Appendix

A	Traffic Counts - CTDOT
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A Traffic Counts – CTDOT

Status: OK

NRWI-104 - East & West

Route 2 - 39.53 mi | West of Church Street

Town.....Norwich
Station.....104
Location..... 41.524798,-72.080284
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....21-Apr-2008 03:00AM
End Report.....22-Apr-2008 10:00AM
Axle Correction Factor.....None
Annualized ADT.....7800
24-Hour Count..... 8228 * G4(0.95) = 7816.6
UnRounded AADT.....7816.6 / 1 = 7816.6
OK 2008 Mon 21-Apr -this report-.....7800
Dataset Details.....1

	21-Apr Mon	22-Apr Tue
12:00am		110
01:00am		68
02:00am		48
03:00am	54	43
04:00am	85	75
05:00am	111	123
06:00am	266	258
07:00am	446	451
08:00am	522	516
09:00am	466	446
10:00am	439	
11:00am	485	
12:00pm	559	
01:00pm	539	
02:00pm	586	
03:00pm	649	
04:00pm	665	
05:00pm	556	
06:00pm	385	
07:00pm	341	
08:00pm	326	
09:00pm	213	
10:00pm	148	
11:00pm	161	
Totals	8002	2138

Status: OK East Combined West

NRWI-021 - Combined - e/w

Route 2 - 39.92 mi East of Route 12 (E Jct)

Town.....Norwich
Station.....21
Location..... 41.524075,-72.069766
A.K.A.....2021
2015-Principal Arterial - Other 3...2015-Urban
HPMS Section ID.....
Start Report.....28-Mar-2017 12:00AM
All Vehicle Peak Hour.....28-Mar-2017 04:00PM
End Report.....29-Mar-2017 11:00PM
Annualized ADT.....12100
24-Hour Count.....12294 * G4(0.98) = 12048.1
Day 1.....+12468 * G4(0.98) = 24266.8
UnRounded AADT.....24266.8 / 2 = 12133.4
OK 2017 Tue 28-Mar -this report-.....12100
OK 2008 Mon 21-Apr 15100
Dataset Details.....1

	Count	Percent	Axles
Motorcycles	0	0.00%	0
Passenger Cars	20510	82.83%	41020
Four-Tire Vehicles	2817	11.38%	5634
Light Vehicle Totals	23327	94.20%	46654
Buses	71	0.29%	142
Single-Unit Trucks			
Six-Tire Trucks	617	2.49%	1234
Three-Axle Trucks	427	1.72%	1281
Four-Axle Trucks	103	0.42%	412
Single-Trailer Trucks			
Four or Less Axles	0	0.00%	0
Five Axles	169	0.68%	845
Six or More Axles	48	0.19%	288
Multi-Trailer Trucks			
Five Axles or Less	0	0.00%	0
Six Axles	0	0.00%	0
Seven Axles	0	0.00%	0
Class 14	0	0.00%	0
Heavy Vehicle Totals	1435	5.80%	4202
Total Classified	24762	100.00%	50856
Total Unclassified	0	0.00%	
Total Vehicles	24762		

Road-Tube Equivalent..... 25428
Axle Correction Factor.....0.97
All Vehicle Peak Hour Volume..... 907

	Single	Combo
Peak Hour Truck Volume	43	13
% Total Peak Hour Volume	4.7%	1.4%
24 Hour Truck Volume	596	109
All-Vehicle Annualized ADT	12100	12100
24Hour T-Vol % of A-V AADT	4.9%	0.9%
PeakHr T-Vol % of A-V AADT	0.4%	0.1%
K-Factor (Peak/AADT)	7.5%	7.5%

(AADT & Legacy AADT match)

