opposite the proposed Wooldridge Brothers Shopping Center drive. (See attached Department of Transportation plan). However, these access points to the main drive will have to be combined into a single drive if the State widens Route 4 to a boulevard type roadway.

It is recommended that a bypass lane be constructed opposite the proposed drive and that a stop sign be installed at the egress of the drive and "Keep Right" signs be installed on the island divider. (See attached Department of Transportation plan)

Commissioners

Cleveland B. Fuessenich
Chairman

James F. Shugrue
Secretary

Edward J. Kozlowski
Member

STATE OF CONNECTICUT

186 Newington Road
West Hartford, Conn., 06110

STATE TRAFFIC COMMISSION

William W. Stoeckert
Executive Secretary

TOWN Farmington
NUMBER 116-A
ISSUED September 4, 1973
STC # 051-7207-02

CERTIFICATE

pursuant to Section 14-311 of the General Statutes of Connecticut and the State Traffic Commission regulations.

ISSUED TO **Maxco Associates**
266 Pearl Street
Hartford, Connecticut 06103

FOR **Office Building**
Farmington Ave. (Rte. 4) - west of Talcott Notch Road
Farmington, Connecticut

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan submitted by the Bureau of Highways - Department of Transportation.

This Certificate shall become effective when the applicant has complied with the conditions and requirements as set forth and the Completion Notice received and filed at the office of the State Traffic Commission.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE, UNLESS THE PERSON HAS REQUESTED AND RECEIVED, IN WRITING, PERMISSION FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS PREVIOUSLY SET FORTH.

In the interest of public safety or convenience, this Certificate may be revoked upon due notice from this Commission.

CLEVELAND B. FUESSENICH
CHAIRMAN

William W. Stoeckert
William W. Stoeckert
Executive Secretary

8/73

Commissioners

Joseph B. Burns
Chairman

Edward J. Kozlowski
Secretary

Cleveland B. Fuessenich
Member

STATE OF CONNECTICUT

186 Newington Road
West Hartford, Conn., 06110

STATE TRAFFIC COMMISSION

William W. Stoeckert
Executive Secretary

TOWN Farmington
NUMBER 173
ISSUED March 19, 1974
STC # 051-7309-03

CERTIFICATE

pursuant to Section 14-311 of the General Statutes of Connecticut and the State Traffic Commission regulations.

ISSUED TO Robert Simon's
LaSalle Road
West Hartford, Connecticut 06009

FOR Professional Office Building
Route 4
Farmington, Connecticut 06032

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan submitted by the Bureau of Highways - Department of Transportation.

This Certificate shall become effective when the applicant has complied with the conditions and requirements as set forth and the Completion Notice received and filed at the office of the State Traffic Commission.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE, UNLESS THE PERSON HAS REQUESTED AND RECEIVED, IN WRITING, PERMISSION FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS PREVIOUSLY SET FORTH.

In the interest of public safety or convenience, this Certificate may be revoked upon due notice from this Commission.

JOSEPH B. BURNS
CHAIRMAN

William W. Stoeckert
William W. Stoeckert
Executive Secretary

1/74

174

Survey By R.S.T. Date 11/5/73

Report By R.S.T. Date 2/27/74

To Traffic Signal Div. _____

To District _____

Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report

No. _____

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION
Route 4 @ drive to Professional Office Bldg. and Talcott Notch Rd.

REQUESTED BY
Don Hammerberg, Architect

HOW REQUESTED Certificate Application

DATE 9-27-73

No. 051-7309-03

Town Farmington

Date MAR 4 1974

Received By S.T.C.

Date MAR 6 1974

Approved By S.T.C.

Date MAR 19 1974

William W. Stuckert

Executive Secretary

Recommendations

In accordance with Section 14-311 of the General Statutes of Connecticut as revised by P.A. 73-136, it is recommended that the State Traffic Commission issue a certificate to Robert Simon's Professional Office Building stating that the operation thereof will not imperil the safety of the public.

This recommendation is based on the following conditions:

1) That the proposed access drive be located and reflect the geometry as per attached Department of Transportation plan.

2) That the existing traffic signal at the intersection of Route 4, Talcott Notch Road and Mountain Road be revised to incorporate the proposed drive.

Stephen A. Flis, Legal Traffic Authority for the Town of Farmington, concurs with the above recommendations.

BY _____

Office Of Traffic
Bureau Of Highways

FORM NO. TRA-10 ED. 12/71

REPORT OF FINDINGS

CERTIFICATE APPLICATION

TOWN OF FARMINGTON

ROUTE 4

The Division of Traffic has reviewed the submitted site plans for the proposed Professional Office Building to be located on the south side of Route 4 opposite Talcott Notch Road in the Town of Farmington regarding the issuance of a certificate.

Route 4 (Farmington Avenue) in this vicinity is a two lane, bi-directional, bituminous concrete roadway 38' - 40' in width. The vertical and horizontal alignment is level and tangent, respectively. The posted speed limit is 40 M.P.H. and the 85th percentile speed is 45.2 M.P.H. eastbound and 45.9 M.P.H. westbound. The 1973 A.D.T. is 9300 vehicles.

The proposed development will provide parking for 234 vehicles. The access drive will be located and reflect the geometry as per attached Department of Transportation plan.

It should be noted that as required by the Town of Farmington the University of Connecticut Health Center has obtained a 55' right of way through the developer's property for a future drive for a proposed expansion of their facilities. At the time when this drive becomes necessary a realignment of the geometry for the drive to the Professional Office Building will be required.

A revision to the traffic signal at the intersection of Route 4 and Talcott Notch Road will be necessary in conjunction with the addition of the drive to the Professional Office Building.

Commissioners
Arthur B. Powers
Chairman
Benjamin A. Muzio
Secretary
Donald J. Long
Member

STATE OF CONNECTICUT

186 Newington Road
West Hartford, Conn., 06110
Tel. 236-3581

STATE TRAFFIC COMMISSION

William W. Stoeckert
Executive Secretary

ISSUED June 19, 1979

CERTIFICATE # 270

ISSUED TO Richard D. Bronson
707 Bloomfield Avenue
Bloomfield, CT. 06002

FOR Loehmann's Plaza
Farmington Avenue (Route 4)
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

ARTHUR B. POWERS
CHAIRMAN

William W. Stoeckert

William W. Stoeckert
Executive Secretary

2/79

Report By WAC Date 4-10-79
Checked By RST Date 4-12-79

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION Route 4 (Farmington Avenue) at Loehmann's Plaza Shopping Center (Opposite the drive to the IBM Building)

REQUESTED BY
Richard D. Bronson

HOW REQUESTED Certificate Application

DATE 6-14-78

S.T.C. No. 051-7809-02

Loc. No. _____

Date to S.T.C. MAY 25 1979

Received By S.T.C.
Date MAY 29 1979

Approved By S.T.C.
Date JUN 19 1979

William J. Murphy
Executive Secretary

Recommendations

In accordance with Section 14-311 of the General Statutes of Connecticut, as revised, it is recommended that the State Traffic Commission issue a Certificate to Richard D. Bronson for the proposed Loehmann's Plaza Shopping Center on Route 4 (Farmington Avenue) stating that the operation thereof will not imperil the safety of the public. This recommendation is based on the following conditions:

1) That Route 4(Farmington Avenue) will be widened to provide for a bypass area in both directions in accordance with the attached Division of Traffic concept plan dated May 14, 1979.

2) That a traffic control signal be installed per Connecticut Department of Transportation specification at the intersection of the proposed drive to the Loehmann's Plaza Shopping Center, the drive to the IBM Building and Route 4 (Farmington Avenue).

3. That traffic control signs and pavement markings in the proposed drive be installed and maintained by the developer as shown on the attached Division of Traffic Concept Plan dated May 14, 1979 and in conformance with the "Manual on Uniform Traffic Control Devices for Streets and Highways" latest edition.

4. That the State Traffic Commission reserves the right to implement addi- traffic controls as deemed necessary in the future. The cost of any additional controls shall be borne by the owner of the development.

BY Frank J. Nash
DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

FORM NO. TRA-10 ED. 10/73

5. That all necessary drainage modifications be completed to the satisfaction of the District I Permit Office and the Town of Farmington.

Mr. Stephen A. Flis, Town Manager for the Town of Farmington, was contacted on April 11, 1979 and concurred with the above recommendations. (See attached "Report of Findings").

STC #051-7809-02

REPORT OF FINDINGS
Certificate Application
Loehmann's Plaza Shopping Center
Route 4 (Farmington Avenue)
Town of Farmington

The Division of Traffic has reviewed the submitted roadway and site plan for the proposed Loehmann's Plaza Shopping Center on Route 4 (Farmington Avenue) in the Town of Farmington, regarding the issuance of a certificate.

The proposed shopping center provides for 44,000 square feet of floor area. The largest individual land-use will be a 13,000 square foot Loehmann's store, a clothing retailer. The remaining land-use will be small retail stores and a branch bank. There will be no food stores or restaurants of any kind.

Route 4 at the site is an east-west, two-lane, bidirectional, bituminous concrete roadway 38' - 40'± wide curb to curb. There is a slight downgrade and a 3° right curve in the eastbound direction. The posted speed limit is 40 mph with an 85th percentile speed of 49.5 mph eastbound and 47.2 mph westbound. The 1978 ADT is 10,900 vehicles. The sightlines to the east and west of the proposed drive, as measured 20' back from the proposed edge of roadway, are adequate for the prevailing speeds. There is no illumination along this section of roadway.

There will be 247 parking spaces in the shopping center.

With the existing ADT of 10,900 vehicles and additional generated ADT of 2,640 vehicles, it was determined that a left-turn bypass area was needed on Route 4 eastbound to accommodate through traffic. Also, based on volumes, it was found that a traffic control signal was warranted at this location. This signal will be interconnected and coordinated with the signals at Talcott Notch and Old Mountain Roads and at the UConn Health Center.

It is recommended that Route 4 be widened 4' - 6'± to 44' on the north side to avoid existing utility poles. The widening will be 270' long with a 210' taper at the west end of the site and 120' taper at the east end. This will provide for a 22' left-turn bypass area in both directions.

The proposed drive is located on the north side of Route 4 approximately 660' west of Talcott Notch and Old Mountain Roads, 680' east of the drive to the UConn Health Center and directly opposite the drive to the IBM Building. The drive will be 55' wide with 35' radii. There will be a 13' right-turn and straight-through lane and a 12' left-turn lane exiting, a 25' lane entering, and a 5' island divider.

There are no active state projects in the vicinity of this development at this time.

The latest accident experience (January 1, 1974 to December 31, 1977) reveals 3 turning, 1 rear-end and 1 sideswipe in the vicinity of the IBM driveway.

The developer concurs with all our requirements and recommendations.

The IBM complex located directly opposite the proposed drive provides parking for 234 vehicles. Certificate No. 116 was issued for this development on October 3, 1972. At that time the developer widened Route 4 along the north side to provide a westbound bypass area.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED January 19, 1988

CERTIFICATE NO. 39-B

ISSUED TO Colonial Exchange Limited Partnership
c/o Mr. William Candelori - Colonial Realty Company
65 Kane Road
West Hartford, Ct. 06119

FOR Exchange
Route 4
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J. WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Secretary

TRA-10 REV. 7/83

Report By David A. Homick Date 1/88
Checked By Richard Chapman Date 1/88

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report

No. 51-8201-01, 16378

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION
Route 4 at Harrow Park and The Exchange

REQUESTED BY
Lawrence F. Buck
Developer's Enginner

HOW REQUESTED Certificate Application

DATE 8/7/80

S.T.C. No. 051-8005-02

Loc. No. _____

Date to S.T.C. JAN 19 1988

Received By S.T.C.

Date JAN 19 1988

Approved By S.T.C.

Date JAN 19 1988

William W. Stoeckert

Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that a certificate be issued for Harrow Park, formerly known as Professional Park, on the north side of Route 4, separating this development from the area covered by Certificate 39A, and that Certificate 39A be reissued to Colonial Exchange Limited Partnership for the residual property. This recommendation is referenced to the plan prepared by Russell, Gibson, von Dohlen dated December 19, 1979 and revised May 15, 1980 showing the site layout, and the plan prepared January 11, 1988 by the Department of Transportation showing traffic controls and sight lines and is based on the following conditions:

1. That the driveway to Route 4 be maintained as constructed and as shown on the Department of Transportation plan.

2. That a "Stop" sign, stop bar and double yellow center line be installed on the access drive as shown on the above-referenced plans.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

3. That 560' of clear and unobstructed sight lines along Route 4 be provided and maintained as shown on the above-referenced plans.

4. That all signs and markings conform to the standards contained in the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways."

5. That the State Traffic Commission reserves the right to implement additional traffic improvements or changes, as deemed necessary, due to the developments traffic in the future. The cost of any additional improvements or changes shall be borne by the developer.

Mr. Thomas Wontorek, Farmington's Town Manager, was informed of and in concurrence with the above when so advised by the Town Planner, Mr. Jeffrey Ollendorf on January 15, 1988.

Mr. Leonard Ginsberg, representing Harrow Park Associates, was informed of, and in concurrence with, the above when so informed on January 14, 1988.

Mr. William Candelori, representing Colonial Exchange Limited Partnership, was informed of, and in concurrence with, the above when so informed on January 14, 1988.

REPORT OF FINDINGS
TOWN OF FARMINGTON
HARROW PARK - FORMERLY PROFESSIONAL PARK

Site Description:

Professional Park is a four building office complex on the north side of Route 4 that is located in the west section of the Exchange property. During bankruptcy proceedings involving the "The Exchange," three buildings and parking area were transferred to Professional Park Associates and an additional building of 20,500 was constructed. The driveway serving this area was shifted 80' to the east to provide better alignment and internal circulation. Professional Park has about 85,000 sq. ft. of office buildings, 308 parking spaces, and the Exchange has 768 parking spaces remaining. The parking areas merge at the north side of the site and joint use of the spaces occurs in that area as there are no physical barriers. Access to Route 4 is also provided at the signalized Exchange driveway located opposite the University of Connecticut Health Center. A clustered housing complex is located on the hill to the north of this parking area with access through the subject facilities to Route 4. No additional parking spaces were provided for the expansion and changes.

Prior Certificates:

Mr. James Minges received Certificate 39A which was for the expansion of The Exchange, Talcott Village, and outlying office buildings. Improvements were done on Route 4 and signals were installed at both driveways. The signal at the westerly driveway was subsequently removed for several reasons, but primarily for the reason that it served no useful purpose. Certificate No. 39A provided for 1,176 parking spaces. Triangle Park, a development on the south side of Route 4 was certified in 1982 under State Traffic Commission Report No. 051-8201-01. That report included a condition for sight lines from the Professional Park drive, which is reiterated and modified in the conditions of this report.

Site Generated Traffic:

Traffic destined for the office buildings approaches principally from the west, since I-84 and other major roadways are located in that direction. In 1981, as the facility became operational, there were 14,000 vehicles daily on Route 4 and 1,300 vehicles in the driveway. During the morning peak hour there were 608 eastbound vehicles and 509 westbound vehicles on Route 4 for total traffic. Eighty-six eastbound vehicles turned left into the driveway and 41 vehicles turned right into the driveway. No delays were observed due to the left-turning vehicles, and some cars were observed bypassing a left-turn vehicle on the 16'-17' of eastbound pavement available. During off peak hours traffic movements are oriented almost 100% to the west, with less than 60 vehicles entering or leaving at any time. During the p.m. peak exits are made to the west without difficulty, and exits to the east seem to be made through the signal at The Exchange driveway.

Traffic has increased on Route 4 since 1981, due to other developments and increases in the size of the Health Center facility. The Health Center peak hour traffic is later than the peak period traffic for Professional Park.

Roadway Improvements:

Route 4 was widened by the developers of Triangle Park at their driveway and east of Professional Park. The widening on the north side of Route 4 was to provide for bypass maneuvers westbound which was extended westerly into the widening performed by Professional Park for a right-turn deceleration lane. This has resulted in a section that varies in width from 22' to 24' and which has no line striping, favoring bypass activity on a wide shoulder. The right-turn volume at Professional Park is relatively light and it is felt that a restricted right-turn lane is not necessary. The embankment on the north side was regraded and brush was removed to provide adequate sight line. The right-turn lane area constructed by Professional Park Associates was a requirement of the Town of Farmington, and covered by District Permit No. 63484.

Department of Transportation Projects:

The widening of Route 4 extends through this area. It was proposed that a five-lane section and improved signals be installed in Project 51-207. The project limits have been reduced to available funds and the improved section is now proposed from a point about 300' west of the Exchange/Health Center drive easterly to a point east of Talcott Notch Road.

Department of Transportation Recommendations:

1. Provide normal driveway controls.
2. Maintain sight lines at 560'.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED January 19, 1988

CERTIFICATE NO. 789

ISSUED TO Harrow Park Associates
c/o Mr. Leonard Ginsberg
68 South Main Street
West Hartford, Ct. 06107

FOR Harrow Park
Route 4
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Secretary

TRA-10 REV. 7/83

David A. Homick
Report By _____ Date 1/88
Richard Chapman
Checked By _____ Date 1/88

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report

No. 51-8201-01, 16378

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION
Route 4 at Harrow Park and The Exchange

REQUESTED BY
Lawrence F. Buck
Developer's Enginner

HOW REQUESTED Certificate Application

DATE 8/7/80

S.T.C. No. 051-8005-02

Loc. No. _____

Date to S.T.C. JAN 19 1988

Received By S.T.C.

Date JAN 19 1988

Approved By S.T.C.

Date JAN 19 1988

William W. Stoeckert

Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that a certificate be issued for Harrow Park, formerly known as Professional Park, on the north side of Route 4, separating this development from the area covered by Certificate 39A, and that Certificate 39A be reissued to Colonial Exchange Limited Partnership for the residual property. This recommendation is referenced to the plan prepared by Russell, Gibson, von Dohlen dated December 19, 1979 and revised May 15, 1980 showing the site layout, and the plan prepared January 11, 1988 by the Department of Transportation showing traffic controls and sight lines and is based on the following conditions:

1. That the driveway to Route 4 be maintained as constructed and as shown on the Department of Transportation plan.

2. That a "Stop" sign, stop bar and double yellow center line be installed on the access drive as shown on the above-referenced plans.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

3. That 560' of clear and unobstructed sight lines along Route 4 be provided and maintained as shown on the above-referenced plans.

4. That all signs and markings conform to the standards contained in the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways."

5. That the State Traffic Commission reserves the right to implement additional traffic improvements or changes, as deemed necessary, due to the developments traffic in the future. The cost of any additional improvements or changes shall be borne by the developer.

Mr. Thomas Wontorek, Farmington's Town Manager, was informed of and in concurrence with the above when so advised by the Town Planner, Mr. Jeffrey Ollendorf on January 15, 1988.

Mr. Leonard Ginsberg, representing Harrow Park Associates, was informed of, and in concurrence with, the above when so informed on January 14, 1988.

Mr. William Candelori, representing Colonial Exchange Limited Partnership, was informed of, and in concurrence with, the above when so informed on January 14, 1988.

REPORT OF FINDINGS
TOWN OF FARMINGTON
HARROW PARK - FORMERLY PROFESSIONAL PARK

Site Description:

Professional Park is a four building office complex on the north side of Route 4 that is located in the west section of the Exchange property. During bankruptcy proceedings involving the "The Exchange," three buildings and parking area were transferred to Professional Park Associates and an additional building of 20,500 was constructed. The driveway serving this area was shifted 80' to the east to provide better alignment and internal circulation. Professional Park has about 85,000 sq. ft. of office buildings, 308 parking spaces, and the Exchange has 768 parking spaces remaining. The parking areas merge at the north side of the site and joint use of the spaces occurs in that area as there are no physical barriers. Access to Route 4 is also provided at the signalized Exchange driveway located opposite the University of Connecticut Health Center. A clustered housing complex is located on the hill to the north of this parking area with access through the subject facilities to Route 4. No additional parking spaces were provided for the expansion and changes.

Prior Certificates:

Mr. James Minges received Certificate 39A which was for the expansion of The Exchange, Talcott Village, and outlying office buildings. Improvements were done on Route 4 and signals were installed at both driveways. The signal at the westerly driveway was subsequently removed for several reasons, but primarily for the reason that it served no useful purpose. Certificate No. 39A provided for 1,176 parking spaces. Triangle Park, a development on the south side of Route 4 was certified in 1982 under State Traffic Commission Report No. 051-8201-01. That report included a condition for sight lines from the Professional Park drive, which is reiterated and modified in the conditions of this report.

Site Generated Traffic:

Traffic destined for the office buildings approaches principally from the west, since I-84 and other major roadways are located in that direction. In 1981, as the facility became operational, there were 14,000 vehicles daily on Route 4 and 1,300 vehicles in the driveway. During the morning peak hour there were 608 eastbound vehicles and 509 westbound vehicles on Route 4 for total traffic. Eighty-six eastbound vehicles turned left into the driveway and 41 vehicles turned right into the driveway. No delays were observed due to the left-turning vehicles, and some cars were observed bypassing a left-turn vehicle on the 16'-17' of eastbound pavement available. During off peak hours traffic movements are oriented almost 100% to the west, with less than 60 vehicles entering or leaving at any time. During the p.m. peak exits are made to the west without difficulty, and exits to the east seem to be made through the signal at The Exchange driveway.

Traffic has increased on Route 4 since 1981, due to other developments and increases in the size of the Health Center facility. The Health Center peak hour traffic is later than the peak period traffic for Professional Park.

Roadway Improvements:

Route 4 was widened by the developers of Triangle Park at their driveway and east of Professional Park. The widening on the north side of Route 4 was to provide for bypass maneuvers westbound which was extended westerly into the widening performed by Professional Park for a right-turn deceleration lane. This has resulted in a section that varies in width from 22' to 24' and which has no line striping, favoring bypass activity on a wide shoulder. The right-turn volume at Professional Park is relatively light and it is felt that a restricted right-turn lane is not necessary. The embankment on the north side was regraded and brush was removed to provide adequate sight line. The right-turn lane area constructed by Professional Park Associates was a requirement of the Town of Farmington, and covered by District Permit No. 63484.

Department of Transportation Projects:

The widening of Route 4 extends through this area. It was proposed that a five-lane section and improved signals be installed in Project 51-207. The project limits have been reduced to available funds and the improved section is now proposed from a point about 300' west of the Exchange/Health Center drive easterly to a point east of Talcott Notch Road.

Department of Transportation Recommendations:

1. Provide normal driveway controls.
2. Maintain sight lines at 560'.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED January 17, 1985

CERTIFICATE NO. 488

ISSUED TO American Red Cross
209 Farmington Avenue
Farmington, CT 06032

FOR American Red Cross Complex
209 Farmington Avenue
Farmington, CT 06032

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert

William W. Stoeckert
Executive Secretary

TRA-10 REV. 2/82

N.N. Fierravanti 10/22/84
Report By _____ Date _____
W.J. Andelin 10/24/84
Checked By _____ Date _____

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report No. _____

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION - Route 4 at the American Red Cross Building

REQUESTED BY
F.A. Hesketh and Associates

HOW REQUESTED Certificate Application

DATE July 18, 1984

S.T.C. No. 051-8407-02

Loc. No. _____

Date to S.T.C. JAN 14 1985

Received By S.T.C.
Date JAN 14 1985

Approved By S.T.C.
Date JAN 17 1985

William A. Stoeckert
Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that the STC issue a certificate to the American Red Cross for an expansion to the existing facility on Route 4 stating that the operation thereof will not imperil the safety of the public based upon the following requirements:

These requirements refer to the attached developer's plan "Driveway Improvements, American Red Cross, Route 4, Farmington, Conn., Sheet 1 and 2, dated 12-19-84, Revised 1-7-85." These plans were prepared by Hodge Engineering Associates, Inc.

1. That Route 4 be widened to provide for a 22' wide westbound bypass area as shown on the attached plan.

2. That minimum driveway radii of 30' be constructed for the Red Cross driveway at its intersection with Route 4 as shown on the attached plan.

3. That a stop sign, stop bar and centerline be installed and maintained in the Red Cross driveway at its intersection with Route 4 by the American Red Cross, in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

4. That 530' clear and unobstructed sightlines on a 20' setback from the edge of travelway on Route 4 be provided and maintained by the American Red Cross.

5. That all utility relocations be at no cost to the State.

6. That all roadway improvements within the State right-of-way shall be subject to review by the Department of Transporation and all their requirements satisfied prior to the issuance of a permit by the Department's District IV office.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

STC REPORT NO. 051-8407-02

RECOMMENDATIONS (Continued)

7. That access to Circle Drive of the UCONN Health Center be provided from the Red Cross parking lot.

8. That the STC reserves the right to implement additional traffic controls, as deemed necessary, due to the development's traffic in the future. The cost of additional controls shall be borne by the owner of the development.

Mr. Stephen A. Flis, the Legal Traffic Authority, was notified of the above requirements on January 8, 1985 and concurred.

Mr. Frederick A. Hesketh, the developer's representative, was informed of the above requirements on January 8, 1985 and concurred.

REPORT OF FINDINGS

TOWN OF FARMINGTON

AMERICAN RED CROSS

SITE DESCRIPTION

The American Red Cross building is located on the south side of Route 4 (Farmington Avenue) 300' west of its intersection with Talcott Notch Road and Old Mountain Road.

The Red Cross proposes an additional 31,513 square feet of building space and 220 parking spaces. The resultant totals will be 96,513 square feet of floor space with 364 parking spaces.

The expansion proposal utilizes the existing 30' driveway for access to Route 4. A gate controlled access is proposed to Circle Drive of the UCONN Health Center. Access to Circle Drive will enable safer access to Route 4 for left-turning (eastbound) vehicles, especially during p.m. peak period.

GENERATED SITE TRAFFIC

Upon completion of the proposed expansion, the Red Cross facility is expected to generate 1,000 vehicle trips for an average weekday.

The peak hour site generated volumes as presented by the developer's consultant are as follows:

A.M. Peak - 135 VPH in, 15 VPH out

P.M. Peak - 127 VPH out, 23 VPH in

The assumed traffic distribution is 55% to and from the east on Route 4 and 45% to and from the west.

BACKGROUND TRAFFIC

Route 4 in the vicinity of the American Red Cross facility had a 1982 ADT of 13,600 vehicles. The direction volumes are relatively equal.

The generated and background volumes submitted for this development have been reviewed and accepted by the Bureau of Planning.

ACCIDENT HISTORY

The latest three-year accident experience for Route 4 in the vicinity of the Red Cross facility, covering the period from October 1, 1980 to September 30, 1983, was reviewed.

Twenty-six accidents occurred from the signalized intersection at Loehmans Plaza and the IBM drive to the signalized intersection at

REPORT OF FINDINGS (Continued)

Talcott Notch Road and Old Mountain Road. All of the accidents with the exception of two occurred at the signalized intersections. Of the two accidents occurring between intersections, one involved a left-turning vehicle exiting the Red Cross drive and the other was a rear-end accident involving an eastbound vehicle turning into the driveway opposite the Red Cross drive.

The number and types of accidents occurring were not deemed to be abnormal therefore the accident experience was not considered to be a determining factor in the investigation.

DEPARTMENT OF TRANSPORTATION PROJECTS IN THE AREA

Project No. 51-207 - From 0.3 miles west of UCONN Health Center to 0.2 miles east of Talcott Notch Road, major widening. Estimated start of construction - summer 1987.

IMPROVEMENTS BY THE DEVELOPER

As a result of the Department's review, the American Red Cross has agreed to widen Route 4 westbound to provide for a 22' wide bypass area.

DEPARTMENT OF TRANSPORTATION REVIEW COMMENTS AND (RESOLUTIONS)

1. Engineering Services

No work shown within the State highway right of way.

No utility comments.

2. Rights of Way

Add one additional lane eastbound. (The development's traffic does not warrant an additional eastbound lane.)

3. Planning and Research

Traffic projects are acceptable as submitted.

4. Maintenance

The above subject M.T.G. has been reviewed by District IV and has generated no comments.

5. Division of Design

A full operational analysis has not been included with this submission. Based on a visual analysis of the volumes, it is our opinion

REPORT OF FINDINGS (Continued)

turning lanes will be required. All other major generators constructed recently in this area have required turning lanes. The consultant's emphasis on volumes 20 or 30 years ago has little bearing since at that time the minimal development in the area resulted in very few turning maneuvers. (Revised submission includes bypass area.)

6. Division of Traffic

The original encroachment permit review pointed out the need for adequate sightline distance from the driveway and bypass capability on Route 4 westbound. The 30' driveway radii were approved, however, the easterly radius was not constructed according to plan because of the necessity to relocate a utility pole. Grading within the highway right-of-way to provice 500' of sight distance to the west of the drive was recommended to improve the existing 250'± distance. The present sightline distance is 300'±. A recommendation that Route 4 be widened to provide a bypass lane was protested and consequently deleted. A centerline shift was suggested to provide minimal bypass area.

The driveway to the Red Cross is located on the south side of Route 4, on the inside of a three degree horizontal curve, and 250' west of the stop bar for the signal at the intersection of Route 4 and Talcott Notch Road. Route 4 has a 17' wide eastbound lane and a 19' wide westbound lane at this location.

Analysis of 1985 background volumes submitted by the Red Cross indicates that eastbound traffic queues from the signal at Talcott Notch Road has the potential to block the facility's driveway for all 12 of the hours between 7:00 a.m. and 7:00 p.m. Since 55% of the Red Cross facility's traffic arrives from the east and is opposed by heavy eastbound traffic flow, combined with possibility of queue blockage, the need for an adequate westbound bypass area is evident. A minimum 22' wide westbound bypass area has been proposed by the developer. Also, a utility pole will be relocated and the driveway radii improved.

Sightline distance from the driveway to the west is limited to 300'±. A 530' sight distance, which can be accomplished by grading with the highway right-of-way, is required for the 45 mph 85th percentile speed. The maintenance of the sight distance to the east will require moving a number of small trees which will block the sightline in the near future.

The above recommended improvements are truly minimal and only address deficiencies which exist and should have been corrected in the past. A widening of Route 4 eastbound to provide for two lane storage at its intersection with Talcott Notch Road thereby decreasing the chance for queues blocking the Red Cross drive could be in order. However, since widening for a four lane roadway is within the scope of Project No. 51-207, provision for a westbound bypass area will suffice until completion of the project.

DEVELOPMENT LAYOUT CONCLUSIONS

The expansion of the present American Red Cross facility is acceptable to the Town of Farmington and the Department. There are no unresolved concerns from the Departmental review.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED April 19, 1988

CERTIFICATE NO. 366-A

ISSUED TO Farm Hollow Corporate Center, Limited Partnership
P.O. Box 1070
Manchester, CT 06040

FOR Farm Hollow Corporate Center
Route 4
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Secretary

TRA-1C REV. 7/83

Richard E. Kronk
Report By _____ Date 3/88
Norman N. Fierravanti
Checked By _____ Date 3/88

-Completion Dates-

Signals _____ Signs _____

Markings _____

S.T.C. Notified _____

Memo No. _____

See Previous S.T.C. Report

No. 051-8201-01

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

TOWN Farmington

LOCATION Route 4 at
Farm Hollow Corporate Center

REQUESTED BY
Lawrence F. Buck

HOW REQUESTED Certificate Application

DATE 2/26/88

S.T.C. No. 051-8803-01

Loc. No. _____

Date to S.T.C. APR 11 1988

Received By S.T.C.
Date APR 12 1988

Approved By S.T.C.
Date APR 19 1988

William D. Hesketh
Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that the STC issue a certificate to Farm Hollow Corporate Center, Limited Partnership for the Farm Hollow Corporate Center (formerly Triangle Park, Certificate No. 366), stating that the operation thereof will not imperil the safety of the public based upon the following requirements.

1. That the Conditions 1-8 of Certificate No. 366 remain in effect.

2. That "Stop" signs and stop bars be installed on the internal roadways, as shown on the plan, "Signing and Pavement Marking Plan-Farm Hollow Corporate Center Route 4, Farmington, Connecticut," dated February 8, 1988 and revised on April 6, 1988. The plan was prepared by F.A. Hesketh & Associates, Inc.

3. That the STC reserves the right to require additional traffic improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements shall be borne by the owner of the development.

BY W. Cox

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

Mr. F.A. Hesketh, for F.A. Hesketh & Associates, Inc., the developer's authorized representative, was contacted on April 5, 1988 and concurred with the above, except for Condition No. 3. F.A. Hesketh & Associates, Inc., routinely does not concur with Condition No. 3, due to the open-endedness of the requirement.

Mr. Thomas Wontorek, Town Manager and Legal Traffic Authority for the Town of Farmington was contacted and concurred with the Department's findings on April 6, 1988.

REPORT OF FINDINGS
TOWN OF FARMINGTON
FARM HOLLOW CORPORATE CENTER

Background:

Certificate No. 366 which was issued for Triangle Park on July 19, 1982 approved 69,000 square feet of general office space with 300 parking spaces. The development, now known as Farm Hollow Corporate Center, proposes to expand the facility to 95,914 square feet with 349 parking spaces.

The proposed expansion will utilize the existing site driveway which is on the south side of Route 4, 700 feet west of the entrance to the University of Connecticut Medical Health Center.

The expansion to the existing facility is anticipated to generate an additional 99 vehicles during the a.m. peak hour and 73 vehicles during the p.m. peak hour.

Conclusion:

The conditions of Certificate No. 366 required the construction of a westbound bypass area and eastbound right-turn deceleration lane on Route 4 at the site driveway and also to provide 560 feet of intersectional sight distance on a 20' setback from the drive.

The Route 4 improvements built by the existing development will be sufficient to accommodate the proposed expansion.

Proposed stop sign controls at internal intersections will minimize conflicts providing for continuous movement of incoming traffic, thereby reducing the potential for backups onto the State highway.

Project 51-207 will provide a widening of Route 4 to four lanes with turning lanes at major intersections from 0.3 miles west of the UConn Health Center to 0.2 miles east of Talcott Notch Road. The project is tentatively scheduled to be advertised in January 1990, with an anticipated summer 1990 start of construction.

The development has Planning and Zoning approvals and is acceptable to the Town of Farmington.

STATE OF CONNECTICUT

TRAFFIC COMMISSION
Department of Transportation
24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED August 20, 1985

CERTIFICATE NO. 374-A

ISSUED TO Emhart Corporation
426 Colt Highway - Route 6
Farmington, CT 06032

FOR Emhart Corporation Building
426 Colt Highway - Route 6
Farmington, CT 06032

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plan. Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE SHALL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J.WILLIAM BURNS
CHAIRMAN

William W. Stoeckert

William W. Stoeckert
Executive Secretary

TRA-10 REV. 2/82

W.J. Andelin Report By _____ Date 7/30/85 M.C. Healy Checked By _____ Date 7/30/85 -Completion Dates- Signals _____ Signs _____ Markings _____ S.T.C. Notified _____ Memo No. _____ See Previous S.T.C. Report No. 051-8204-03	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION **TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION** TOWN Farmington LOCATION - Route 6 at Emhart Corporation Building REQUESTED BY Emhart Corporation HOW REQUESTED Certificate Application DATE 7/23/85	S.T.C. No. 051-8507-05 Loc. No. _____ Date to S.T.C. AUG 14 1985 Received By S.T.C. Date AUG 15 1985 Approved By S.T.C. Date AUG 20 1985 William W. Troiebert Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, and as directed by the State Traffic Commission (STC), it is recommended that the STC issue a certificate to the Emhart Corporation for an expansion to the existing facility on Route 6 stating that the operation thereof will not imperil the safety of the public based upon the following requirements:

These requirements refer to the attached developer's plan "Roadway Widening Plan, prepared for Emhart Corporation, Route 6, Farmington, Connecticut, Sheet No. 1 of 1, dated June 10, 1985, revised August 7, 1985." The plan was prepared by F.A. Hesketh & Associates, Inc.

1. That Route 6 be widened to provide for a 23' wide westbound bypass area as shown on the attached plan.

2. That 600' clear sightlines be provided and maintained by Emhart Corporation from the drive on a 10' setback from the Route 6 nearest edge, as shown on the attached plan.

3. That the "Merge to Single Lane" sign be relocated and pavement markings be installed on Route 6, as shown on the attached plan.

4. That all signs and markings be installed in accordance with the "Manual on Uniform Traffic Control Devices."

5. That all utility relocations be at no cost to the State.

6. That all drainage requirements be satisfied prior to issuance of a permit by the Department's District IV Office.

BY _____

DIVISION OF TRAFFIC
BUREAU OF HIGHWAYS

STC REPORT NO. 051-8507-05

RECOMMENDATIONS (Continued)

7. That all roadway improvements within the State right-of-way shall be subject to review by the Department of Transportation and all requirements satisfied prior to issuance of a permit by the Department's District IV Office.

8. That the STC reserves the right to implement additional traffic controls, as deemed necessary, due to the development's traffic in the future. The cost of any additional controls shall be borne by the owner of the development.

Mr. Thomas J. Wontorek, the Legal Traffic Authority, was informed of the above on August 2, 1985 and concurred.

Mr. Frederick A. Hesketh, the developer's representative, was informed of the above on August 1, 1985 and concurred.

REPORT OF FINDINGS

TOWN OF FARMINGTON

EMHART CORPORATION BUILDING

In 1982, Certificate No. 374 was issued to the Emhart Corporation for expanding their building by 21,000 square feet and parking spaces by 125.

Subsequently, no addition was built, however, 125 new spaces were constructed of which 84 were paved.

In 1984, a new addition was designed with 41,000 square feet of gross floor space including 4,930 square feet in a parking garage for 14 cars. To provide for additional parking requirements by the Town of Farmington and to improve vehicular circulation to the new addition, the existing parking lot was modified to accommodate 17 parking spaces in addition to the 125 spaces approved in 1982. Based on 195 existing spaces and 142 new spaces for the addition, there are 337 total parking spaces.

Analysis of the peak hour volumes indicated that during the a.m. peak hour, the Route 6 westbound left-and eastbound right-turn movements into the drive would each increase by 40 percent. A check of the Route 6 westbound bypass area at the drive revealed that it was inadequate in length and width for the increase in volume. In the eastbound direction, the existing bypass area was considered to be more than adequate.

The developer proposes to modify the westbound bypass area. Except for some minor signing and pavement marking changes, no other roadway work will be required of the developer in conjunction with the expansion. The drive will continue to be controlled by a "Stop" sign.

In view of the relatively small size of the expansion and the previous issuance of Certificate No. 374 for a portion of the expansion, it was determined that a full certificate review was not required.

STATE OF CONNECTICUT

TRAFFIC COMMISSION

Department of Transportation

24 Wolcott Hill Road • P.O. Drawer A
Wethersfield, Connecticut 06109-0801
Phone: 566-5228

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED June 19, 1990

CERTIFICATE NO. 374-B

ISSUED TO United Realty, Inc.
United Technology Building
Hartford CT 06101

FOR United Realty Building (formerly Emhart)
426 Colt Highway
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised and the Regulations of the State Traffic Commission

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report.
Failure to comply with all conditions and the requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

J. WILLIAM BURNS
CHAIRMAN

William W. Stoeckert
Executive Director

An Equal Opportunity Employer
Printed on recycled or recovered paper

Report By Gina M. Golec

Date 5/90

Checked By Merrill Sitcovsky

Date 6/90

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION

S.T.C. No. 051-9004-02

Loc. No.

Date to S.T.C. JUN 13 1990

TOWN Farmington

LOCATION
426 Colt Highway
(Route 6)

Received By S.T.C.

Date JUN 14 1990

Approved By S.T.C.

Date JUN 19 1990

S.M. No.

See Previous S.T.C. Report

No. 051-8507-05

REQUESTED BY
United Realty, Inc.

HOW REQUESTED Certificate Application

DATE 4/19/90

William W. Stoeckert
Executive Secretary

Recommendations

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission issue a certificate to United Realty, Inc., for the United Realty Building located in Farmington stating that the operation thereof will not imperil the safety of the public based on the following requirements:

1. That intersectional sight lines of 600' to both the east and west along Route 6, be maintained by the owner of the development out of the site's Route 6 drive at an appropriate setback, in accordance with State standards.

2. That the owner of the facility provide a 6 foot high chain link fence along the boundary of his property and the I-84 right-of-way should a problem involving access to the expressway from the site develop in the future.

3. That within sixty (60) days of the issuance of the Certificate, a copy thereof together with this report be recorded on the municipal land records in accordance with the attached procedure.

4. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit for work within the highway right-of-way.

5. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

BY

OFFICE OF TRAFFIC ENGINEERING
BUREAU OF HIGHWAYS

Mr. Thomas Wontorek, the Legal Traffic Authority, was informed of the above on June 8, 1990 and concurred.

Mr. Frederick A. Hesketh, the developer's representative was informed of the above on June 8, 1990 and concurred with all the conditions except condition No. 5 because of its open-ended nature.

EXISTING CONDITIONS:

In 1985, Certificate No. 374A was issued to the Emhart Corporation for the expansion of their building to 122,000 square feet and the addition of a 4,730 square foot parking garage. United Realty, Inc., recently acquired the Emhart Building and plans to increase the number of parking spaces from 301 to 465. This parking increase would only add 42 vehicles per hour to the westbound approach of Route 6 during the peak a.m. hour. Recent traffic volume counts on Route 6 by the applicant's engineer indicate current levels only slightly above those of several years ago. The westbound approach of Route 6 in this area has a two-lane section that will accommodate the additional vehicles and ensure bypass of the left turners.

The original certificate for the Emhart Corporation did not require the Route 84 non-access line to be fenced. It is feasible for a pedestrian to walk between the site and Route 84. A condition has therefore been recommended for inclusion in this certificate, which would require the owner of the development to provide a six foot high chain link fence along the I-84 nonaccess line, should a problem involving pedestrians either exiting or entering the expressway develop in the future. The Office of Traffic Engineering is not aware of any such problems at this writing.

United Realty has local planning and zoning approval for site revisions.

STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Phone: 594-3020

MEMBERS
Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

ISSUED June 21, 1994

CERTIFICATE NO. 1226

ISSUED TO: Centennial Development, Inc.
40 Crestview Drive
Newington, CT 06111-2405

FOR: Cornerstone Village
224 Scott Swamp Road
Town of Farmington

pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the State Traffic Commission.

The applicant is hereby ordered to comply with the conditions and requirements as set forth in the attached report and plans. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

NO PERSON SHALL OPERATE THE DEVELOPMENT OR ANY PORTION THEREOF UNTIL SUCH TIME AS THE APPLICANT HAS COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE STATE TRAFFIC COMMISSION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE ONE (1) YEAR FROM THE DATE ISSUED UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FORM THE STATE TRAFFIC COMMISSION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Commission, this Certificate may be reviewed and modified or revoked in the interest of public safety.