Hour	Motor Cycle	Pass Cars	4 Tire	Buses	6 Tire	3 Axles	4 Axles	4 or Less Axles	5 Axles	6 or More Axles	5 or Less Axles	6 Axle
28-Mar Tue												
12:00am	.	172	14	.	2	4	.	.	.	.	.	
01:00am	.	114	10	.	3	1	.	.	1	.	.	
02:00am	.	101	9	.	2	2	.	.	1	.	.	
03:00am	.	72	6	.	.	1	.	.	.	.	.	
04:00am	.	111	29	.	2	1	.	.	.	.	.	
05:00am	.	197	37	.	7	5	.	.	2	.	.	
06:00am	.	397	80	1	16	11	2	.	2	1	.	
07:00am	.	620	110	4	22	14	6	.	4	2	.	
08:00am	.	656	93	1	26	17	3	.	10	3	.	
09:00am	.	583	79	2	24	11	3	.	4	2	.	
10:00am	.	489	92	1	22	11	2	.	7	1	.	
11:00am	.	510	98	2	29	13	5	.	3	3	.	
12:00pm	.	551	96	3	26	18	2	.	12	.	.	
01:00pm	.	567	93	3	20	12	4	.	3	2	.	
02:00pm	.	628	115	3	26	18	4	.	6	1	.	
03:00pm	.	685	70	.	25	18	5	.	9	4	.	
04:00pm	.	763	88	9	23	9	2	.	11	2	.	
05:00pm	.	638	80	2	12	10	2	.	4	1	.	
06:00pm	.	547	58	1	6	5	2	.	2	1	.	
07:00pm	.	446	49	.	5	6	1	.	1	.	.	
08:00pm	.	412	50	.	2	6	.	.	1	.	.	
09:00pm	.	351	38	1	2	3	1	.	2	.	.	
10:00pm	.	274	54	.	9	2	.	.	.	1	.	
11:00pm	.	228	29	.	7	2	1	.	.	.	.	
Totals	0	10112	1477	33	318	200	45	0	85	24	0	
Percent	0.00	82.25	12.01	0.27	2.59	1.63	0.37	0.00	0.69	0.20	0.00	0.0
29-Mar Wed												
12:00am	.	160	13	.	3	2	.	.	1	.	.	
01:00am	.	114	9	.	1	1	.	.	.	.	.	
02:00am	.	79	5	.	.	2	.	.	1	1	.	
03:00am	.	76	11	.	.	2	.	.	.	.	.	
04:00am	.	113	27	.	1	1	.	.	1	.	.	
05:00am	.	215	41	.	5	9	.	.	2	.	.	
06:00am	.	405	69	2	13	11	3	.	2	.	.	
07:00am	.	598	93	1	26	18	5	.	7	2	.	
08:00am	.	646	94	1	20	19	3	.	6	3	.	
09:00am	.	537	86	1	27	14	4	.	5	.	.	
10:00am	.	500	77	6	17	10	2	.	3	1	.	
11:00am	.	532	74	4	19	12	5	.	1	.	.	
12:00pm	.	597	85	4	30	12	2	.	7	2	.	
01:00pm	.	575	80	3	20	19	5	.	10	2	.	
02:00pm	.	679	79	2	21	21	4	.	12	2	.	
03:00pm	.	733	87	4	29	12	4	.	8	2	.	
04:00pm	.	728	73	3	18	22	6	.	5	3	.	
05:00pm	.	691	68	4	18	12	5	.	9	5	.	
06:00pm	.	612	78	1	12	6	1	.	2	.	.	
07:00pm	.	491	57	.	3	6	2	.	.	.	.	
08:00pm	.	422	52	1	5	5	4	.	.	1	.	
09:00pm	.	362	41	.	4	6	1	.	2	.	.	
10:00pm	.	297	26	.	4	2	1	.	.	.	.	
11:00pm	.	236	15	1	3	3	1	.	.	.	.	
Totals	0	10398	1340	38	299	227	58	0	84	24	0	
Percent	0.00	83.40	10.75	0.30	2.40	1.82	0.47	0.00	0.67	0.19	0.00	0.0

Status: OK

NRWI-236 - East & West

Route 2 - 39.53 mi | NW of Route 82 (E Jct)

Town.....Norwich
Station.....236
Location..... 41.525092,-72.08077
A.K.A.....2236
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....06-Mar-2017 01:00AM
End Report.....07-Mar-2017 11:00PM
Axle Correction Factor.....None
Annualized ADT.....15100
24-Hour Count.....16162 * G4(0.98) = 15838.8
Day 1.....+14599 * G4(0.98) = 30145.8
UnRounded AADT.....30145.8 / 2 = 15072.9
OK 2017 Mon 06-Mar -this report-.....15100
OK 2014 Mon 14-Jul 16100
OK 2011 Mon 27-Jun 17400
OK 2011 Tue 31-May 17100
OK 2008 Mon 21-Apr 19000
Dataset Details.....1

	06-Mar Mon	07-Mar Tue
12:00am	x	153
01:00am	37	106
02:00am	81	82
03:00am	68	64
04:00am	120	125
05:00am	246	242
06:00am	543	573
07:00am	950	900
08:00am	951	864
09:00am	1008	877
10:00am	994	859
11:00am	983	943
12:00pm	1112	1066
01:00pm	1120	936
02:00pm	1192	1035
03:00pm	1283	1071
04:00pm	1315	1105
05:00pm	1147	1022
06:00pm	784	720
07:00pm	601	513
08:00pm	533	481
09:00pm	433	388
10:00pm	298	264
11:00pm	210	210
Totals	16009	14599

Status: OK North Combined South Class Speed

NRWI-067 - Combined - n/s

Route 12 - 12.48 mi NE of Route 2 (N Jct)

Internal: Low ADT- Construction

Town.....Norwich
Station.....67
Location..... 41.52471,-72.0695
Posted Speed Limit.....25 MPH
2015-Minor Arterial 4.....2015-Urban
Start Report.....04-Feb-2020 11:00AM
End Report.....07-Feb-2020 11:00AM
Annualized ADT.....9300
24-Hour Count... 9221 * G4(1.03) = 9497.6
Day 1.....+ 8494 * G4(1.03) = 18246.5
Day 2.....+ 9281 * G4(1.03) = 27805.9
UnRounded AADT.....27805.9 / 3 = 9268.6
OK 2020 Tue 04-Feb -this report-...9300
OK 2017 Sun 12-Mar 16800
OK 2011 Tue 31-May 10900
OK 2008 Mon 21-Apr 12900
Dataset Details.....1

	04-Feb Tue	05-Feb Wed	06-Feb Thu	07-Feb Fri
12:00am		144	143	140
01:00am		69	59	79
02:00am		49	50	56
03:00am		39	43	55
04:00am		82	85	79
05:00am		187	173	208
06:00am		328	326	335
07:00am		588	561	539
08:00am		609	503	531
09:00am		470	513	542
10:00am		165	521	25
11:00am	219	228	519	
12:00pm	647	255	598	
01:00pm	699	273	592	
02:00pm	744	734	640	
03:00pm	764	820	708	
04:00pm	732	803	738	
05:00pm	689	779	634	
06:00pm	479	460	477	
07:00pm	391	382	363	
08:00pm	404	367	330	
09:00pm	296	260	278	
10:00pm	231	229	224	
11:00pm	196	174	203	
Totals	6491	8494	9281	2589

Status: OK | North | Combined | South

NRWI-068 - Combined - n/s

Route 12 - 12.4 mi SW of Route 2 (N Jct)

Town.....Norwich
Station.....68
Location..... 41.523784,-72.070439
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....04-Feb-2020 11:00AM
End Report.....07-Feb-2020 09:00AM
Dataset Details.....2

All Vehicles Average Speed..... 39 MPH
Total Vehicles.....38541
Percentile Sampling Period..... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 10 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....45.9 MPH
50th Percentile Speed.....40.5 MPH
10 MPH Pace (67%).....36-45 MPH
All Hours Total Vehicles.....38541
In-Period Total Vehicles.....15908
Omitted Vehicles Too Close (65%).....10323
Omitted Vehicles Too Slow (0%).....7
Sampled Vehicles (35%).....5578