Richard J. Howard

Richard J. Howard, P.E.
Executive Director

An Equal Opportunity Employer
Printed on recycled or recovered paper

Report By: GMG

Date: 6/94

Checked By: MRS

Date: 6/94

S.M. No. N/A

See Previous STC Report No. N/A

State of Connecticut
Department of Transportation
Traffic Investigation
Report To The
State Traffic Commission

Town Farmington

Location Route 6 at Cornerstone Village

Requested By Ronald Janeczko

Centennial Development Inc.

How Requested Certificate / Application

Date April 19, 1994

STC No. 051-9306-01

Loc. No. N/A

Date to STC JUN 17 1994

Received by S.T.C.

Date JUN 17 1994

Approved by S.T.C.

Date JUN 21 1994

Richard J. Howard

Executive Director

Recommendations:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission issue a certificate to Ronald Janeczko, Centennial Development, Inc. for the Cornerstone Village located on Rte 6 in the Town of Farmington stating that the operation thereof will not imperil the safety of the public based on the following requirements:

The following requirements refer to the applicant's plans entitled "Cornerstone Village, Scott Swamp Road, Farmington, CT, Rte 6 Improvements-Phase 1&2" prepared by A-N Consulting Engineers, Inc., dated June 1, 1994, sheets 1 & 2.

1. That the Cornerstone Drive access to Route 6 be constructed as shown on sheet 1 of the referenced plans except for the easterly radius which shall be 50 feet.

2. That a stop bar and stop sign be installed and maintained by the developer on Cornerstone Drive at the intersection of Rte 6.

3. That the developer provide and maintain the intersectional sight distances of 1080 feet to the east and west from Cornerstone Drive along Rte 6.

By: J. Carey for J.S.

Division of Traffic Engineering
Bureau of Engineering
And Highway Operations

4. That prior to occupation of the 32nd unit of housing, but no later than October 15, 1995, that the applicant reconstruct Cornerstone Drive at Route 6 as a "Right Turn In/Right Turn Out Only" access road as shown on the referenced plan sheet 2, with the exception of the easterly radius which shall be 50 feet.

5. That all other Route 6 drives servicing the site be closed upon the start of construction.

6. That in conjunction with condition number 4 of this report appropriate "Do Not Enter" and "Wrong Way" signage at the intersection of Rte 6 and Cornerstone Drive be installed.

7. That all signs and markings be installed in accordance with the "Manual on Uniform Traffic Control Devices."

8. That prior to the occupation of the 32nd unit of housing, but no later than October 15, 1995, that the applicant construct the development's access to Judson Lane.

9. That prior to the occupation of the 32nd unit of housing, but no later than October 15, 1995, that Judson Lane southbound be widened to 20 feet for a distance of 100 feet from the north edge of Route 6 to provide bypass capability.

10. That all purchase agreements and deeds executed prior to the completion of conditions 4 and/or 8 contain a statement confirming the developer's intent and right to revise the development's Rte 6 access to a "Right Turn In/Right Turn Out Only" drive prior to occupation of the 32nd unit of housing. The exact wording of any such statement required by this condition shall be submitted for review and approval by the Department of Transportation prior to the execution of any deeds or purchase agreements.

11. That a luminaire be installed at the Cornerstone Drive and Route 6 intersection to illuminate the access to the site. All costs associated with the installation and operation of the luminaire shall be the responsibility of the developer.

12. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Right-of-Way".

13. That all roadway and drainage improvements within the State's right-of-way be subject to review by the Department of Transportation and all their requirements be satisfied prior to the issuance of a permit for work within the highway right-of-way.

14. That within sixty days of the issuance of the Certificate, a copy thereof together with this report be recorded on the municipal land records in accordance with the attached procedure.

15. That the State Traffic Commission reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Ronald Janeczko, representing the development team concurred with the above on June 16, 1994.

Mr. Thomas Wontorek, representing the Legal Traffic Authority for the Town of Farmington concurred with the above on June 16, 1994.

REPORT OF FINDINGS
Town of Farmington
Cornerstone Village

Site Description:

The proposed Cornerstone Village development will be located on the north side of Route 6 with frontage on Judson Lane and extending to the residential development on Fairlawn Street in the Town of Farmington. The proposed development will consist of 114 residential units made up of single family and duplex units. Access to the development will be provided at two points, Cornerstone Drive directly off of Route 6 approximately 600 feet west of the Judson Lane intersection and the second Brentwood Drive approximately 750' north of Route 6 off of Judson Lane.

Site Generated Traffic:

The peak hour site-generated volumes predicted by the developer's consultant are as follows:

	Phase 1		Total	
	In/Out AM	In/Out PM	In/Out AM	In/Out PM
Cornerstone Drive	8/22	24/14	14/13	47/9
Brentwood Drive	0/0	0/0	10/54	31/35

Department of Transportation Projects in the Area:

The Department has recently reconstructed Route 6 in this area from 2 lanes to 4 lanes under Project No. 51-213.

Department of Transportation Review Comments:

1. Under Project 51-213, the reconstruction and widening of Route 6 in Farmington the state and Federal governments invested over 14 million dollars to improve traffic operations and safety along the corridor. In line with such type improvements it has long been the Department's position that it is advantageous to minimize the number of curb cuts along highway sections to decrease the potential for associated vehicular exit/entry conflicts with arterial traffic. This is particularly desirable, as in the case of the aforementioned Route 6 section, where there are 2 or more arterial lanes to traverse, arterial volumes are significant (Route 6 - 1990 ADT 15400 with 1991 am and pm bidirectional counts in excess of 1400), and higher 85th percentile arterial speeds are present.

   In consideration of this and the fact that the site has the advantage of access to Judson Lane (signalized) which is serviced by an exclusive Route 6 eastbound left-turn lane with protected-permitted signal phasing, it was initially the Department's recommendation that site access be limited to Judson Lane.

Elimination of the development's Route 6 access was not favorable to the town. Both the neighbors adjacent to the site are desirous of splitting the traffic generated by the site between Judson Lane and Route 6. There was also an access concern for emergency apparatus having only one access point to a 114 unit development with approximately one mile of internal roadways.

In view of the town's position, a right turn in/right turn out only drive is recommended for Route 6. The development, however, is being constructed in phases. The applicant is unable to finance the construction of the site's infrastructure all at once. The applicant will therefore be permitted to construct and occupy 31 housing units (phase 1) accessed by a full service Route 6 drive on a temporary basis. Following the occupation of 31 units, the applicant will construct the development's remaining access to Judson Lane and reconstruct the development's Route 6 access to right turns in and out only. In view of the small amount of traffic generated by phase 1, it is felt that the temporary Route 6/full service drive intersection proposed will operate satisfactorily for the duration specified by this report.

Conclusion:

The development is acceptable to the Department and the Town of Farmington.

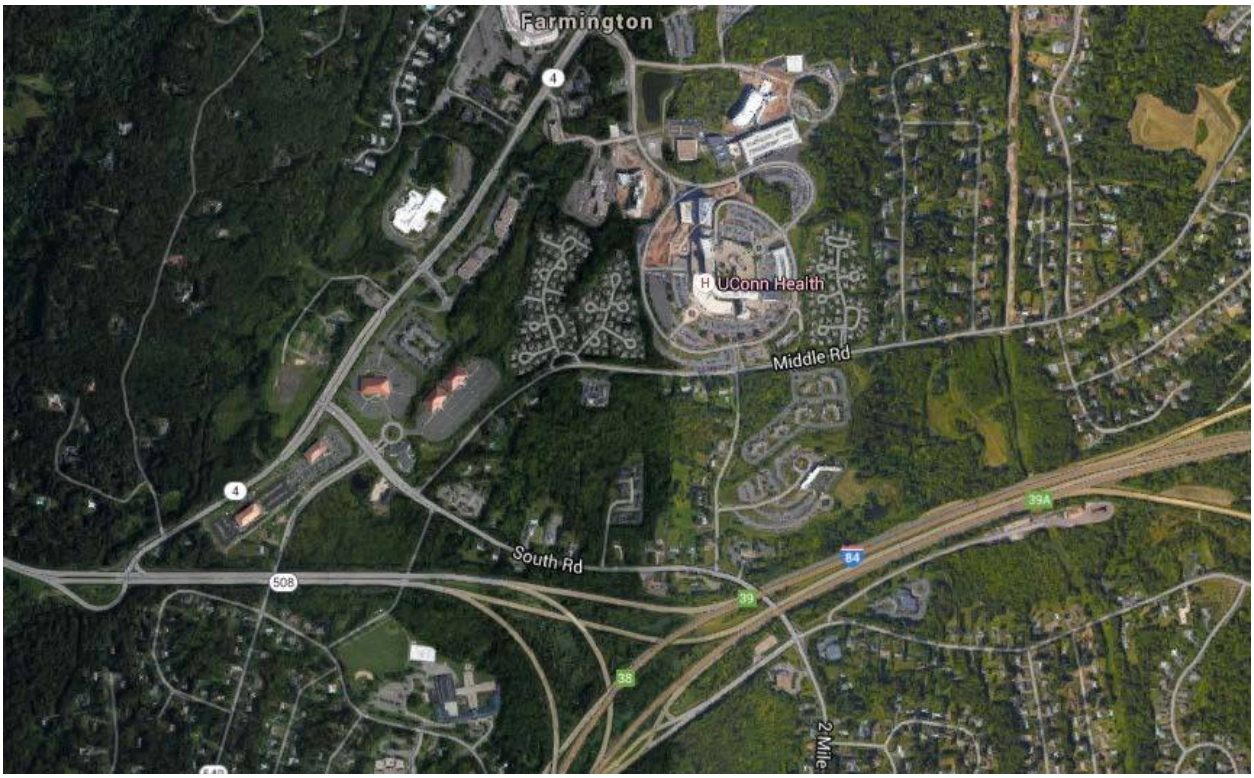
APPENDIX K

Southern Health Center Neighborhood Planning Study (By Others)

Tighe&Bond

Southern Health Center Neighborhood Planning Study

Farmington, CT



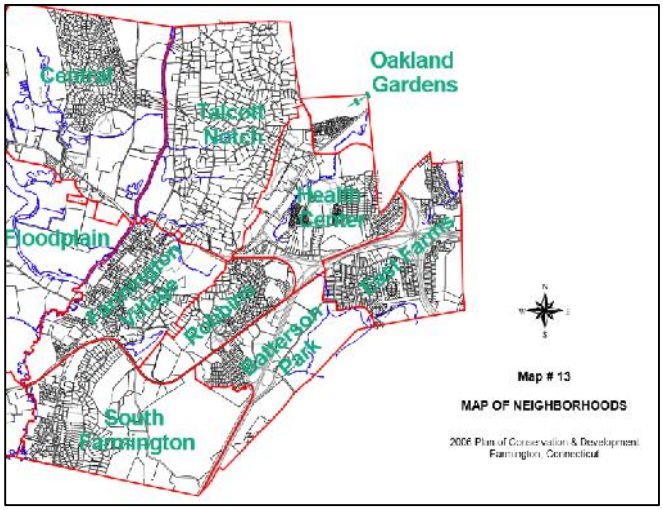
October 2015

Prepared for Metro Realty Group, Ltd.

MILONE & MACBROOM®

Introduction

Figure 1. *Excerpt from Neighborhoods map in 2007 POCD*



The UCONN Health Center Neighborhood has undergone significant transformation over the past two decades as the UCONN Health Center (UCHC) began implementation of its "Research Strategic Plan" and the State implemented the Bioscience Connecticut Initiative. The Bioscience Connecticut Initiative is an ongoing $864 million state economic development program to expand the bioscience cluster surrounding the UCHC. Investments include $318 million in renovations to existing laboratory, instructional, and hospital space, and $521 for a new Ambulatory Care Center, a new patient care tower at the John Dempsey Hospital, new incubator space for biotechnology start-ups, new laboratory space for the Jackson Laboratory for Genomic Medicine, and new parking garages. A report by the Connecticut Center for Economic Analysis projects that the Bioscience Connecticut Initiative will result in an additional 683 jobs on the UCHC campus alone by 2017. By 2037, these investments are projected to produce 16,400 direct, indirect, and induced jobs.

As a result of these investments, the neighborhood has become a hub for cutting-edge bioscience research and development, quality medical education and training, and quality medical care. These types of uses thrive in tight clusters, such as the Health Center neighborhood because they are dependent not only on state-of-the-art facilities, but also on intellectual capital. Moreover, the neighborhood is well-suited for housing this biotech/ life sciences cluster due to its excellent interstate transportation access, relatively low mill rate and location in a community known for its high quality educational and town services. The Town of Farmington has an opportunity to leverage public and private investments in the Health Center Neighborhood to bolster its national and international significance and prestige as a leader in bioscience, which can help to sustain and enhance quality of life for all Farmington residents.

Given the level of continued investment in the neighborhood (the National Institute of Health just announced a $3.7 million dollar grant for Jackson Laboratory for Genomic Medicine to develop a new system for understanding the 3D genome – just one of many examples of federal investments in the neighborhood), the rate of recent development and the national and international significance of the facilities and research in the neighborhood, the Farmington Plan of Conservation and Development (POCD) should specifically address the Town's goals and objectives for the future of the Health Center Neighborhood. The critical mass of medical, research and laboratory facilities and supportive services that have developed recently has augmented demand for more intense land use in the neighborhood. Precipitated by the tremendous investments already made and the Bioscience Connecticut Initiative's plans for continued growth, the rate of change in land uses is likely to accelerate. The Director of UCONN's Institute of Regenerative Engineering has likened UCHC's plans for the area to the Massachusetts Institute of Technology (MIT) in Cambridge, where more than 200 small, medium and

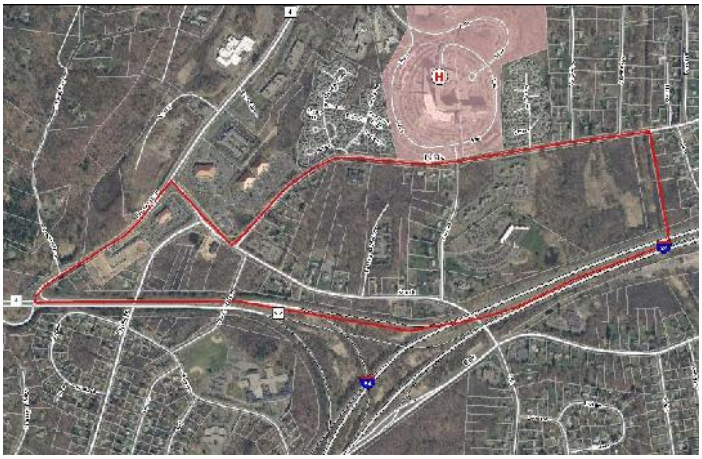
large companies surround the campus, supporting research and development, while spinning off new companies and technologies. Therefore, the Town should act now to guide this continued growth in a way that complements what currently exists while capitalizing on the potential for this life sciences cluster.

This study makes recommendations for future development in the area based on a comprehensive analysis of existing conditions and historic development, the physical potential for future development, other planning efforts, and neighborhood stakeholder input. Regardless of the recommendations, the study highlighted the need for the Town of Farmington to set a course for this neighborhood. Change is difficult for most people, especially when shrouded in uncertainty. Because significant state investments in the area have pre-empted local land use control and the Town's Planning & Zoning Commission has frequently re-zoned properties in the neighborhood without strong support in the current Plan of Conservation and Development to do so, neighborhood residents have felt uncertain about the future of their homes and properties.

Study Area

The current Farmington POCD defines the "Health Center Neighborhood" as the area generally north of Interstate 84 and the Route 4 Connector encompassing Farmington Avenue commercial properties north to Old Mountain Road, the UCHC campus, and east to the Interstate 84 and Route 9 interchange (see excerpt of map above). As much of the Farmington Avenue corridor has been developed, this study focused in particular on the southern area of the larger Health Center Neighborhood. This area is roughly delimited by Interstate 84 and the Route 4 connector to the south, Route 4 to the west, Middle Road to the north and the utility right-of-way paralleling West Gate Road to the east.

Figure 2. *Study Area*



Historic Development

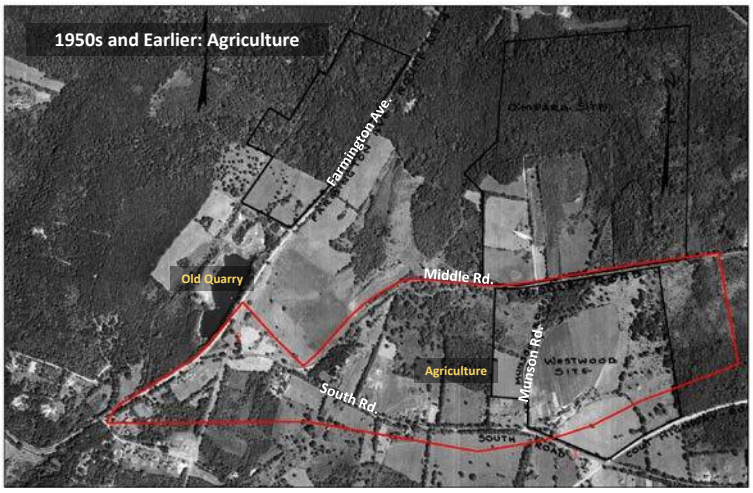
The transformation of the Health Center Neighborhood and Study Area from an agricultural area to the bustling bioscience and medical services cluster that exists now began with the construction of Interstate 84 and the State Legislature's decision to locate the UCHC here. The following series of aerial photos depict this transformation over the past several decades.

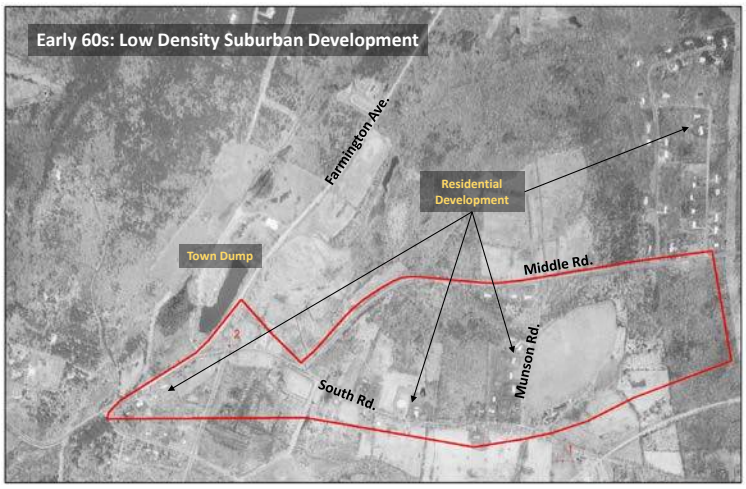
In the 1950s Farmington Avenue, Middle, Munson and South Roads were all bordered by farmland; however, at that time, plans for the location of Interstate 84 were solidifying.

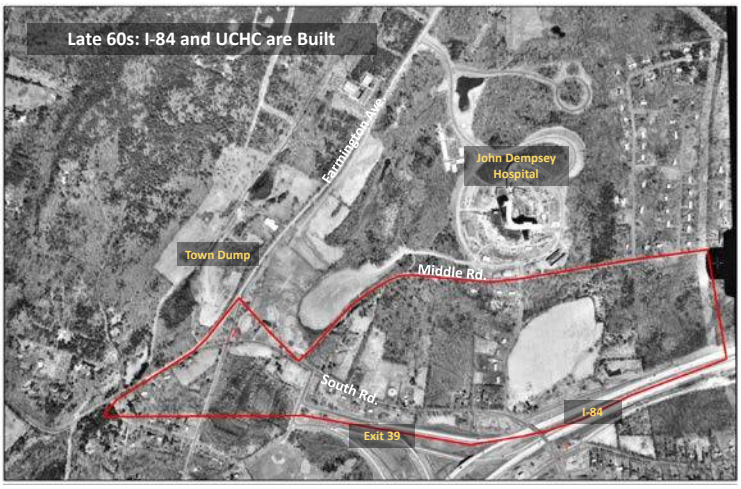
By 1965, low-density suburban development had started in the Study Area and larger Health Center Neighborhood with single-family homes along Middle, Munson and South Roads, the construction of a church on South Road and subdivisions off of Middle Road (Valley View Drive and Cedar Ridge Drive). A Legislative Committee selected the site for the UCONN Health Center in 1962 with original plans calling for a 400-bed University hospital. At the same time, Interstate 84 was under construction in other parts of the State.

By 1970, John Dempsey Hospital is constructed with only 200 beds, Interstate 84 is complete with an exit to Patrick Flood Road, and a few more single-family dwelling units have been built in the area.

By 1990, the Route 4 Connector is complete and significant more commercial and residential development has occurred, precipitated by the arrival of the Interstate and Hospital. Farmington Avenue has experienced much more intensive development with the Exchange now built. Higher density residential uses located off of Talcott Notch Road have developed, as well as Farmington Meadows within the Study Area. Further on-campus Health Center development has occurred. And, several office buildings, including the Heublein complex, have developed around the Munson, South Road area.



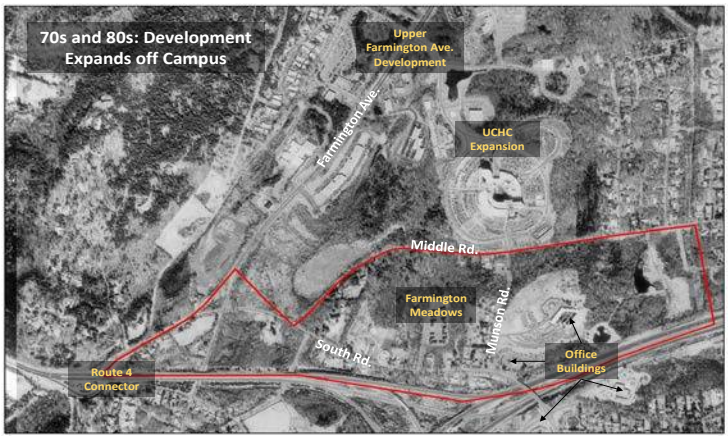


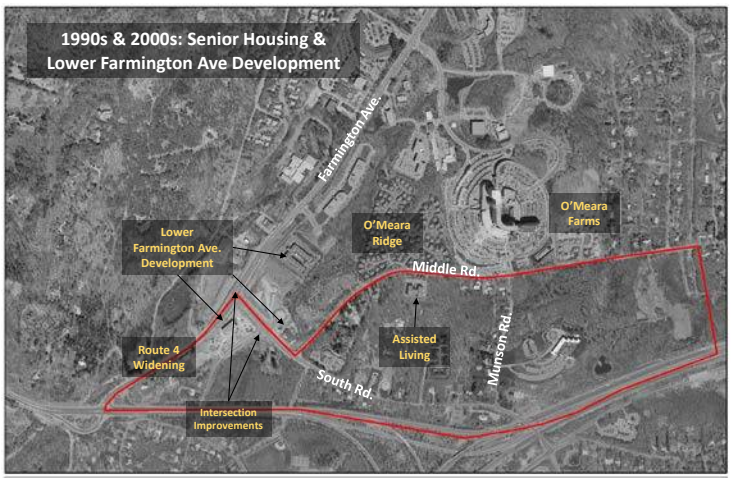


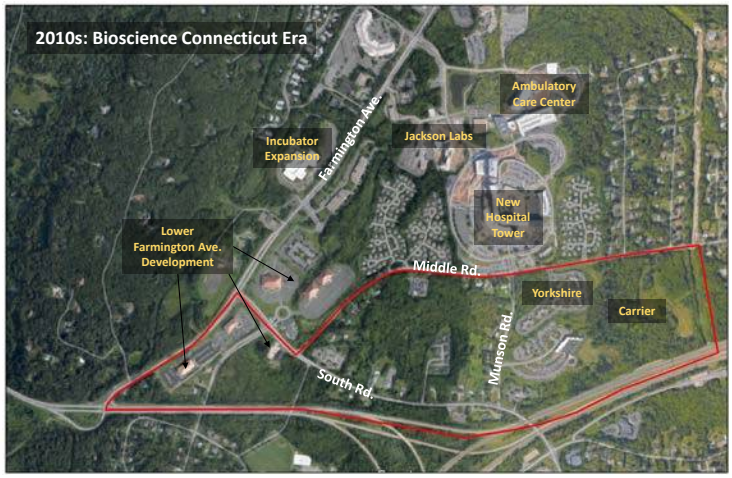
By 2004, even more residential, especially senior housing, and office commercial development has taken hold. O'Meara Ridge and O'Meara Farms, both active adult housing developments, are in place. Middlewoods and Arden Courts have been built along Middle Road and at the intersection of Middle and South Roads. Additional medical offices have developed along Farmington Avenue and South Road. And, additional low-density single-family residential units have developed along Middle Road.

In addition to significant expansion of facilities on the UCHC campus, the last decade has brought more higher-density residential development and commercial office development to the neighborhood and Study Area.

As is evident from this history, while Bioscience Connecticut has spurred significant new interest and development in the neighborhood, the general transformation of the Health Center Neighborhood really began with the arrival of the interstate and the Hospital.







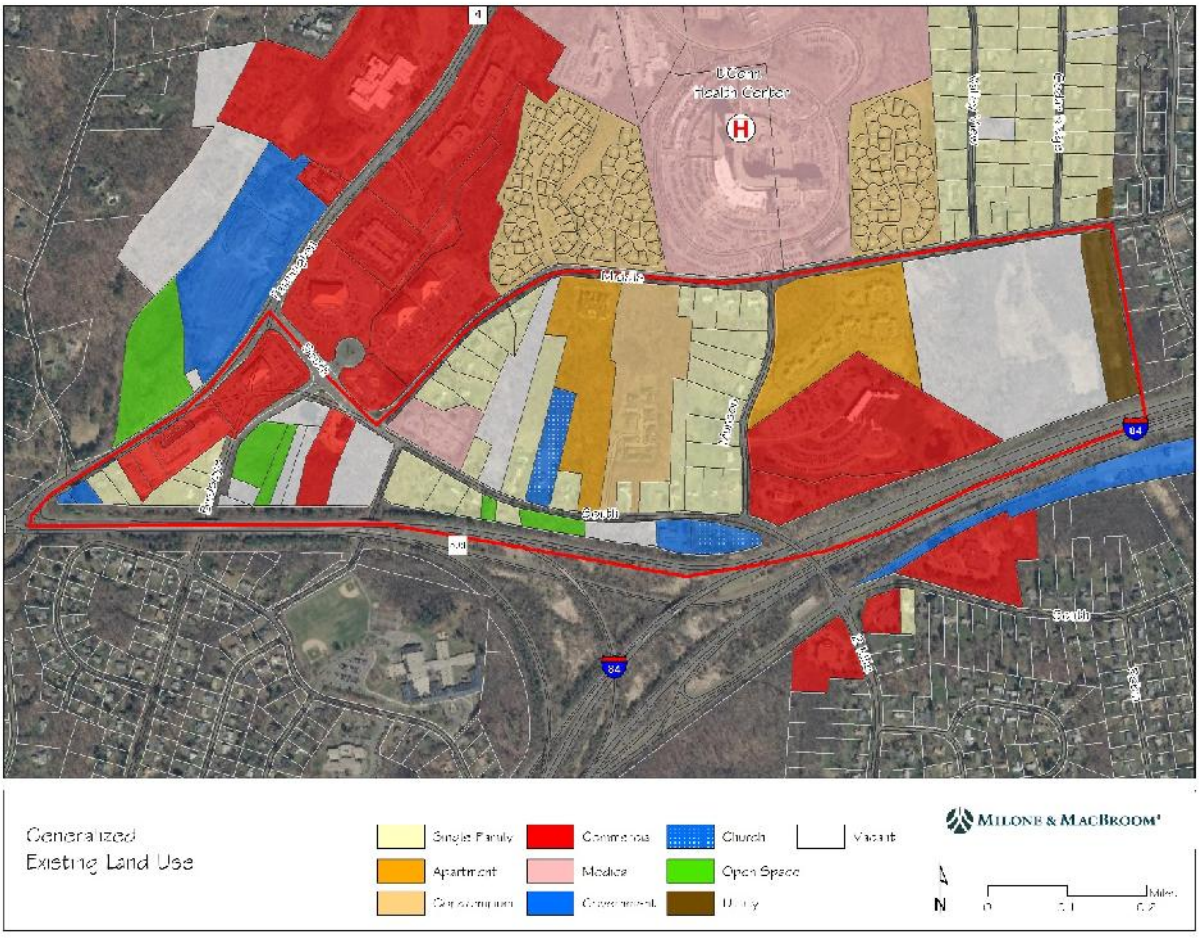
Land Use Change Analysis

Over the last two decades, the UCHC has evolved from a medical services center to a leading bioscience research and development campus. There has also been substantial private investment in the Health Center neighborhood, particularly along Farmington Avenue, South Road, and Middle Road. The transformation of this neighborhood into commercial office and higher density housing is evident in the existing land use map in Figure 3. The map reflects only built properties; however, there are additional approved and under-construction projects that will change land uses in the near future, including a multi-family project in the eastern portion of the Study Area along the south side of Middle Road, and medical office buildings on Birdseye Road and the southern portion of Farmington Avenue.

Overall, nearly 3,000,000 square feet of medical and commercial development currently exists in the Health Center Neighborhood, as shown in Table 1. In addition, several high-density and/or very high-

density residential developments (as defined by the Town's 2007 Plan of Conservation and Development, high-density is three to five units per acre, very high-density is over five units per acre) have co-located in the Health Center neighborhood, taking advantage of its proximity to medical services and other nearby amenities such as West Farms Mall along with easy transportation access and public transit availability. These developments range from single-family cluster subdivisions (O'Meara Farms), to assisted living facilities (Middlewoods), to apartments (Village at Yorkshire). Most of these developments are age-restricted, catering to people 55 years old and over. Over 400 units of housing have been built or are under construction since 1997, as shown in Table 2.

Figure 3. *Existing Land Use (2015)*



The volume and density of uses already existing in the neighborhood are consistent with basic planning principles of locating intense uses in areas with existing infrastructure. As UCONN continues to purchase off-campus properties (including the Heublein building on Munson Road, as well as 195 and 400 Farmington Ave) and the Bioscience Connecticut Initiative continues to expand, the remaining low-density single-family and vacant properties appear to be logical targets for further intense development.

Table 1.

Medical/ Commercial Development in the UCONN Health Center Neighborhood

Address	Use	Building Area (Sq. Ft.)	Year Built
Middle Rd/ Farmington Ave	UCHC Campus	2,300,000	1969-2015
Jackson Labs - Discovery Drive	Research Labs	183,500	2014
Farmington Avenue	Medical Offices Not in MOC	30,000	Varies
308 Farmington Avenue	Professional Offices	42,858	1998
399 Farmington Avenue	Medical Offices	77,880	2005
499 Farmington Avenue	Medical Offices	54,000	2004
505 Farmington Avenue	Medical Offices	67,374	2012
2 Farmglen Blvd	Hotel	98,940	1998
11 South Road	Medical Offices	43,840	2008
21 South Road	Medical Offices	43,840	2008
30 South Road	Professional Offices	12,979	2012
35 South Road	Daycare	8,950	2004
Existing Commercial Development		**2,964,161**	-
Additional Approved Commercial			
521 & 529 Farmington Avenue	Medical Offices	20,000	
32, 36, 38 Birdseye Road	Medical Offices	34,800	
Existing and Approved Commercial Development		**3,018,961**	-

Source: Town of Farmington Assessors Office

Table 2.

Residential Development in the UCONN Health Center Neighborhood Since 1995

Address	Use	Housing Units	Year Built
45 South Road (Arden Court)	Nursing Home	56	1997
509 Middle Road (Middlewoods)	Assisted Living	73	1998
O'Meara Farm	Condo (Age Restricted)	104	2002
O'Meara Ridge	Condo (Age Restricted)	50	2005
465 Middle Road (Yorkshire)	Apartments (Age Restricted)	91	2008
Lot 2B Middle Road (Carrier)	Condo (Age Restricted)	94	Under Construction
All Residential Development		**412**	-

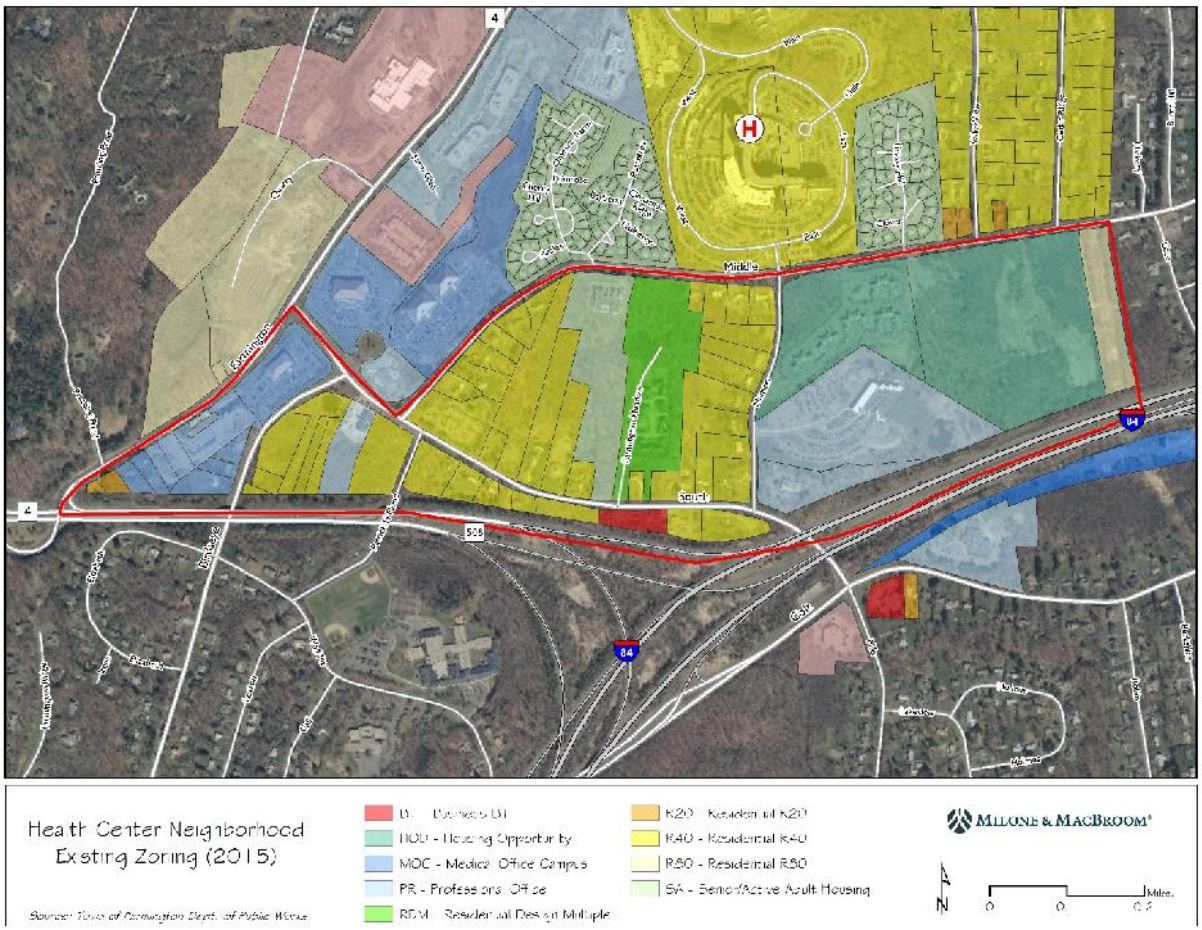
Source: Town of Farmington Assessors Office

Zoning and Zone Changes

Existing Zoning

The Study Area contains a mix of low-density residential, very high-density residential, and professional and medical office zones, as seen in Figure 4. The eastern and western portions of the Study Area contain higher intensity uses. With the exception of the state-owned commuter parking lot, all parcels between Birdseye Road and Farmington Avenue are in the Professional Office (PR) or Medical Office Campus (MOC) zone. The four parcels east of Munson Road are in the PR and Housing Opportunity (HOD) zone. The middle portion of the Study Area is primarily low density residential, with the exception of an undeveloped Business District 1 (B1) parcel at 8880 South Road, the Acstar office building at 30 South Road, and two high-density and very high-density residential complexes in the Senior/Active Adult (SA) and Residential Design Multiple (RDM) zones respectively.

Figure 4. *Current Zoning in Health Center Neighborhood*



Bioscience Enterprise Zone

The Connecticut Department of Economic and Community Development (DECD) has established a Bioscience Enterprise Corridor Zone in Farmington and surrounding municipalities. This designation provides tax incentives and abatements to companies with less than 300 employees who engage in bioscience, biotechnology, pharmaceutical or photonics research, and businesses engaged in the study

of genes, cells, tissues, and chemical and physical structures of living organisms. The incentives apply to businesses that relocate to the target area, or existing businesses who expand or renovate their operations.

Recent Zone Changes

Over the last two decades nearly all private development in the Study Area has required a zone change. These changes are summarized in Table 3 and shown in Figure 5. In the late 1990s, the Town added the Senior/Active Adult Housing (SA) Zone to its regulations. Since then, three SA parcels (O'Meara Ridge, O'Meara Farm, and Middlewoods) were developed adjacent to Health Center complex. In 2010, a new Medical Office Campus (MOC) zone was established in the Health Center neighborhood. Since then, 12 parcels have changed to the MOC zone. The MOC zone is unique in that its parking requirements and impervious surface calculations are done for the entire MOC district as opposed to a single parcel. Prior to transitioning to MOC zoning, several parcels had already been re-zoned from R-40 to Professional Office (PR). Due to restrictive coverage requirements in the PR zone, though, already developed properties were changed again to MOC specifically to enable further development on adjacent lands. None of these zone changes were initiated by the Town's Planning and Zoning Commission; however, they were all approved by that body.

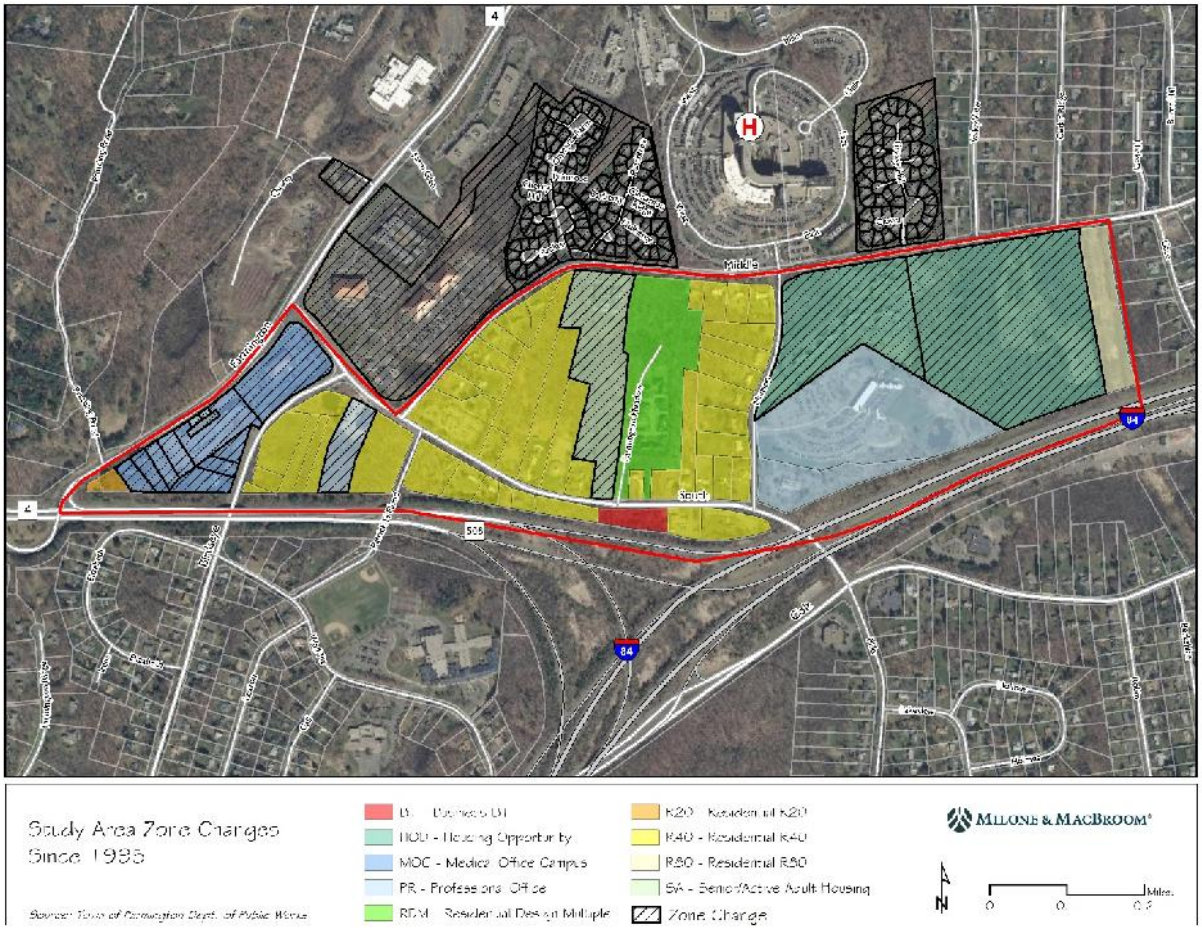
Table 3.

Zone Changes in the UCONN Health Center Neighborhood Since 1995

Parcel	Former Zone	Initial Zone Change	New Zone	Year of Zone Latest Change
2 Farm Glen Boulevard (Homewood)	PR	N/A	BR	1997 *
Senior - Active Adult Housing (SA) Zone Established				1999*
O'Meara Farms	PR/R40	N/A	SA	1999*
O'Meara Ridge	R40	N/A	SA	2000 *
509 Middle Road	R40	N/A	SA	2000 *
45 South Road	R40	N/A	PR	2004 *
435 Middle Road	PR/R40	N/A	HOD	2007
Medical Office Campus (MOC) Zone Established				2010
11 South Road	R40	PR	MOC	2011
21 South Road	R40	PR	MOC	2011
30 South Road	R40	N/A	PR	2004
35 South Road	R40	PR	MOC	2011
399 Farmington Avenue	R20	N/A	MOC	2011
499 Farmington Avenue	R40	PR	MOC	2011
501 Farmington Avenue	R40	PR	MOC	2011
529 Farmington Avenue	R20	N/A	PR	2011
406 Farmington Avenue	R80	N/A	BR	2013
32 Birdseye Road	R20	N/A	MOC	2013
36 Birdseye Road	R20	N/A	MOC	2013
38 Birdseye Road	R20	N/A	MOC	2013
505 Farmington Avenue	R20	N/A	MOC	2015
521 Farmington Avenue	R20	N/A	MOC	2015
529 Farmington Avenue	R20	N/A	MOC	2015

* Approximate time frame.

Figure 5. *Current Zoning and Zone Changes Since 1995*



Infrastructure

Utilities

Adequate infrastructure, notably public water and sanitary sewer, are necessary to support higher density development in the Study Area. This section provides an overview of existing utilities and planned improvements.

Public Water

Public water is provided to the Study Area by the Metropolitan District Commission. The Study Area is served by water mains on Middle Road, Munson Road, South Road, Patrick Flood Road, and Farmington Avenue.

Sanitary Sewer

Sanitary sewer service is provided by the Town of Farmington. The Study Area is currently served by publicly maintained sewer lines on Farmington Avenue, Middle Road, South Road, Birdseye Road, and Patrick Flood Road. The Talcott Notch neighborhood to the west of Farmington Avenue has been designated as a sewer avoidance area. The Town is currently undertaking a $57 million upgrade of its Water Pollution Control Facility, increasing its treatment capacity to 6.3 million gallons per day. These

upgrades will have adequate excess capacity to support future growth in the Health Center neighborhood.

Other Utilities

Natural Gas service provided by Connecticut Natural Gas is available within the Study Area, although it is not used by all parcels. Higher density developments such as the UCONN offices at 16 Munson Road and the medical offices at 499 and 501 Farmington Avenue are already served by natural gas. Most of the low density residential parcels utilize oil, propane, or electric heating systems.

Electric transmission to the neighborhood has recently changed. The sub-station off of Talcott Notch Road which serves UCH recently extended transmission along Farmington and South Roads to the junction of South and Middle Roads. This coupled with supply that comes along Middle Road out of West Hartford provides redundant power supply, which is important to research and medical uses that have critical facilities that cannot lose power.

Transportation

Highways

The Study Area is bounded by several major highways, including Interstate 84 and Route 4. The interchange of Interstate 84 and Route 9 is located approximately 1 mile to the east. The neighborhood is well-served by Exit 39 off of Interstate 84, but is also easily accessible from Exit 38. Traffic volumes on Farmington Avenue at South Road are approximately 23,700 vehicles per day. Average daily traffic on South Road ranges from 7,400 to 15,300 vehicles per day while Middle Road has the lowest average daily traffic of 3,200 vehicles per day. In the early 2000s, Farmington Avenue was widened and the intersection of Farmington Avenue and South Road underwent a major reconfiguration. Long range planning studies call for highway access improvements in the Health Center neighborhood, including ramp reconfiguration, direct access between Route 9 and Route 4, and potential utilization of the unused “stacks” at the I-84 and Route 9 interchange.

Transit

As UCHC expanded off of its main campus, it implemented shuttle services between the main campus and its satellite locations. UCHC currently operates 5 shuttle bus routes which provide connections between the Health Center and Munson Road, South Road, and Farmington Avenue. The shuttle system helps to facilitate the kinds of collaborative interactions that are vital to the life sciences cluster concept, in which enough resources and intellectual capital is located and interacting to develop a sustainable competitive advantage over other areas.

Public transit service to the Health Center neighborhood is provided by Connecticut Transit. The Health Center is currently served by three bus routes:

- *Route 66* – Connections to Unionville, West Hartford and Hartford
- *CT Fastrak Route 121* – Connections to Newington, West Hartford, Hartford, East Hartford and Manchester
- *Route 506* - Connections to New Britain

Route 506 stops on Munson Road, while Route 66 enters the medical offices off of South Road. All routes converge on the UCHC circulator road. Transit service to the Health Center has expanded with the introduction of CTFastrak in March of 2015, cutting the travel time from Downtown Hartford to about 30 minutes. Due to these recent improvements, the Town has applied for a STEAP grant to construct several new bus shelters along Farmington Avenue.

Transportation Studies

Capitol Region Transportation Plan (2015)

The Capitol Region Transportation Plan provides a 25-year overview of the major transportation investments for the Greater Hartford region. Recommended improvements to the area surrounding UCONN Health Center centers on improvements to the I-84 interchanges with Route 9, Route 4, and Route 6. Key elements include elimination of the eastbound bottleneck near Route 9, elimination of left-hand ramps, better access to Route 6, and direct access from Route 4 to Route 9 southbound.

UCONN Transportation Safety and Improvements Study: Farmington and Hartford (ongoing)

The upcoming study will recommend multi-modal transportation enhancements between UCHC in Farmington and the future UCONN Hartford Branch in Downtown Hartford. The study is expected to be completed in 2017.

Development Constraints

MMI conducted an analysis of development constraints in the study including wetlands, steep slopes, floodplains, shallow depth-to-bedrock soils, and the presence of aquifers. These constraints are summarized on the following pages and can be seen in Figure 6.

Wetlands

Wetlands are defined by the National Cooperative Soil Survey (NCSS), as areas that contain one of three soil types: Poorly drained, very poorly drained, and alluvial and floodplain soils. According to the Town of Farmington *Designated Inland Wetlands and Watercourses Map*, there are three major wetlands within the Study Area. Wetland areas should be verified by a certified soil scientist prior to development, as the exact boundaries of wetlands may differ from the NCSS. The first wetland is approximately 11.6 acres and contains a mix of poorly drained and very poorly drained soils. It is located between South Road, the Route 4 connector, Birdseye Road, and Patrick Flood Road. Frontage along South Road in this areas has already been developed; however additional development to the rear would be challenged by this wetland. The second and largest wetland in the Study Area is approximately 40 acres of poorly drained soils located between Middle Road, Munson Road, and South Road. Single-family residential development has occurred in this wetland area along Munson and Middle Roads. Development deep within this area would be limited by this large wetland. The third wetland is located on the eastern edge of the Study Area south of Middle Road.

Steep Slopes

The POCD recommends that only very low density (up to 0.5 units per acre) development be permitted in areas where the average slope exceeds 20 percent. The Plan also contains language that seeks to prohibit disturbances, including building construction and vegetation clearing on slopes of 25 percent or higher. Within the Study Area, the only significant area of steep slopes in excess of 25 percent is found

east of Munson Road between the Yorkshire Village apartment complex and planned Carrier development.

Flood Plains

The Federal Emergency Management Agency (FEMA) classifies flood hazard zones based on the annual probability of flooding. The far eastern portion of the Study Area is within FEMA Flood Zone A, which has a 1% annual chance of flooding.

Shallow to Bedrock Soils

Shallow to bedrock soils are areas where the depth to bedrock is less than 20 inches. These areas are challenging for building foundations, underground utilities, and stormwater infiltration. There are no shallow to bedrock soils within the Study Area. However there are two vacant parcels on Farmington Avenue that consist of shallow to bedrock soils, which may impede their future development.

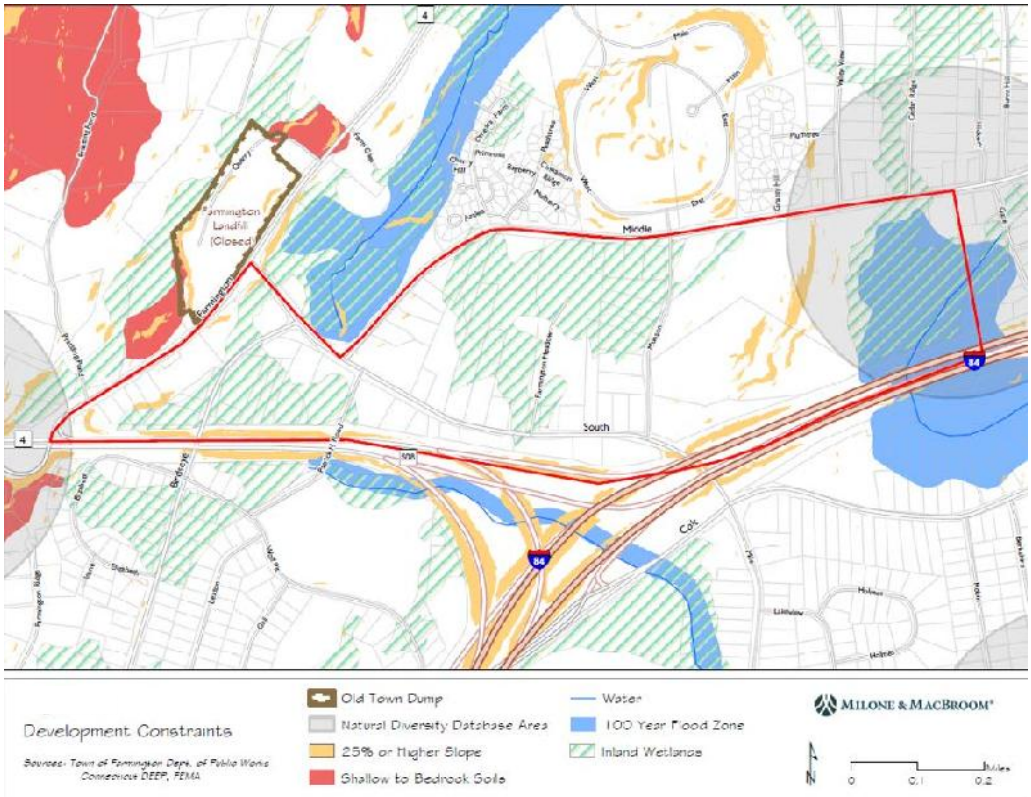
Natural Diversity Database Area

The Connecticut Department of Energy and Environmental Protection has inventoried habitats across the state that contain threatened or endangered species of concern. These sites are included in a special survey, called the Natural Diversity Database (NDD). To protect sensitive locations, DEEP creates half mile buffers around the approximate locations of significant natural communities or protected species. The far eastern part of the Study Area is located in an NDD area. Future development should ensure that these protected species are not negatively impacted.

Aquifers

There are no aquifers within the Study Area.

Figure 6. *Development Constraints*



Future Development Potential

The greatest potential for economic growth in the Health Center neighborhood comes from the expansion of small companies through UCONN's Technology Incubation Program (TIP). The TIP provides laboratory space for startup companies ranging from 200 to 1,000 square feet. The Bioscience Connecticut Program will double the amount of incubator space in Farmington to 56,000 square feet, supporting up to 50 companies. It is anticipated that as bioscience startups outgrow their incubator spaces, there will be demand for new off-campus office and laboratory space in the surrounding neighborhood.

Limited vacant land without environmental constraints remains along Farmington Avenue from the Route 4 connector to Talcott Notch Road, limiting future development potential in the Health Center neighborhood despite significant demand. The Town's zoning regulations do not support the densification of developed parcels along this corridor, which will steer future private development elsewhere. Due to its proximity to UCHC, planned highway access improvements, and its existing water and sewer infrastructure, it is likely that the area between Middle Road and Interstate 84 will continue to see market demand for professional office, laboratory, and high-density residential land uses.

Planning Analysis

Farmington Plan of Conservation and Development (2007)

The Town of Farmington POCD adopted in 2007 offers conflicting language that both supports the expansion of the biosciences cluster around UCHC while simultaneously limiting development in its adjacent residential areas. One of the POCD'S planning objectives is to "Continue to maintain a close working relationship with the University of Connecticut Health Center. Undertake a program, which will make Farmington attractive to the development of bioscience industry within the town."

The POCD identifies six development policies for the Health Center Area:

1. Based upon the configuration of the lots, the presence of significant wetlands and existing land use patterns, the area bounded by Munson Road, Middle Road and South Road should remain classified as low density residential.
2. Property not already categorized commercial and situated to the south of South Road should be categorized as low density residential.
3. Sidewalk development within the area of Route 4 should be expanded to facilitate pedestrian access. Sidewalks or trails should be installed to link the residential portion of this neighborhood with Route 4.
4. Maintain the former landfill site as limited storage area.
5. Coordinate land use policies with the Health Center, which may seek to expand more of their facilities off campus.
6. Consider adding additional retail services along Route 4 in order to serve the nearby residential neighborhood.

The Future Land Use map generally reflects the existing land use patterns in the Study Area when the POCD was adopted in 2007. The map indicates that the Study Area contains a mix of low-density residential (1.4 units per acre), high-density residential (3.5+ units per acre), institutional/government, and office uses.

When the Plan was adopted in 2007, there was still developable commercially-zoned land within the larger neighborhood and the Bioscience Connecticut Initiative had not yet begun. Logically, the Plan wanted to steer development towards Farmington Avenue. However, since the Plan's adoption, most of the vacant land in the corridor has been developed and demand for additional lab and office space has grown significantly with the State's investments. The lack of a long-term land use vision for the Health Center neighborhood has resulted in significant re-zoning in the area on an ad hoc basis and uncertainty for property owners.

Town of Farmington Strategic Plan (2014)

The Town of Farmington's 2014 Strategic Plan supports the retention, expansion, and attraction of businesses in order to grow the Town's tax base. The Plan recommends that continued support be provided to the Town Council's UCONN subcommittee, and that the Town continue to coordinate with UCONN about UCHC expansion and bioscience efforts. Recognizing the growth of the bioscience cluster, the Strategic Plan also recommends rezoning a vacant 86-acre parcel south of the Study Area, across from Batterson Park, to support professional office or research and development.

CRCOG Regional Plan of Conservation and Development (2014)

The Regional POCD Future Lane Use Map indicates that the Study Area is located in the Middle Intensity 1 and Middle Intensity 2 Development Areas. The Land Use Policy Matrix states that Middle Intensity Areas may have higher density zoning which includes mixed use, industrial, multi-family residential, planned industrial, planned residential, regional-scale commercial, town center, and town-scale commercial uses. The area surrounding UCHC is identified as a municipal focus area, being one of two major economic growth areas in Farmington. Future development is anticipated to be closely linked to UCHC, including medical offices and laboratories.

Conservation and Development Priorities: The Plan for Connecticut (2013)

The State Conservation and Development Priorities Plan is centered on six Growth Management Principals which generally encourage development in areas with existing infrastructure and along major transportation corridors.

According to the State Locational Guide Map, the Study Area contains a mix of Priority Funding Areas and Balanced Priority Areas. **Priority Funding Areas** are locations with the infrastructure needed to support higher density development such as public water and sewer, and transit service. The entire Study Area is served by public water and sanitary sewer. In addition, local bus service is provided by CT Transit along Farmington Avenue, South Road, and Munson Road.

Balanced Priority Areas are delineated based on the presence of both conservation and development factors. Conservation factors that are present within the Study Area include wetlands and agricultural soils. Growth is recommended in these areas so long as they are sensitive to the underlying environmental constraints.

Neighborhood Input

All property owners in the primary Study Area, as identified by the latest data available from the Town Assessor were mailed invitations to two neighborhood planning meetings. The meetings were held on September 23rd and 30th in the Jefferson Radiology Suite at 399 Farmington Avenue. Approximately sixteen individuals attended one or both meetings.

Participants identified the strengths of their neighborhood as follows:

- UCHC has brought jobs, prestige and diversity
- Still a livable area
- Property values strong
- Committed, invested property owners

Participants also identified the following issues and concerns with their neighborhood:

- Traffic, speeding – Residents have seen an increase in overall traffic coupled with increasing speeds presenting safety concerns as well as detracting from quality of life.
- Lack of amenities and integration of pedestrian uses – The lack of a continuous sidewalk network ringing Middle, Munson and South Roads prevents residents as well as UCHC campus employees from being able to take advantage of a logical recreational loop. In addition, the existing sidewalk along Middle Road is separated from the street by a metal guardrail near its junction with South Road. The guardrail prevents pedestrians crossing from the opposite side of Middle from easily accessing the sidewalk. There are also opportunities for additional pedestrian connections throughout the Study Area, e.g. direct pedestrian connections from O'Meara Farms to medical office building complexes off of South Road. Because of the volume of employees, as well as the number of higher-density residential units in the area, there is significant demand for pedestrian amenities in the neighborhood.
- Lack of integration with existing single-family residential uses – Residents expressed frustration that existing low density single-family uses are not integrated into development plans.
- Uncertainty over future – Residents are concerned about the future of their homes and properties with many expressing the desire to remain in their homes.
- Spot zoning – The history of development in the neighborhood has entailed significant re-zoning on an ad hoc basis which contributes to residents' uncertainty over the future of their own properties.
- Potential negative impacts on property values – Residents are concerned that should they remain in their homes while development continues to occur around them, their property values will fall.
- Threat of eminent domain – Participants in the meetings were not confident that the Town would not attempt to use eminent domain for economic development purposes in their neighborhood.
- Lack of planning – Residents expressed frustration over not knowing the Town's objectives for the area so that they could plan accordingly for their properties.
- State's plans not transparent – Participants also expressed frustration with the State's lack of transparency in its plans for the Health Center neighborhood.

Most participants in the meetings do not want commercial office development in the Middle, Munson and South Roads area. Some participants signaled that further higher density residential uses in that specific area would be appropriate, provided that pedestrian amenities were increased and enhanced. Residents also acknowledged that they cannot prevent their neighbors from selling to developers and that they have little confidence that the Town would prevent further development in this area. There was also acknowledgement that property values would likely increase if plans and zoning clearly indicated the Town's desire to intensify uses in the area.

Recommendations

The Town of Farmington has an opportunity to build upon tremendous investment already made in the Health Center neighborhood. Other areas of the community, such as the parcel singled out in the Town Strategic Plan, may also provide opportunities to capture spin-off demand for further medical office and lab development. However, maintaining a tight cluster of development around UCHC, with the transit and shuttle services that already exist and may expand, fosters research and development by increasing opportunities for interactions out of sheer proximity. Supporting this world-class bioscience cluster and the skilled workforce behind it can build the Town's tax-base through not only tax revenues from properties in the neighborhood, but also the indirect enhancement of property values throughout the community as Farmington's reputation as the home of an internationally significant life-sciences cluster becomes firmly established.

The development opportunities that remain in the Health Center neighborhood are limited by some environmental constraints such as wetlands. However, the Study Area is a logical area for an intensification of land uses due to its available infrastructure, transportation access, proximity to the UCHC campus, and adjacent more intense land uses. While a logical area for intensification of uses, the Town must be mindful and respectful of the single-family properties and residents that remain as further development occurs. Therefore, the following principles and recommendations underpin the recommended plan for the Study Area shown in Figure 6:

- The Town will not use eminent domain for future economic development
- The Town will strive to address traffic concerns
  - The Town should enforce speed limits in the neighborhood.
  - The Town's Engineering Department, in collaboration with UCHC, should explore the potential for traffic calming along Middle, Munson and South Roads.
  - The Town must actively participate in State and regional transportation planning to ensure that the concerns of entire neighborhood are addressed.
- Pedestrian safety and accessibility will improve
  - The Town and State should work to complete gaps in the sidewalk system ringing Middle, Munson and South Roads.
  - The Town's Engineering Department should evaluate the potential and need for crosswalks on Middle, Munson and South Roads.
  - The Planning and Engineering Departments should evaluate opportunities for additional off-street pedestrian connections to existing development along Farmington Avenue and the western end of South Road.
- Property values for all owners will be protected

- Adopting and implementing a well thought-out plan that establishes a predictable future for property owners and the neighborhood will help to protect property values.
- Ensuring future development does not detract from existing land uses will help protect property values.

- Zoning and land use conflicts will be reduced
  - The Town should establish zoning that enables logical phased development while ensuring proper buffering, noise mitigation and avoidance of light trespass onto existing single-family residential uses.
  - If the Town adopts new zoning in accordance with a plan for the neighborhood, then unplanned, parcel by parcel spot zone changes should be eliminated.

The recommended plan for the Study Area and surrounding areas is shown in Figure 7. The plan calls for development that complements the mixture of land uses that have been developed over the last two decades: clustered and multi-family residential and commercial office.

Specifically, the plan highlights the southern portion of the Health Center Neighborhood as an area for **Medical Research/ Office** uses. Medical Research/ Office uses are uses that are currently allowed under Medical Office Campus zoning. The plan also highlights pedestrian connections needed to complete the sidewalk network in the neighborhood as well as an additional potential pedestrian connection between O'Meara Farms and existing South Road medical office complexes, if the property owners were interested in pursuing such a connection.

In order to ease the transition to these more intense uses the Planning and Zoning Commission should explore regulatory means for protecting and respecting existing land uses, such as:

- Establishing a floating zone with a minimum acreage requirement of 3 acres to land the floating zone, for higher intensity development. The majority of single-family residential parcels in the neighborhood are roughly one acre. Establishing a minimum requirement will help prevent leapfrogging of new development by forcing assemblage of properties.
- Strengthening standards for buffering between new development and existing low-density residential uses will help to minimize visual impacts, and light and noise trespass. Standards should address landscaping, site grading, fencing and other design features aimed at screening and buffering existing single-family properties.
- Requiring the provision of pedestrian amenities, and that site plans consider and treat the possibility of pedestrian interconnections with other higher density residential and/or office developments, will help to complete the pedestrian network, as well as encourage site design that is respectful of existing properties.
- Establishing access management standards and encouraging site design that anticipates the potential for future parking lot and driveway connections will help to ensure cohesive development of the neighborhood while reducing traffic conflicts.

These recommendations are consistent with regional and State plans and programs, such as the Bioscience Enterprise Zone, to grow density and investment in the neighborhood. Amending the Farmington 2007 Plan of Conservation and Development to incorporate these recommendations will reflect recent development, reduce uncertainty over future land uses, ensure logical and cohesive development and enable the Town to seize the opportunity for bolstering its reputation as the home of the Bioscience Connecticut Initiative.

Figure 7. *Recommended plan for southern portion of Health Center Neighborhood*

APPENDIX L

Potentially Hazardous Sites

Tighe&Bond

TABLE APPENDIX K-1

Study Area Potential Hazardous Material and/or Environmental Risk Sites

Description	Location
Hartford Connecticut Temple	Route 4
Office Building	5 Two Mile Rd
Emhart Corp.	426 Colt Hywy.
Farmington Ave (DOT #51-249)	Farmington Ave & South Rd
Pilgrim Path	Pilgrim Path
American Red Cross	209 Farmington Ave
Burnt Hill Reservoir	Burnt Hill Reservoir
Ccmc Ambulatory Surgery Ctr	505 Farmington Ave
Board Of Trustees, University Of Ct Health Center	263 Farmington Avenue
Dot Intersection Improvements	Route 4
Carrier Corporation Headquarters	1 Carrier Pl
Heublein Inc	16 Munson Rd
84 Colt Building	8 Two Mile Rd
Holy Family Monastery	303 Tunxis Rd
New Boston Exchange Ltd	270 Farmington Aveune
Shell Service Station	342 Colt Hwy
The Village At Yorkshire	Middle And Munson Roads
Farmington Maintenance Garage	136 South Rd
Farmington Maintenance Facility	139 South Rd
Same	11 South Rd
New Boston Exchange Ltd Partnr	
Uconn Dermatology Assoc	21 South Rd
The Robert E. Morris Co.	406 Farmington Ave
Twin Medical Office Building	Middle Road And South Road
Omeara Farms	2 Bittersweet Lane
Mobil Service Station	232 Farmington Avenue
Uconn Dialysis	230 Farmington Ave
Medical Building	399 Farmington Ave
The Jackson Laboratory	299 Farmington Avenue
East Farms Fireshouse	94 South Rd
American Red Cross	209 Farmington Ave
Linslex - Roadway Crossing	
Pro-Park Office Building (Gpee	308 Farmington Ave
135 South Rd	135 South Rd
Chief Medical Examiner's Office	11 Shuttle Rd
Farm Tech Corporation	400 Farmington Ave
Farmington Landfill	Quarry Rd
Mr. Burke	Route 4 by I-84 Off Ramp
First Church of Christ	69 South Rd
Kevin Curry	17 Munson Rd
Farmington Maintenance Garage	136 South Rd
Emhart Corporation	426 Colt Highway
Former Mobil Service Station	348 Colt Highway
Shell Service Station #136311	342 Colt Highway
Miller Residence	28 Skyline Dr
UCONN Health	263 Farmington Ave
Exxon Service Station	244 Farmington Ave
St Johns Monastery	303 Middle Road

Source: CTDEEP list of contaminated or potentially contaminated sites, CTDEEP Brownfield Inventory and the EPA Facility Registry Service (FRS)

APPENDIX M
Capacity Analyses
2016 Existing Conditions – Weekday Morning

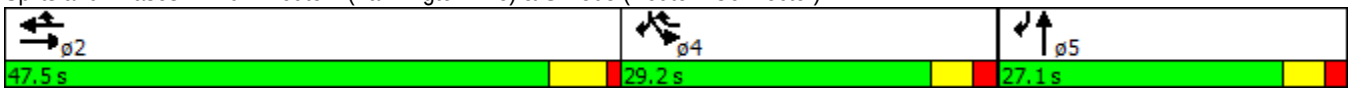
Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	990	0	0	741	1414	0	514	0	264	0	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						59						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1053	0	0	788	1504	0	547	0	281	0	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1053	0	0	788	1504	0	547	0	281	0	139
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		47.5			47.5			27.1		29.2		
Total Split (%)		45.8%			45.8%			26.1%		28.1%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		42.4			42.4	62.2		17.7		14.5		37.4
Actuated g/C Ratio		0.47			0.47	0.69		0.20		0.16		0.41
v/c Ratio		0.64			0.48	0.78		0.79		0.51		0.21
Control Delay		22.0			19.2	13.2		44.3		38.2		17.2
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		22.0			19.2	13.2		44.3		38.2		17.2
LOS		C			B	B		D		D		B
Approach Delay		22.0			15.2			44.3				
Approach LOS		C			B			D				
Queue Length 50th (ft)		220			148	275		152		76		49
Queue Length 95th (ft)		384			266	432		240		119		86
Internal Link Dist (ft)		477			851			257			2071	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1657			1657	2225		868		918		731
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		0.64			0.48	0.68		0.63		0.31		0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.8			
Actuated Cycle Length: 90.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)



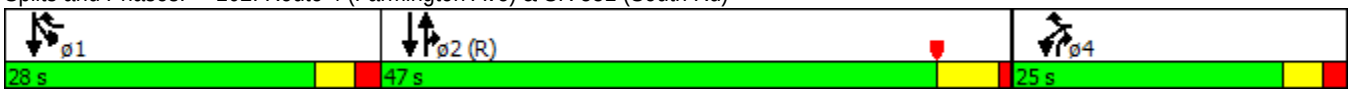
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	99	484	1343	585	551	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11		27		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	114	556	1544	672	633	340
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	556	1544	672	633	340
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	25.0		47.0		28.0	
Total Split (%)	25.0%		47.0%		28.0%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	18.5	45.7	43.8	67.2	22.3	71.7
Actuated g/C Ratio	0.18	0.46	0.44	0.67	0.22	0.72
v/c Ratio	0.19	0.45	1.00	0.61	0.83	0.14
Control Delay	16.9	18.0	51.6	11.7	60.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	18.0	51.6	11.7	60.2	4.1
LOS	B	B	D	B	E	A
Approach Delay	17.8		39.5			40.6
Approach LOS	B		D			D
Queue Length 50th (ft)	29	176	~569	208	213	22

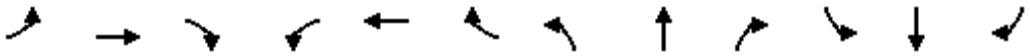
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	m21	256	#665	293	274	46
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	660	1234	1550	1134	793	2447
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.45	1.00	0.59	0.80	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)





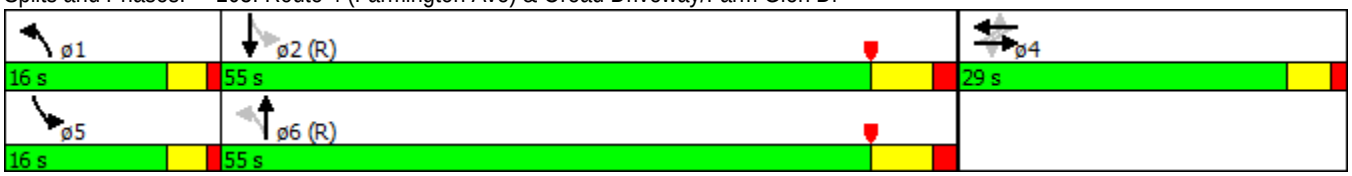
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	0	4	23	0	22	14	1647	166	76	820	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.944			0.850			0.986			0.998	
Flt Protected		0.972		0.950			0.950			0.950		
Satd. Flow (prot)	0	1823	0	1770	1636	0	1711	3360	0	1770	3518	0
Flt Permitted		0.805		0.750			0.296			0.051		
Satd. Flow (perm)	0	1510	0	1397	1636	0	533	3360	0	95	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83			220			15			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	7	0	5	27	0	26	16	1915	193	88	953	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	27	26	0	16	2108	0	88	967	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	29.0	29.0		29.0	29.0		16.0	55.0		16.0	55.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		16.0%	55.0%		16.0%	55.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.0		9.0	9.0		83.9	79.5		86.7	84.6	
Actuated g/C Ratio		0.09		0.09	0.09		0.84	0.80		0.87	0.85	
v/c Ratio		0.06		0.21	0.07		0.03	0.79		0.56	0.32	
Control Delay		0.5		46.7	0.4		3.0	17.3		38.2	1.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		0.5		46.7	0.4		3.0	17.3		38.2	1.2	
LOS		A		D	A		A	B		D	A	
Approach Delay		0.5			24.0			17.2			4.3	
Approach LOS		A			C			B			A	
Queue Length 50th (ft)		0		16	0		2	473		22	10	

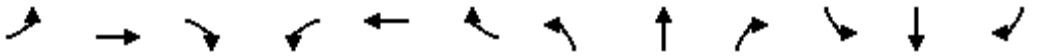
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		0		41	0		m3	m515		70	36	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		431		340	565		609	2674		284	2976	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.03		0.08	0.05		0.03	0.79		0.31	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr





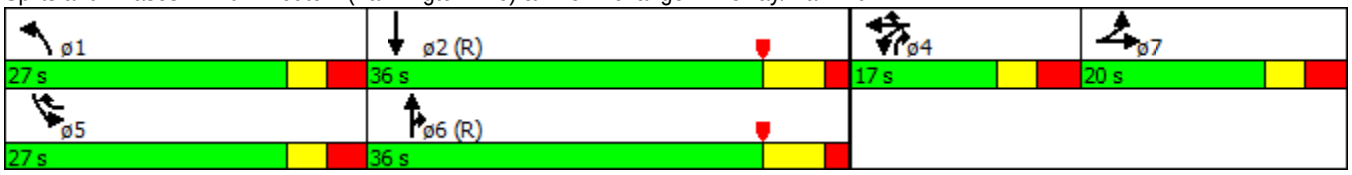
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	98	27	72	4	74	32	934	483	332	830	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.968				0.850			0.850		0.997	
Flt Protected	0.950			0.950	0.957		0.950			0.950		
Satd. Flow (prot)	1829	1863	0	1625	1637	1531	1770	3408	1531	3319	3397	0
Flt Permitted	0.950			0.950	0.957		0.950			0.950		
Satd. Flow (perm)	1829	1863	0	1625	1637	1531	1770	3408	1531	3319	3397	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		11				107					2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	15	110	30	81	4	83	36	1049	543	373	933	20
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	15	140	0	42	43	83	36	1049	543	373	953	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	20.0	20.0		17.0	17.0		27.0	36.0		27.0	36.0	
Total Split (%)	20.0%	20.0%		17.0%	17.0%		27.0%	36.0%		27.0%	36.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	11.6	11.6		9.3	9.3	24.7	6.7	38.5	54.0	15.6	51.8	
Actuated g/C Ratio	0.12	0.12		0.09	0.09	0.25	0.07	0.38	0.54	0.16	0.52	
v/c Ratio	0.07	0.62		0.28	0.28	0.18	0.30	0.80	0.66	0.72	0.54	
Control Delay	38.8	50.6		46.4	46.5	2.5	48.7	30.0	28.2	41.8	18.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.8	50.6		46.4	46.5	2.5	48.7	30.0	28.2	41.8	18.6	
LOS	D	D		D	D	A	D	C	C	D	B	
Approach Delay		49.4			24.7			29.8			25.1	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	9	79		26	27	0	20	341	370	79	277	

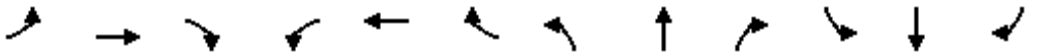
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	27	138		61	62	13	m28	#509	475	114	359	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	252	266		175	176	556	371	1310	849	696	1761	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.53		0.24	0.24	0.15	0.10	0.80	0.64	0.54	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 5 (5%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd



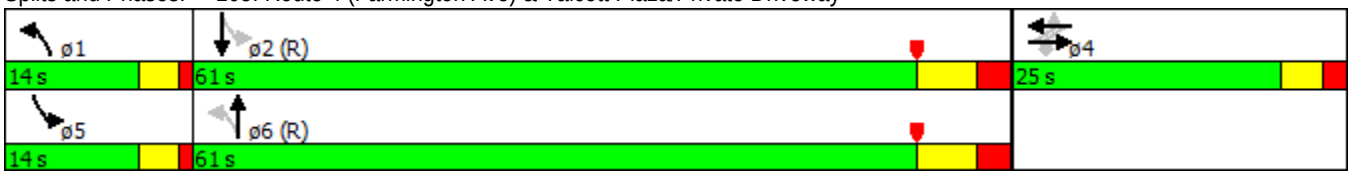


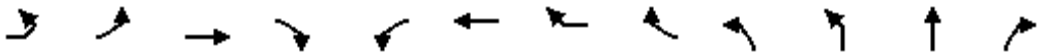
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	2	54	3	1	0	32	959	30	22	1123	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850					0.995			0.995	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	1829	1925	0	1770	3404	0	1770	3522	0
Flt Permitted		0.761		0.750			0.217			0.277		
Satd. Flow (perm)	0	1418	1531	1444	1925	0	404	3404	0	516	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88					5			5	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	2	55	3	1	0	33	979	31	22	1146	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	55	3	1	0	33	1010	0	22	1182	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		14.0	61.0		14.0	61.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		14.0%	61.0%		14.0%	61.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		7.0	7.0	7.0	7.0		84.8	81.1		84.0	79.3	
Actuated g/C Ratio		0.07	0.07	0.07	0.07		0.85	0.81		0.84	0.79	
v/c Ratio		0.12	0.29	0.03	0.01		0.08	0.37		0.04	0.42	
Control Delay		46.7	7.7	44.0	43.0		2.2	5.6		2.8	9.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		46.7	7.7	44.0	43.0		2.2	5.6		2.8	9.3	
LOS		D	A	D	D		A	A		A	A	
Approach Delay		14.7			43.8			5.5			9.2	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		7	0	2	1		1	43		4	176	
Queue Length 95th (ft)		26	17	11	6		m6	160		m4	m230	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		283	376	288	385		485	2760		570	2793	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.04	0.15	0.01	0.00		0.07	0.37		0.04	0.42	

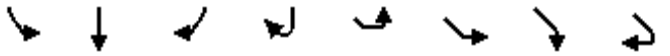
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 7 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	1	162	1	438	3	1	1	2	111	131	703	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.942					0.995	
Flt Protected			0.953			0.979				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1832	0	0	0	1770	3522	0
Flt Permitted			0.723			0.909				0.172		
Satd. Flow (perm)	0	0	1347	1636	0	1701	0	0	0	320	3522	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						2					3	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	1	182	1	492	3	1	1	2	125	147	790	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	184	492	0	7	0	0	0	272	817	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	31.0	31.0	31.0		31.0	31.0			14.0	14.0	34.0	
Total Split (%)	31.0%	31.0%	31.0%		31.0%	31.0%			14.0%	14.0%	34.0%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	C-Max	
Act Effct Green (s)			23.2	34.8		23.2				46.2	41.3	
Actuated g/C Ratio			0.23	0.35		0.23				0.46	0.41	
v/c Ratio			0.59	0.86		0.02				0.93	0.56	
Control Delay			42.0	35.0		24.8				71.9	11.9	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			42.0	35.0		24.8				71.9	11.9	
LOS			D	D		C				E	B	
Approach Delay			36.9			24.8					26.9	
Approach LOS			D			C					C	
Queue Length 50th (ft)			102	164		2				119	63	

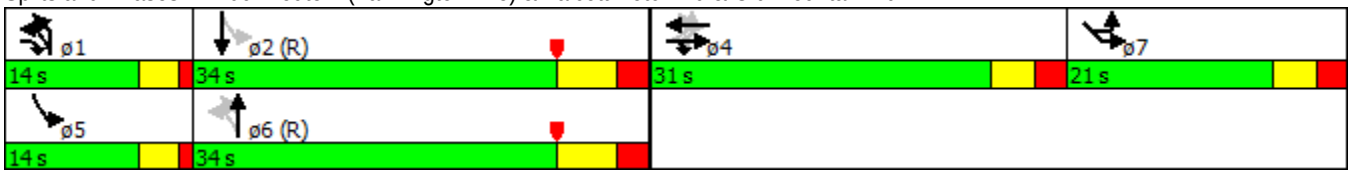


Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Volume (vph)	6	592	63	27	85	1	147	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.980				0.915		
Flt Protected	0.950					0.982		
Satd. Flow (prot)	1770	3455	0	0	0	1730	0	0
Flt Permitted	0.302					0.982		
Satd. Flow (perm)	563	3455	0	0	0	1730	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	7	665	71	30	96	1	165	2
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	766	0	0	0	264	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	14.0	34.0			21.0	21.0		
Total Split (%)	14.0%	34.0%			21.0%	21.0%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	C-Max			None	None		
Act Effct Green (s)	37.2	29.2				15.3		
Actuated g/C Ratio	0.37	0.29				0.15		
v/c Ratio	0.03	0.76				1.00		
Control Delay	16.5	38.7				99.5		
Queue Delay	0.0	0.0				0.0		
Total Delay	16.5	38.7				99.5		
LOS	B	D				F		
Approach Delay		38.5				99.5		
Approach LOS		D				F		
Queue Length 50th (ft)	2	241				170		

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 95th (ft)			171	#324		13				#262	169	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			342	605		433				292	1455	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			0.54	0.81		0.02				0.93	0.56	

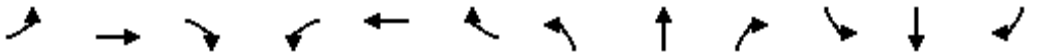
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 39.3		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 95th (ft)	10	309				#326		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	357	1008				264		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.02	0.76				1.00		

Intersection Summary



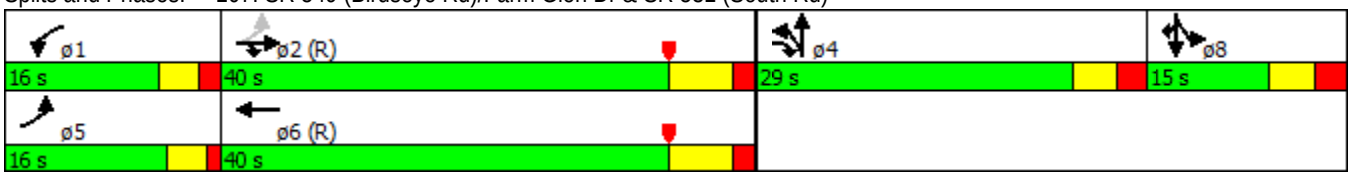
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	221	543	372	47	167	70	394	100	146	39	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.956			0.911				0.850
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1728	3455	1546	1711	3271	0	3319	1640	0	0	1803	1583
Flt Permitted	0.534			0.950			0.950				0.968	
Satd. Flow (perm)	971	3455	1546	1711	3271	0	3319	1640	0	0	1803	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			454		69			69				151
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	270	662	454	57	204	85	480	122	178	48	24	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	662	454	57	289	0	480	300	0	0	72	27
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	16.0	40.0		16.0	40.0		29.0	29.0		15.0	15.0	15.0
Total Split (%)	16.0%	40.0%		16.0%	40.0%		29.0%	29.0%		15.0%	15.0%	15.0%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	58.0	46.1	72.7	7.9	42.1		19.6	19.6			8.1	8.1
Actuated g/C Ratio	0.58	0.46	0.73	0.08	0.42		0.20	0.20			0.08	0.08
v/c Ratio	0.42	0.42	0.36	0.42	0.20		0.74	0.80			0.49	0.10
Control Delay	10.9	18.0	1.3	52.7	16.6		44.6	44.8			55.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	10.9	18.0	1.3	52.7	16.6		44.6	44.8			55.4	0.8
LOS	B	B	A	D	B		D	D			E	A
Approach Delay		11.2			22.5			44.7			40.5	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	62	106	0	35	48		148	142			45	0

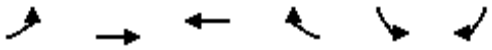
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m80	228	40	66	74		174	200			81	0
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	655	1593	1267	195	1416		776	436			164	281
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.41	0.42	0.36	0.29	0.20		0.62	0.69			0.44	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 43 (43%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

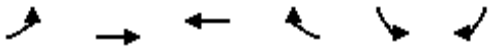
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)





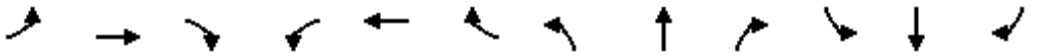
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	43	358	145	493	126	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	1770	1863	1863	1583	1807	0
Flt Permitted	0.656				0.955	
Satd. Flow (perm)	1222	1863	1863	1583	1807	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				542	5	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	393	159	542	138	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	393	159	542	148	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	11.0		36.4	33.1	33.1	
Total Split (%)	13.7%		45.2%	41.1%	41.1%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	23.7	27.8	15.1	29.2	7.7	
Actuated g/C Ratio	0.54	0.64	0.35	0.67	0.18	
v/c Ratio	0.06	0.33	0.25	0.44	0.46	
Control Delay	3.9	5.0	12.5	1.5	20.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	3.9	5.0	12.5	1.5	20.5	
LOS	A	A	B	A	C	
Approach Delay		4.9	4.0		20.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	3	33	28	0	33	
Queue Length 95th (ft)	13	83	67	19	72	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	774	1734	1287	1583	1208	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.23	0.12	0.34	0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 43.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