Tuesday 04-Feb-2020
85th Percentile Speed.....46.1 MPH
50th Percentile Speed.....40.5 MPH
10 MPH Pace (66%).....36-45 MPH
All Hours Total Vehicles.....9036
In-Period Total Vehicles.....4430
Omitted Vehicles Too Close (66%).....2925
Omitted Vehicles Too Slow (0%).....4
Sampled Vehicles (34%).....1501

Wednesday 05-Feb-2020
85th Percentile Speed.....46.3 MPH
50th Percentile Speed.....40.6 MPH
10 MPH Pace (65%).....36-45 MPH
All Hours Total Vehicles.....13560
In-Period Total Vehicles.....5934
Omitted Vehicles Too Close (65%).....3857
Omitted Vehicles Too Slow (0%).....2
Sampled Vehicles (35%).....2075

Thursday 06-Feb-2020
85th Percentile Speed.....45.0 MPH
50th Percentile Speed.....40.3 MPH
10 MPH Pace (69%).....36-45 MPH
All Hours Total Vehicles.....12970
In-Period Total Vehicles.....5544
Omitted Vehicles Too Close (64%).....3541
Omitted Vehicles Too Slow (0%).....1
Sampled Vehicles (36%).....2002

Friday 07-Feb-2020
85th Percentile Speed.....N/A
50th Percentile Speed.....N/A
10 MPH Pace ().....N/A
All Hours Total Vehicles.....2975
In-Period Total Vehicles.....0
Omitted Vehicles Too Close (0%).....0
Omitted Vehicles Too Slow (0%).....0
Sampled Vehicles ().....0