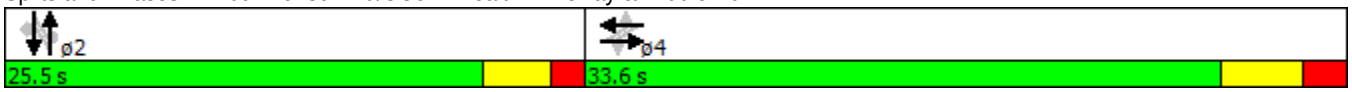


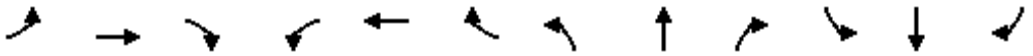
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	68	18	65	89	80	2	326	29	12	96	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.954			0.989				0.850
Flt Protected		0.964			0.986						0.994	
Satd. Flow (prot)	0	1783	0	0	1752	0	0	1842	0	0	1913	1636
Flt Permitted		0.648			0.821			0.999			0.940	
Satd. Flow (perm)	0	1199	0	0	1459	0	0	1840	0	0	1809	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			60			8				48
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	299	83	22	79	109	98	2	398	35	15	117	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	404	0	0	286	0	0	435	0	0	132	44
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	33.6	33.6		33.6	33.6		25.5	25.5		25.5	25.5	25.5
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		20.3			20.3			18.2			18.2	18.2
Actuated g/C Ratio		0.41			0.41			0.37			0.37	0.37
v/c Ratio		0.81			0.45			0.63			0.20	0.07
Control Delay		26.7			10.3			19.0			13.4	4.8
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		26.7			10.3			19.0			13.4	4.8
LOS		C			B			B			B	A
Approach Delay		26.7			10.3			19.0			11.2	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		92			41			101			26	0
Queue Length 95th (ft)		171			82			184			59	13
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												
Base Capacity (vph)		714			890			823			805	755

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.57			0.32			0.53			0.16	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 59.1			
Actuated Cycle Length: 49			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd



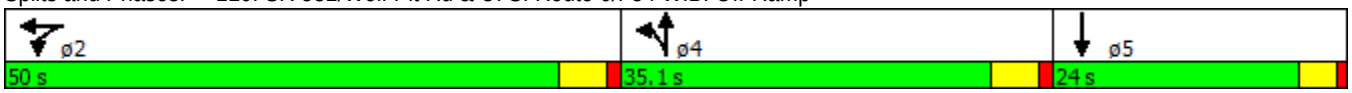


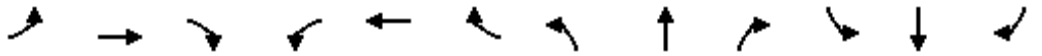
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	181	696	60	64	9	0	0	62	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990						0.965	
Flt Protected					0.990			0.958				
Satd. Flow (prot)	0	0	0	0	3469	0	0	2022	0	0	2037	0
Flt Permitted					0.990			0.958				
Satd. Flow (perm)	0	0	0	0	3469	0	0	2022	0	0	2037	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						14	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	199	765	66	70	10	0	0	68	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1030	0	0	80	0	0	92	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				50.0	50.0		35.1	35.1			24.0	
Total Split (%)				45.8%	45.8%		32.2%	32.2%			22.0%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					30.4			9.4			7.7	
Actuated g/C Ratio					0.57			0.18			0.14	
v/c Ratio					0.52			0.23			0.30	
Control Delay					11.6			24.8			24.0	
Queue Delay					0.0			0.0			0.0	
Total Delay					11.6			24.8			24.0	
LOS					B			C			C	
Approach Delay					11.6			24.8			24.0	
Approach LOS					B			C			C	
Queue Length 50th (ft)					127			22			23	
Queue Length 95th (ft)					193			68			69	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2896			1174			797	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.36			0.07			0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 109.1			
Actuated Cycle Length: 53.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	655	44	285	809	201	146	247	85	93	162	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		330	405		490	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.991			0.970			0.962			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3507	0	1711	3433	0	1711	3391	0	1787	3339	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3507	0	1711	3433	0	1711	3391	0	1787	3339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			30			39			143	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	49	744	50	324	919	228	166	281	97	106	184	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	794	0	324	1147	0	166	378	0	106	327	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	24.0	39.4		26.5	41.9		15.6	26.4		15.8	26.4	
Total Split (%)	22.2%	36.4%		24.5%	38.8%		14.4%	24.4%		14.6%	24.4%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.4	27.4		20.1	46.7		11.1	15.1		9.2	13.4	
Actuated g/C Ratio	0.08	0.29		0.21	0.49		0.12	0.16		0.10	0.14	
v/c Ratio	0.36	0.79		0.91	0.68		0.84	0.67		0.62	0.56	
Control Delay	51.3	38.3		68.5	23.0		78.3	41.0		59.1	25.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.3	38.3		68.5	23.0		78.3	41.0		59.1	25.0	
LOS	D	D		E	C		E	D		E	C	
Approach Delay		39.1			33.0			52.3			33.3	
Approach LOS		D			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	28	231		187	286		98	101		61	52	
Queue Length 95th (ft)	69	318		#401	421		#239	159		126	98	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	370	1216		358	1686		197	741		206	819	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.65		0.91	0.68		0.84	0.51		0.51	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 108.1			
Actuated Cycle Length: 96			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	20	38	115	1595	886	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	41	124	1715	953	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2066	485	970	0	-	0
Stage 1	961	-	-	-	-	-
Stage 2	1105	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	47	528	706	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	528	706	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.4	5.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	706	-	117	-	-
HCM Lane V/C Ratio	0.175	-	0.533	-	-
HCM Control Delay (s)	11.2	4.9	66.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	2.5	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	280	448	189	45	21	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	509	215	51	24	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	266	0	-	0	1385	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	1145	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1298	-	-	-	158	799
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	303	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1298	-	-	-	119	799
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	229	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1298	-	-	-	195	799
HCM Lane V/C Ratio	0.245	-	-	-	0.122	0.135
HCM Control Delay (s)	8.7	-	-	-	26	10.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	1	-	-	-	0.4	0.5

Intersection	
Intersection Delay, s/veh	54
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	257	135	69	0	37	53	114	0	46	267	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	279	147	75	0	40	58	124	0	50	290	42
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	71.6	22	34.9
HCM LOS	F	C	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	56%	18%	100%	0%
Vol Thru, %	0%	87%	29%	26%	0%	27%
Vol Right, %	0%	13%	15%	56%	0%	73%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	306	461	204	50	434
LT Vol	46	0	257	37	50	0
Through Vol	0	267	135	53	0	119
RT Vol	0	39	69	114	0	315
Lane Flow Rate	50	333	501	222	54	472
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.128	0.8	1	0.544	0.135	1
Departure Headway (Hd)	9.245	8.657	8.054	8.836	8.931	7.924
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	389	419	451	410	402	458
Service Time	6.983	6.394	6.121	6.868	6.687	5.68
HCM Lane V/C Ratio	0.129	0.795	1.111	0.541	0.134	1.031
HCM Control Delay	13.3	38.2	71.6	22	13.1	70.6
HCM Lane LOS	B	E	F	C	B	F
HCM 95th-tile Q	0.4	7.1	12.9	3.2	0.5	13

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	50	119	315
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	54	129	342
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	64.7
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	82.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	73	341	0	851	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	82	383	0	956	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	956	956	956	0	0	0
Stage 1	956	956	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	238	258	~ 313	-	-	-
Stage 1	310	336	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	238	0	~ 313	-	-	-
Mov Cap-2 Maneuver	238	0	-	-	-	-
Stage 1	310	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	251.7	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	320
HCM Lane V/C Ratio	-	-	-	1.454
HCM Control Delay (s)	0	-	-	251.7
HCM Lane LOS	A	-	-	F
HCM 95th %tile Q(veh)	-	-	-	25.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	7	13	0	344	192	0	51	128
Peak Hour Factor	0.92	0.75	0.75	0.92	0.75	0.75	0.92	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	17	0	459	256	0	68	171
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.1	21.6	9.9
HCM LOS	A	C	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	28%
Vol Thru, %	64%	0%	0%	72%
Vol Right, %	36%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	536	7	13	179
LT Vol	0	7	0	51
Through Vol	344	0	0	128
RT Vol	192	0	13	0
Lane Flow Rate	715	9	17	239
Geometry Grp	2	7	7	2
Degree of Util (X)	0.806	0.018	0.028	0.314
Departure Headway (Hd)	4.059	7.012	5.792	4.741
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	510	616	759
Service Time	2.075	4.768	3.547	2.768
HCM Lane V/C Ratio	0.801	0.018	0.028	0.315
HCM Control Delay	21.6	9.9	8.7	9.9
HCM Lane LOS	C	A	A	A
HCM 95th-tile Q	8.8	0.1	0.1	1.3

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	150	17	11	141	11	20	10	24	31	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	170	19	12	160	12	23	11	27	35	18	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	190	0	0	426	412	180	425	415	166
Stage 1	-	-	-	-	-	-	214	214	-	191	191	-
Stage 2	-	-	-	-	-	-	212	198	-	234	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1404	-	-	1384	-	-	539	530	863	540	528	878
Stage 1	-	-	-	-	-	-	788	725	-	811	742	-
Stage 2	-	-	-	-	-	-	790	737	-	769	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1384	-	-	502	517	863	505	515	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	502	517	-	505	515	-
Stage 1	-	-	-	-	-	-	777	715	-	800	735	-
Stage 2	-	-	-	-	-	-	743	730	-	723	708	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	11.4	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	1404	-	-	1384	-	-	581
HCM Lane V/C Ratio	0.099	0.012	-	-	0.009	-	-	0.131
HCM Control Delay (s)	11.4	7.6	0	-	7.6	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

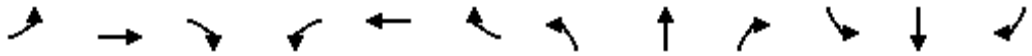
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	3	4	1445	170	30	899
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	1554	183	32	967

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2193	868	0	0	1737	0
Stage 1	1645	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	39	296	-	-	358	-
Stage 1	143	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	36	296	-	-	358	-
Mov Cap-2 Maneuver						

APPENDIX N
Capacity Analyses
2016 Existing Conditions – Weekday Afternoon

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	577	0	0	692	535	0	235	0	845	0	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						425						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	601	0	0	721	557	0	245	0	880	0	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	601	0	0	721	557	0	245	0	880	0	225
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		47.5			47.5			27.1		29.2		
Total Split (%)		45.8%			45.8%			26.1%		28.1%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		33.2			33.2	63.0		10.4		24.4		40.1
Actuated g/C Ratio		0.39			0.39	0.75		0.12		0.29		0.48
v/c Ratio		0.43			0.52	0.25		0.56		0.88		0.30
Control Delay		19.3			20.5	1.1		41.3		43.1		16.6
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		19.3			20.5	1.1		41.3		43.1		16.6
LOS		B			C	A		D		D		B
Approach Delay		19.3			12.0			41.3				
Approach LOS		B			B			D				
Queue Length 50th (ft)		117			146	8		67		242		76
Queue Length 95th (ft)		171			208	23		112		#416		140
Internal Link Dist (ft)		477			851			257			2071	

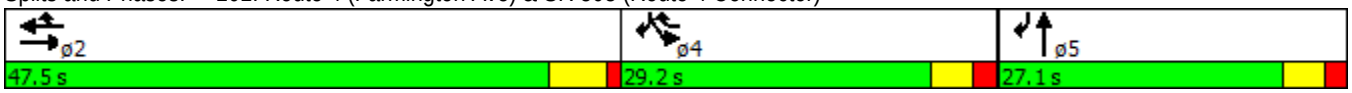


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1797			1797	2189		941		996		978
Starvation Cap Reductn		0			0	0		0		0		0
Spillback Cap Reductn		0			0	0		0		0		0
Storage Cap Reductn		0			0	0		0		0		0
Reduced v/c Ratio		0.33			0.40	0.25		0.26		0.88		0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.8			
Actuated Cycle Length: 84.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)

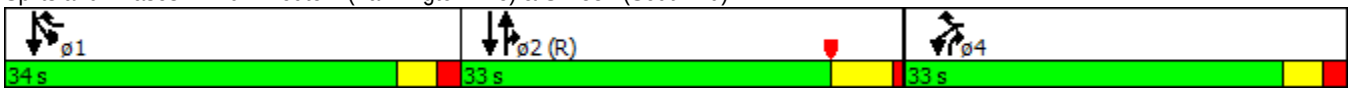


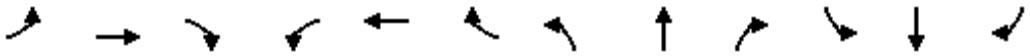
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	197	419	550	220	815	864
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		103		17		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	214	455	598	239	886	939
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	455	598	239	886	939
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	33.0		33.0		34.0	
Total Split (%)	33.0%		33.0%		34.0%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	13.7	47.7	41.8	60.4	29.1	76.5
Actuated g/C Ratio	0.14	0.48	0.42	0.60	0.29	0.76
v/c Ratio	0.48	0.34	0.40	0.24	0.89	0.36
Control Delay	33.9	10.5	22.1	9.2	48.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	10.5	22.1	9.2	48.3	6.3
LOS	C	B	C	A	D	A
Approach Delay	18.0		18.4			26.7
Approach LOS	B		B			C
Queue Length 50th (ft)	44	30	136	60	312	87

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 95th (ft)	85	90	199	99	#396	218
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	923	1325	1479	1228	999	2617
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	0.23	0.34	0.40	0.19	0.89	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 44 (44%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)





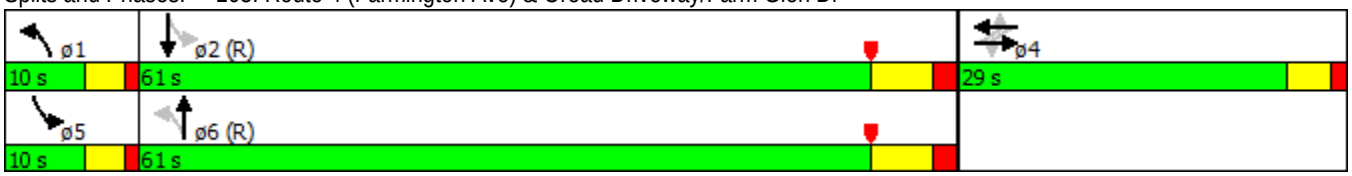
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	0	22	159	0	85	6	939	24	30	1498	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.850			0.996			0.999	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1785	0	1770	1636	0	1711	3394	0	1770	3522	0
Flt Permitted		0.896		0.732			0.093			0.222		
Satd. Flow (perm)	0	1629	0	1364	1636	0	167	3394	0	414	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83			185			4			1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	14	0	24	177	0	94	7	1043	27	33	1664	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	177	94	0	7	1070	0	33	1673	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	29.0	29.0		29.0	29.0		10.0	61.0		10.0	61.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		10.0%	61.0%		10.0%	61.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		17.2		17.2	17.2		71.4	66.4		73.6	69.9	
Actuated g/C Ratio		0.17		0.17	0.17		0.71	0.66		0.74	0.70	
v/c Ratio		0.11		0.75	0.22		0.04	0.47		0.09	0.68	
Control Delay		0.9		58.4	1.1		4.5	8.7		6.3	12.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		0.9		58.4	1.1		4.5	8.7		6.3	12.0	
LOS		A		E	A		A	A		A	B	
Approach Delay		0.9			38.5			8.7			11.9	
Approach LOS		A			D			A			B	
Queue Length 50th (ft)		0		108	0		1	161		6	252	

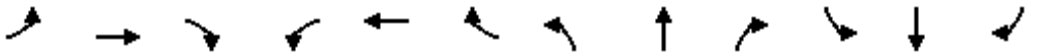
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		3		168	0		m3	214		m12	429	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		460		332	539		213	2255		386	2462	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.08		0.53	0.17		0.03	0.47		0.09	0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr



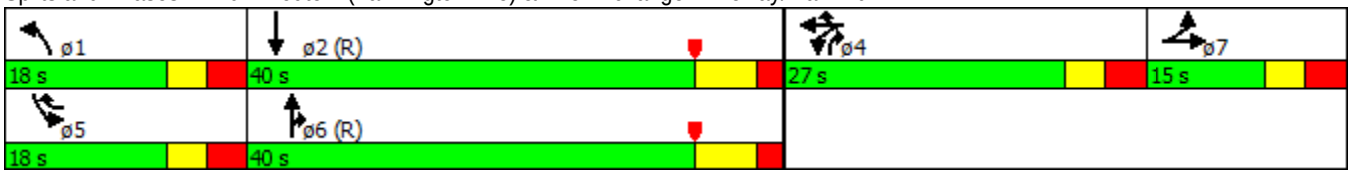


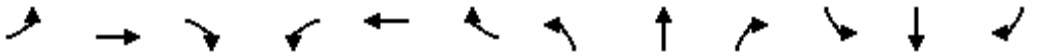
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	21	59	473	42	340	51	924	125	108	813	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.890				0.850			0.850		0.994	
Flt Protected	0.950			0.950	0.960		0.950			0.950		
Satd. Flow (prot)	1829	1713	0	1625	1642	1531	1770	3408	1531	3319	3387	0
Flt Permitted	0.950			0.950	0.960		0.950			0.950		
Satd. Flow (perm)	1829	1713	0	1625	1642	1531	1770	3408	1531	3319	3387	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		64				130					4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	46	23	64	514	46	370	55	1004	136	117	884	36
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	46	87	0	278	282	370	55	1004	136	117	920	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	15.0	15.0		27.0	27.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	15.0%		27.0%	27.0%		18.0%	40.0%		18.0%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	7.7	7.7		19.6	19.6	29.4	7.7	41.3	67.1	8.8	44.6	
Actuated g/C Ratio	0.08	0.08		0.20	0.20	0.29	0.08	0.41	0.67	0.09	0.45	
v/c Ratio	0.33	0.46		0.87	0.88	0.68	0.40	0.71	0.13	0.40	0.61	
Control Delay	49.7	24.8		66.6	67.1	18.9	54.3	29.4	9.6	32.6	31.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.7	24.8		66.6	67.1	18.9	54.3	29.4	9.6	32.6	31.5	
LOS	D	C		E	E	B	D	C	A	C	C	
Approach Delay		33.4			47.8			28.3			31.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	28	14		180	182	90	35	356	23	35	297	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	64	61		#323	#326	148	68	#446	84	44	392	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	160	209		338	341	586	212	1407	1045	398	1513	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.42		0.82	0.83	0.63	0.26	0.71	0.13	0.29	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd



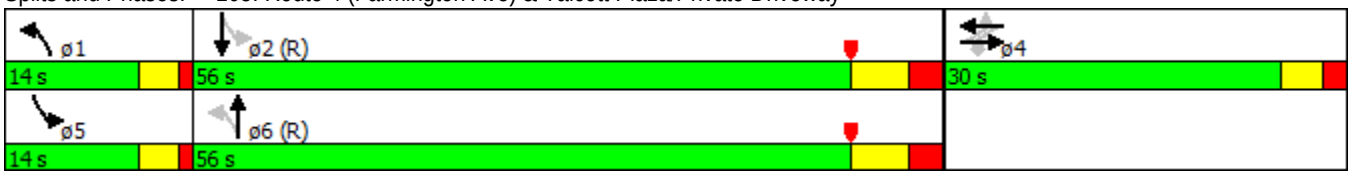


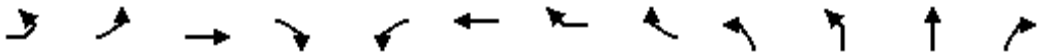
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	0	40	37	0	30	34	1267	5	3	877	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.999			0.996	
Flt Protected		0.950		0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	1531	1829	1636	0	1770	3418	0	1770	3525	0
Flt Permitted		0.736		0.749			0.283			0.187		
Satd. Flow (perm)	0	1371	1531	1442	1636	0	527	3418	0	348	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		208			1			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	0	42	39	0	32	36	1334	5	3	923	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	42	39	32	0	36	1339	0	3	947	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		14.0	56.0		14.0	56.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		14.0%	56.0%		14.0%	56.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		8.0	8.0	8.0	8.0		84.7	82.0		82.7	78.2	
Actuated g/C Ratio		0.08	0.08	0.08	0.08		0.85	0.82		0.83	0.78	
v/c Ratio		0.12	0.21	0.34	0.10		0.07	0.48		0.01	0.34	
Control Delay		44.3	3.0	51.3	0.6		3.4	7.1		4.0	10.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay		44.3	3.0	51.3	0.6		3.4	7.1		4.0	10.8	
LOS		D	A	D	A		A	A		A	B	
Approach Delay		12.8			28.4			7.0			10.8	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		8	0	24	0		4	123		1	174	
Queue Length 95th (ft)		26	4	56	0		m12	297		m1	283	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		342	448	360	565		574	2801		439	2758	
Starvation Cap Reductn		0	0	0	0		0	289		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.04	0.09	0.11	0.06		0.06	0.53		0.01	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	1	103	1	246	18	18	8	9	331	168	788	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.958					0.996	
Flt Protected			0.953			0.983				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1871	0	0	0	1770	3525	0
Flt Permitted			0.793			0.865				0.173		
Satd. Flow (perm)	0	0	1477	1636	0	1647	0	0	0	322	3525	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						8					3	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	1	107	1	256	19	19	8	9	345	175	821	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	109	256	0	55	0	0	0	520	844	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	22.0	22.0	22.0		22.0	22.0			24.0	24.0	37.0	
Total Split (%)	22.0%	22.0%	22.0%		22.0%	22.0%			24.0%	24.0%	37.0%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	C-Max	
Act Effct Green (s)			13.4	35.0		13.4				60.7	55.9	
Actuated g/C Ratio			0.13	0.35		0.13				0.61	0.56	
v/c Ratio			0.55	0.45		0.24				1.07	0.43	
Control Delay			50.9	16.6		35.9				89.1	9.3	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			50.9	16.6		35.9				89.1	9.3	
LOS			D	B		D				F	A	
Approach Delay			26.8			35.9					39.7	
Approach LOS			C			D					D	
Queue Length 50th (ft)			66	80		27				~297	122	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Volume (vph)	2	569	180	51	50	1	70	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.957				0.921		
Flt Protected	0.950					0.980		
Satd. Flow (prot)	1770	3373	0	0	0	1737	0	0
Flt Permitted	0.335					0.980		
Satd. Flow (perm)	624	3373	0	0	0	1737	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	2	593	188	53	52	1	73	1
Shared Lane Traffic (%)								
Lane Group Flow (vph)	2	834	0	0	0	127	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	24.0	37.0			17.0	17.0		
Total Split (%)	24.0%	37.0%			17.0%	17.0%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	C-Max			None	None		
Act Effct Green (s)	41.5	33.7				10.6		
Actuated g/C Ratio	0.42	0.34				0.11		
v/c Ratio	0.01	0.73				0.69		
Control Delay	11.0	34.7				62.9		
Queue Delay	0.0	0.0				0.0		
Total Delay	11.0	34.7				62.9		
LOS	B	C				E		
Approach Delay		34.6				62.9		
Approach LOS		C				E		
Queue Length 50th (ft)	1	247				79		

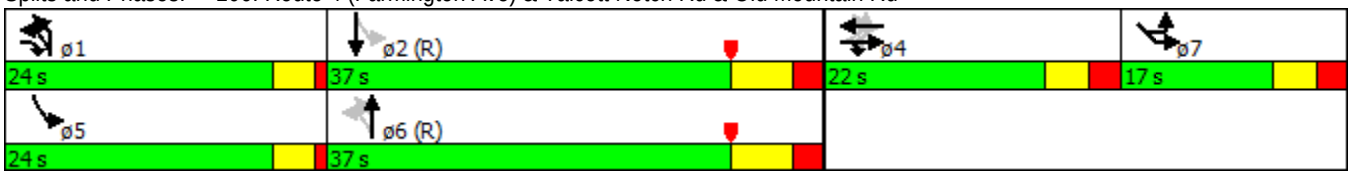
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 95th (ft)			118	118		62				#514	224	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			242	621		276				485	1971	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			0.45	0.41		0.20				1.07	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 37.5		Intersection LOS: D	
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

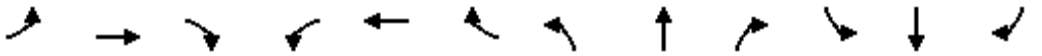
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 95th (ft)	4	335				#155		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	583	1136				196		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.00	0.73				0.65		

Intersection Summary



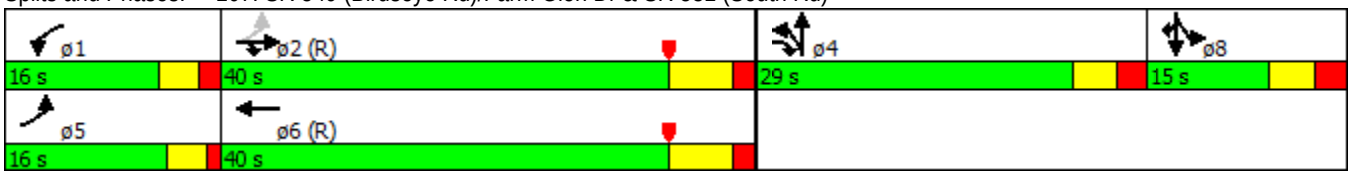
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	513	475	185	250	12	241	21	67	100	92	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.886				0.850
Flt Protected	0.950			0.950			0.950				0.975	
Satd. Flow (prot)	1728	3455	1546	1711	3397	0	3319	1595	0	0	1816	1583
Flt Permitted	0.579			0.950			0.950				0.975	
Satd. Flow (perm)	1053	3455	1546	1711	3397	0	3319	1595	0	0	1816	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		5			72				151
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	51	552	511	199	269	13	259	23	72	108	99	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	552	511	199	282	0	259	95	0	0	207	134
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	16.0	40.0		16.0	40.0		29.0	29.0		15.0	15.0	15.0
Total Split (%)	16.0%	40.0%		16.0%	40.0%		29.0%	29.0%		15.0%	15.0%	15.0%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	52.1	43.6	62.4	11.4	51.5		13.2	13.2			9.1	9.1
Actuated g/C Ratio	0.52	0.44	0.62	0.11	0.52		0.13	0.13			0.09	0.09
v/c Ratio	0.09	0.37	0.50	1.02	0.16		0.59	0.35			1.25	0.48
Control Delay	3.4	10.9	12.0	115.4	14.0		46.4	17.3			193.6	11.6
Queue Delay	0.0	0.0	0.3	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	3.4	10.9	12.3	115.4	14.0		46.4	17.3			193.6	11.6
LOS	A	B	B	F	B		D	B			F	B
Approach Delay		11.2			56.0			38.6			122.1	
Approach LOS		B			E			D			F	
Queue Length 50th (ft)	4	74	267	~132	47		81	13			~166	0

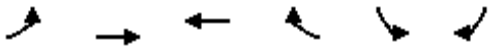
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m4	m202	m346	#275	81		117	57			#309	44
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	694	1507	1171	195	1753		776	428			165	281
Starvation Cap Reductn	0	0	228	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.07	0.37	0.54	1.02	0.16		0.33	0.22			1.25	0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 44 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

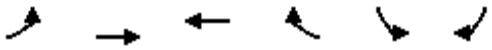
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)





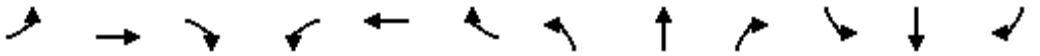
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	13	522	192	108	388	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	1770	1863	1863	1583	1807	0
Flt Permitted	0.633				0.955	
Satd. Flow (perm)	1179	1863	1863	1583	1807	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				111	4	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	538	198	111	400	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	538	198	111	427	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	11.0		46.4	23.1	23.1	
Total Split (%)	13.7%		57.6%	28.7%	28.7%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	26.6	30.6	17.1	42.6	19.1	
Actuated g/C Ratio	0.46	0.53	0.30	0.74	0.33	
v/c Ratio	0.02	0.55	0.36	0.09	0.71	
Control Delay	6.4	11.4	17.8	0.7	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.4	11.4	17.8	0.7	26.5	
LOS	A	B	B	A	C	
Approach Delay		11.2	11.6		26.5	
Approach LOS		B	B		C	
Queue Length 50th (ft)	2	111	53	0	117	
Queue Length 95th (ft)	8	180	97	7	#295	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	613	1754	1294	1196	599	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.31	0.15	0.09	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 57.8			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

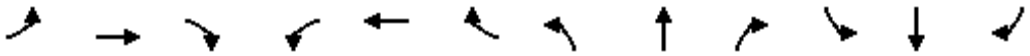


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	75	4	30	53	16	37	64	89	85	298	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.978			0.937				0.850
Flt Protected		0.991			0.985			0.990			0.989	
Satd. Flow (prot)	0	1835	0	0	1794	0	0	1728	0	0	1904	1636
Flt Permitted		0.905			0.856			0.881			0.886	
Satd. Flow (perm)	0	1676	0	0	1559	0	0	1538	0	0	1705	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			105				200
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	22	90	5	36	64	19	45	77	107	102	359	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	119	0	0	229	0	0	461	200
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	25.6	25.6		25.6	25.6		49.5	49.5		49.5	49.5	49.5
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	65.9%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		9.8			9.8			25.7			25.7	25.7
Actuated g/C Ratio		0.24			0.24			0.62			0.62	0.62
v/c Ratio		0.29			0.31			0.23			0.44	0.18
Control Delay		17.5			17.0			3.6			7.4	1.4
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		17.5			17.0			3.6			7.4	1.4
LOS		B			B			A			A	A
Approach Delay		17.5			17.0			3.6			5.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		19			18			12			58	0
Queue Length 95th (ft)		66			65			34			109	15
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												
Base Capacity (vph)		842			788			1475			1630	1573

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.14			0.15			0.16			0.28	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.1			
Actuated Cycle Length: 41.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd

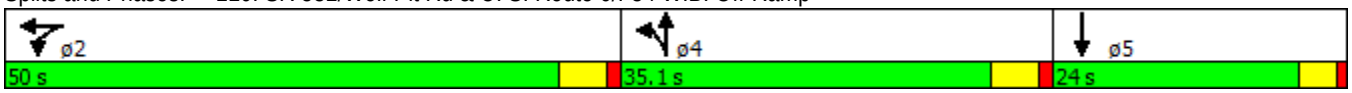


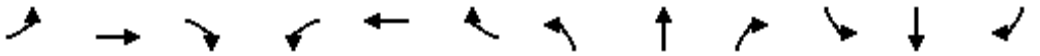
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	23	795	32	234	6	0	0	98	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994						0.980	
Flt Protected					0.999			0.953				
Satd. Flow (prot)	0	0	0	0	3514	0	0	2012	0	0	2069	0
Flt Permitted					0.999			0.953				
Satd. Flow (perm)	0	0	0	0	3514	0	0	2012	0	0	2069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4						7	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	25	855	34	252	6	0	0	105	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	914	0	0	258	0	0	123	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				50.0	50.0		35.1	35.1			24.0	
Total Split (%)				45.8%	45.8%		32.2%	32.2%			22.0%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					24.4			13.1			8.7	
Actuated g/C Ratio					0.42			0.23			0.15	
v/c Ratio					0.62			0.57			0.39	
Control Delay					16.4			28.0			29.5	
Queue Delay					0.0			0.0			0.0	
Total Delay					16.4			28.0			29.5	
LOS					B			C			C	
Approach Delay					16.4			28.0			29.5	
Approach LOS					B			C			C	
Queue Length 50th (ft)					122			76			36	
Queue Length 95th (ft)					243			190			106	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2790			1121			773	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.33			0.23			0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 109.1			
Actuated Cycle Length: 57.9			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp



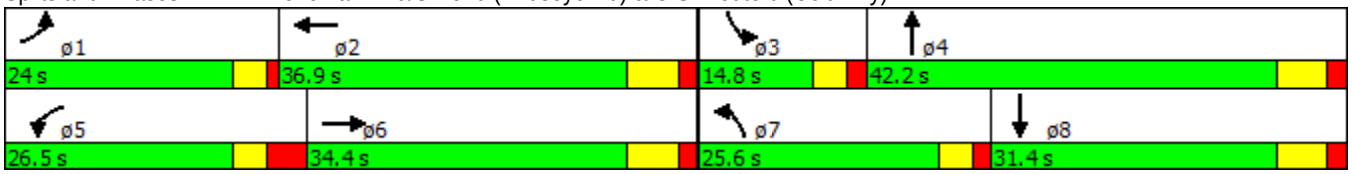


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	734	161	81	823	150	200	231	41	78	233	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		0	405		490	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.973			0.977			0.977			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3444	0	1711	3458	0	1711	3444	0	1787	3271	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3444	0	1711	3458	0	1711	3444	0	1787	3271	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			17			18			255	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	112	749	164	83	840	153	204	236	42	80	238	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	913	0	83	993	0	204	278	0	80	547	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	24.0	34.4		26.5	36.9		25.6	42.2		14.8	31.4	
Total Split (%)	20.4%	29.2%		22.5%	31.3%		21.7%	35.8%		12.6%	26.6%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.5	32.7		9.2	31.0		15.1	23.1		8.1	13.9	
Actuated g/C Ratio	0.11	0.35		0.10	0.34		0.16	0.25		0.09	0.15	
v/c Ratio	0.56	0.74		0.49	0.85		0.73	0.32		0.51	0.77	
Control Delay	51.6	33.4		51.9	38.2		53.7	28.5		55.1	28.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.6	33.4		51.9	38.2		53.7	28.5		55.1	28.3	
LOS	D	C		D	D		D	C		E	C	
Approach Delay		35.3			39.3			39.1			31.7	
Approach LOS		D			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	62	247		46	273		112	66		45	85	
Queue Length 95th (ft)	131	#460		104	#520		213	110		105	160	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	390	1233		377	1173		396	1369		196	1086	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.74		0.22	0.85		0.52	0.20		0.41	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 117.9			
Actuated Cycle Length: 92.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 36.5		Intersection LOS: D	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)



Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	126	42	1102	1369	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	142	47	1238	1538	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2257	775	1549	0	-	0
Stage 1	1544	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	35	341	424	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	341	424	-	-	-
Mov Cap-2 Maneuver	23	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.5	2.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	424	-	258	-	-
HCM Lane V/C Ratio	0.111	-	0.562	-	-
HCM Control Delay (s)	14.6	2.4	35.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	104	576	217	7	46	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	686	258	8	55	274

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	1196	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	933	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	206	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	383	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	186	776
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	346	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1297	-	-	-	285	776
HCM Lane V/C Ratio	0.095	-	-	-	0.192	0.353
HCM Control Delay (s)	8.1	-	-	-	20.6	12.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	1.6

Intersection	
Intersection Delay, s/veh	38.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	64	112	37	0	27	163	107	0	41	129	45
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	66	115	38	0	28	168	110	0	42	133	46
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	16.1	19.3	14.1
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	30%	9%	100%	0%
Vol Thru, %	0%	74%	53%	55%	0%	22%
Vol Right, %	0%	26%	17%	36%	0%	78%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	174	213	297	137	773
LT Vol	41	0	64	27	137	0
Through Vol	0	129	112	163	0	169
RT Vol	0	45	37	107	0	604
Lane Flow Rate	42	179	220	306	141	797
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.095	0.371	0.444	0.585	0.291	1
Departure Headway (Hd)	8.126	7.443	7.279	6.878	7.407	6.333
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	481	494	524	482	574
Service Time	5.909	5.226	5.349	4.939	5.201	4.127
HCM Lane V/C Ratio	0.096	0.372	0.445	0.584	0.293	1.389
HCM Control Delay	11.8	14.6	16.1	19.3	13.3	62.9
HCM Lane LOS	B	B	C	C	B	F
HCM 95th-tile Q	0.3	1.7	2.2	3.7	1.2	14.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	137	169	604
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	141	174	623
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	55.4
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	379.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	240	568	0	917	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	253	598	0	965	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	965	965	965	0	0	0
Stage 1	965	965	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	234	255	~ 309	-	-	-
Stage 1	306	333	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	234	0	~ 309	-	-	-
Mov Cap-2 Maneuver	234	0	-	-	-	-
Stage 1	306	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	$ 811.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	312
HCM Lane V/C Ratio	-	-	-	2.726
HCM Control Delay (s)	0	-	-	$ 811.1
HCM Lane LOS	A	-	-	F
HCM 95th %tile Q(veh)	-	-	-	71.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	93	75	0	115	6	0	11	321
Peak Hour Factor	0.92	0.87	0.87	0.92	0.87	0.87	0.92	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	107	86	0	132	7	0	13	369
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.6	9.1	12.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	3%
Vol Thru, %	95%	0%	0%	97%
Vol Right, %	5%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	93	75	332
LT Vol	0	93	0	11
Through Vol	115	0	0	321
RT Vol	6	0	75	0
Lane Flow Rate	139	107	86	382
Geometry Grp	2	7	7	2
Degree of Util (X)	0.188	0.185	0.12	0.491
Departure Headway (Hd)	4.871	6.238	5.026	4.632
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	572	708	775
Service Time	2.927	4.009	2.796	2.672
HCM Lane V/C Ratio	0.19	0.187	0.121	0.493
HCM Control Delay	9.1	10.4	8.5	12.1
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.7	0.7	0.4	2.7

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	153	45	32	108	27	36	42	33	11	24	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	168	49	35	119	30	40	46	36	12	26	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	218	0	0	462	456	193	482	466	134
Stage 1	-	-	-	-	-	-	237	237	-	204	204	-
Stage 2	-	-	-	-	-	-	225	219	-	278	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1434	-	-	1352	-	-	510	501	849	495	494	915
Stage 1	-	-	-	-	-	-	766	709	-	798	733	-
Stage 2	-	-	-	-	-	-	778	722	-	728	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1352	-	-	463	478	849	424	472	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	463	478	-	424	472	-
Stage 1	-	-	-	-	-	-	752	696	-	784	712	-
Stage 2	-	-	-	-	-	-	715	702	-	639	679	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.5	13.5	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	543	1434	-	-	1352	-	-	537
HCM Lane V/C Ratio	0.225	0.015	-	-	0.026	-	-	0.102
HCM Control Delay (s)	13.5	7.5	0	-	7.7	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	16	1084	21	6	1339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	18	1218	24	7	1504

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1996	621	0	0	1242	0
Stage 1	1230	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	52	430	-	-	556	-
Stage 1	239	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	430	-	-	556	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	159.8	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	51	430	556	-
HCM Lane V/C Ratio	-	-	0.881	0.042	0.012	-
HCM Control Delay (s)	-	-	218.3	13.7	11.6	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	3.7	0.1	0	-

APPENDIX O
Capacity Analyses
2040 Future Conditions – Weekday Morning

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↱↱		↑↑		↰↰		↱
Traffic Volume (vph)	0	1480	0	0	1290	1980	0	670	0	390	0	150
Future Volume (vph)	0	1480	0	0	1290	1980	0	670	0	390	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						22						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1574	0	0	1372	2106	0	713	0	415	0	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1574	0	0	1372	2106	0	713	0	415	0	160
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		47.5			47.5			27.1		29.2		
Total Split (%)		45.8%			45.8%			26.1%		28.1%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		42.0			42.0	71.2		22.0		24.0		51.1
Actuated g/C Ratio		0.40			0.40	0.69		0.21		0.23		0.49
v/c Ratio		1.10			0.96	1.10		0.95		0.52		0.21
Control Delay		86.6			46.5	71.1		64.2		37.7		15.8
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		86.6			46.5	71.1		64.2		37.7		15.8
LOS		F			D	E		E		D		B
Approach Delay		86.6			61.4			64.2			31.6	
Approach LOS		F			E			E			C	
Queue Length 50th (ft)		~626			457	~903		247		124		58
Queue Length 95th (ft)		#763			#614	#1056		#364		173		99

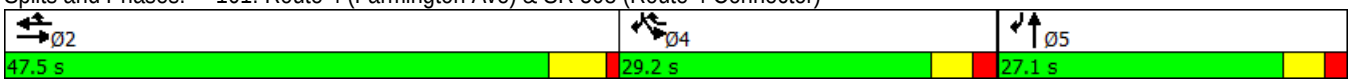
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		477			851			257			2071	
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1432			1432	1919		750		793		779
Starvation Cap Reductn		0			0	0		0		0		0
Spillback Cap Reductn		0			0	0		0		0		0
Storage Cap Reductn		0			0	0		0		0		0
Reduced v/c Ratio		1.10			0.96	1.10		0.95		0.52		0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.8			
Actuated Cycle Length: 103.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 65.3		Intersection LOS: E	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	574	1354	712	615	309
Future Volume (vph)	132	574	1354	712	615	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11		17		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	152	660	1556	818	707	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	660	1556	818	707	355
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	25.0		47.0		28.0	
Total Split (%)	25.0%		47.0%		28.0%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	19.5	47.5	42.0	66.4	23.1	70.7
Actuated g/C Ratio	0.20	0.48	0.42	0.66	0.23	0.71
v/c Ratio	0.24	0.52	1.05	0.75	0.89	0.15
Control Delay	18.8	20.3	66.2	16.5	64.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	20.3	66.2	16.5	64.0	4.6
LOS	B	C	E	B	E	A
Approach Delay	20.0		49.1			44.2
Approach LOS	C		D			D

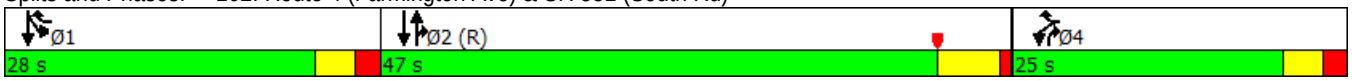
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	22	246	~578	306	232	22
Queue Length 95th (ft)	41	298	#673	434	#320	54
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	660	1262	1487	1102	793	2419
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.52	1.05	0.74	0.89	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 42.3		Intersection LOS: D	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)