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76-
Tuesday 04-Feb														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am														
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am	1	14	3	7	111	275	247	76	20	4	.	.	.	
12:00pm	1	11	1	22	119	290	318	81	17	3	.	.	.	
01:00pm	6	13	13	43	133	305	301	72	17	2	.	.	1	
02:00pm	2	13	9	41	125	303	315	90	13	3	1	1	.	
03:00pm	14	12	14	57	132	335	330	78	12	2	1	.	.	
04:00pm	5	21	21	60	113	347	344	91	9	.	.	.	.	
05:00pm	17	21	35	81	186	329	221	43	5	1	.	.	.	
06:00pm	.	4	1	11	119	298	196	53	7	.	.	.	.	
07:00pm	.	3	1	7	81	196	191	49	13	1	.	.	.	
08:00pm	.	.	1	20	79	171	172	48	6	3	1	.	.	
09:00pm	.	2	.	3	44	128	133	43	11	.	.	.	.	
10:00pm	.	.	.	4	23	138	107	32	3	.	1	.	.	
11:00pm	.	.	.	1	24	95	87	33	12	.	.	.	.	
Totals	46	114	99	357	1289	3210	2962	789	145	19	4	1	1	0
Percent	0.51	1.26	1.10	3.95	14.27	35.52	32.78	8.73	1.60	0.21	0.04	0.01	0.01	0.00
Wednesday 05-Feb														
12:00am	.	.	.	2	21	64	62	29	2	1	.	.	.	
01:00am	.	.	.	4	13	42	41	6	2	1	.	.	.	
02:00am	.	.	.	1	12	36	36	4	4	.	1	.	.	
03:00am	.	1	.	3	10	30	28	6	2	.	.	.	.	
04:00am	.	.	.	1	10	37	53	15	3	.	.	.	.	
05:00am	.	.	.	1	23	101	114	33	4	.	.	.	.	
06:00am	5	11	1	26	83	140	164	56	15	1	.	.	.	
07:00am	.	3	1	39	102	314	277	63	14	2	.	.	.	
08:00am	1	4	10	34	125	271	320	117	11	.	.	.	.	
09:00am	1	9	2	23	89	255	295	81	14	.	.	.	.	
10:00am	3	9	3	13	89	285	243	78	17	3	.	.	.	
11:00am	1	6	5	19	91	249	304	90	18	.	1	.	.	
12:00pm	.	4	4	22	161	287	276	83	18	.	.	.	.	
01:00pm	.	4	2	20	119	290	306	87	19	4	1	.	.	
02:00pm	1	8	5	25	151	325	290	110	10	2	1	.	.	
03:00pm	7	16	14	64	154	314	316	96	20	1	.	1	.	
04:00pm	12	23	18	88	189	316	273	67	10	.	.	.	.	
05:00pm	11	21	12	60	213	344	227	44	1	1	.	.	.	
06:00pm	1	6	1	22	103	252	232	50	7	1	.	.	.	
07:00pm	1	4	.	17	124	205	164	24	2	2	.	.	.	
08:00pm	.	3	.	5	64	189	171	55	13	3	.	.	.	1
09:00pm	1	1	.	1	25	135	129	42	8	2	.	.	.	
10:00pm	.	.	.	1	46	120	118	33	7	1	.	.	.	
11:00pm	.	.	.	2	13	82	82	37	15	3	1	.	.	
Totals	45	133	78	493	2030	4683	4521	1306	236	28	5	1	0	1
Percent	0.33	0.98	0.58	3.64	14.97	34.54	33.34	9.63	1.74	0.21	0.04	0.01	0.00	0.01
Thursday 06-Feb														
12:00am	.	.	.	3	23	64	66	19	4	1	.	.	1	
01:00am	2	1	.	4	21	31	27	4	3	.	.	.	.	
02:00am	5	7	.	1	8	27	22	5	.	1	.	.	.	
03:00am	.	.	1	2	12	26	25	7	.	.	.	.	.	
04:00am	2	.	.	4	14	41	47	11	.	.	.	.	.	
05:00am	2	.	.	7	46	102	75	24	7	.	.	.	.	
06:00am	9	9	2	18	79	162	177	37	8	2	.	.	.	
07:00am	.	3	7	16	104	254	250	77	10	.	.	.	.	
08:00am	1	1	3	41	132	271	262	45	9	2	.	.	.	
09:00am	.	6	6	41	102	220	228	66	8	1	.	.	.	
10:00am	.	5	7	15	76	261	247	67	13	2	.	.	.	
11:00am	.	6	1	15	113	238	268	48	9	3	.	.	.	
12:00pm	.	8	6	31	129	323	262	49	12	3	.	.	.	
01:00pm	5	9	4	24	158	300	251	63	8	4	1	.	.	
02:00pm	1	10	4	23	112	334	290	56	22	2	1	1	.	
03:00pm	2	12	22	53	176	338	289	60	13	1	.	.	.	
04:00pm	.	21	7	48	184	349	320	74	8	.	.	.	.	
05:00pm	15	20	18	78	177	356	227	33	7	.	.	.	.	
06:00pm	.	7	7	52	145	284	200	34	3	.	.	.	.	
07:00pm	2	7	.	13	99	193	162	29	7	1	.	.	.	
08:00pm	1	3	2	8	99	175	142	33	14	2	1	.	.	
09:00pm	.	1	.	4	59	165	124	45	5	1	.	.	.	
10:00pm	.	.	.	.	26	105	128	28	11	2	.	.	.	
11:00pm	.	.	.	4	25	97	97	28	5	2	1	.	.	
Totals	47	136	97	505	2119	4716	4186	942	186	30	4	1	1	0
Percent	0.36	1.05	0.75	3.89	16.34	36.36	32.27	7.26	1.43	0.23	0.03	0.01	0.01	0.00
Friday 07-Feb														