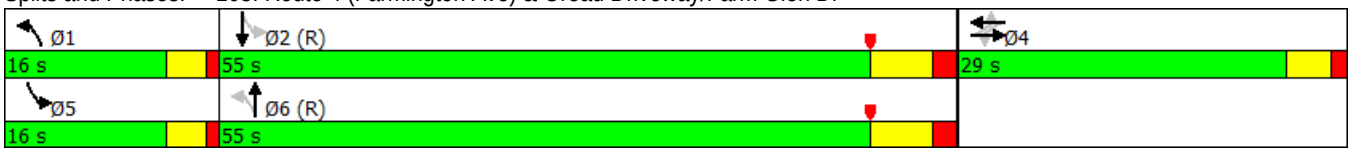


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	5	26	1	25	19	1732	184	87	886	16
Future Volume (vph)	8	1	5	26	1	25	19	1732	184	87	886	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.949			0.855			0.986			0.997	
Flt Protected		0.973		0.950			0.950			0.950		
Satd. Flow (prot)	0	1835	0	1770	1646	0	1711	3360	0	1770	3514	0
Flt Permitted		0.822		0.747			0.267			0.053		
Satd. Flow (perm)	0	1550	0	1391	1646	0	481	3360	0	99	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			29			16			2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	9	1	6	30	1	29	22	2014	214	101	1030	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	30	30	0	22	2228	0	101	1049	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	29.0	29.0		29.0	29.0		16.0	55.0		16.0	55.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		16.0%	55.0%		16.0%	55.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.1		9.1	9.1		80.7	76.3		84.2	80.5	
Actuated g/C Ratio		0.09		0.09	0.09		0.81	0.76		0.84	0.80	
v/c Ratio		0.11		0.24	0.17		0.05	0.87		0.61	0.37	
Control Delay		34.1		47.1	18.1		3.1	20.7		40.1	1.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		34.1		47.1	18.1		3.1	20.7		40.1	1.6	
LOS		C		D	B		A	C		D	A	
Approach Delay		34.1			32.6			20.5			5.0	
Approach LOS		C			C			C			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		6		18	1		3	548		28	17	
Queue Length 95th (ft)		25		45	26		m4	m534		m76	45	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		382		339	423		556	2566		284	2827	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.04		0.09	0.07		0.04	0.87		0.36	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr

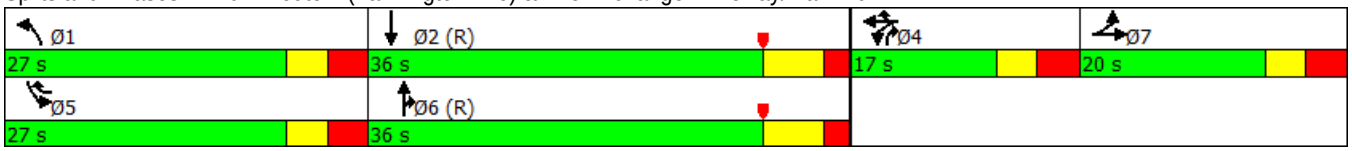


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	135	30	87	6	108	37	1004	529	428	867	25
Future Volume (vph)	18	135	30	87	6	108	37	1004	529	428	867	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.973				0.850			0.850		0.996	
Flt Protected	0.950			0.950	0.958		0.950			0.950		
Satd. Flow (prot)	1829	1873	0	1625	1639	1531	1770	3408	1531	3319	3394	0
Flt Permitted	0.950			0.950	0.958		0.950			0.950		
Satd. Flow (perm)	1829	1873	0	1625	1639	1531	1770	3408	1531	3319	3394	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		9				121					3	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	20	152	34	98	7	121	42	1128	594	481	974	28
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	20	186	0	52	53	121	42	1128	594	481	1002	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	20.0	20.0		17.0	17.0		27.0	36.0		27.0	36.0	
Total Split (%)	20.0%	20.0%		17.0%	17.0%		27.0%	36.0%		27.0%	36.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	12.8	12.8		10.1	10.1	28.2	7.1	33.8	50.1	18.2	49.5	
Actuated g/C Ratio	0.13	0.13		0.10	0.10	0.28	0.07	0.34	0.50	0.18	0.50	
v/c Ratio	0.09	0.75		0.32	0.32	0.23	0.34	0.98	0.77	0.80	0.60	
Control Delay	38.7	59.2		46.9	47.0	3.6	49.6	46.7	34.7	42.6	19.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.7	59.2		46.9	47.0	3.6	49.6	46.7	34.7	42.6	19.2	
LOS	D	E		D	D	A	D	D	C	D	B	
Approach Delay		57.2			23.8			42.7			26.8	
Approach LOS		E			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	109		32	33	0	25	~429	405	105	294	
Queue Length 95th (ft)	33	#199		71	72	22	m30	#578	m477	161	378	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	252	266		175	177	566	371	1152	778	696	1682	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.70		0.30	0.30	0.21	0.11	0.98	0.76	0.69	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 5 (5%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd



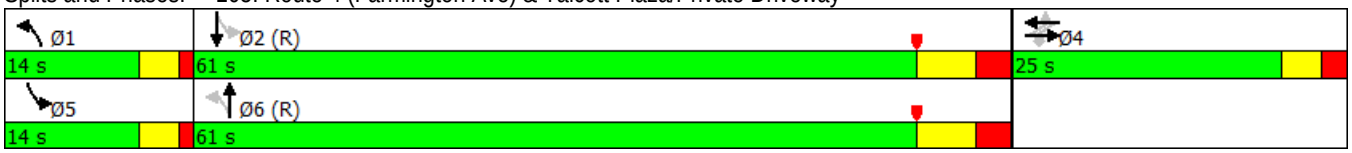
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	3	70	4	2	1	42	1075	37	26	1224	45
Future Volume (vph)	13	3	70	4	2	1	42	1075	37	26	1224	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.950			0.995			0.995	
Flt Protected		0.961		0.950			0.950			0.950		
Satd. Flow (prot)	0	1790	1531	1829	1829	0	1770	3404	0	1770	3522	0
Flt Permitted		0.764		0.747			0.190			0.233		
Satd. Flow (perm)	0	1423	1531	1438	1829	0	354	3404	0	434	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		1			5			6	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	13	3	71	4	2	1	43	1097	38	27	1249	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	71	4	3	0	43	1135	0	27	1295	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		14.0	61.0		14.0	61.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		14.0%	61.0%		14.0%	61.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		7.1	7.1	7.1	7.1		83.9	79.1		83.8	79.1	
Actuated g/C Ratio		0.07	0.07	0.07	0.07		0.84	0.79		0.84	0.79	
v/c Ratio		0.16	0.37	0.04	0.02		0.12	0.42		0.06	0.46	
Control Delay		47.3	12.6	44.0	38.7		2.8	9.2		2.3	8.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		47.3	12.6	44.0	38.7		2.8	9.2		2.3	8.0	
LOS		D	B	D	D		A	A		A	A	
Approach Delay		19.0			41.7			8.9			7.9	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		10	0	2	1		6	122		4	156	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		31	32	13	10		m7	m163		m3	m151	
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		284	376	287	366		446	2694		508	2785	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.06	0.19	0.01	0.01		0.10	0.42		0.05	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 7 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	373	3	669	3	1	2	3	147	170	703	27
Future Volume (vph)	1	373	3	669	3	1	2	3	147	170	703	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.925					0.995	
Flt Protected			0.953			0.984				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1809	0	0	0	1770	3522	0
Flt Permitted			0.722			0.846				0.131		
Satd. Flow (perm)	0	0	1345	1636	0	1555	0	0	0	244	3522	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						3					4	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	1	419	3	752	3	1	2	3	165	191	790	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	423	752	0	9	0	0	0	356	820	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	31.0	31.0	31.0		31.0	31.0			14.0	14.0	34.0	
Total Split (%)	31.0%	31.0%	31.0%		31.0%	31.0%			14.0%	14.0%	34.0%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	C-Max	
Act Effct Green (s)			25.4	37.0		25.4				44.0	39.0	
Actuated g/C Ratio			0.25	0.37		0.25				0.44	0.39	
v/c Ratio			1.24	1.24		0.02				1.37	0.60	
Control Delay			164.7	146.2		24.0				222.5	15.7	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			164.7	146.2		24.0				222.5	15.7	
LOS			F	F		C				F	B	
Approach Delay			152.9			24.0					78.3	
Approach LOS			F			C					E	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Traffic Volume (vph)	10	592	86	35	152	2	174	6
Future Volume (vph)	10	592	86	35	152	2	174	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.975				0.927		
Flt Protected	0.950					0.978		
Satd. Flow (prot)	1770	3437	0	0	0	1745	0	0
Flt Permitted	0.286					0.978		
Satd. Flow (perm)	533	3437	0	0	0	1745	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	11	665	97	39	171	2	196	7
Shared Lane Traffic (%)								
Lane Group Flow (vph)	11	801	0	0	0	376	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	14.0	34.0			21.0	21.0		
Total Split (%)	14.0%	34.0%			21.0%	21.0%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	C-Max			None	None		
Act Effct Green (s)	35.1	27.0				15.3		
Actuated g/C Ratio	0.35	0.27				0.15		
v/c Ratio	0.04	0.86				1.41		
Control Delay	16.6	45.9				240.7		
Queue Delay	0.0	0.0				0.0		
Total Delay	16.6	45.9				240.7		
LOS	B	D				F		
Approach Delay		45.5				240.7		
Approach LOS		D				F		

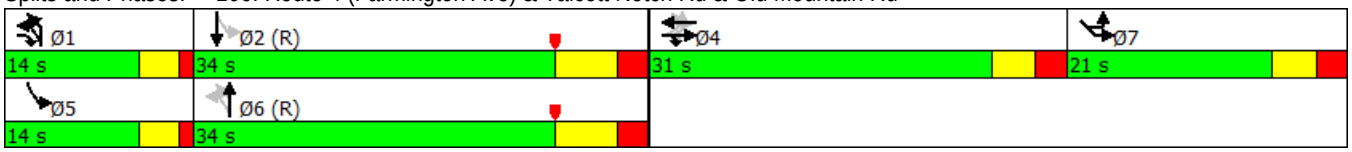
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 50th (ft)			~336	~480		3				~255	111	
Queue Length 95th (ft)			#515	#686		16				#430	194	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			341	605		397				259	1377	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			1.24	1.24		0.02				1.37	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay: 112.6		Intersection LOS: F	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 50th (ft)	4	255				~324		
Queue Length 95th (ft)	14	#348				#496		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	336	927				266		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.03	0.86				1.41		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	718	418	95	275	119	407	107	219	50	22	20
Future Volume (vph)	209	718	418	95	275	119	407	107	219	50	22	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.899				0.850
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1728	3455	1546	1711	3267	0	3319	1619	0	0	1801	1583
Flt Permitted	0.433			0.950			0.950				0.967	
Satd. Flow (perm)	787	3455	1546	1711	3267	0	3319	1619	0	0	1801	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			493		73			97				151
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	255	876	510	116	335	145	496	130	267	61	27	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	876	510	116	480	0	496	397	0	0	88	24
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	16.0	40.0		16.0	40.0		29.0	29.0		15.0	15.0	15.0
Total Split (%)	16.0%	40.0%		16.0%	40.0%		29.0%	29.0%		15.0%	15.0%	15.0%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	52.9	39.6	67.1	10.0	39.5		21.9	21.9			8.4	8.4
Actuated g/C Ratio	0.53	0.40	0.67	0.10	0.40		0.22	0.22			0.08	0.08
v/c Ratio	0.49	0.64	0.43	0.68	0.36		0.68	0.92			0.58	0.09
Control Delay	12.8	25.4	2.6	63.2	20.7		40.9	57.3			59.9	0.7
Queue Delay	0.0	0.0	0.2	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	12.8	25.4	2.9	63.2	20.7		40.9	57.3			59.9	0.7
LOS	B	C	A	E	C		D	E			E	A
Approach Delay		16.5			29.0			48.2			47.2	
Approach LOS		B			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	60	264	34	72	103		147	190			55	0
Queue Length 95th (ft)	m77	305	m102	117	131		180	#297			95	0
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	538	1368	1215	195	1333		776	453			163	281
Starvation Cap Reductn	0	0	205	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.47	0.64	0.50	0.59	0.36		0.64	0.88			0.54	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 43 (43%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	471	210	835	168	13
Future Volume (vph)	74	471	210	835	168	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	1770	1863	1863	1583	1809	0
Flt Permitted	0.615				0.956	
Satd. Flow (perm)	1146	1863	1863	1583	1809	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				811	5	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	81	518	231	918	185	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	518	231	918	199	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	11.0		36.4	33.1	33.1	
Total Split (%)	13.7%		45.2%	41.1%	41.1%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	25.7	29.7	16.5	33.3	10.3	
Actuated g/C Ratio	0.53	0.61	0.34	0.69	0.21	
v/c Ratio	0.12	0.45	0.36	0.68	0.51	
Control Delay	5.3	7.3	15.0	3.4	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.3	7.3	15.0	3.4	21.4	
LOS	A	A	B	A	C	
Approach Delay		7.0	5.8		21.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)	7	60	47	7	46	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	27	162	110	29	108	
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	709	1659	1178	1574	1108	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.31	0.20	0.58	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 48.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Future Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.951			0.993				0.850
Flt Protected		0.960			0.993						0.994	
Satd. Flow (prot)	0	1781	0	0	1759	0	0	1850	0	0	1913	1636
Flt Permitted		0.414			0.855			0.998			0.830	
Satd. Flow (perm)	0	768	0	0	1515	0	0	1846	0	0	1598	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			63			5				141
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	755	129	28	89	285	215	6	757	41	24	161	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	912	0	0	589	0	0	804	0	0	185	141
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	33.6	33.6		33.6	33.6		25.5	25.5		25.5	25.5	25.5
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		28.0			28.0			21.0			21.0	21.0
Actuated g/C Ratio		0.47			0.47			0.36			0.36	0.36
v/c Ratio		2.50			0.79			1.22			0.33	0.21
Control Delay		699.4			21.4			134.9			15.9	3.8
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		699.4			21.4			134.9			15.9	3.8
LOS		F			C			F			B	A
Approach Delay		699.4			21.4			134.9			10.7	
Approach LOS		F			C			F			B	
Queue Length 50th (ft)		~444			146			~366			47	0
Queue Length 95th (ft)		#566			225			#488			81	24
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												

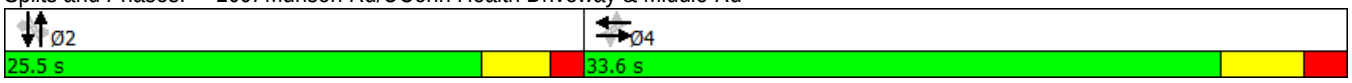
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		365			750			659			567	672
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		2.50			0.79			1.22			0.33	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 59.1			
Actuated Cycle Length: 59.1			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.50			
Intersection Signal Delay: 289.7		Intersection LOS: F	
Intersection Capacity Utilization 120.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd

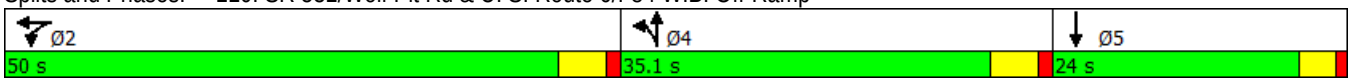


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	210	840	120	100	50	0	0	100	60
Future Volume (vph)	0	0	0	210	840	120	100	50	0	0	100	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.985						0.949	
Flt Protected					0.991			0.968				
Satd. Flow (prot)	0	0	0	0	3455	0	0	2044	0	0	2003	0
Flt Permitted					0.991			0.968				
Satd. Flow (perm)	0	0	0	0	3455	0	0	2044	0	0	2003	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14						24	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	231	923	132	110	55	0	0	110	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1286	0	0	165	0	0	176	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				50.0	50.0		35.1	35.1			24.0	
Total Split (%)				45.8%	45.8%		32.2%	32.2%			22.0%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					36.5			11.0			10.0	
Actuated g/C Ratio					0.51			0.15			0.14	
v/c Ratio					0.73			0.53			0.59	
Control Delay					17.0			37.6			36.0	
Queue Delay					0.0			0.0			0.0	
Total Delay					17.0			37.6			36.0	
LOS					B			D			D	
Approach Delay					17.0			37.6			36.0	
Approach LOS					B			D			D	
Queue Length 50th (ft)					204			70			65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					361			146			142	
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2233			879			591	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.58			0.19			0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 109.1			
Actuated Cycle Length: 72.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	789	48	367	928	217	186	295	133	121	192	133
Future Volume (vph)	39	789	48	367	928	217	186	295	133	121	192	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		330	405		490	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.991			0.972			0.953			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3507	0	1711	3440	0	1711	3359	0	1787	3357	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3507	0	1711	3440	0	1711	3359	0	1787	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			28			59			144	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	44	897	55	417	1055	247	211	335	151	138	218	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	952	0	417	1302	0	211	486	0	138	369	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	24.0	39.4		26.5	41.9		15.6	26.4		15.8	26.4	
Total Split (%)	22.2%	36.4%		24.5%	38.8%		14.4%	24.4%		14.6%	24.4%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.2	30.5		20.1	50.0		11.1	16.9		10.3	16.4	
Actuated g/C Ratio	0.07	0.30		0.20	0.49		0.11	0.17		0.10	0.16	
v/c Ratio	0.35	0.90		1.24	0.77		1.14	0.80		0.77	0.56	
Control Delay	54.5	47.5		167.4	26.7		152.3	47.2		73.4	27.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.5	47.5		167.4	26.7		152.3	47.2		73.4	27.1	
LOS	D	D		F	C		F	D		E	C	
Approach Delay		47.8			60.8			79.0			39.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	29	318		~363	386		~174	148		93	72	
Queue Length 95th (ft)	63	#424		#549	508		#318	201		#187	115	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	348	1143		336	1699		185	709		193	783	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.83		1.24	0.77		1.14	0.69		0.72	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 108.1
Actuated Cycle Length: 102.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 58.0 Intersection LOS: E
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	43	133	1705	978	23
Future Volume (vph)	28	43	133	1705	978	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.918				0.997	
Flt Protected	0.981			0.996		
Satd. Flow (prot)	1901	0	0	3408	3411	0
Flt Permitted	0.981			0.996		
Satd. Flow (perm)	1901	0	0	3408	3411	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	274			1370	364	
Travel Time (s)	7.5			23.4	6.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	30	46	143	1833	1052	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	1976	1077	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	43	133	1705	978	23
Future Vol, veh/h	28	43	133	1705	978	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	46	143	1833	1052	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2267	538	1076	0	-	0
Stage 1	1064	-	-	-	-	-
Stage 2	1203	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	34	488	644	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	488	644	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	189	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	78	-	-
HCM Lane V/C Ratio	0.222	-	0.979	-	-
HCM Control Delay (s)	12.2	0	189	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	5.2	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	421	623	297	158	82	179
Future Volume (vph)	421	623	297	158	82	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.953			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	2049	1716	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	2049	1716	0	1770	1583
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	478	708	338	180	93	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	708	518	0	93	203
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	421	623	297	158	82	179
Future Vol, veh/h	421	623	297	158	82	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	708	338	180	93	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	2092	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	1665	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1049	-	-	-	~ 58	628
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	169	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1049	-	-	-	~ 32	628
Mov Cap-2 Maneuver	-	-	-	-	~ 79	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	~ 92	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	88.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1049	-	-	-	79	628
HCM Lane V/C Ratio	0.456	-	-	-	1.18	0.324
HCM Control Delay (s)	11.3	-	-	-	251.6	13.5
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	2.4	-	-	-	6.9	1.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Future Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	0		0	0		0	75		0	65		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.919			0.991			0.900	
Flt Protected		0.973			0.994		0.950			0.950		
Satd. Flow (prot)	0	1946	0	0	1702	0	1711	1770	0	1711	1621	0
Flt Permitted		0.973			0.994		0.950			0.950		
Satd. Flow (perm)	0	1946	0	0	1702	0	1711	1770	0	1711	1621	0
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	402	196	130	33	76	163	54	522	33	76	304	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	728	0	0	272	0	54	555	0	76	913	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	368
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	370	180	120	0	30	70	150	0	50	480	30
Future Vol, veh/h	0	370	180	120	0	30	70	150	0	50	480	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	402	196	130	0	33	76	163	0	54	522	33
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	395.9	51.8	214.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	55%	12%	100%	0%
Vol Thru, %	0%	94%	27%	28%	0%	33%
Vol Right, %	0%	6%	18%	60%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	510	670	250	70	840
LT Vol	50	0	370	30	70	0
Through Vol	0	480	180	70	0	280
RT Vol	0	30	120	150	0	560
Lane Flow Rate	54	554	728	272	76	913
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.145	1.397	1.79	0.701	0.203	2.192
Departure Headway (Hd)	14.1	13.511	11.993	16.841	12.571	11.532
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	256	277	313	217	288	329
Service Time	11.8	11.211	9.993	14.841	10.271	9.232
HCM Lane V/C Ratio	0.211	2	2.326	1.253	0.264	2.775
HCM Control Delay	19.2	233.9	395.9	51.8	18.4	571.1
HCM Lane LOS	C	F	F	F	C	F
HCM 95th-tile Q	0.5	20.1	35.3	4.5	0.7	51.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	70	280	560
Future Vol, veh/h	0	70	280	560
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	76	304	609
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	528.6
HCM LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	150	530	0	1010	0	0	0	0
Future Volume (vph)	0	0	0	0	150	530	0	1010	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.895							
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1889	0	0	2111	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1889	0	0	2111	0	0	0	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		417			480			256			527	
Travel Time (s)		8.1			9.4			5.0			10.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	0	169	596	0	1135	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	765	0	0	1135	0	0	0	0
Sign Control		Free			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 127.3%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	395.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	150	530	0	1010	0	0	0	0
Future Vol, veh/h	0	0	0	0	150	530	0	1010	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	169	596	0	1135	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1135	1135	-	0	-
Stage 1	-	1135	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.52	6.22	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	0	202	~ 246	0	-	0
Stage 1	0	277	-	0	-	0
Stage 2	0	-	-	0	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	~ 246	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	$ 982.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 247
HCM Lane V/C Ratio	- 3.093
HCM Control Delay (s)	-$ 982.6
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 68.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	21	602	309	65	174
Future Volume (vph)	11	21	602	309	65	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	11
Grade (%)	0%		5%			0%
Storage Length (ft)	0	90		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.954			
Flt Protected	0.950					0.987
Satd. Flow (prot)	1711	1583	1733	0	0	1763
Flt Permitted	0.950					0.987
Satd. Flow (perm)	1711	1583	1733	0	0	1763
Link Speed (mph)	25		25			25
Link Distance (ft)	284		513			1153
Travel Time (s)	7.7		14.0			31.4
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	15	28	803	412	87	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	28	1215	0	0	319
Sign Control	Stop		Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	169
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	11	21	0	602	309	0	65	174
Future Vol, veh/h	0	11	21	0	602	309	0	65	174
Peak Hour Factor	0.92	0.75	0.75	0.92	0.75	0.75	0.92	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	28	0	803	412	0	87	232
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.5	215.7	12.4
HCM LOS	B	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	27%
Vol Thru, %	66%	0%	0%	73%
Vol Right, %	34%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	911	11	21	239
LT Vol	0	11	0	65
Through Vol	602	0	0	174
RT Vol	309	0	21	0
Lane Flow Rate	1215	15	28	319
Geometry Grp	2	7	7	2
Degree of Util (X)	1.434	0.03	0.049	0.431
Departure Headway (Hd)	4.25	8.287	7.052	5.385
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	435	511	672
Service Time	2.254	5.987	4.752	3.385
HCM Lane V/C Ratio	1.41	0.034	0.055	0.475
HCM Control Delay	215.7	11.2	10.1	12.4
HCM Lane LOS	F	B	B	B
HCM 95th-tile Q	54.3	0.1	0.2	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	233	26	10	257	10	37	9	22	33	17	44
Future Volume (vph)	24	233	26	10	257	10	37	9	22	33	17	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	12	12	16	12	12	14	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995			0.956			0.937	
Flt Protected		0.996			0.998			0.973			0.983	
Satd. Flow (prot)	0	2014	0	0	2035	0	0	1964	0	0	1830	0
Flt Permitted		0.996			0.998			0.973			0.983	
Satd. Flow (perm)	0	2014	0	0	2035	0	0	1964	0	0	1830	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		7611			433			641			583	
Travel Time (s)		207.6			11.8			14.6			13.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	27	265	30	11	292	11	42	10	25	38	19	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	314	0	0	77	0	0	107	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	233	26	10	257	10	37	9	22	33	17	44
Future Vol, veh/h	24	233	26	10	257	10	37	9	22	33	17	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	265	30	11	292	11	42	10	25	38	19	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	294	0	0	689	660	280	672	669	298
Stage 1	-	-	-	-	-	-	334	334	-	320	320	-
Stage 2	-	-	-	-	-	-	355	326	-	352	349	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1258	-	-	1268	-	-	360	383	759	370	379	741
Stage 1	-	-	-	-	-	-	680	643	-	692	652	-
Stage 2	-	-	-	-	-	-	662	648	-	665	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1268	-	-	313	369	759	341	365	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	369	-	341	365	-
Stage 1	-	-	-	-	-	-	662	626	-	674	645	-
Stage 2	-	-	-	-	-	-	593	642	-	616	617	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	16.3	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	1258	-	-	1268	-	-	464
HCM Lane V/C Ratio	0.195	0.022	-	-	0.009	-	-	0.23
HCM Control Delay (s)	16.3	7.9	0	-	7.9	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	5	1516	205	38	969
Future Volume (vph)	4	5	1516	205	38	969
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	280	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.982			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3476	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3476	0	1770	3539
Link Speed (mph)	25		40			40
Link Distance (ft)	134		364			689
Travel Time (s)	3.7		6.2			11.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	5	1630	220	41	1042
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	5	1850	0	41	1042
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	5	1516	205	38	969
Future Vol, veh/h	4	5	1516	205	38	969
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	1630	220	41	1042

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2343	925	0	0	1851	0
Stage 1	1740	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	271	-	-	324	-
Stage 1	127	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	271	-	-	324	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	127	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	85.5	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	26	271	324	-
HCM Lane V/C Ratio	-	-	0.165	0.02	0.126	-
HCM Control Delay (s)	-	-	169.2	18.6	17.7	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0.4	-

APPENDIX P
Capacity Analyses
2040 Future Conditions – Weekday Afternoon

Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↱↱		↑↑		↰↰		↱
Traffic Volume (vph)	0	1050	0	0	1000	760	0	450	0	1080	0	430
Future Volume (vph)	0	1050	0	0	1000	760	0	450	0	1080	0	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						99						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1094	0	0	1042	792	0	469	0	1125	0	448
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1094	0	0	1042	792	0	469	0	1125	0	448
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		47.5			47.5			27.1		29.2		
Total Split (%)		45.8%			45.8%			26.1%		28.1%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		42.1			42.1	71.3		17.5		24.0		46.6
Actuated g/C Ratio		0.42			0.42	0.72		0.18		0.24		0.47
v/c Ratio		0.73			0.70	0.39		0.75		1.36		0.60
Control Delay		28.0			27.0	5.7		47.1		200.3		23.5
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		28.0			27.0	5.7		47.1		200.3		23.5
LOS		C			C	A		D		F		C
Approach Delay		28.0			17.8			47.1			150.0	
Approach LOS		C			B			D			F	
Queue Length 50th (ft)		296			276	80		150		~484		203
Queue Length 95th (ft)		405			380	134		204		#648		304

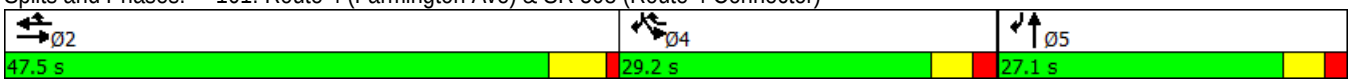
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		477			851			257			2071	
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1497			1497	2027		784		829		814
Starvation Cap Reductn		0			0	0		0		0		0
Spillback Cap Reductn		0			0	0		0		0		0
Storage Cap Reductn		0			0	0		0		0		0
Reduced v/c Ratio		0.73			0.70	0.39		0.60		1.36		0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.8			
Actuated Cycle Length: 99.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 64.6		Intersection LOS: E	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	269	476	543	280	926	913
Future Volume (vph)	269	476	543	280	926	913
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		108		9		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	292	517	590	304	1007	992
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	517	590	304	1007	992
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	33.0		33.0		34.0	
Total Split (%)	33.0%		33.0%		34.0%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	15.7	49.7	39.8	60.4	29.1	74.5
Actuated g/C Ratio	0.16	0.50	0.40	0.60	0.29	0.74
v/c Ratio	0.57	0.37	0.42	0.31	1.01	0.39
Control Delay	34.1	14.9	23.6	10.3	67.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	14.9	23.6	10.3	67.8	7.4
LOS	C	B	C	B	E	A
Approach Delay	21.9		19.1			37.8
Approach LOS	C		B			D

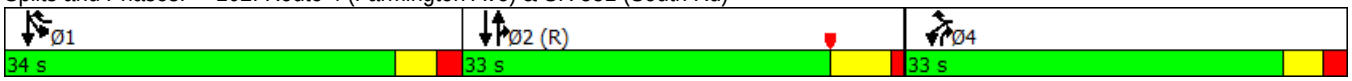
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	69	87	140	84	~350	108
Queue Length 95th (ft)	106	134	205	132	#485	238
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	923	1379	1409	1193	999	2549
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.37	0.42	0.25	1.01	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 44 (44%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)

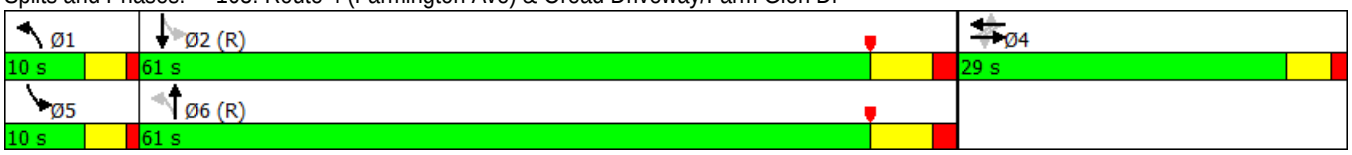


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	30	178	1	95	8	986	27	34	1619	11
Future Volume (vph)	17	1	30	178	1	95	8	986	27	34	1619	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.916			0.851			0.996			0.999	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1787	0	1770	1638	0	1711	3394	0	1770	3522	0
Flt Permitted		0.887		0.789			0.068			0.204		
Satd. Flow (perm)	0	1614	0	1470	1638	0	122	3394	0	380	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			106			4			1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	19	1	33	198	1	106	9	1096	30	38	1799	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	198	107	0	9	1126	0	38	1811	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	29.0	29.0		29.0	29.0		10.0	61.0		10.0	61.0	
Total Split (%)	29.0%	29.0%		29.0%	29.0%		10.0%	61.0%		10.0%	61.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		17.8		17.8	17.8		70.8	65.8		73.0	69.4	
Actuated g/C Ratio		0.18		0.18	0.18		0.71	0.66		0.73	0.69	
v/c Ratio		0.17		0.76	0.28		0.06	0.50		0.11	0.74	
Control Delay		17.4		56.9	8.5		5.1	10.1		7.2	14.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		17.4		56.9	8.5		5.1	10.1		7.2	14.2	
LOS		B		E	A		A	B		A	B	
Approach Delay		17.4			39.9			10.1			14.1	
Approach LOS		B			D			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		11		121	1		1	185		8	262	
Queue Length 95th (ft)		41		185	42		m5	242		m13	m610	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		418		358	479		183	2235		361	2443	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.13		0.55	0.22		0.05	0.50		0.11	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	31	68	560	64	481	57	956	139	144	845	44
Future Volume (vph)	58	31	68	560	64	481	57	956	139	144	845	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.897				0.850			0.850		0.993	
Flt Protected	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (prot)	1829	1727	0	1625	1646	1531	1770	3408	1531	3319	3384	0
Flt Permitted	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (perm)	1829	1727	0	1625	1646	1531	1770	3408	1531	3319	3384	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		74				107					6	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	63	34	74	609	70	523	62	1039	151	157	918	48
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	63	108	0	335	344	523	62	1039	151	157	966	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	15.0	15.0		27.0	27.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	15.0%		27.0%	27.0%		18.0%	40.0%		18.0%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	8.0	8.0		20.8	20.8	32.6	8.1	34.2	61.2	12.0	40.3	
Actuated g/C Ratio	0.08	0.08		0.21	0.21	0.33	0.08	0.34	0.61	0.12	0.40	
v/c Ratio	0.43	0.53		0.99	1.01	0.92	0.44	0.89	0.16	0.39	0.71	
Control Delay	53.1	26.9		87.9	91.2	39.1	53.0	39.4	12.3	32.5	33.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.1	26.9		87.9	91.2	39.1	53.0	39.4	12.3	32.5	33.1	
LOS	D	C		F	F	D	D	D	B	C	C	
Approach Delay		36.5			67.6			36.8			33.0	
Approach LOS		D			E			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	21		226	~234	170	42	370	59	42	333	
Queue Length 95th (ft)	81	74		#414	#425	#345	m73	#463	85	61	412	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	160	219		338	342	571	212	1166	937	398	1368	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.49		0.99	1.01	0.92	0.29	0.89	0.16	0.39	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 6 (6%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 45.5		Intersection LOS: D	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd

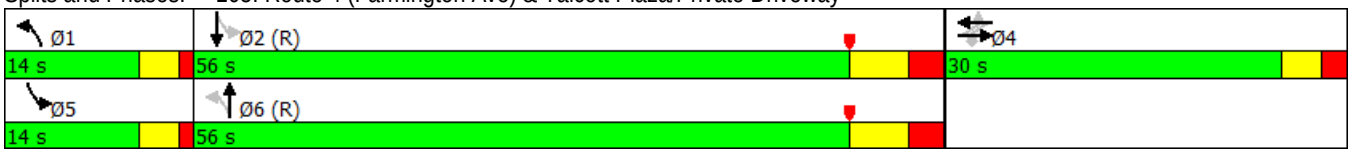
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	52	48	1	39	45	1421	6	4	954	30
Future Volume (vph)	16	1	52	48	1	39	45	1421	6	4	954	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.854			0.999			0.995	
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1779	1531	1829	1644	0	1770	3418	0	1770	3522	0
Flt Permitted		0.707		0.746			0.252			0.150		
Satd. Flow (perm)	0	1317	1531	1436	1644	0	469	3418	0	279	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		41			1			4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	55	51	1	41	47	1496	6	4	1004	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	55	51	42	0	47	1502	0	4	1036	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		14.0	56.0		14.0	56.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		14.0%	56.0%		14.0%	56.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		8.7	8.7	8.7	8.7		84.1	81.3		82.0	77.4	
Actuated g/C Ratio		0.09	0.09	0.09	0.09		0.84	0.81		0.82	0.77	
v/c Ratio		0.16	0.26	0.41	0.23		0.10	0.54		0.01	0.38	
Control Delay		44.4	6.3	52.7	16.6		3.7	8.6		3.8	10.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay		44.4	6.3	52.7	16.6		3.7	8.7		3.8	10.3	
LOS		D	A	D	B		A	A		A	B	
Approach Delay		15.7			36.4			8.5			10.3	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)		11	0	32	1		8	213		1	161	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		32	16	67	32		m11	m335		m1	m190	
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		329	448	359	441		527	2778		385	2728	
Starvation Cap Reductn		0	0	0	0		0	327		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.05	0.12	0.14	0.10		0.09	0.61		0.01	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	246	1	401	14	33	13	10	461	229	788	26
Future Volume (vph)	3	246	1	401	14	33	13	10	461	229	788	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.956					0.995	
Flt Protected			0.953			0.990				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1881	0	0	0	1770	3522	0
Flt Permitted			0.734			0.680				0.118		
Satd. Flow (perm)	0	0	1367	1636	0	1292	0	0	0	220	3522	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						7					3	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	3	256	1	418	15	34	14	10	480	239	821	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	260	418	0	73	0	0	0	719	848	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	22.0	22.0	22.0		22.0	22.0			24.0	24.0	37.0	
Total Split (%)	22.0%	22.0%	22.0%		22.0%	22.0%			24.0%	24.0%	37.0%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	C-Max	
Act Effct Green (s)			16.4	38.0		16.4				57.0	52.2	
Actuated g/C Ratio			0.16	0.38		0.16				0.57	0.52	
v/c Ratio			1.16	0.67		0.34				1.65	0.46	
Control Delay			149.4	21.1		38.3				328.0	12.1	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			149.4	21.1		38.3				328.0	12.1	
LOS			F	C		D				F	B	
Approach Delay			70.3			38.3					157.0	
Approach LOS			E			D					F	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Traffic Volume (vph)	3	569	244	88	93	1	88	3
Future Volume (vph)	3	569	244	88	93	1	88	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.945				0.934		
Flt Protected	0.950					0.975		
Satd. Flow (prot)	1770	3331	0	0	0	1753	0	0
Flt Permitted	0.333					0.975		
Satd. Flow (perm)	620	3331	0	0	0	1753	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	3	593	254	92	97	1	92	3
Shared Lane Traffic (%)								
Lane Group Flow (vph)	3	939	0	0	0	193	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	24.0	37.0			17.0	17.0		
Total Split (%)	24.0%	37.0%			17.0%	17.0%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	C-Max			None	None		
Act Effct Green (s)	37.8	30.0				11.3		
Actuated g/C Ratio	0.38	0.30				0.11		
v/c Ratio	0.01	0.94				0.97		
Control Delay	11.3	52.2				103.8		
Queue Delay	0.0	0.0				0.0		
Total Delay	11.3	52.2				103.8		
LOS	B	D				F		
Approach Delay		52.0				103.8		
Approach LOS		D				F		

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 50th (ft)			~197	137		38				~632	171	
Queue Length 95th (ft)			#353	206		81				#860	233	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			224	621		217				435	1840	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			1.16	0.67		0.34				1.65	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 13 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.65			
Intersection Signal Delay: 105.9		Intersection LOS: F	
Intersection Capacity Utilization 114.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 50th (ft)	1	305				125		
Queue Length 95th (ft)	5	#433				#264		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	558	999				198		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.01	0.94				0.97		

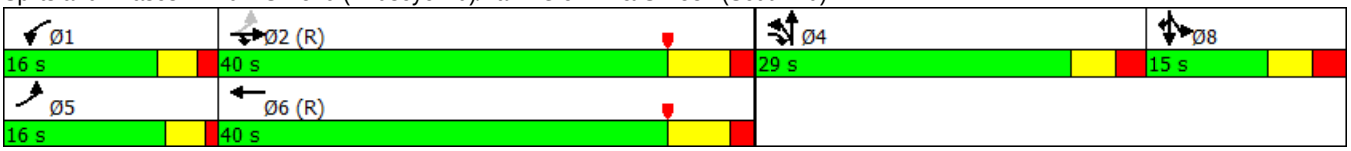
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	685	481	347	394	21	243	24	106	142	99	113
Future Volume (vph)	45	685	481	347	394	21	243	24	106	142	99	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.878				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1728	3455	1546	1711	3394	0	3319	1581	0	0	1809	1583
Flt Permitted	0.493			0.950			0.950				0.971	
Satd. Flow (perm)	897	3455	1546	1711	3394	0	3319	1581	0	0	1809	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112		6			114				151
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	737	517	373	424	23	261	26	114	153	106	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	737	517	373	447	0	261	140	0	0	259	122
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	16.0	40.0		16.0	40.0		29.0	29.0		15.0	15.0	15.0
Total Split (%)	16.0%	40.0%		16.0%	40.0%		29.0%	29.0%		15.0%	15.0%	15.0%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	52.0	43.6	62.4	11.4	51.6		13.2	13.2			9.1	9.1
Actuated g/C Ratio	0.52	0.44	0.62	0.11	0.52		0.13	0.13			0.09	0.09
v/c Ratio	0.09	0.49	0.51	1.91	0.25		0.60	0.46			1.58	0.43
Control Delay	3.5	12.3	11.4	456.3	14.8		46.5	15.9			320.1	9.2
Queue Delay	0.0	0.0	0.3	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	3.5	12.3	11.7	456.3	14.8		46.5	15.9			320.1	9.2
LOS	A	B	B	F	B		D	B			F	A
Approach Delay		11.7			215.7			35.8			220.5	
Approach LOS		B			F			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	154	268	~368	80		82	15			~236	0
Queue Length 95th (ft)	m4	m241	m298	#548	126		117	68			#392	35
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	621	1506	1153	195	1754		776	457			164	281
Starvation Cap Reductn	0	0	217	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.08	0.49	0.55	1.91	0.25		0.34	0.31			1.58	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 44 (44%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.91			
Intersection Signal Delay: 100.0		Intersection LOS: F	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	704	288	189	522	35
Future Volume (vph)	20	704	288	189	522	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	1770	1863	1863	1583	1809	0
Flt Permitted	0.538				0.955	
Satd. Flow (perm)	1002	1863	1863	1583	1809	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				195	4	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	726	297	195	538	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	726	297	195	574	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	11.0		46.4	23.1	23.1	
Total Split (%)	13.7%		57.6%	28.7%	28.7%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	33.9	38.0	24.4	50.2	19.3	
Actuated g/C Ratio	0.52	0.58	0.37	0.77	0.29	
v/c Ratio	0.03	0.67	0.43	0.16	1.07	
Control Delay	5.3	12.7	16.6	0.6	87.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.3	12.7	16.6	0.6	87.1	
LOS	A	B	B	A	F	
Approach Delay		12.5	10.2		87.1	
Approach LOS		B	B		F	
Queue Length 50th (ft)	3	175	85	0	~249	

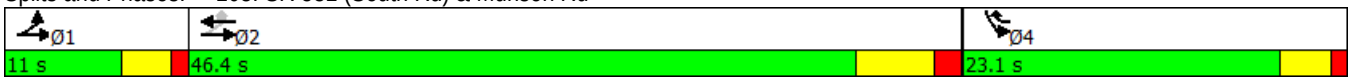
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	10	267	137	8	#580	
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	601	1544	1156	1257	536	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.47	0.26	0.16	1.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 35.5		Intersection LOS: D	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

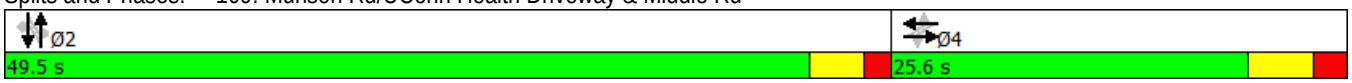


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	146	8	34	136	31	100	130	110	116	392	496
Future Volume (vph)	58	146	8	34	136	31	100	130	110	116	392	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.979			0.956				0.850
Flt Protected		0.987			0.992			0.986			0.989	
Satd. Flow (prot)	0	1829	0	0	1809	0	0	1756	0	0	1904	1636
Flt Permitted		0.800			0.901			0.662			0.822	
Satd. Flow (perm)	0	1483	0	0	1643	0	0	1179	0	0	1582	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			57				494
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	70	176	10	41	164	37	120	157	133	140	472	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	242	0	0	410	0	0	612	598
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	25.6	25.6		25.6	25.6		49.5	49.5		49.5	49.5	49.5
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	65.9%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		15.2			15.2			37.0			37.0	37.0
Actuated g/C Ratio		0.24			0.24			0.59			0.59	0.59
v/c Ratio		0.71			0.60			0.57			0.66	0.51
Control Delay		35.7			28.9			10.8			13.1	3.2
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		35.7			28.9			10.8			13.1	3.2
LOS		D			C			B			B	A
Approach Delay		35.7			28.9			10.8			8.2	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)		104			91			73			141	16
Queue Length 95th (ft)		163			145			140			234	46
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		504			565			876			1154	1327
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.51			0.43			0.47			0.53	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.1			
Actuated Cycle Length: 63			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd

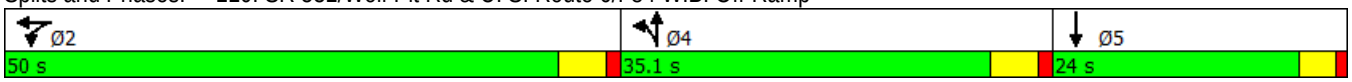


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	1120	50	50	200	0	0	10	240
Future Volume (vph)	0	0	0	30	1120	50	50	200	0	0	10	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994						0.871	
Flt Protected					0.999			0.990				
Satd. Flow (prot)	0	0	0	0	3514	0	0	2090	0	0	1839	0
Flt Permitted					0.999			0.990				
Satd. Flow (perm)	0	0	0	0	3514	0	0	2090	0	0	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5						258	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	32	1204	54	54	215	0	0	11	258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1290	0	0	269	0	0	269	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				50.0	50.0		35.1	35.1			24.0	
Total Split (%)				45.8%	45.8%		32.2%	32.2%			22.0%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					36.9			14.0			7.9	
Actuated g/C Ratio					0.50			0.19			0.11	
v/c Ratio					0.73			0.68			0.63	
Control Delay					17.4			38.4			13.2	
Queue Delay					0.0			0.0			0.0	
Total Delay					17.4			38.4			13.2	
LOS					B			D			B	
Approach Delay					17.4			38.4			13.2	
Approach LOS					B			D			B	
Queue Length 50th (ft)					214			117			5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					377			217			76	
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2230			883			703	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.58			0.30			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 109.1			
Actuated Cycle Length: 73.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp



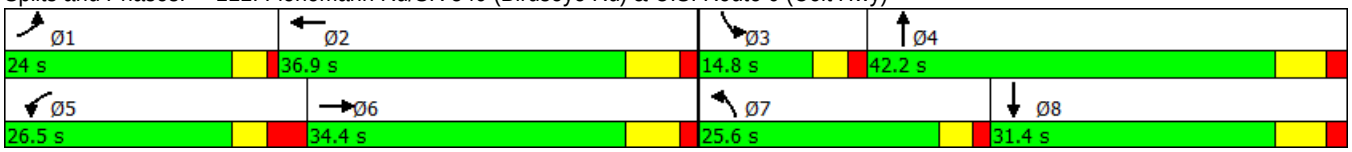
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	898	185	111	952	166	255	283	30	104	292	322
Future Volume (vph)	102	898	185	111	952	166	255	283	30	104	292	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		0	405		490	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.974			0.978			0.985			0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3447	0	1711	3461	0	1711	3472	0	1787	3292	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3447	0	1711	3461	0	1711	3472	0	1787	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			16			10			216	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	104	916	189	113	971	169	260	289	31	106	298	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1105	0	113	1140	0	260	320	0	106	627	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	24.0	34.4		26.5	36.9		25.6	42.2		14.8	31.4	
Total Split (%)	20.4%	29.2%		22.5%	31.3%		21.7%	35.8%		12.6%	26.6%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.5	28.4		11.2	31.6		18.7	27.1		9.1	17.7	
Actuated g/C Ratio	0.10	0.28		0.11	0.32		0.19	0.27		0.09	0.18	
v/c Ratio	0.56	1.12		0.59	1.03		0.82	0.34		0.65	0.83	
Control Delay	56.5	101.0		57.2	71.7		61.2	29.5		66.1	36.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	56.5	101.0		57.2	71.7		61.2	29.5		66.1	36.1	
LOS	E	F		E	E		E	C		E	D	
Approach Delay		97.2			70.4			43.7			40.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			E			D			D	
Queue Length 50th (ft)	66	~445		71	~431		160	83		67	138	
Queue Length 95th (ft)	128	#682		137	#667		#326	130		#159	216	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	357	990		346	1102		363	1263		180	993	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.12		0.33	1.03		0.72	0.25		0.59	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 117.9
Actuated Cycle Length: 100.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 69.0 Intersection LOS: E
Intersection Capacity Utilization 89.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	146	47	1167	1496	14
Future Volume (vph)	5	146	47	1167	1496	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.870				0.999	
Flt Protected	0.998			0.998		
Satd. Flow (prot)	1833	0	0	3414	3418	0
Flt Permitted	0.998			0.998		
Satd. Flow (perm)	1833	0	0	3414	3418	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	274			1370	364	
Travel Time (s)	7.5			23.4	6.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	164	53	1311	1681	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	0	1364	1697	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	146	47	1167	1496	14
Future Vol, veh/h	5	146	47	1167	1496	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	164	53	1311	1681	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2450	848	1697	0	-	0
Stage 1	1689	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	26	305	372	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	305	372	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	125.3	4.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	372	-	169	-	-
HCM Lane V/C Ratio	0.142	-	1.004	-	-
HCM Control Delay (s)	16.3	4	125.3	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	8	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	758	387	41	215	394
Future Volume (vph)	165	758	387	41	215	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.987			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	2049	1777	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	2049	1777	0	1770	1583
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	196	902	461	49	256	469
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	902	510	0	256	469
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	42.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	758	387	41	215	394
Future Vol, veh/h	165	758	387	41	215	394
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	902	461	49	256	469

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	1780	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	1295	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1055	-	-	-	~ 90	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1055	-	-	-	~ 73	582
Mov Cap-2 Maneuver	-	-	-	-	~ 166	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	~ 209	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	134.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1055	-	-	-	166	582
HCM Lane V/C Ratio	0.186	-	-	-	1.542	0.806
HCM Control Delay (s)	9.2	-	-	-	$ 321.6	31.9
HCM Lane LOS	A	-	-	-	F	D
HCM 95th %tile Q(veh)	0.7	-	-	-	16.9	8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Future Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	0		0	0		0	75		0	65		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.946			0.972			0.886	
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1978	0	0	1757	0	1711	1736	0	1711	1595	0
Flt Permitted		0.983			0.997		0.950			0.950		
Satd. Flow (perm)	0	1978	0	0	1757	0	1711	1736	0	1711	1595	0
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	165	247	62	21	196	144	62	361	82	206	361	1134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	361	0	62	443	0	206	1495	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 147.6%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	686.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	160	240	60	0	20	190	140	0	60	350	80
Future Vol, veh/h	0	160	240	60	0	20	190	140	0	60	350	80
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	165	247	62	0	21	196	144	0	62	361	82
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	174	83.3	128.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	35%	6%	100%	0%
Vol Thru, %	0%	81%	52%	54%	0%	24%
Vol Right, %	0%	19%	13%	40%	0%	76%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	430	460	350	200	1450
LT Vol	60	0	160	20	200	0
Through Vol	0	350	240	190	0	350
RT Vol	0	80	60	140	0	1100
Lane Flow Rate	62	443	474	361	206	1495
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.174	1.168	1.247	0.942	0.579	3.77
Departure Headway (Hd)	13.612	12.931	13.133	14.317	11.27	10.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	265	284	280	256	322	374
Service Time	11.312	10.631	11.133	12.317	8.97	7.876
HCM Lane V/C Ratio	0.234	1.56	1.693	1.41	0.64	3.997
HCM Control Delay	19.2	144.1	174	83.3	28.4	1273.1
HCM Lane LOS	C	F	F	F	D	F
HCM 95th-tile Q	0.6	14.3	16.3	8.6	3.4	126.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	200	350	1100
Future Vol, veh/h	0	200	350	1100
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	206	361	1134
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	1122.2
HCM LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	250	1100	0	1050	0	0	0	0
Future Volume (vph)	0	0	0	0	250	1100	0	1050	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.890							
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1879	0	0	2111	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1879	0	0	2111	0	0	0	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		417			480			256			527	
Travel Time (s)		8.1			9.4			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	263	1158	0	1105	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1421	0	0	1105	0	0	0	0
Sign Control		Free			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 158.2%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1172.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	250	1100	0	1050	0	0	0	0
Future Vol, veh/h	0	0	0	0	250	1100	0	1050	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	263	1158	0	1105	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1105	1105	-	0	-
Stage 1	-	1105	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.52	6.22	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	0	~ 211	~ 256	0	-	0
Stage 1	0	286	-	0	-	0
Stage 2	0	-	-	0	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	~ 256	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	$ 2084	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 256
HCM Lane V/C Ratio	- 5.551
HCM Control Delay (s)	- $ 2084
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 149.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	138	130	199	10	16	427
Future Volume (vph)	138	130	199	10	16	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	11
Grade (%)	0%		5%			0%
Storage Length (ft)	0	90		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1711	1583	1805	0	0	1783
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1711	1583	1805	0	0	1783
Link Speed (mph)	25		25			25
Link Distance (ft)	284		513			1153
Travel Time (s)	7.7		14.0			31.4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	159	149	229	11	18	491
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	149	240	0	0	509
Sign Control	Stop		Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	138	130	0	199	10	0	16	427
Future Vol, veh/h	0	138	130	0	199	10	0	16	427
Peak Hour Factor	0.92	0.87	0.87	0.92	0.87	0.87	0.92	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	159	149	0	229	11	0	18	491
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	11.6	11.9	21.5
HCM LOS	B	B	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	4%
Vol Thru, %	95%	0%	0%	96%
Vol Right, %	5%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	138	130	443
LT Vol	0	138	0	16
Through Vol	199	0	0	427
RT Vol	10	0	130	0
Lane Flow Rate	240	159	149	509
Geometry Grp	2	7	7	2
Degree of Util (X)	0.371	0.308	0.239	0.738
Departure Headway (Hd)	5.559	6.99	5.77	5.219
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	514	622	693
Service Time	3.6	4.732	3.512	3.252
HCM Lane V/C Ratio	0.372	0.309	0.24	0.734
HCM Control Delay	11.9	12.8	10.3	21.5
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.7	1.3	0.9	6.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	241	68	29	207	29	64	43	29	12	24	32
Future Volume (vph)	36	241	68	29	207	29	64	43	29	12	24	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	12	12	16	12	12	14	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.985			0.971			0.936	
Flt Protected		0.995			0.995			0.977			0.991	
Satd. Flow (prot)	0	1984	0	0	2008	0	0	2003	0	0	1843	0
Flt Permitted		0.995			0.995			0.977			0.991	
Satd. Flow (perm)	0	1984	0	0	2008	0	0	2003	0	0	1843	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		7611			433			641			583	
Travel Time (s)		207.6			11.8			14.6			13.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	40	265	75	32	227	32	70	47	32	13	26	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	291	0	0	149	0	0	74	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	241	68	29	207	29	64	43	29	12	24	32
Future Vol, veh/h	36	241	68	29	207	29	64	43	29	12	24	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	265	75	32	227	32	70	47	32	13	26	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	340	0	0	719	704	302	728	726	243
Stage 1	-	-	-	-	-	-	381	381	-	307	307	-
Stage 2	-	-	-	-	-	-	338	323	-	421	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1219	-	-	344	361	738	339	351	796
Stage 1	-	-	-	-	-	-	641	613	-	703	661	-
Stage 2	-	-	-	-	-	-	676	650	-	610	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1219	-	-	293	337	738	275	327	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	337	-	275	327	-
Stage 1	-	-	-	-	-	-	617	590	-	676	641	-
Stage 2	-	-	-	-	-	-	600	630	-	517	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	22.5	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	1306	-	-	1219	-	-	432
HCM Lane V/C Ratio	0.423	0.03	-	-	0.026	-	-	0.173
HCM Control Delay (s)	22.5	7.8	0	-	8	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.1	-	-	0.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	21	1142	26	8	1446
Future Volume (vph)	52	21	1142	26	8	1446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	280	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3529	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3529	0	1770	3539
Link Speed (mph)	25		40			40
Link Distance (ft)	134		364			689
Travel Time (s)	3.7		6.2			11.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	58	24	1283	29	9	1625
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	24	1312	0	9	1625
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	21	1142	26	8	1446
Future Vol, veh/h	52	21	1142	26	8	1446
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	24	1283	29	9	1625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2128	656	0	0	1312	0
Stage 1	1298	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	7.54	6.94	-	-	4.14	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 28	408	-	-	523	-
Stage 1	171	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 28	408	-	-	523	-
Mov Cap-2 Maneuver	~ 28	-	-	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 576.1	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	28	408	523	-
HCM Lane V/C Ratio	-	-	2.087	0.058	0.017	-
HCM Control Delay (s)	-	-	$ 802.9	14.4	12	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	7	0.2	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX Q
Capacity Analyses
2040 Future-Optimized Conditions –
Weekday Morning

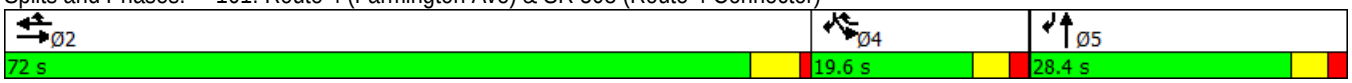
Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↱↱		↑↑		↰↰		↱
Traffic Volume (vph)	0	1480	0	0	1290	1980	0	670	0	390	0	150
Future Volume (vph)	0	1480	0	0	1290	1980	0	670	0	390	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						19						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1574	0	0	1372	2106	0	713	0	415	0	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1574	0	0	1372	2106	0	713	0	415	0	160
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		72.0			72.0			28.4		19.6		
Total Split (%)		60.0%			60.0%			23.7%		16.3%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		66.5			66.5	86.1		23.3		14.4		42.8
Actuated g/C Ratio		0.55			0.55	0.72		0.19		0.12		0.36
v/c Ratio		0.80			0.70	1.05		1.04		1.01		0.28
Control Delay		25.5			21.9	53.1		91.6		99.4		29.4
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		25.5			21.9	53.1		91.6		99.4		29.4
LOS		C			C	D		F		F		C
Approach Delay		25.5			40.8			91.6			79.9	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)		492			389	~1009		~313		~169		88
Queue Length 95th (ft)		593			471	#1159		#437		#276		145

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		477			851			257			2071	
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1961			1961	2005		687		411		564
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		0.80			0.70	1.05		1.04		1.01		0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 46.3		Intersection LOS: D	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)



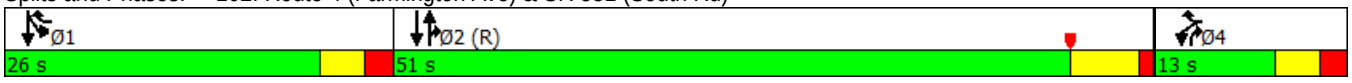
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	574	1354	712	615	309
Future Volume (vph)	132	574	1354	712	615	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		28		18		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	152	660	1556	818	707	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	660	1556	818	707	355
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	13.0		51.0		26.0	
Total Split (%)	14.4%		56.7%		28.9%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	8.1	34.1	45.4	58.4	21.1	72.1
Actuated g/C Ratio	0.09	0.38	0.50	0.65	0.23	0.80
v/c Ratio	0.52	0.64	0.87	0.77	0.88	0.13
Control Delay	54.1	11.0	26.6	16.9	41.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	11.0	26.6	16.9	41.4	2.2
LOS	D	B	C	B	D	A
Approach Delay	19.0		23.3			28.3
Approach LOS	B		C			C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	46	84	392	284	207	12
Queue Length 95th (ft)	76	110	467	415	#274	26
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	295	1027	1785	1067	804	2740
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	0.52	0.64	0.87	0.77	0.88	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 84 (93%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)

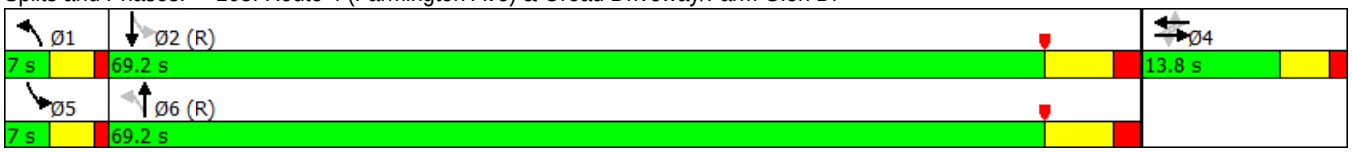


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	5	26	1	25	19	1732	184	87	886	16
Future Volume (vph)	8	1	5	26	1	25	19	1732	184	87	886	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.949			0.855			0.986			0.997	
Flt Protected		0.973		0.950			0.950			0.950		
Satd. Flow (prot)	0	1835	0	1770	1646	0	1711	3360	0	1770	3514	0
Flt Permitted		0.809		0.747			0.268			0.059		
Satd. Flow (perm)	0	1525	0	1391	1646	0	483	3360	0	110	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			29			29			5	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	9	1	6	30	1	29	22	2014	214	101	1030	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	30	30	0	22	2228	0	101	1049	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	13.8	13.8		13.8	13.8		7.0	69.2		7.0	69.2	
Total Split (%)	15.3%	15.3%		15.3%	15.3%		7.8%	76.9%		7.8%	76.9%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		9.0		9.0	9.0		73.8	68.2		76.2	75.1	
Actuated g/C Ratio		0.10		0.10	0.10		0.82	0.76		0.85	0.83	
v/c Ratio		0.10		0.22	0.16		0.05	0.87		0.68	0.36	
Control Delay		30.4		41.3	16.5		1.2	8.3		43.7	1.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		30.4		41.3	16.5		1.2	8.3		43.7	1.0	
LOS		C		D	B		A	A		D	A	
Approach Delay		30.4			28.9			8.2			4.7	
Approach LOS		C			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		5		16	1		1	214		14	15	
Queue Length 95th (ft)		24		41	25		m1	235		m#81	21	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		161		142	194		437	2553		148	2931	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.10		0.21	0.15		0.05	0.87		0.68	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr



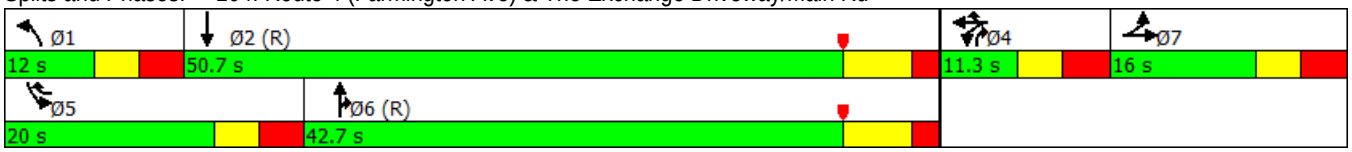
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	135	30	87	6	108	37	1004	529	428	867	25
Future Volume (vph)	18	135	30	87	6	108	37	1004	529	428	867	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.973				0.850			0.850		0.996	
Flt Protected	0.950			0.950	0.958		0.950			0.950		
Satd. Flow (prot)	1829	1873	0	1625	1639	1531	1770	3408	1531	3319	3394	0
Flt Permitted	0.950			0.950	0.958		0.950			0.950		
Satd. Flow (perm)	1829	1873	0	1625	1639	1531	1770	3408	1531	3319	3394	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		10				121					4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	20	152	34	98	7	121	42	1128	594	481	974	28
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	20	186	0	52	53	121	42	1128	594	481	1002	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	16.0	16.0		11.3	11.3		12.0	42.7		20.0	50.7	
Total Split (%)	17.8%	17.8%		12.6%	12.6%		13.3%	47.4%		22.2%	56.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	9.8	9.8		5.1	5.1	18.9	5.7	36.1	47.4	14.0	48.9	
Actuated g/C Ratio	0.11	0.11		0.06	0.06	0.21	0.06	0.40	0.53	0.16	0.54	
v/c Ratio	0.10	0.88		0.57	0.58	0.29	0.38	0.83	0.74	0.93	0.54	
Control Delay	37.6	76.1		65.9	66.9	5.3	56.7	20.6	14.5	62.3	15.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.6	76.1		65.9	66.9	5.3	56.7	20.6	14.5	62.3	15.1	
LOS	D	E		E	E	A	E	C	B	E	B	
Approach Delay		72.4			33.7			19.4			30.4	
Approach LOS		E			C			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	100		31	31	0	25	228	177	148	164	
Queue Length 95th (ft)	32	#218		#84	#86	28	m31	m320	m242	#238	222	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	199	212		92	92	417	118	1366	806	516	1846	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.88		0.57	0.58	0.29	0.36	0.83	0.74	0.93	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 48 (53%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd



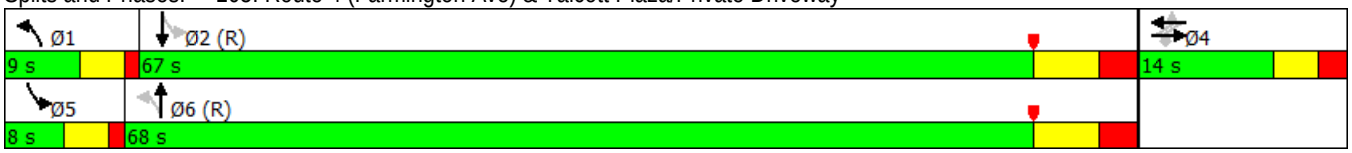
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	3	70	4	2	1	42	1075	37	26	1224	45
Future Volume (vph)	13	3	70	4	2	1	42	1075	37	26	1224	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.950			0.995			0.995	
Flt Protected		0.961		0.950			0.950			0.950		
Satd. Flow (prot)	0	1790	1531	1829	1829	0	1770	3404	0	1770	3522	0
Flt Permitted		0.764		0.747			0.183			0.238		
Satd. Flow (perm)	0	1423	1531	1438	1829	0	341	3404	0	443	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98		1			8			9	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	13	3	71	4	2	1	43	1097	38	27	1249	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	71	4	3	0	43	1135	0	27	1295	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	14.0	14.0	14.0	14.0	14.0		9.0	68.0		8.0	67.0	
Total Split (%)	15.6%	15.6%	15.6%	15.6%	15.6%		10.0%	75.6%		8.9%	74.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		7.1	7.1	7.1	7.1		75.1	71.5		73.4	69.3	
Actuated g/C Ratio		0.08	0.08	0.08	0.08		0.83	0.79		0.82	0.77	
v/c Ratio		0.14	0.34	0.04	0.02		0.12	0.42		0.06	0.48	
Control Delay		41.8	8.9	39.0	34.7		0.6	0.6		1.9	6.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.8	8.9	39.0	34.7		0.6	0.6		1.9	6.1	
LOS		D	A	D	C		A	A		A	A	
Approach Delay		15.0			37.1			0.6			6.0	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		9	0	2	1		0	5		2	163	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		29	25	13	10		m1	12		5	213	
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		142	241	143	183		364	2704		420	2713	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.11	0.29	0.03	0.02		0.12	0.42		0.06	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 80 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 3.9		Intersection LOS: A	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	373	3	669	3	1	2	3	147	170	703	27
Future Volume (vph)	1	373	3	669	3	1	2	3	147	170	703	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.925					0.995	
Flt Protected			0.953			0.984				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1809	0	0	0	1770	3522	0
Flt Permitted			0.722			0.882				0.097		
Satd. Flow (perm)	0	0	1345	1636	0	1621	0	0	0	181	3522	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						3					3	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	1	419	3	752	3	1	2	3	165	191	790	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	423	752	0	9	0	0	0	356	820	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	47.0	47.0	47.0		47.0	47.0			27.0	27.0	62.0	
Total Split (%)	31.3%	31.3%	31.3%		31.3%	31.3%			18.0%	18.0%	41.3%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	Max	
Act Effct Green (s)			41.4	66.0		41.4				65.0	59.2	
Actuated g/C Ratio			0.28	0.44		0.28				0.43	0.39	
v/c Ratio			1.14	1.05		0.02				1.11	0.59	
Control Delay			138.5	72.3		32.6				123.0	38.3	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			138.5	72.3		32.6				123.0	38.3	
LOS			F	E		C				F	D	
Approach Delay			96.1			32.6					64.0	
Approach LOS			F			C					E	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Traffic Volume (vph)	10	592	86	35	152	2	174	6
Future Volume (vph)	10	592	86	35	152	2	174	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.975				0.927		
Flt Protected	0.950					0.978		
Satd. Flow (prot)	1770	3437	0	0	0	1745	0	0
Flt Permitted	0.337					0.978		
Satd. Flow (perm)	628	3437	0	0	0	1745	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	11	665	97	39	171	2	196	7
Shared Lane Traffic (%)								
Lane Group Flow (vph)	11	801	0	0	0	376	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	7.0	42.0			34.0	34.0		
Total Split (%)	4.7%	28.0%			22.7%	22.7%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	Max			None	None		
Act Effct Green (s)	41.0	35.0				28.3		
Actuated g/C Ratio	0.27	0.23				0.19		
v/c Ratio	0.06	1.00				1.14		
Control Delay	26.9	88.6				146.9		
Queue Delay	0.0	0.0				0.0		
Total Delay	26.9	88.6				146.9		
LOS	C	F				F		
Approach Delay		87.7				146.9		
Approach LOS		F				F		

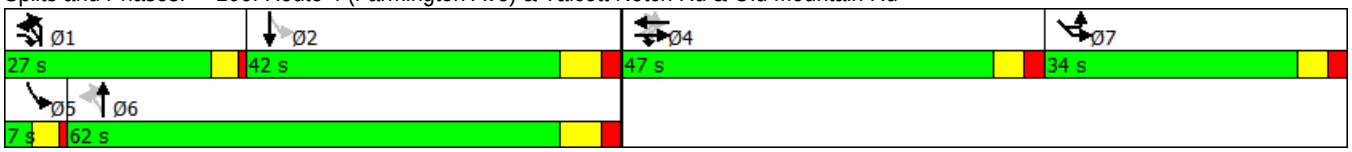
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 50th (ft)			~482	~531		4				~344	319	
Queue Length 95th (ft)			#686	#758		19				#541	412	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			371	719		449				322	1391	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			1.14	1.05		0.02				1.11	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 88.8		Intersection LOS: F	
Intersection Capacity Utilization 103.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 50th (ft)	6	416				~429		
Queue Length 95th (ft)	19	#550				#626		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	194	801				329		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.06	1.00				1.14		

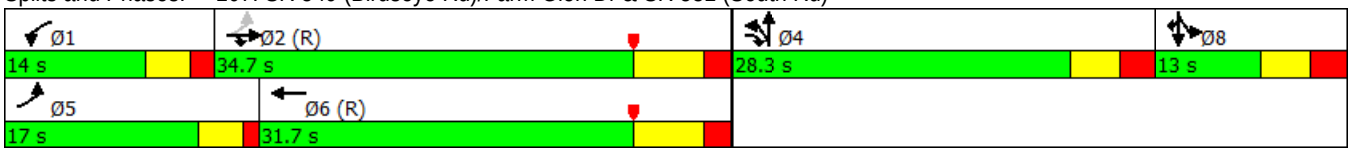
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	718	418	95	275	119	407	107	219	50	22	20
Future Volume (vph)	209	718	418	95	275	119	407	107	219	50	22	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.899				0.850
Flt Protected	0.950			0.950			0.950				0.967	
Satd. Flow (prot)	1728	3455	1546	1711	3267	0	3319	1619	0	0	1801	1583
Flt Permitted	0.409			0.950			0.950				0.967	
Satd. Flow (perm)	744	3455	1546	1711	3267	0	3319	1619	0	0	1801	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			449		74			110				167
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	255	876	510	116	335	145	496	130	267	61	27	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	876	510	116	480	0	496	397	0	0	88	24
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	17.0	34.7		14.0	31.7		28.3	28.3		13.0	13.0	13.0
Total Split (%)	18.9%	38.6%		15.6%	35.2%		31.4%	31.4%		14.4%	14.4%	14.4%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	47.5	34.0	59.7	8.7	32.3		20.1	20.1			7.1	7.1
Actuated g/C Ratio	0.53	0.38	0.66	0.10	0.36		0.22	0.22			0.08	0.08
v/c Ratio	0.50	0.67	0.43	0.70	0.39		0.67	0.89			0.62	0.09
Control Delay	13.8	26.3	6.5	62.4	21.5		36.3	47.1			60.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	13.8	26.3	6.5	62.4	21.5		36.3	47.1			60.4	0.6
LOS	B	C	A	E	C		D	D			E	A
Approach Delay		18.2			29.5			41.1			47.6	
Approach LOS		B			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	91	249	76	65	99		128	156			49	0
Queue Length 95th (ft)	m122	285	m90	#117	130		159	#234			#98	0
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	548	1304	1208	178	1221		837	490			142	278
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.47	0.67	0.42	0.65	0.39		0.59	0.81			0.62	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 88 (98%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	471	210	835	168	13
Future Volume (vph)	74	471	210	835	168	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	1770	1863	1863	1583	1809	0
Flt Permitted	0.615				0.956	
Satd. Flow (perm)	1146	1863	1863	1583	1809	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				811	5	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	81	518	231	918	185	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	518	231	918	199	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	11.0		36.4	33.1	33.1	
Total Split (%)	13.7%		45.2%	41.1%	41.1%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	25.7	29.7	16.5	33.3	10.3	
Actuated g/C Ratio	0.53	0.61	0.34	0.69	0.21	
v/c Ratio	0.12	0.45	0.36	0.68	0.51	
Control Delay	5.3	7.3	15.0	3.4	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.3	7.3	15.0	3.4	21.4	
LOS	A	A	B	A	C	
Approach Delay		7.0	5.8		21.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)	7	60	47	7	46	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	27	162	110	29	108	
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	709	1659	1178	1574	1108	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.31	0.20	0.58	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 48.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Future Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.951			0.993				0.850
Flt Protected		0.960			0.993						0.994	
Satd. Flow (prot)	0	1781	0	0	1759	0	0	1850	0	0	1913	1636
Flt Permitted		0.416			0.789			0.998			0.584	
Satd. Flow (perm)	0	772	0	0	1398	0	0	1846	0	0	1124	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			37			2				141
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	755	129	28	89	285	215	6	757	41	24	161	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	912	0	0	589	0	0	804	0	0	185	141
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	100.0	100.0		100.0	100.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		94.4			94.4			45.5			45.5	45.5
Actuated g/C Ratio		0.63			0.63			0.30			0.30	0.30
v/c Ratio		1.88			0.66			1.43			0.54	0.24
Control Delay		425.0			20.7			243.0			50.7	6.7
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		425.0			20.7			243.0			50.7	6.7
LOS		F			C			F			D	A
Approach Delay		425.0			20.7			243.0			31.7	
Approach LOS		F			C			F			C	
Queue Length 50th (ft)		~882			326			~1067			151	0
Queue Length 95th (ft)		#954			385			#1155			211	38
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												

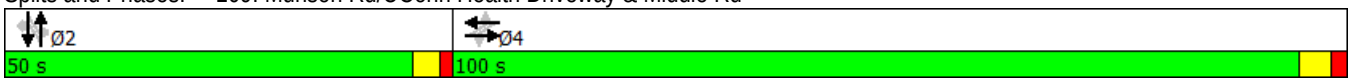
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		486			893			561			340	594
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		1.88			0.66			1.43			0.54	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.88			
Intersection Signal Delay: 230.1		Intersection LOS: F	
Intersection Capacity Utilization 120.2%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd



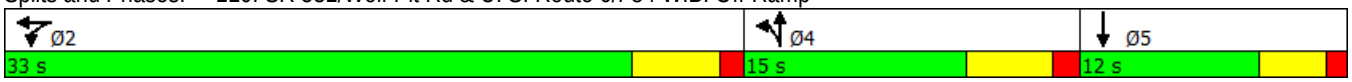
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	210	840	120	100	50	0	0	100	60
Future Volume (vph)	0	0	0	210	840	120	100	50	0	0	100	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.985						0.949	
Flt Protected					0.991			0.968				
Satd. Flow (prot)	0	0	0	0	3455	0	0	2044	0	0	2003	0
Flt Permitted					0.991			0.968				
Satd. Flow (perm)	0	0	0	0	3455	0	0	2044	0	0	2003	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27						42	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	231	923	132	110	55	0	0	110	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1286	0	0	165	0	0	176	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				33.0	33.0		15.0	15.0			12.0	
Total Split (%)				55.0%	55.0%		25.0%	25.0%			20.0%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					31.3			9.7			7.8	
Actuated g/C Ratio					0.58			0.18			0.14	
v/c Ratio					0.64			0.45			0.54	
Control Delay					13.5			27.2			26.2	
Queue Delay					0.0			0.0			0.0	
Total Delay					13.5			27.2			26.2	
LOS					B			C			C	
Approach Delay					13.5			27.2			26.2	
Approach LOS					B			C			C	
Queue Length 50th (ft)					179			54			45	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					267			106			#103	
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2015			390			344	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.64			0.42			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 54.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp



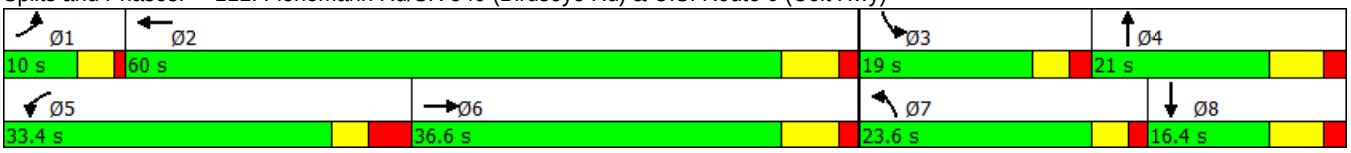
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	789	48	367	928	217	186	295	133	121	192	133
Future Volume (vph)	39	789	48	367	928	217	186	295	133	121	192	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		330	405		490	0		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.991			0.972			0.953			0.939	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3507	0	1711	3440	0	1711	3359	0	1787	3357	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3507	0	1711	3440	0	1711	3359	0	1787	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			36			54			126	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	44	897	55	417	1055	247	211	335	151	138	218	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	952	0	417	1302	0	211	486	0	138	369	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	10.0	36.6		33.4	60.0		23.6	21.0		19.0	16.4	
Total Split (%)	9.1%	33.3%		30.4%	54.5%		21.5%	19.1%		17.3%	14.9%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	5.8	30.1		26.9	57.6		16.4	14.7		11.8	10.3	
Actuated g/C Ratio	0.05	0.28		0.25	0.54		0.15	0.14		0.11	0.10	
v/c Ratio	0.46	0.97		0.98	0.70		0.81	0.96		0.71	0.85	
Control Delay	66.3	60.8		79.4	21.9		67.9	73.7		65.8	50.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	66.3	60.8		79.4	21.9		67.9	73.7		65.8	50.6	
LOS	E	E		E	C		E	E		E	D	
Approach Delay		61.0			35.8			71.9			54.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	30	346		292	367		142	161		94	90	
Queue Length 95th (ft)	67	#472		#481	446		#233	#264		156	#167	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	98	989		427	1858		302	505		235	435	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.45	0.96		0.98	0.70		0.70	0.96		0.59	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 107.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 51.1 Intersection LOS: D
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	43	133	1705	978	23
Future Volume (vph)	28	43	133	1705	978	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.918				0.997	
Flt Protected	0.981			0.996		
Satd. Flow (prot)	1901	0	0	3408	3411	0
Flt Permitted	0.981			0.996		
Satd. Flow (perm)	1901	0	0	3408	3411	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	274			1370	364	
Travel Time (s)	7.5			23.4	6.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	30	46	143	1833	1052	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	1976	1077	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	43	133	1705	978	23
Future Vol, veh/h	28	43	133	1705	978	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	46	143	1833	1052	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2267	538	1076	0	-	0
Stage 1	1064	-	-	-	-	-
Stage 2	1203	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	34	488	644	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	488	644	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	189	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	78	-	-
HCM Lane V/C Ratio	0.222	-	0.979	-	-
HCM Control Delay (s)	12.2	0	189	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	5.2	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	421	623	297	158	82	179
Future Volume (vph)	421	623	297	158	82	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.953			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	2049	1716	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	2049	1716	0	1770	1583
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	478	708	338	180	93	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	708	518	0	93	203
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	421	623	297	158	82	179
Future Vol, veh/h	421	623	297	158	82	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	708	338	180	93	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	2092	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	1665	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1049	-	-	-	~ 58	628
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	169	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1049	-	-	-	~ 32	628
Mov Cap-2 Maneuver	-	-	-	-	~ 79	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	~ 92	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	88.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1049	-	-	-	79	628
HCM Lane V/C Ratio	0.456	-	-	-	1.18	0.324
HCM Control Delay (s)	11.3	-	-	-	251.6	13.5
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	2.4	-	-	-	6.9	1.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Future Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	0		0	0		0	75		0	65		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.919			0.991			0.900	
Flt Protected		0.973			0.994		0.950			0.950		
Satd. Flow (prot)	0	1946	0	0	1702	0	1711	1770	0	1711	1621	0
Flt Permitted		0.973			0.994		0.950			0.950		
Satd. Flow (perm)	0	1946	0	0	1702	0	1711	1770	0	1711	1621	0
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	402	196	130	33	76	163	54	522	33	76	304	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	728	0	0	272	0	54	555	0	76	913	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	368
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	370	180	120	0	30	70	150	0	50	480	30
Future Vol, veh/h	0	370	180	120	0	30	70	150	0	50	480	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	402	196	130	0	33	76	163	0	54	522	33
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	395.9	51.8	214.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	55%	12%	100%	0%
Vol Thru, %	0%	94%	27%	28%	0%	33%
Vol Right, %	0%	6%	18%	60%	0%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	510	670	250	70	840
LT Vol	50	0	370	30	70	0
Through Vol	0	480	180	70	0	280
RT Vol	0	30	120	150	0	560
Lane Flow Rate	54	554	728	272	76	913
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.145	1.397	1.79	0.701	0.203	2.192
Departure Headway (Hd)	14.1	13.511	11.993	16.841	12.571	11.532
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	256	277	313	217	288	329
Service Time	11.8	11.211	9.993	14.841	10.271	9.232
HCM Lane V/C Ratio	0.211	2	2.326	1.253	0.264	2.775
HCM Control Delay	19.2	233.9	395.9	51.8	18.4	571.1
HCM Lane LOS	C	F	F	F	C	F
HCM 95th-tile Q	0.5	20.1	35.3	4.5	0.7	51.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	70	280	560
Future Vol, veh/h	0	70	280	560
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	76	304	609
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	528.6
HCM LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	150	530	0	1010	0	0	0	0
Future Volume (vph)	0	0	0	0	150	530	0	1010	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.895							
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1889	0	0	2111	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1889	0	0	2111	0	0	0	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		417			480			256			527	
Travel Time (s)		8.1			9.4			5.0			10.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	0	169	596	0	1135	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	765	0	0	1135	0	0	0	0
Sign Control		Free			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 127.3%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	395.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	150	530	0	1010	0	0	0	0
Future Vol, veh/h	0	0	0	0	150	530	0	1010	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	169	596	0	1135	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1135	1135	-	0	-
Stage 1	-	1135	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.52	6.22	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	0	202	~ 246	0	-	0
Stage 1	0	277	-	0	-	0
Stage 2	0	-	-	0	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	~ 246	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	$ 982.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 247
HCM Lane V/C Ratio	- 3.093
HCM Control Delay (s)	-$ 982.6
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 68.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	21	602	309	65	174
Future Volume (vph)	11	21	602	309	65	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	11
Grade (%)	0%		5%			0%
Storage Length (ft)	0	90		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.954			
Flt Protected	0.950					0.987
Satd. Flow (prot)	1711	1583	1733	0	0	1763
Flt Permitted	0.950					0.987
Satd. Flow (perm)	1711	1583	1733	0	0	1763
Link Speed (mph)	25		25			25
Link Distance (ft)	284		513			1153
Travel Time (s)	7.7		14.0			31.4
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	15	28	803	412	87	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	28	1215	0	0	319
Sign Control	Stop		Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	169
Intersection LOS	F

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	11	21	0	602	309	0	65	174
Future Vol, veh/h	0	11	21	0	602	309	0	65	174
Peak Hour Factor	0.92	0.75	0.75	0.92	0.75	0.75	0.92	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	28	0	803	412	0	87	232
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.5	215.7	12.4
HCM LOS	B	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	27%
Vol Thru, %	66%	0%	0%	73%
Vol Right, %	34%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	911	11	21	239
LT Vol	0	11	0	65
Through Vol	602	0	0	174
RT Vol	309	0	21	0
Lane Flow Rate	1215	15	28	319
Geometry Grp	2	7	7	2
Degree of Util (X)	1.434	0.03	0.049	0.431
Departure Headway (Hd)	4.25	8.287	7.052	5.385
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	435	511	672
Service Time	2.254	5.987	4.752	3.385
HCM Lane V/C Ratio	1.41	0.034	0.055	0.475
HCM Control Delay	215.7	11.2	10.1	12.4
HCM Lane LOS	F	B	B	B
HCM 95th-tile Q	54.3	0.1	0.2	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	233	26	10	257	10	37	9	22	33	17	44
Future Volume (vph)	24	233	26	10	257	10	37	9	22	33	17	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	12	12	16	12	12	14	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995			0.956			0.937	
Flt Protected		0.996			0.998			0.973			0.983	
Satd. Flow (prot)	0	2014	0	0	2035	0	0	1964	0	0	1830	0
Flt Permitted		0.996			0.998			0.973			0.983	
Satd. Flow (perm)	0	2014	0	0	2035	0	0	1964	0	0	1830	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		7611			433			641			583	
Travel Time (s)		207.6			11.8			14.6			13.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	27	265	30	11	292	11	42	10	25	38	19	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	314	0	0	77	0	0	107	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	233	26	10	257	10	37	9	22	33	17	44
Future Vol, veh/h	24	233	26	10	257	10	37	9	22	33	17	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	265	30	11	292	11	42	10	25	38	19	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	294	0	0	689	660	280	672	669	298
Stage 1	-	-	-	-	-	-	334	334	-	320	320	-
Stage 2	-	-	-	-	-	-	355	326	-	352	349	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1258	-	-	1268	-	-	360	383	759	370	379	741
Stage 1	-	-	-	-	-	-	680	643	-	692	652	-
Stage 2	-	-	-	-	-	-	662	648	-	665	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1268	-	-	313	369	759	341	365	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	369	-	341	365	-
Stage 1	-	-	-	-	-	-	662	626	-	674	645	-
Stage 2	-	-	-	-	-	-	593	642	-	616	617	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	16.3	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	1258	-	-	1268	-	-	464
HCM Lane V/C Ratio	0.195	0.022	-	-	0.009	-	-	0.23
HCM Control Delay (s)	16.3	7.9	0	-	7.9	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	5	1516	205	38	969
Future Volume (vph)	4	5	1516	205	38	969
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	280	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.982			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3476	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3476	0	1770	3539
Link Speed (mph)	25		40			40
Link Distance (ft)	134		364			689
Travel Time (s)	3.7		6.2			11.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	5	1630	220	41	1042
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	5	1850	0	41	1042
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	5	1516	205	38	969
Future Vol, veh/h	4	5	1516	205	38	969
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	1630	220	41	1042

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2343	925	0	0	1851	0
Stage 1	1740	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	271	-	-	324	-
Stage 1	127	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	271	-	-	324	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	127	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	85.5	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	26	271	324	-
HCM Lane V/C Ratio	-	-	0.165	0.02	0.126	-
HCM Control Delay (s)	-	-	169.2	18.6	17.7	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0.4	-

APPENDIX R
Capacity Analyses
2040 Future-Optimized Conditions –
Weekday Afternoon

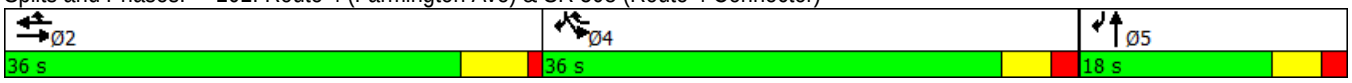
Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↱↱		↑↑		↰↰		↱
Traffic Volume (vph)	0	1050	0	0	1000	760	0	450	0	1080	0	430
Future Volume (vph)	0	1050	0	0	1000	760	0	450	0	1080	0	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		450	0		0	0		385
Storage Lanes	0		0	0		2	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.88	1.00	0.95	1.00	0.97	1.00	1.00
Frt						0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	0	0	3539	2787	0	3539	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						25						
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		557			931			337			2151	
Travel Time (s)		9.5			15.9			5.7			36.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1094	0	0	1042	792	0	469	0	1125	0	448
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1094	0	0	1042	792	0	469	0	1125	0	448
Turn Type		NA			NA	pt+ov		NA		Prot		custom
Protected Phases		2			2	2 4		5		4		4 5
Permitted Phases												
Detector Phase		2			2	2 4		5		4		4 5
Switch Phase												
Minimum Initial (s)		16.0			16.0			5.0		5.0		
Minimum Split (s)		21.5			21.5			10.1		10.2		
Total Split (s)		36.0			36.0			18.0		36.0		
Total Split (%)		40.0%			40.0%			20.0%		40.0%		
Yellow Time (s)		4.5			4.5			3.3		3.3		
All-Red Time (s)		1.0			1.0			1.8		1.9		
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		
Total Lost Time (s)		5.5			5.5			5.1		5.2		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Min			Min			None		None		
Act Effct Green (s)		30.5			30.5	66.1		12.9		30.4		48.4
Actuated g/C Ratio		0.34			0.34	0.74		0.14		0.34		0.54
v/c Ratio		0.91			0.87	0.38		0.92		0.97		0.52
Control Delay		40.7			36.9	4.8		63.8		49.6		16.0
Queue Delay		0.0			0.0	0.0		0.0		0.0		0.0
Total Delay		40.7			36.9	4.8		63.8		49.6		16.0
LOS		D			D	A		E		D		B
Approach Delay		40.7			23.0			63.8			40.0	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)		309			288	73		140		318		153
Queue Length 95th (ft)		#436			#402	100		#233		#455		237

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		477			851			257			2071	
Turn Bay Length (ft)						450						385
Base Capacity (vph)		1204			1204	2074		509		1179		843
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		0.91			0.87	0.38		0.92		0.95		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 36.1		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 101: Route 4 (Farmington Ave) & SR 508 (Route 4 Connector)

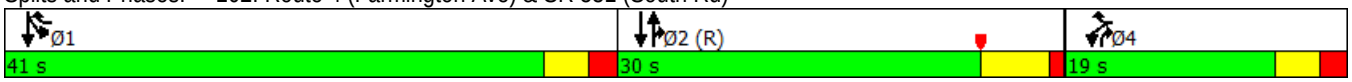


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	269	476	543	280	926	913
Future Volume (vph)	269	476	543	280	926	913
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	11
Grade (%)	2%		0%			0%
Storage Length (ft)	225	215		250	560	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				140	
Lane Util. Factor	0.97	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3285	2667	3539	1636	3433	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3285	2667	3539	1636	3433	3421
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		37		
Link Speed (mph)	35		40			40
Link Distance (ft)	561		2151			1355
Travel Time (s)	10.9		36.7			23.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	292	517	590	304	1007	992
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	517	590	304	1007	992
Turn Type	Prot	pt+ov	NA	pt+ov	Prot	NA
Protected Phases	4	4 1	2	2 4	1	1 2
Permitted Phases						
Detector Phase	4	4 1	2	2 4	1	1 2
Switch Phase						
Minimum Initial (s)	7.0		15.0		6.0	
Minimum Split (s)	11.9		20.6		10.9	
Total Split (s)	19.0		30.0		41.0	
Total Split (%)	21.1%		33.3%		45.6%	
Yellow Time (s)	3.0		4.6		3.0	
All-Red Time (s)	1.9		1.0		1.9	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	4.9		5.6		4.9	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	None		C-Min		None	
Act Effct Green (s)	12.5	53.5	26.0	43.4	36.1	67.7
Actuated g/C Ratio	0.14	0.59	0.29	0.48	0.40	0.75
v/c Ratio	0.64	0.32	0.58	0.38	0.73	0.39
Control Delay	40.4	6.6	30.4	14.4	20.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	6.6	30.4	14.4	20.1	6.4
LOS	D	A	C	B	C	A
Approach Delay	18.8		25.0			13.3
Approach LOS	B		C			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Length 50th (ft)	92	77	152	91	219	160
Queue Length 95th (ft)	134	106	210	152	250	130
Internal Link Dist (ft)	481		2071			1275
Turn Bay Length (ft)	225	215		250	560	
Base Capacity (vph)	514	1587	1023	837	1377	2574
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	0.57	0.33	0.58	0.36	0.73	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 31 (34%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 102: Route 4 (Farmington Ave) & SR 531 (South Rd)

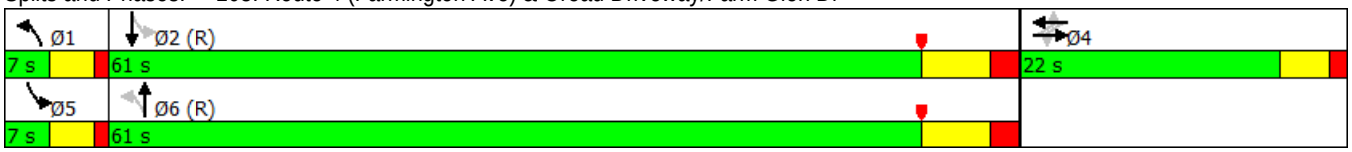


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	30	178	1	95	8	986	27	34	1619	11
Future Volume (vph)	17	1	30	178	1	95	8	986	27	34	1619	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	13	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0	425		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			75			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.916			0.851			0.996			0.999	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1787	0	1770	1638	0	1711	3394	0	1770	3522	0
Flt Permitted		0.882		0.814			0.069			0.209		
Satd. Flow (perm)	0	1605	0	1516	1638	0	124	3394	0	389	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			106			5			1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		213			287			1355			1370	
Travel Time (s)		5.8			7.8			23.1			23.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	19	1	33	198	1	106	9	1096	30	38	1799	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	198	107	0	9	1126	0	38	1811	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4			6			2		
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.6	13.6		13.6	13.6		7.0	21.6		7.0	21.6	
Total Split (s)	22.0	22.0		22.0	22.0		7.0	61.0		7.0	61.0	
Total Split (%)	24.4%	24.4%		24.4%	24.4%		7.8%	67.8%		7.8%	67.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.6		3.0	4.6	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6		4.0	6.6		4.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)		14.9		14.9	14.9		64.1	59.7		65.7	62.5	
Actuated g/C Ratio		0.17		0.17	0.17		0.71	0.66		0.73	0.69	
v/c Ratio		0.18		0.79	0.30		0.06	0.50		0.12	0.74	
Control Delay		17.5		57.9	9.0		1.4	3.7		1.7	5.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		17.5		57.9	9.0		1.4	3.7		1.7	5.8	
LOS		B		E	A		A	A		A	A	
Approach Delay		17.5			40.8			3.7			5.7	
Approach LOS		B			D			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		10		107	1		0	38		1	42	
Queue Length 95th (ft)		41		#195	43		m1	90		m2	415	
Internal Link Dist (ft)		133			207			1275			1290	
Turn Bay Length (ft)							425			260		
Base Capacity (vph)		336		293	402		141	2252		329	2445	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.16		0.68	0.27		0.06	0.50		0.12	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 71 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 103: Route 4 (Farmington Ave) & Oread Driveway/Farm Glen Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	31	68	560	64	481	57	956	139	144	845	44
Future Volume (vph)	58	31	68	560	64	481	57	956	139	144	845	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	11	11	11	12	11	11	11	11	12
Storage Length (ft)	0		0	0		315	220		360	360		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			145			120		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.897				0.850			0.850		0.993	
Flt Protected	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (prot)	1829	1727	0	1625	1646	1531	1770	3408	1531	3319	3384	0
Flt Permitted	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (perm)	1829	1727	0	1625	1646	1531	1770	3408	1531	3319	3384	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		74				119					6	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		180			466			689			677	
Travel Time (s)		4.9			12.7			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	63	34	74	609	70	523	62	1039	151	157	918	48
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	63	108	0	335	344	523	62	1039	151	157	966	0
Turn Type	Split	NA		Split	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	
Protected Phases	7	7		4	4	4 5	1	6	6 4	5	2	
Permitted Phases												
Detector Phase	7	7		4	4	4 5	1	6	6 4	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	11.2	11.2		11.2	11.2		11.0	21.6		11.0	21.6	
Total Split (s)	11.2	11.2		29.0	29.0		11.0	38.8		11.0	38.8	
Total Split (%)	12.4%	12.4%		32.2%	32.2%		12.2%	43.1%		12.2%	43.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.6		3.0	4.6	
All-Red Time (s)	3.2	3.2		3.2	3.2		3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.0	6.6		6.0	6.6	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	5.0	5.0		22.2	22.2	27.0	5.0	32.8	61.2	5.0	35.0	
Actuated g/C Ratio	0.06	0.06		0.25	0.25	0.30	0.06	0.36	0.68	0.06	0.39	
v/c Ratio	0.62	0.65		0.84	0.85	0.96	0.63	0.84	0.15	0.85	0.73	
Control Delay	69.1	36.6		51.6	52.7	49.9	78.5	23.8	3.1	81.3	23.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.1	36.6		51.6	52.7	49.9	78.5	23.8	3.1	81.3	23.8	
LOS	E	D		D	D	D	E	C	A	F	C	
Approach Delay		48.6			51.2			24.0			31.8	
Approach LOS		D			D			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	36	19		189	194	182	39	184	5	50	171	
Queue Length 95th (ft)	#96	#90		#335	#345	#390	m#95	#235	14	#107	207	
Internal Link Dist (ft)		100			386			609			597	
Turn Bay Length (ft)						315	220		360	360		
Base Capacity (vph)	101	165		411	416	552	98	1240	1050	184	1318	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.65		0.82	0.83	0.95	0.63	0.84	0.14	0.85	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 4 (Farmington Ave) & The Exchange Driveway/Main Rd

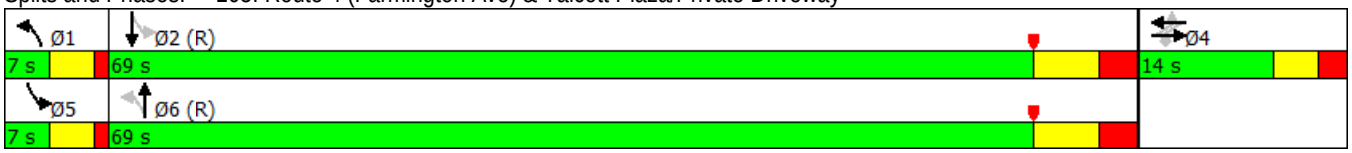
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	52	48	1	39	45	1421	6	4	954	30
Future Volume (vph)	16	1	52	48	1	39	45	1421	6	4	954	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	13	13	12	12	11	12	12	12	12
Storage Length (ft)	0		0	0		0	95		0	95		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			75			55		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.854			0.999			0.995	
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1779	1531	1829	1644	0	1770	3418	0	1770	3522	0
Flt Permitted		0.707		0.746			0.257			0.147		
Satd. Flow (perm)	0	1317	1531	1436	1644	0	479	3418	0	274	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98		41			1			8	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		253			106			677			677	
Travel Time (s)		6.9			2.9			11.5			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	55	51	1	41	47	1496	6	4	1004	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	55	51	42	0	47	1502	0	4	1036	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4		4	4			6			2		
Detector Phase	4	4	4	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		7.0	22.1		7.0	22.1	
Total Split (s)	14.0	14.0	14.0	14.0	14.0		7.0	69.0		7.0	69.0	
Total Split (%)	15.6%	15.6%	15.6%	15.6%	15.6%		7.8%	76.7%		7.8%	76.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.7		1.0	2.7	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		4.0	7.1		4.0	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)		7.9	7.9	7.9	7.9		74.7	72.4		73.1	69.6	
Actuated g/C Ratio		0.09	0.09	0.09	0.09		0.83	0.80		0.81	0.77	
v/c Ratio		0.16	0.25	0.40	0.23		0.11	0.55		0.01	0.38	
Control Delay		40.7	4.8	48.5	16.2		1.1	2.1		2.0	5.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.2		0.0	0.0	
Total Delay		40.7	4.8	48.5	16.2		1.1	2.3		2.0	5.1	
LOS		D	A	D	B		A	A		A	A	
Approach Delay		13.7			33.9			2.3			5.1	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		10	0	28	1		1	50		0	110	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		30	11	64	31		m2	m92		2	152	
Internal Link Dist (ft)		173			26			597			597	
Turn Bay Length (ft)							95			95		
Base Capacity (vph)		131	241	143	201		440	2749		272	2725	
Starvation Cap Reductn		0	0	0	0		0	490		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.14	0.23	0.36	0.21		0.11	0.66		0.01	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 34 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 105: Route 4 (Farmington Ave) & Talcott Plaza/Private Driveway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	246	1	401	14	33	13	10	461	229	788	26
Future Volume (vph)	3	246	1	401	14	33	13	10	461	229	788	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	14	12	12	12	12	12	12
Storage Length (ft)		0		190	0		0			400		0
Storage Lanes		0		1	0		0			1		0
Taper Length (ft)		25			25					50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt				0.850		0.956					0.995	
Flt Protected			0.953			0.990				0.950		
Satd. Flow (prot)	0	0	1775	1636	0	1881	0	0	0	1770	3522	0
Flt Permitted			0.665			0.657				0.088		
Satd. Flow (perm)	0	0	1239	1636	0	1248	0	0	0	164	3522	0
Right Turn on Red				No				Yes				Yes
Satd. Flow (RTOR)						5					4	
Link Speed (mph)			25			25					40	
Link Distance (ft)			480			194					677	
Travel Time (s)			13.1			5.3					11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	3	256	1	418	15	34	14	10	480	239	821	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	260	418	0	73	0	0	0	719	848	0
Turn Type	Perm	Perm	NA	pt+ov	Perm	NA			pm+pt	pm+pt	NA	
Protected Phases			4	1 4		4			1	1	6	
Permitted Phases	4	4			4				6	6		
Detector Phase	4	4	4	1 4	4	4			1	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0			3.0	3.0	15.0	
Minimum Split (s)	12.6	12.6	12.6		12.6	12.6			7.0	7.0	22.0	
Total Split (s)	30.0	30.0	30.0		30.0	30.0			46.0	46.0	84.0	
Total Split (%)	21.4%	21.4%	21.4%		21.4%	21.4%			32.9%	32.9%	60.0%	
Yellow Time (s)	3.3	3.3	3.3		3.3	3.3			3.0	3.0	4.6	
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3			1.0	1.0	2.4	
Lost Time Adjust (s)			0.0			0.0				0.0	0.0	
Total Lost Time (s)			5.6			5.6				4.0	7.0	
Lead/Lag									Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None			None	None	Max	
Act Effct Green (s)			24.4	68.0		24.4				87.0	82.6	
Actuated g/C Ratio			0.17	0.49		0.17				0.62	0.59	
v/c Ratio			1.21	0.53		0.33				1.23	0.41	
Control Delay			177.2	16.8		51.9				154.9	16.4	
Queue Delay			0.0	0.0		0.0				0.0	0.0	
Total Delay			177.2	16.8		51.9				154.9	16.4	
LOS			F	B		D				F	B	
Approach Delay			78.3			51.9					80.0	
Approach LOS			E			D					E	

Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations								
Traffic Volume (vph)	3	569	244	88	93	1	88	3
Future Volume (vph)	3	569	244	88	93	1	88	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	12	12
Storage Length (ft)	100		0			0	0	
Storage Lanes	1		0			1	0	
Taper Length (ft)	100					25		
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.945				0.934		
Flt Protected	0.950					0.975		
Satd. Flow (prot)	1770	3331	0	0	0	1753	0	0
Flt Permitted	0.333					0.975		
Satd. Flow (perm)	620	3331	0	0	0	1753	0	0
Right Turn on Red				No				No
Satd. Flow (RTOR)								
Link Speed (mph)		40				30		
Link Distance (ft)		348				408		
Travel Time (s)		5.9				9.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0
Adj. Flow (vph)	3	593	254	92	97	1	92	3
Shared Lane Traffic (%)								
Lane Group Flow (vph)	3	939	0	0	0	193	0	0
Turn Type	pm+pt	NA			Prot	Prot		
Protected Phases	5	2			7	7		
Permitted Phases	2							
Detector Phase	5	2			7	7		
Switch Phase								
Minimum Initial (s)	3.0	15.0			7.0	7.0		
Minimum Split (s)	7.0	22.0			12.7	12.7		
Total Split (s)	7.0	45.0			19.0	19.0		
Total Split (%)	5.0%	32.1%			13.6%	13.6%		
Yellow Time (s)	3.0	4.6			3.3	3.3		
All-Red Time (s)	1.0	2.4			2.4	2.4		
Lost Time Adjust (s)	0.0	0.0				0.0		
Total Lost Time (s)	4.0	7.0				5.7		
Lead/Lag	Lead	Lag						
Lead-Lag Optimize?								
Recall Mode	None	Max			None	None		
Act Effct Green (s)	44.0	38.0				13.3		
Actuated g/C Ratio	0.31	0.27				0.10		
v/c Ratio	0.01	1.04				1.16		
Control Delay	17.0	89.6				173.9		
Queue Delay	0.0	0.0				0.0		
Total Delay	17.0	89.6				173.9		
LOS	B	F				F		
Approach Delay		89.3				173.9		
Approach LOS		F				F		

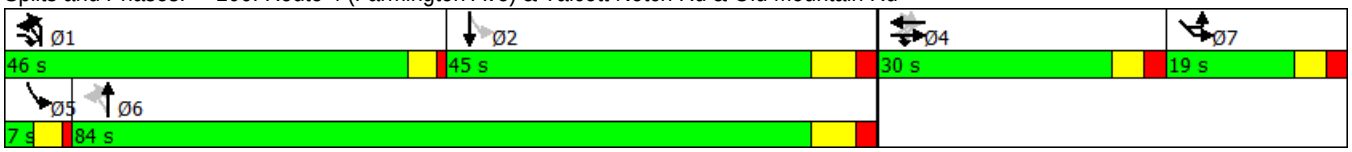
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Queue Length 50th (ft)			~287	168		55				~760	203	
Queue Length 95th (ft)			#469	234		106				#1009	282	
Internal Link Dist (ft)			400			114					597	
Turn Bay Length (ft)				190						400		
Base Capacity (vph)			215	794		221				583	2079	
Starvation Cap Reductn			0	0		0				0	0	
Spillback Cap Reductn			0	0		0				0	0	
Storage Cap Reductn			0	0		0				0	0	
Reduced v/c Ratio			1.21	0.53		0.33				1.23	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 86.9		Intersection LOS: F	
Intersection Capacity Utilization 114.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd & Old Mountain Rd



Lane Group	SBL	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Length 50th (ft)	1	~484				~207		
Queue Length 95th (ft)	5	#620				#368		
Internal Link Dist (ft)		268				328		
Turn Bay Length (ft)	100							
Base Capacity (vph)	219	904				166		
Starvation Cap Reductn	0	0				0		
Spillback Cap Reductn	0	0				0		
Storage Cap Reductn	0	0				0		
Reduced v/c Ratio	0.01	1.04				1.16		

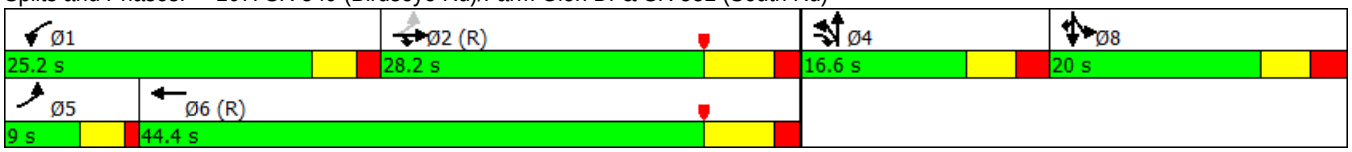
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	685	481	347	394	21	243	24	106	142	99	113
Future Volume (vph)	45	685	481	347	394	21	243	24	106	142	99	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	12	11	11	12	12	12	12
Grade (%)		-2%			0%			0%			0%	
Storage Length (ft)	135		250	0		0	230		0	0		0
Storage Lanes	1		1	1		0	2		0	0		1
Taper Length (ft)	60			75			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.878				0.850
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1728	3455	1546	1711	3394	0	3319	1581	0	0	1809	1583
Flt Permitted	0.493			0.950			0.950				0.971	
Satd. Flow (perm)	897	3455	1546	1711	3394	0	3319	1581	0	0	1809	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278		7			114				216
Link Speed (mph)		35			35			40			25	
Link Distance (ft)		561			122			968			151	
Travel Time (s)		10.9			2.4			16.5			4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	737	517	373	424	23	261	26	114	153	106	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	737	517	373	447	0	261	140	0	0	259	122
Turn Type	pm+pt	NA	pt+ov	Prot	NA		Split	NA		Split	NA	Prot
Protected Phases	5	2	2 4	1	6		4	4		8	8	8
Permitted Phases	2											
Detector Phase	5	2	2 4	1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		11.0	11.0		7.0	7.0	7.0
Minimum Split (s)	9.0	21.6		9.6	21.6		16.6	16.6		12.9	12.9	12.9
Total Split (s)	9.0	28.2		25.2	44.4		16.6	16.6		20.0	20.0	20.0
Total Split (%)	10.0%	31.3%		28.0%	49.3%		18.4%	18.4%		22.2%	22.2%	22.2%
Yellow Time (s)	3.0	4.7		3.0	4.7		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	1.9		1.6	1.9		2.3	2.3		2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.6		4.6	6.6		5.6	5.6			5.9	5.9
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Act Effct Green (s)	29.4	21.8	38.4	20.5	41.5		11.0	11.0			14.0	14.0
Actuated g/C Ratio	0.33	0.24	0.43	0.23	0.46		0.12	0.12			0.16	0.16
v/c Ratio	0.14	0.88	0.63	0.96	0.29		0.64	0.48			0.92	0.29
Control Delay	8.4	32.3	9.3	72.6	16.2		45.7	16.8			76.4	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	8.4	32.3	9.3	72.6	16.2		45.7	16.8			76.4	1.7
LOS	A	C	A	E	B		D	B			E	A
Approach Delay		22.3			41.9			35.6			52.4	
Approach LOS		C			D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	7	207	179	210	85		74	13			147	0
Queue Length 95th (ft)	m9	#315	288	#384	121		113	68			#288	0
Internal Link Dist (ft)		481			42			888			71	
Turn Bay Length (ft)	135		250				230					
Base Capacity (vph)	339	837	819	391	1568		405	293			283	430
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.14	0.88	0.63	0.95	0.29		0.64	0.48			0.92	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 107: SR 549 (Birdseye Rd)/Farm Glen Dr & SR 531 (South Rd)



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	704	288	189	522	35
Future Volume (vph)	20	704	288	189	522	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	0%		-5%	
Storage Length (ft)	100			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	1770	1863	1863	1583	1809	0
Flt Permitted	0.508				0.955	
Satd. Flow (perm)	946	1863	1863	1583	1809	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				195	6	
Link Speed (mph)		35	35		25	
Link Distance (ft)		2389	870		513	
Travel Time (s)		46.5	16.9		14.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	726	297	195	538	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	726	297	195	574	0
Turn Type	D.P+P	NA	NA	pm+ov	Prot	
Protected Phases	1	1 2	2	4	4	
Permitted Phases	2	1		2		
Detector Phase	1	1 2	2	4	4	
Switch Phase						
Minimum Initial (s)	5.0		15.0	5.0	5.0	
Minimum Split (s)	9.0		21.4	9.1	9.1	
Total Split (s)	12.0		23.0	25.0	25.0	
Total Split (%)	20.0%		38.3%	41.7%	41.7%	
Yellow Time (s)	3.0		4.7	3.0	3.0	
All-Red Time (s)	1.0		1.7	1.1	1.1	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.0		6.4	4.1	4.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None		Min	None	None	
Act Effct Green (s)	26.7	30.7	16.3	42.7	20.0	
Actuated g/C Ratio	0.45	0.52	0.28	0.73	0.34	
v/c Ratio	0.04	0.75	0.58	0.16	0.93	
Control Delay	7.5	17.5	23.8	0.8	43.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.5	17.5	23.8	0.8	43.8	
LOS	A	B	C	A	D	
Approach Delay		17.2	14.7		43.8	
Approach LOS		B	B		D	
Queue Length 50th (ft)	3	190	92	0	191	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	12	318	161	11	#372	
Internal Link Dist (ft)		2309	790		433	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	542	984	527	1225	648	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.74	0.56	0.16	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

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

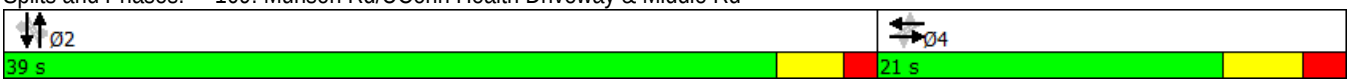
Splits and Phases: 108: SR 531 (South Rd) & Munson Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	146	8	34	136	31	100	130	110	116	392	496
Future Volume (vph)	58	146	8	34	136	31	100	130	110	116	392	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.979			0.956				0.850
Flt Protected		0.987			0.992			0.986			0.989	
Satd. Flow (prot)	0	1829	0	0	1809	0	0	1756	0	0	1904	1636
Flt Permitted		0.820			0.905			0.659			0.825	
Satd. Flow (perm)	0	1520	0	0	1650	0	0	1174	0	0	1588	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			68				479
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2830			7611			1153			197	
Travel Time (s)		55.1			207.6			31.4			5.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	70	176	10	41	164	37	120	157	133	140	472	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	242	0	0	410	0	0	612	598
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		2
Detector Phase	4	4		4	4		2	2		2	2	2
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.6	14.6		14.6	14.6		19.5	19.5		19.5	19.5	19.5
Total Split (s)	21.0	21.0		21.0	21.0		39.0	39.0		39.0	39.0	39.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.6			5.6			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)		13.0			13.0			30.1			30.1	30.1
Actuated g/C Ratio		0.24			0.24			0.56			0.56	0.56
v/c Ratio		0.69			0.59			0.60			0.69	0.53
Control Delay		30.9			24.6			10.7			13.4	3.5
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		30.9			24.6			10.7			13.4	3.5
LOS		C			C			B			B	A
Approach Delay		30.9			24.6			10.7			8.5	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)		81			71			63			127	16
Queue Length 95th (ft)		136			120			119			202	45
Internal Link Dist (ft)		2750			7531			1073			117	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		454			501			805			1058	1250
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.56			0.48			0.51			0.58	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	1120	50	50	200	0	0	10	240
Future Volume (vph)	0	0	0	30	1120	50	50	200	0	0	10	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	16	12	12	16	12
Storage Length (ft)	0		0	0		260	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994						0.871	
Flt Protected					0.999			0.990				
Satd. Flow (prot)	0	0	0	0	3514	0	0	2090	0	0	1839	0
Flt Permitted					0.999			0.990				
Satd. Flow (perm)	0	0	0	0	3514	0	0	2090	0	0	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						258	
Link Speed (mph)		35			25			35			25	
Link Distance (ft)		478			691			279			459	
Travel Time (s)		9.3			18.8			5.4			12.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	32	1204	54	54	215	0	0	11	258
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1290	0	0	269	0	0	269	0
Turn Type				Split	NA		Split	NA			NA	
Protected Phases				2	2		4	4			5	
Permitted Phases												
Detector Phase				2	2		4	4			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0		9.0	9.0			7.0	
Minimum Split (s)				23.0	23.0		14.1	14.1			11.0	
Total Split (s)				44.0	44.0		22.0	22.0			14.0	
Total Split (%)				55.0%	55.0%		27.5%	27.5%			17.5%	
Yellow Time (s)				3.9	3.9		3.9	3.9			3.0	
All-Red Time (s)				1.1	1.1		1.2	1.2			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.1			4.0	
Lead/Lag				Lead	Lead		Lag	Lag				
Lead-Lag Optimize?												
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					32.6			12.7			7.7	
Actuated g/C Ratio					0.48			0.19			0.11	
v/c Ratio					0.76			0.69			0.61	
Control Delay					17.7			36.8			12.3	
Queue Delay					0.0			0.0			0.0	
Total Delay					17.7			36.8			12.3	
LOS					B			D			B	
Approach Delay					17.7			36.8			12.3	
Approach LOS					B			D			B	
Queue Length 50th (ft)					207			111			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					339			199			71	
Internal Link Dist (ft)		398			611			199			379	
Turn Bay Length (ft)												
Base Capacity (vph)					2087			537			498	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.62			0.50			0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 67.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 110: SR 531/Wolf Pit Rd & U. S. Route 6/I-84 W.B. Off-Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	898	185	111	952	166	255	283	30	104	292	322
Future Volume (vph)	102	898	185	111	952	166	255	283	30	104	292	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	16	11	12	12	12	12	12
Grade (%)		0%			0%			0%			-2%	
Storage Length (ft)	375		0	405		490	0		0	130		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	115			75			0			85		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.974			0.978			0.985			0.921	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3447	0	1711	3461	0	1711	3472	0	1787	3292	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3447	0	1711	3461	0	1711	3472	0	1787	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			23			10			199	
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		853			500			205			502	
Travel Time (s)		12.9			7.6			3.5			8.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	104	916	189	113	971	169	260	289	31	106	298	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1105	0	113	1140	0	260	320	0	106	627	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	9.0		5.0	9.0	
Minimum Split (s)	9.0	31.4		11.5	31.4		9.6	15.4		9.8	15.4	
Total Split (s)	11.0	41.8		15.0	45.8		22.0	26.0		17.2	21.2	
Total Split (%)	11.0%	41.8%		15.0%	45.8%		22.0%	26.0%		17.2%	21.2%	
Yellow Time (s)	3.0	4.7		3.0	4.7		3.0	4.4		3.0	4.4	
All-Red Time (s)	1.0	1.7		3.5	1.7		1.6	2.0		1.8	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.4		6.5	6.4		4.6	6.4		4.8	6.4	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.0	32.9		8.2	36.6		16.5	23.7		9.7	14.7	
Actuated g/C Ratio	0.07	0.34		0.09	0.38		0.17	0.25		0.10	0.15	
v/c Ratio	0.81	0.93		0.77	0.86		0.89	0.37		0.59	0.94	
Control Delay	87.8	43.7		78.4	34.6		71.4	33.1		55.6	51.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	87.8	43.7		78.4	34.6		71.4	33.1		55.6	51.3	
LOS	F	D		E	C		E	C		E	D	
Approach Delay		47.5			38.6			50.3			51.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	67	338		72	331		163	90		65	147	
Queue Length 95th (ft)	#164	#465		#164	420		#304	136		118	#262	
Internal Link Dist (ft)		773			420			125			422	
Turn Bay Length (ft)	375			405						130		
Base Capacity (vph)	129	1290		151	1436		310	861		231	676	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.81	0.86		0.75	0.79		0.84	0.37		0.46	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 96.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 45.8 Intersection LOS: D
Intersection Capacity Utilization 89.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 111: Fienemann Rd/SR 549 (Birdseye Rd) & U.S. Route 6 (Colt Hwy)

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	146	47	1167	1496	14
Future Volume (vph)	5	146	47	1167	1496	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.870				0.999	
Flt Protected	0.998			0.998		
Satd. Flow (prot)	1833	0	0	3414	3418	0
Flt Permitted	0.998			0.998		
Satd. Flow (perm)	1833	0	0	3414	3418	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	274			1370	364	
Travel Time (s)	7.5			23.4	6.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	164	53	1311	1681	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	0	1364	1697	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	146	47	1167	1496	14
Future Vol, veh/h	5	146	47	1167	1496	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	164	53	1311	1681	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2450	848	1697	0	-	0
Stage 1	1689	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	26	305	372	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	305	372	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	125.3	4.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	372	-	169	-	-
HCM Lane V/C Ratio	0.142	-	1.004	-	-
HCM Control Delay (s)	16.3	4	125.3	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	8	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	758	387	41	215	394
Future Volume (vph)	165	758	387	41	215	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.987			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	2049	1777	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	2049	1777	0	1770	1583
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	196	902	461	49	256	469
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	902	510	0	256	469
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	42.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	758	387	41	215	394
Future Vol, veh/h	165	758	387	41	215	394
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	902	461	49	256	469

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	1780	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	1295	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1055	-	-	-	~ 90	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1055	-	-	-	~ 73	582
Mov Cap-2 Maneuver	-	-	-	-	~ 166	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	~ 209	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	134.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1055	-	-	-	166	582
HCM Lane V/C Ratio	0.186	-	-	-	1.542	0.806
HCM Control Delay (s)	9.2	-	-	-	$ 321.6	31.9
HCM Lane LOS	A	-	-	-	F	D
HCM 95th %tile Q(veh)	0.7	-	-	-	16.9	8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Future Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	0		0	0		0	75		0	65		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.946			0.972			0.886	
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1978	0	0	1757	0	1711	1736	0	1711	1595	0
Flt Permitted		0.983			0.997		0.950			0.950		
Satd. Flow (perm)	0	1978	0	0	1757	0	1711	1736	0	1711	1595	0
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	165	247	62	21	196	144	62	361	82	206	361	1134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	361	0	62	443	0	206	1495	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 147.6%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	686.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	160	240	60	0	20	190	140	0	60	350	80
Future Vol, veh/h	0	160	240	60	0	20	190	140	0	60	350	80
Peak Hour Factor	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	165	247	62	0	21	196	144	0	62	361	82
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	174	83.3	128.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	35%	6%	100%	0%
Vol Thru, %	0%	81%	52%	54%	0%	24%
Vol Right, %	0%	19%	13%	40%	0%	76%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	430	460	350	200	1450
LT Vol	60	0	160	20	200	0
Through Vol	0	350	240	190	0	350
RT Vol	0	80	60	140	0	1100
Lane Flow Rate	62	443	474	361	206	1495
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.174	1.168	1.247	0.942	0.579	3.77
Departure Headway (Hd)	13.612	12.931	13.133	14.317	11.27	10.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	265	284	280	256	322	374
Service Time	11.312	10.631	11.133	12.317	8.97	7.876
HCM Lane V/C Ratio	0.234	1.56	1.693	1.41	0.64	3.997
HCM Control Delay	19.2	144.1	174	83.3	28.4	1273.1
HCM Lane LOS	C	F	F	F	D	F
HCM 95th-tile Q	0.6	14.3	16.3	8.6	3.4	126.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	200	350	1100
Future Vol, veh/h	0	200	350	1100
Peak Hour Factor	0.92	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	206	361	1134
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	1122.2
HCM LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	250	1100	0	1050	0	0	0	0
Future Volume (vph)	0	0	0	0	250	1100	0	1050	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.890							
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1879	0	0	2111	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1879	0	0	2111	0	0	0	0
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		417			480			256			527	
Travel Time (s)		8.1			9.4			5.0			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	263	1158	0	1105	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1421	0	0	1105	0	0	0	0
Sign Control		Free			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 158.2%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1172.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	250	1100	0	1050	0	0	0	0
Future Vol, veh/h	0	0	0	0	250	1100	0	1050	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	263	1158	0	1105	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1105	1105	-	0	-
Stage 1	-	1105	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.52	6.22	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-	-
Pot Cap-1 Maneuver	0	~ 211	~ 256	0	-	0
Stage 1	0	286	-	0	-	0
Stage 2	0	-	-	0	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	~ 256	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	$ 2084	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 256
HCM Lane V/C Ratio	- 5.551
HCM Control Delay (s)	- $ 2084
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 149.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	138	130	199	10	16	427
Future Volume (vph)	138	130	199	10	16	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	11
Grade (%)	0%		5%			0%
Storage Length (ft)	0	90		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1711	1583	1805	0	0	1783
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1711	1583	1805	0	0	1783
Link Speed (mph)	25		25			25
Link Distance (ft)	284		513			1153
Travel Time (s)	7.7		14.0			31.4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	159	149	229	11	18	491
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	149	240	0	0	509
Sign Control	Stop		Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Vol, veh/h	0	138	130	0	199	10	0	16	427
Future Vol, veh/h	0	138	130	0	199	10	0	16	427
Peak Hour Factor	0.92	0.87	0.87	0.92	0.87	0.87	0.92	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	159	149	0	229	11	0	18	491
Number of Lanes	0	1	1	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	11.6	11.9	21.5
HCM LOS	B	B	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	4%
Vol Thru, %	95%	0%	0%	96%
Vol Right, %	5%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	138	130	443
LT Vol	0	138	0	16
Through Vol	199	0	0	427
RT Vol	10	0	130	0
Lane Flow Rate	240	159	149	509
Geometry Grp	2	7	7	2
Degree of Util (X)	0.371	0.308	0.239	0.738
Departure Headway (Hd)	5.559	6.99	5.77	5.219
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	514	622	693
Service Time	3.6	4.732	3.512	3.252
HCM Lane V/C Ratio	0.372	0.309	0.24	0.734
HCM Control Delay	11.9	12.8	10.3	21.5
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.7	1.3	0.9	6.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	241	68	29	207	29	64	43	29	12	24	32
Future Volume (vph)	36	241	68	29	207	29	64	43	29	12	24	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	12	12	16	12	12	14	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.985			0.971			0.936	
Flt Protected		0.995			0.995			0.977			0.991	
Satd. Flow (prot)	0	1984	0	0	2008	0	0	2003	0	0	1843	0
Flt Permitted		0.995			0.995			0.977			0.991	
Satd. Flow (perm)	0	1984	0	0	2008	0	0	2003	0	0	1843	0
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		7611			433			641			583	
Travel Time (s)		207.6			11.8			14.6			13.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	40	265	75	32	227	32	70	47	32	13	26	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	291	0	0	149	0	0	74	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	241	68	29	207	29	64	43	29	12	24	32
Future Vol, veh/h	36	241	68	29	207	29	64	43	29	12	24	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	265	75	32	227	32	70	47	32	13	26	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	340	0	0	719	704	302	728	726	243
Stage 1	-	-	-	-	-	-	381	381	-	307	307	-
Stage 2	-	-	-	-	-	-	338	323	-	421	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1219	-	-	344	361	738	339	351	796
Stage 1	-	-	-	-	-	-	641	613	-	703	661	-
Stage 2	-	-	-	-	-	-	676	650	-	610	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1219	-	-	293	337	738	275	327	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	337	-	275	327	-
Stage 1	-	-	-	-	-	-	617	590	-	676	641	-
Stage 2	-	-	-	-	-	-	600	630	-	517	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	22.5	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	1306	-	-	1219	-	-	432
HCM Lane V/C Ratio	0.423	0.03	-	-	0.026	-	-	0.173
HCM Control Delay (s)	22.5	7.8	0	-	8	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.1	-	-	0.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	21	1142	26	8	1446
Future Volume (vph)	52	21	1142	26	8	1446
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	280	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3529	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3529	0	1770	3539
Link Speed (mph)	25		40			40
Link Distance (ft)	134		364			689
Travel Time (s)	3.7		6.2			11.7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	58	24	1283	29	9	1625
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	24	1312	0	9	1625
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	21	1142	26	8	1446
Future Vol, veh/h	52	21	1142	26	8	1446
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	24	1283	29	9	1625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2128	656	0	0	1312	0
Stage 1	1298	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 43	408	-	-	523	-
Stage 1	220	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 42	408	-	-	523	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 308	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	42	408	523	-
HCM Lane V/C Ratio	-	-	1.391	0.058	0.017	-
HCM Control Delay (s)	-	-	$ 426.5	14.4	12	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	5.8	0.2	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX S
Capacity Analyses
2040 Future-Improved Conditions –
Weekday Morning

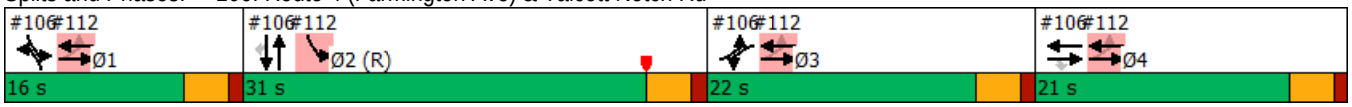
Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	525	5	843	3	3	0	317	703	27	10	592	121
Future Volume (vph)	525	5	843	3	3	0	317	703	27	10	592	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	350		0	100		100
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	75			25			50			100		
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt		0.852	0.850					0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1508	1504	1770	1987	0	3433	3522	0	1770	3525	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1508	1504	1770	1987	0	3433	3522	0	1770	3525	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		474	473					4				111
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		292			194			677			348	
Travel Time (s)		8.0			5.3			11.5			5.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	590	6	947	3	3	0	356	790	30	11	665	136
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	590	480	473	3	3	0	356	820	0	11	665	136
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	4		3	4		1	2		1	2	
Permitted Phases			4									2
Detector Phase	3	4	4	3	4		1	2		1	2	2
Switch Phase												
Minimum Initial (s)	9.0	5.0	5.0	9.0	5.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	13.0	9.0	9.0	13.0	9.0		9.0	19.0		9.0	19.0	19.0
Total Split (s)	22.0	21.0	21.0	22.0	21.0		16.0	31.0		16.0	31.0	31.0
Total Split (%)	24.4%	23.3%	23.3%	24.4%	23.3%		17.8%	34.4%		17.8%	34.4%	34.4%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	19.8	17.0	17.0	19.8	17.0		12.0	25.2		12.0	25.2	25.2
Actuated g/C Ratio	0.22	0.19	0.19	0.22	0.19		0.13	0.28		0.13	0.28	0.28
v/c Ratio	0.78	0.72	0.71	0.01	0.01		0.78	0.83		0.05	0.67	0.26
Control Delay	36.4	10.0	9.7	29.0	29.7		38.0	32.6		34.7	32.3	8.4
Queue Delay	0.5	0.7	0.6	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	36.9	10.7	10.3	29.0	29.7		38.0	32.6		34.7	32.3	8.4
LOS	D	B	B	C	C		D	C		C	C	A
Approach Delay		20.6			29.3			34.2			28.3	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	123	87	85	1	1		75	260		6	170	10
Queue Length 95th (ft)	#235	145	142	9	9		#154	321		21	226	50
Internal Link Dist (ft)		212			114			597			268	
Turn Bay Length (ft)							350			100		100
Base Capacity (vph)	754	669	667	389	375		457	1059		236	1057	552
Starvation Cap Reductn	25	40	40	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.81	0.76	0.75	0.01	0.01		0.78	0.77		0.05	0.63	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd



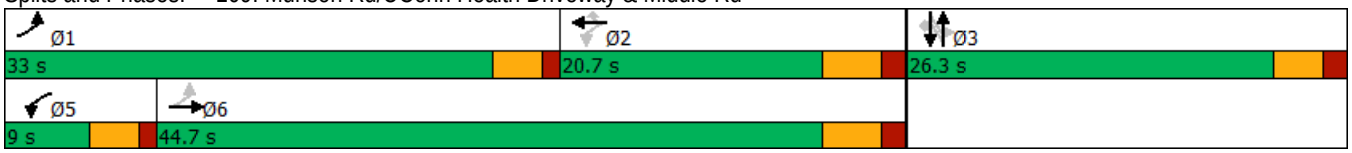
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Future Volume (vph)	619	106	23	73	234	176	5	621	34	20	132	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Storage Length (ft)	200		0	180		180	0		160	0		0
Storage Lanes	1		0	1		1	0		1	0		1
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.973				0.850		0.992				0.850
Flt Protected	0.950			0.950							0.994	
Satd. Flow (prot)	1770	1812	0	1770	1863	1583	0	3511	0	0	1913	1636
Flt Permitted	0.258			0.657				0.953			0.646	
Satd. Flow (perm)	481	1812	0	1224	1863	1583	0	3346	0	0	1243	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				130		7				141
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2764			7611			1153			197	
Travel Time (s)		53.8			207.6			31.4			5.4	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	755	129	28	89	285	215	6	757	41	24	161	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	755	157	0	89	285	215	0	804	0	0	185	141
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	9.0		5.0	9.0	9.0	9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	14.0		9.0	14.0	14.0	13.5	13.5		13.5	13.5	13.5
Total Split (s)	33.0	44.7		9.0	20.7	20.7	26.3	26.3		26.3	26.3	26.3
Total Split (%)	41.3%	55.9%		11.3%	25.9%	25.9%	32.9%	32.9%		32.9%	32.9%	32.9%
Yellow Time (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0	5.0		4.5			4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	48.9	40.8		20.9	14.9	14.9		21.6			21.6	21.6
Actuated g/C Ratio	0.62	0.52		0.26	0.19	0.19		0.27			0.27	0.27
v/c Ratio	0.98	0.17		0.25	0.81	0.53		0.87			0.55	0.26
Control Delay	46.2	10.1		13.3	50.8	17.6		39.7			31.9	5.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	46.2	10.1		13.3	50.8	17.6		39.7			31.9	5.7
LOS	D	B		B	D	B		D			C	A
Approach Delay		40.0			33.0			39.7			20.6	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	291	36		16	136	36		200			79	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#446	61		29	#215	83		238			128	31
Internal Link Dist (ft)		2684			7531			1073			117	
Turn Bay Length (ft)	200			180		180						
Base Capacity (vph)	771	944		358	370	419		929			343	553
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.98	0.17		0.25	0.77	0.51		0.87			0.54	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 35.9		Intersection LOS: D	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd



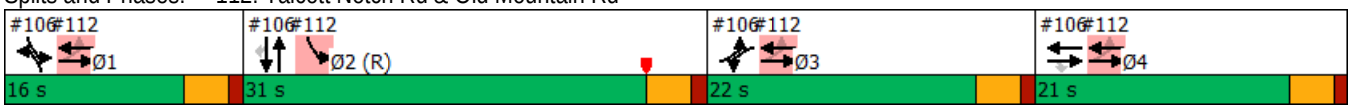
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	1	1045	234	207	328	6			
Future Volume (vph)	1	1045	234	207	328	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00			
Frt			0.930		0.997				
Flt Protected					0.953				
Satd. Flow (prot)	0	5085	3291	0	1770	0			
Flt Permitted		0.940			0.953				
Satd. Flow (perm)	0	4780	3291	0	1770	0			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			225		1				
Link Speed (mph)		25	25		30				
Link Distance (ft)		254	292		206				
Travel Time (s)		6.9	8.0		4.7				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Adj. Flow (vph)	1	1136	254	225	357	7			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1137	479	0	364	0			
Turn Type	Perm	NA	NA		Prot				
Protected Phases		1 3 4	1 3 4		2		1	3	4
Permitted Phases	1 3 4								
Detector Phase	1 3 4	1 3 4	1 3 4		2				
Switch Phase									
Minimum Initial (s)					15.0		5.0	9.0	5.0
Minimum Split (s)					19.0		9.0	13.0	9.0
Total Split (s)					31.0		16.0	22.0	21.0
Total Split (%)					34.4%		18%	24%	23%
Yellow Time (s)					3.0		3.0	3.0	3.0
All-Red Time (s)					1.0		1.0	1.0	1.0
Lost Time Adjust (s)					0.0				
Total Lost Time (s)					4.0				
Lead/Lag					Lag		Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode					C-Min		None	None	None
Act Effct Green (s)		56.8	56.8		25.2				
Actuated g/C Ratio		0.63	0.63		0.28				
v/c Ratio		0.38	0.22		0.73				
Control Delay		8.8	14.5		38.6				
Queue Delay		0.0	0.5		0.0				
Total Delay		8.8	15.1		38.6				
LOS		A	B		D				
Approach Delay		8.8	15.1		38.6				
Approach LOS		A	B		D				
Queue Length 50th (ft)		110	61		181				
Queue Length 95th (ft)		137	m96		280				
Internal Link Dist (ft)		174	212		126				
Turn Bay Length (ft)									
Base Capacity (vph)		3015	2159		531				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4
Starvation Cap Reductn		0	1213		0				
Spillback Cap Reductn		47	0		0				
Storage Cap Reductn		0	0		0				
Reduced v/c Ratio		0.38	0.51		0.69				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 112: Talcott Notch Rd & Old Mountain Rd



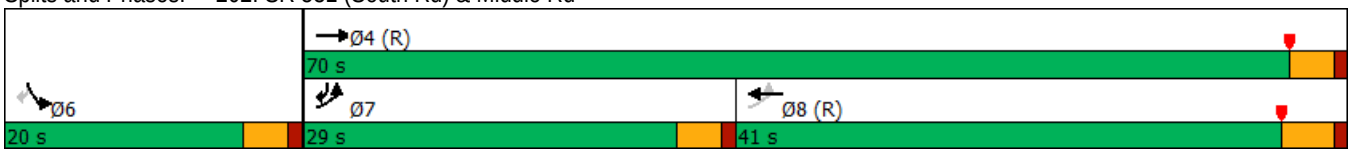
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	421	623	297	158	82	179
Future Volume (vph)	421	623	297	158	82	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.953			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	3893	1716	0	1770	1583
Flt Permitted	0.353				0.950	
Satd. Flow (perm)	636	3893	1716	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			36			203
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	478	708	338	180	93	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	708	518	0	93	203
Turn Type	D.P+P	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	8					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0
Minimum Split (s)	9.0	20.0	20.5		20.0	9.0
Total Split (s)	29.0	70.0	41.0		20.0	29.0
Total Split (%)	32.2%	77.8%	45.6%		22.2%	32.2%
Yellow Time (s)	3.0	3.0	3.5		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.5		4.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	70.0	74.8	49.3		10.0	32.2
Actuated g/C Ratio	0.78	0.83	0.55		0.11	0.36
v/c Ratio	0.65	0.22	0.54		0.47	0.29
Control Delay	19.0	2.3	17.9		44.7	3.1
Queue Delay	0.5	0.0	0.0		0.0	0.0
Total Delay	19.4	2.3	17.9		44.7	3.1
LOS	B	A	B		D	A
Approach Delay		9.2	17.9		16.2	
Approach LOS		A	B		B	
Queue Length 50th (ft)	168	9	176		50	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m267	73	335		92	31
Internal Link Dist (ft)		78	85		129	
Turn Bay Length (ft)					50	
Base Capacity (vph)	816	3235	956		314	777
Starvation Cap Reductn	87	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.66	0.22	0.54		0.30	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:EBWB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 202: SR 531 (South Rd) & Middle Rd

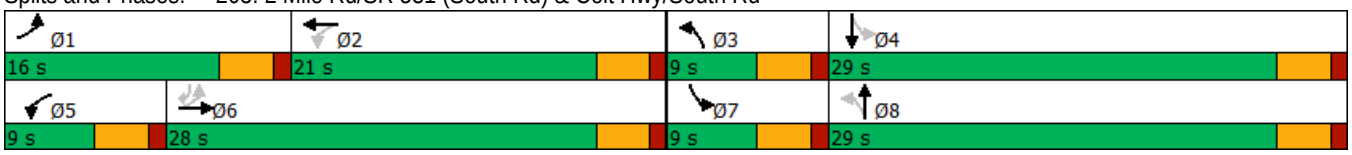


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Future Volume (vph)	370	180	120	30	70	150	50	480	30	70	280	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	190		0	210		210	75		0	65		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			50			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.898			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1926	0	1770	1673	0	1711	1770	0	1711	1801	1742
Flt Permitted	0.370			0.563			0.458			0.155		
Satd. Flow (perm)	689	1926	0	1049	1673	0	825	1770	0	279	1801	1742
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			133			5				609
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	402	196	130	33	76	163	54	522	33	76	304	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	402	326	0	33	239	0	54	555	0	76	304	609
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	custom
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		6
Detector Phase	1	6		5	2		3	8		7	4	6
Switch Phase												
Minimum Initial (s)	5.0	14.0		5.0	15.0		5.0	14.0		5.0	14.0	14.0
Minimum Split (s)	9.0	19.0		9.0	19.0		9.0	19.0		9.0	19.0	19.0
Total Split (s)	16.0	28.0		9.0	21.0		9.0	29.0		9.0	29.0	28.0
Total Split (%)	21.3%	37.3%		12.0%	28.0%		12.0%	38.7%		12.0%	38.7%	37.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	Min		None	Min	Min
Act Effct Green (s)	31.7	28.3		20.6	15.6		27.9	24.0		28.7	25.8	28.3
Actuated g/C Ratio	0.45	0.40		0.29	0.22		0.39	0.34		0.41	0.36	0.40
v/c Ratio	0.82	0.41		0.09	0.51		0.14	0.92		0.35	0.46	0.57
Control Delay	31.7	17.1		13.7	16.1		12.3	46.3		16.2	21.1	4.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.7	17.1		13.7	16.1		12.3	46.3		16.2	21.1	4.4
LOS	C	B		B	B		B	D		B	C	A
Approach Delay		25.2			15.8			43.2			10.4	
Approach LOS		C			B			D			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	130	82		8	41		13	234		18	107	0
Queue Length 95th (ft)	#270	177		23	105		33	#441		42	185	68
Internal Link Dist (ft)		812			566			563			790	
Turn Bay Length (ft)	190			210			75			65		150
Base Capacity (vph)	493	805		357	506		388	633		215	685	1066
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.82	0.40		0.09	0.47		0.14	0.88		0.35	0.44	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 70.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 203: 2 Mile Rd/SR 531 (South Rd) & Colt Hwy/South Rd



APPENDIX T
Capacity Analyses
2040 Future-Improved Conditions –
Weekday Afternoon

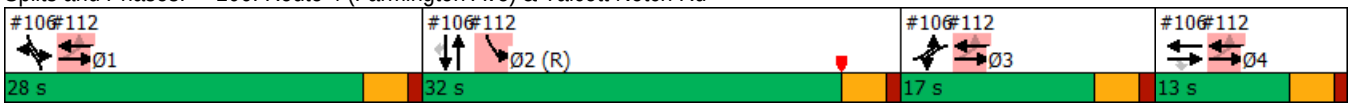
Tighe&Bond

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	2	489	14	46	10	690	788	26	3	569	332
Future Volume (vph)	339	2	489	14	46	10	690	788	26	3	569	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	350		0	100		100
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	75			25			50			100		
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt		0.851	0.850		0.974			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1506	1504	1770	1935	0	3433	3522	0	1770	3525	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1506	1504	1770	1935	0	3433	3522	0	1770	3525	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		255	254		9			4				322
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		286			194			677			348	
Travel Time (s)		7.8			5.3			11.5			5.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	353	2	509	15	48	10	719	821	27	3	593	346
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	353	257	254	15	58	0	719	848	0	3	593	346
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	4		3	4		1	2		1	2	
Permitted Phases			4									2
Detector Phase	3	4	4	3	4		1	2		1	2	2
Switch Phase												
Minimum Initial (s)	9.0	5.0	5.0	9.0	5.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	13.0	9.0	9.0	13.0	9.0		9.0	19.0		9.0	19.0	19.0
Total Split (s)	17.0	13.0	13.0	17.0	13.0		28.0	32.0		28.0	32.0	32.0
Total Split (%)	18.9%	14.4%	14.4%	18.9%	14.4%		31.1%	35.6%		31.1%	35.6%	35.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effct Green (s)	13.0	9.0	9.0	13.0	9.0		24.0	28.0		24.0	28.0	28.0
Actuated g/C Ratio	0.14	0.10	0.10	0.14	0.10		0.27	0.31		0.27	0.31	0.31
v/c Ratio	0.71	0.68	0.67	0.06	0.29		0.79	0.77		0.01	0.54	0.48
Control Delay	42.2	13.4	13.1	34.0	37.0		41.5	37.2		24.3	27.9	6.3
Queue Delay	0.0	0.8	0.8	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.2	14.2	13.9	34.0	37.0		41.5	37.2		24.3	27.9	6.3
LOS	D	B	B	C	D		D	D		C	C	A
Approach Delay		25.5			36.4			39.2			20.0	
Approach LOS		C			D			D			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	77	7	6	8	26		228	209		1	145	10
Queue Length 95th (ft)	121	#86	84	25	63		281	228		8	198	73
Internal Link Dist (ft)		206			114			597			268	
Turn Bay Length (ft)							350			100		100
Base Capacity (vph)	495	380	379	255	201		915	1098		472	1096	714
Starvation Cap Reductn	0	22	23	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.72	0.71	0.06	0.29		0.79	0.77		0.01	0.54	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 106: Route 4 (Farmington Ave) & Talcott Notch Rd

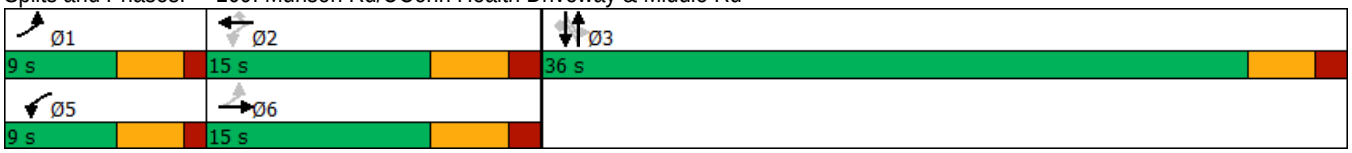


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	146	8	34	136	31	100	130	110	116	392	496
Future Volume (vph)	15	146	8	34	136	31	100	130	110	116	392	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	13	13
Storage Length (ft)	200		0	180		180	0		160	0		0
Storage Lanes	1		0	1		1	0		1	0		1
Taper Length (ft)	100			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.992				0.850		0.951				0.850
Flt Protected	0.950			0.950				0.986			0.989	
Satd. Flow (prot)	1770	1848	0	1770	1863	1583	0	3319	0	0	1904	1636
Flt Permitted	0.653			0.592				0.654			0.812	
Satd. Flow (perm)	1216	1848	0	1103	1863	1583	0	2201	0	0	1563	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				100		133				566
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		2780			7611			1153			197	
Travel Time (s)		54.2			207.6			31.4			5.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	18	176	10	41	164	37	120	157	133	140	472	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	186	0	41	164	37	0	410	0	0	612	598
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2		2	3			3		3
Detector Phase	1	6		5	2	2	3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	9.0		5.0	9.0	9.0	9.0	9.0		9.0	9.0	9.0
Minimum Split (s)	9.0	14.0		9.0	14.0	14.0	13.5	13.5		13.5	13.5	13.5
Total Split (s)	9.0	15.0		9.0	15.0	15.0	36.0	36.0		36.0	36.0	36.0
Total Split (%)	15.0%	25.0%		15.0%	25.0%	25.0%	60.0%	60.0%		60.0%	60.0%	60.0%
Yellow Time (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0	5.0		4.5			4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	12.5	9.8		13.2	11.3	11.3		28.6			28.6	28.6
Actuated g/C Ratio	0.24	0.19		0.26	0.22	0.22		0.56			0.56	0.56
v/c Ratio	0.05	0.52		0.12	0.40	0.09		0.32			0.70	0.51
Control Delay	14.5	27.3		15.2	22.6	0.4		5.2			15.0	2.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	14.5	27.3		15.2	22.6	0.4		5.2			15.0	2.9
LOS	B	C		B	C	A		A			B	A
Approach Delay		26.2			17.9			5.2			9.0	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	4	49		10	44	0		15			92	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	15	108		26	97	0		42			237	33
Internal Link Dist (ft)		2700			7531			1073			117	
Turn Bay Length (ft)	200			180		180						
Base Capacity (vph)	352	375		351	431	443		1445			992	1245
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.05	0.50		0.12	0.38	0.08		0.28			0.62	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 109: Munson Rd/UConn Health Driveway & Middle Rd

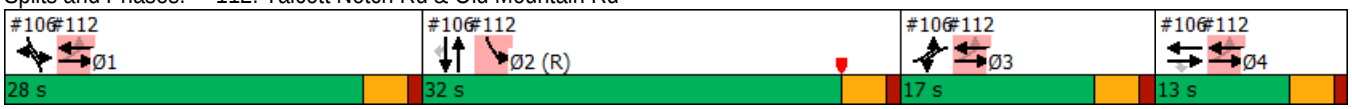


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	3	648	738	330	182	3			
Future Volume (vph)	3	648	738	330	182	3			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00			
Frt			0.954		0.998				
Flt Protected					0.953				
Satd. Flow (prot)	0	5085	3376	0	1772	0			
Flt Permitted		0.937			0.953				
Satd. Flow (perm)	0	4765	3376	0	1772	0			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			142		1				
Link Speed (mph)		25	25		30				
Link Distance (ft)		320	286		276				
Travel Time (s)		8.7	7.8		6.3				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Adj. Flow (vph)	3	704	802	359	198	3			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	707	1161	0	201	0			
Turn Type	Perm	NA	NA		Prot				
Protected Phases		1 3 4	1 3 4		2		1	3	4
Permitted Phases	1 3 4								
Detector Phase	1 3 4	1 3 4	1 3 4		2				
Switch Phase									
Minimum Initial (s)					15.0		5.0	9.0	5.0
Minimum Split (s)					19.0		9.0	13.0	9.0
Total Split (s)					32.0		28.0	17.0	13.0
Total Split (%)					35.6%		31%	19%	14%
Yellow Time (s)					3.0		3.0	3.0	3.0
All-Red Time (s)					1.0		1.0	1.0	1.0
Lost Time Adjust (s)					0.0				
Total Lost Time (s)					4.0				
Lead/Lag					Lag		Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode					C-Min		None	None	None
Act Effct Green (s)		54.0	54.0		28.0				
Actuated g/C Ratio		0.60	0.60		0.31				
v/c Ratio		0.25	0.56		0.36				
Control Delay		8.7	10.3		26.3				
Queue Delay		0.0	1.0		0.0				
Total Delay		8.7	11.3		26.3				
LOS		A	B		C				
Approach Delay		8.7	11.3		26.3				
Approach LOS		A	B		C				
Queue Length 50th (ft)		63	101		88				
Queue Length 95th (ft)		83	177		148				
Internal Link Dist (ft)		240	206		196				
Turn Bay Length (ft)									
Base Capacity (vph)		2859	2082		551				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø4
Starvation Cap Reductn		0	615		0				
Spillback Cap Reductn		0	0		0				
Storage Cap Reductn		0	0		0				
Reduced v/c Ratio		0.25	0.79		0.36				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 112: Talcott Notch Rd & Old Mountain Rd



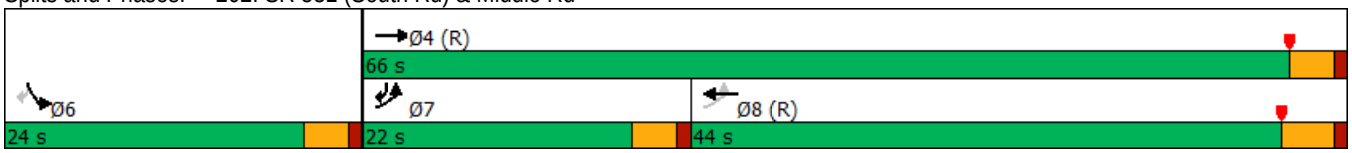
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	758	387	41	215	394
Future Volume (vph)	165	758	387	41	215	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	15	11	12	12	12
Storage Length (ft)	0			0	50	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.987			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	3893	1777	0	1770	1583
Flt Permitted	0.374				0.950	
Satd. Flow (perm)	673	3893	1777	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8			278
Link Speed (mph)		35	35		35	
Link Distance (ft)		158	165		209	
Travel Time (s)		3.1	3.2		4.1	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	196	902	461	49	256	469
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	902	510	0	256	469
Turn Type	D.P+P	NA	NA		Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	8					6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0
Minimum Split (s)	9.0	20.0	20.5		20.0	9.0
Total Split (s)	22.0	66.0	44.0		24.0	22.0
Total Split (%)	24.4%	73.3%	48.9%		26.7%	24.4%
Yellow Time (s)	3.0	3.0	3.5		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.5		4.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	60.9	64.9	51.1		17.1	30.4
Actuated g/C Ratio	0.68	0.72	0.57		0.19	0.34
v/c Ratio	0.35	0.32	0.50		0.76	0.65
Control Delay	14.9	15.3	15.0		49.5	13.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	14.9	15.3	15.0		49.5	13.6
LOS	B	B	B		D	B
Approach Delay		15.2	15.0		26.3	
Approach LOS		B	B		C	
Queue Length 50th (ft)	81	202	163		137	84

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m100	m240	259		197	140
Internal Link Dist (ft)		78	85		129	
Turn Bay Length (ft)					50	
Base Capacity (vph)	693	2808	1012		393	844
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.28	0.32	0.50		0.65	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 202: SR 531 (South Rd) & Middle Rd



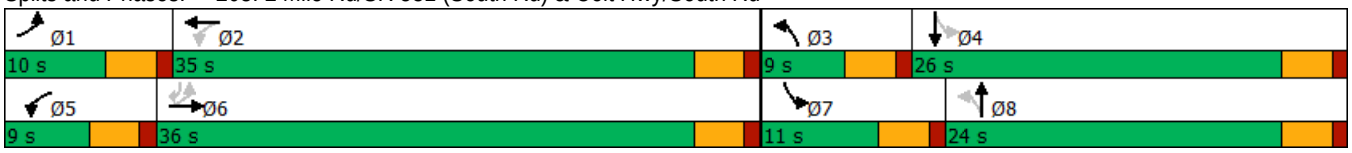
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Future Volume (vph)	160	240	60	20	190	140	60	350	80	200	350	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	11	12	11	11	15
Storage Length (ft)	190		0	210		210	75		0	65		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			50			90			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.936			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1988	0	1770	1744	0	1711	1736	0	1711	1801	1742
Flt Permitted	0.329			0.540			0.440			0.160		
Satd. Flow (perm)	613	1988	0	1006	1744	0	792	1736	0	288	1801	1742
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			54			14				890
Link Speed (mph)		35			30			25			35	
Link Distance (ft)		892			646			643			870	
Travel Time (s)		17.4			14.7			17.5			16.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Adj. Flow (vph)	165	247	62	21	196	144	62	361	82	206	361	1134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	309	0	21	340	0	62	443	0	206	361	1134
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	custom
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		6
Detector Phase	1	6		5	2		3	8		7	4	6
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	15.0		4.0	15.0	15.0
Minimum Split (s)	9.0	19.0		9.0	19.0		9.0	19.0		8.0	19.0	19.0
Total Split (s)	10.0	36.0		9.0	35.0		9.0	24.0		11.0	26.0	36.0
Total Split (%)	12.5%	45.0%		11.3%	43.8%		11.3%	30.0%		13.8%	32.5%	45.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min		None	Min		None	Min	Min
Act Effct Green (s)	31.6	29.4		27.6	22.5		25.2	20.2		30.2	26.2	29.4
Actuated g/C Ratio	0.44	0.41		0.38	0.31		0.35	0.28		0.42	0.36	0.41
v/c Ratio	0.45	0.38		0.05	0.58		0.18	0.89		0.79	0.55	0.92
Control Delay	15.7	16.1		10.4	21.1		15.9	49.4		42.2	25.9	18.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.7	16.1		10.4	21.1		15.9	49.4		42.2	25.9	18.2
LOS	B	B		B	C		B	D		D	C	B
Approach Delay		15.9			20.5			45.3			22.8	
Approach LOS		B			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	42	78		5	103		15	179		55	135	65
Queue Length 95th (ft)	75	163		16	177		43	#406		#184	#281	#488
Internal Link Dist (ft)		812			566			563			790	
Turn Bay Length (ft)	190			210			75			65		150
Base Capacity (vph)	365	902		439	788		341	496		260	656	1272
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.45	0.34		0.05	0.43		0.18	0.89		0.79	0.55	0.89

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 72
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 100.8% — ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 203: 2 Mile Rd/SR 531 (South Rd) & Colt Hwy/South Rd



APPENDIX U

Opinions of Probable
Construction Cost by Concept

Tighe&Bond

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept A - Route 4 at SR 508 (I-84 Ramps)

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	550	$10.00	$5,500
Rock Excavation	CY	25	$135.00	$3,375
Formation of Subgrade	SY	400	$5.00	$2,000
Subbase	CY	300	$50.00	$15,000
Sedimentation Control System	LF	2,100	$6.00	$12,600
HMA S1.0	TN	125	$150.00	$18,750
HMA S0.50	TN	1,650	$155.00	$255,750
Milling of Bituminous Concrete 0-4"	SY	13,250	$16.00	$212,000
Bituminous Concrete Lip Curbing	LF	275	$15.00	$4,125
Concrete Sidewalk	SF	3,750	$20.00	$75,000
Bituminous Concrete Sidewalk	SY	100	$60.00	$6,000
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Landscaping	LS	1	$10,000.00	$10,000
Type "C" Catch Basin	EA	1	$3,750.00	$3,750
Bus Shelter	EA	2	$10,000.00	$20,000
Accessible ped signal and sidewalk ramp upgrade	LS	1	$75,000.00	$75,000
Sub-Total				$745,000
Lump Sum Items				
Clearing and Grubbing (3%)				$22,400
M&P of Traffic (5%)				$37,300
Mobilization (7%)				$52,200
Construction Staking (2%)				$14,900
Minor Items (25%)				$186,000
Incidentals (25%)				$218,000
Contingencies (25%)				$218,000
Total				**$1,494,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1	of	1

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept B-1 - Route 4 at Talcott Notch Rd, Old Mountain Rd and Pvt Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,500	$35.00	$122,500
Rock Excavation	CY	450	$135.00	$60,750
Formation of Subgrade	SY	5,300	$5.00	$26,500
Subbase	CY	2,200	$50.00	$110,000
Sedimentation Control System	LF	4,800	$6.00	$28,800
HMA S1.0	TN	1,600	$150.00	$240,000
HMA S0.50	TN	2,250	$155.00	$348,750
Milling of Bituminous Concrete 0-4"	SY	8,250	$16.00	$132,000
Bituminous Concrete Lip Curbing	LF	2,000	$15.00	$30,000
Concrete Sidewalk	SF	19,100	$20.00	$382,000
Bituminous Concrete Driveway	SY	900	$50.00	$45,000
Furnishing And Placing Topsoil	SY	2,000	$8.00	$16,000
Turf Establishment	SY	2,000	$2.00	$4,000
Landscaping	LS	1	$20,000.00	$20,000
New Traffic Signal	LS	2	$450,000.00	$900,000
Accessible ped signal and sidewalk ramp upgrade	LS	1	$75,000.00	$75,000
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Sub-Total				$2,571,000
Lump Sum Items				
Clearing and Grubbing (4%)				$102,800
M&P of Traffic (5%)				$128,600
Mobilization and Project Closeout (6.5%)				$167,100
Construction Staking (2%)				$51,400
Minor Items (25%)				$643,000
Incidentals (25%)				$755,000
Contingencies (25%)				$755,000
Total				**$5,174,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept B-2 - Route 4 at Talcott Notch Rd, Old Mountain Rd and Pvt Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	5,700	$35.00	$199,500
Rock Excavation	CY	250	$135.00	$33,750
Formation of Subgrade	SY	9,300	$5.00	$46,500
Subbase	CY	3,200	$50.00	$160,000
Sedimentation Control System	LF	2,100	$6.00	$12,600
Stamped Concrete	SF	9,300	$32.00	$297,600
HMA S1.0	TN	2,500	$150.00	$375,000
HMA S0.50	TN	2,200	$155.00	$341,000
Milling of Bituminous Concrete 0-4"	SY	1,200	$16.00	$19,200
Concrete Curbing	LF	2,500	$35.00	$87,500
Curved Mountable Granite Stone Curbing	LF	400	$100.00	$40,000
Bituminous Concrete Lip Curbing	LF	1,350	$15.00	$20,250
Concrete Sidewalk	SF	13,700	$20.00	$274,000
Concrete Sidewalk Ramp	EA	10	$1,350.00	$13,500
Bituminous Concrete Driveway	SY	50	$50.00	$2,500
Furnishing And Placing Topsoil	SY	1,200	$8.00	$9,600
Turf Establishment	SY	1,200	$2.00	$2,400
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Landscaping	LS	1	$40,000.00	$40,000
Accessible ped signal and sidewalk ramp upgrade	LS	1	$75,000.00	$75,000
Sub-Total				$2,080,000
Lump Sum Items				
Clearing and Grubbing (3%)				$62,400
M&P of Traffic (5%)				$104,000
Mobilization (7%)				$145,600
Construction Staking (2%)				$41,600
Minor Items (25%)				$520,000
Incidentals (25%)				$608,000
Contingencies (25%)				$608,000
Total				**$4,170,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept C - Middle Road at Munson Road and UCONN Health Driveway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,200	$35.00	$42,000
Rock Excavation	CY	50	$135.00	$6,750
Formation of Subgrade	SY	1,550	$5.00	$7,750
Subbase	CY	700	$50.00	$35,000
Sedimentation Control System	LF	1,700	$6.00	$10,200
Brick Pavers	SF	825	$25.00	$20,625
8" Reinforced Concrete Base For Pavers	SF	825	$12.00	$9,900
HMA S1.0	TN	475	$150.00	$71,250
HMA S0.50	TN	1,000	$155.00	$155,000
Milling of Bituminous Concrete 0-4"	SY	5,150	$16.00	$82,400
Type "C-L" Catch Basin	EA	1	$4,200.00	$4,200
15" R.C. Pipe	LF	10	$90.00	$900
Concrete Curbing	LF	200	$35.00	$7,000
Bituminous Concrete Lip Curbing	LF	1,725	$15.00	$25,875
Concrete Sidewalk	SF	4,825	$20.00	$96,500
Concrete Sidewalk Ramp	EA	2	$1,350.00	$2,700
Bituminous Concrete Driveway	SY	30	$50.00	$1,500
Furnishing And Placing Topsoil	SY	800	$8.00	$6,400
Turf Establishment	SY	800	$2.00	$1,600
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	1	$5,000.00	$5,000
Major Traffic Signal Modifications	LS	1	$100,000.00	$100,000
Sub-Total				$713,000
Lump Sum Items				
Clearing and Grubbing (3%)				$21,400
M&P of Traffic (5%)				$35,700
Mobilization (7%)				$49,900
Construction Staking (2%)				$14,300
Minor Items (25%)				$178,000
Incidentals (25%)				$209,000
Contingencies (25%)				$209,000
Total				**$1,430,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1	of	1

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept D - SR 531 at Middle Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	700	$35.00	$24,500
Rock Excavation	CY	25	$135.00	$3,375
Formation of Subgrade	SY	700	$5.00	$3,500
Subbase	CY	400	$50.00	$20,000
Sedimentation Control System	LF	2,050	$6.00	$12,300
HMA S1.0	TN	225	$150.00	$33,750
HMA S0.50	TN	650	$155.00	$100,750
Milling of Bituminous Concrete 0-4"	SY	4,000	$16.00	$64,000
15" R.C. Pipe	LF	10	$90.00	$900
Concrete Curbing	LF	325	$35.00	$11,375
Bituminous Concrete Lip Curbing	LF	475	$15.00	$7,125
Concrete Sidewalk	SF	7,475	$20.00	$149,500
Concrete Sidewalk Ramp	EA	4	$1,350.00	$5,400
Furnishing And Placing Topsoil	SY	500	$8.00	$4,000
Turf Establishment	SY	500	$2.00	$1,000
Utility Pole Relocation	EA	1	$15,000.00	$15,000
Landscaping	LS	1	$5,000.00	$5,000
Type "C" Catch Basin	EA	1	$3,750.00	$3,750
New Traffic Signal	LS	1	$450,000.00	$450,000
Accessible ped signal and sidewalk ramp upgrade	LS	1	$75,000.00	$75,000
Sub-Total				$990,000
Lump Sum Items				
Clearing and Grubbing (3%)				$29,700
M&P of Traffic (5%)				$49,500
Mobilization (7%)				$69,300
Construction Staking (2%)				$19,800
Minor Items (25%)				$248,000
Incidentals (25%)				$290,000
Contingencies (25%)				$290,000
Total				**$1,986,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept E - Munson Road at 16 Munson Road & SR 531 at Munson Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	500	$35.00	$17,500
Rock Excavation	CY	20	$135.00	$2,700
Subbase	CY	300	$50.00	$15,000
Sedimentation Control System	LF	2,500	$6.00	$15,000
Concrete Sidewalk	SF	12,500	$20.00	$250,000
Concrete Sidewalk Ramp	EA	2	$1,350.00	$2,700
Bituminous Concrete Driveway	SY	50	$50.00	$2,500
Furnishing And Placing Topsoil	SY	1,200	$8.00	$9,600
Turf Establishment	SY	1,200	$2.00	$2,400
Landscaping	LS	1	$5,000.00	$5,000
Accessible ped signal and sidewalk ramp upgrade	LS	1	$75,000.00	$75,000
Bus Shelter	EA	2	$10,000.00	$20,000
Sub-Total				$417,000
Lump Sum Items				
Clearing and Grubbing (3%)				$12,500
M&P of Traffic (5%)				$20,900
Mobilization (7%)				$29,200
Construction Staking (2%)				$8,300
Minor Items (25%)				$104,000
Incidentals (25%)				$122,000
Contingencies (25%)				$122,000
Total				**$836,000**

Tighe&Bond
Engineers | Environmental Specialists

Prep'd Date	2/5/2020	By	MS
Ch'kd Date	2/5/2020	By	COG
Town of	Farmington, CT		
Project No.	12-1072-2		
Sheet No.	1 of 1		

Opinion of Probable Cost for the Construction of
Route 4 Transportation Safety and Improvements Study
Concept F - SR 531 at Colt Highway, South Road and 2 Mile Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,200	$35.00	$112,000
Rock Excavation	CY	150	$135.00	$20,250
Formation of Subgrade	SY	4,700	$5.00	$23,500
Subbase	CY	1,750	$50.00	$87,500
Sedimentation Control System	LF	4,000	$6.00	$24,000
HMA S1.0	TN	1,000	$150.00	$150,000
HMA S0.50	TN	850	$155.00	$131,750
Milling of Bituminous Concrete 0-4"	SY	400	$16.00	$6,400
Stamped Concrete	SF	7,800	$32.00	$249,600
Concrete Curbing	LF	1,900	$35.00	$66,500
Curved Mountable Granite Stone Curbing	LF	325	$100.00	$32,500
Bituminous Concrete Lip Curbing	LF	500	$15.00	$7,500
Concrete Sidewalk	SF	15,000	$20.00	$300,000
Concrete Sidewalk Ramp	EA	2	$1,350.00	$2,700
Furnishing And Placing Topsoil	SY	1,000	$8.00	$8,000
Turf Establishment	SY	1,000	$2.00	$2,000
Utility Pole Relocation	EA	1	$10,000.00	$10,000
Landscaping	LS	1	$50,000.00	$50,000
Bus Shelter	EA	2	$10,000.00	$20,000
Sub-Total				$1,304,000
Lump Sum Items				
Clearing and Grubbing (3%)				$39,100
M&P of Traffic (5%)				$65,200
Mobilization (7%)				$91,300
Construction Staking (2%)				$26,100
Minor Items (25%)				$326,000
Incidentals (25%)				$381,000
Contingencies (25%)				$381,000
Total				**$2,614,000**

APPENDIX V

Stack Parking Lot & Transit Park & Ride Facility
(Assessment Summary)

Tighe&Bond

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT G-1
STACK PARKING LOT AND TRANSIT STOP

DATE: 12/20/2017	Tighe&Bond www.tighebond.com
SCALE: 1" = 100'	
FIGURE G-1	

Jan 22, 2018-4:31pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\CVC\1072 CRCOG-Farmington-Hartford\Drawings\Sheets\G, H - Stack Parking Lot2.dwg

ROUTE 4
TRANSPORTATION SAFETY & IMPROVEMENTS STUDY
FARMINGTON, CONNECTICUT

IMPROVEMENT PLAN - CONCEPT G-2
STACK PARKING LOT AND TRANSIT STOP

DATE: 12/20/2017	Tighe&Bond www.tighebond.com
SCALE: 1" = 100'	
FIGURE G-2	

Jan 22, 2018-4:32pm Plotted By: MStoutz
Tighe & Bond, Inc. J:\C\C1072 CRCOG-Farmington-Hartford\Drawings\Sheets\G, H - Stack Parking Lot2.dwg

Roger Krahn

From: Shannon Rutherford <rutherfords@farmington-ct.org>
Sent: Tuesday, February 11, 2020 3:05 PM
To: Rob Aloise
Cc: Roger Krahn; Christopher O. Granatini; Russ Arnold
Subject: RE: FW: Rte 4 Transportation Safety and Improvement Study

Categories: Green category

Hi Rob –

I reviewed the schedule below with Russ. We have no issue with it. As we get closer to the meeting with Town Council we will need to schedule around their budget meetings, but I'm sure we'll be able to work through it. I'm also confirming that we do want this to go to Town Council for their endorsement.

I spoke to Russ about the park and ride lot at the stacks. I explained what you had told me about the relatively low forecast for the use of the lot – roughly 160 vehicles. We also discussed the fact that the new lot at the corner of Rte 6 and South Rd will have a capacity of approximately of 160 vehicles. Based on these items, we agree that it is reasonable to remove this from the report.

Thanks,
Shannon

Shannon Rutherford, P.E.
Assistant Town Planner
Phone: 860-675-2327

From: Rob Aloise <raloise@crcog.org>
Sent: Thursday, January 23, 2020 4:27 PM
To: Shannon Rutherford <rutherfords@farmington-ct.org>
Cc: Roger Krahn <rkrahn@crcog.org>; Christopher O. Granatini <COGranatini@tigheBond.com>
Subject: FW:

Hi Shannon,
As mentioned, I'd like to make a final aggressive push to wrap up the Route 4 study. Below is an potential schedule showing the soonest things may happen. Please let me know if you see any issues.
Thanks, Rob

Early February – Consultant gets CRCOG a Draft Report. CRCOG reviews plan Draft Report and gets distributes to Advisory Committee
Early March – Advisory committee meeting to review Draft Report/Recommendations and get comments. Incorporate any final edits into Report.
March 23rd – Distribute to CRCOG Transportation Committee and post for 30 day Public comment period.
April – Farmington Town Council for comments on/endorsement of plan (CRCOG/Consultant will prepare materials for and/or present at per Farmington Staff recommendations)
May – Present to CRCOG Transportation Committee and Policy Board for endorsement

Farmington Transit Center Transit Route Boards

Existing Conditions		Total				North/East				South/West			
		Total		FastTrak		Total		FastTrak		Total		FastTrak	
	Route	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
MCC/Hartford/UCONN Health	121	1,559	1,559	443	274	765	828	172	228	793	724	172	228
Corbins/Farm Springs Express	902	34	34			18	13			16	14		
Farmington-Unionvolle Express	909	47	47			27	23			20	20		
		1,639	1,639	443	274	810	864	172	228	829	758	172	228

Demand Model Predicted

Increase due to Transit Center 20.5%

% Increase from drive acccess 98.8%

Transit Center Build Conditions		Total				North/East				South/West			
		Total		FastTrak		Total		FastTrak		Total		FastTrak	
	Route	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
MCC/Hartford/UCONN Health	121	1,878	1,878	534	330	922	997	207	275	956	872	207	275
Corbins/Farm Springs Express	902	41	41			22	15			19	17		
Farmington-Unionvolle Express	909	57	57			32	28			24	25		
		1,975	1,975	534	330	976	1,041	207	275	999	914	207	275