12:00am	.	.	.	5	21	77	73	24	3	.	.	.	.	
01:00am	.	.	.	6	18	42	30	16	2	.	.	.	.	
02:00am	.	.	.	1	11	23	30	7	2	.	.	.	.	
03:00am	.	.	.	3	5	26	30	5	.	1	.	.	.	
04:00am	1	.	1	2	22	40	36	16	3	.	.	.	.	
05:00am	.	.	.	2	18	113	122	37	3	.	.	.	.	
06:00am	7	8	4	27	77	147	175	51	9	2	.	.	.	
07:00am	.	3	4	33	119	278	222	79	6	2	.	.	.	
08:00am	3	4	11	52	177	270	243	65	19	1	.	.	.	
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am														
11:00am														
12:00pm														
01:00pm														
02:00pm														
03:00pm														
04:00pm														
05:00pm														
06:00pm														
07:00pm														
08:00pm														
09:00pm														
10:00pm														
11:00pm														
Totals	11	15	20	131	468	1016	961	300	47	6	0	0	0	0
Percent	0.37	0.50	0.67	4.40	15.73	34.15	32.30	10.08	1.58	0.20	0.00	0.00	0.00	0.00

Status: OK North Combined South Class Speed

NRWI-068 - Combined - n/s

Route 12 - 12.4 mi SW of Route 2 (N Jct)

Town.....Norwich
Station.....68
Location..... 41.523784,-72.070439
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....04-Feb-2020 11:00AM
End Report.....07-Feb-2020 09:00AM
Annualized ADT.....13800
24-Hour Count.....13617 * G4(1.03) = 14025.5
Day 1.....+13560 * G4(1.03) = 27992.3
Day 2.....+12970 * G4(1.03) = 41351.4
UnRounded AADT.....41351.4 / 3 = 13783.8
OK 2020 Tue 04-Feb -this report-.....13800
OK 2017 Tue 28-Mar 14600
OK 2008 Mon 21-Apr 16800
Dataset Details.....2

	04-Feb Tue	05-Feb Wed	06-Feb Thu	07-Feb Fri
12:00am		181	181	203
01:00am		109	93	114
02:00am		94	76	74
03:00am		80	73	70
04:00am		119	119	121
05:00am		276	263	295
06:00am		502	503	507
07:00am		815	721	746
08:00am		893	767	845
09:00am		769	678	x
10:00am	x	743	693	
11:00am	758	784	701	
12:00pm	863	855	823	
01:00pm	906	852	827	
02:00pm	916	928	856	
03:00pm	987	1003	966	
04:00pm	1011	996	1011	
05:00pm	939	934	931	
06:00pm	689	675	732	
07:00pm	542	543	513	
08:00pm	501	504	480	
09:00pm	364	344	404	
10:00pm	308	326	300	
11:00pm	252	235	259	
Totals	9036	13560	12970	2975

Status: OK [North] [Combined] [South]

NRWI-070 - Combined - n/s

Route 12 - 11.91 mi SW of Route 2 (S Jct)

Town.....Norwich
Station.....70
Location..... 41.522901,-72.075934
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....04-Feb-2020 11:00AM
End Report.....07-Feb-2020 09:00AM
Dataset Details.....1

All Vehicles Average Speed..... 38 MPH
Total Vehicles.....24947
Percentile Sampling Period..... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 10 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....44.5 MPH
50th Percentile Speed.....39.2 MPH
10 MPH Pace (68%).....36-45 MPH
All Hours Total Vehicles.....24947
In-Period Total Vehicles.....10265
Omitted Vehicles Too Close (51%).....5205
Omitted Vehicles Too Slow (0%).....15
Sampled Vehicles (49%).....5045

Tuesday 04-Feb-2020
85th Percentile Speed.....44.4 MPH
50th Percentile Speed.....39.0 MPH
10 MPH Pace (69%).....36-45 MPH
All Hours Total Vehicles.....5900
In-Period Total Vehicles.....2960
Omitted Vehicles Too Close (53%).....1565
Omitted Vehicles Too Slow (0%).....5
Sampled Vehicles (47%).....1390

Wednesday 05-Feb-2020
85th Percentile Speed.....44.9 MPH
50th Percentile Speed.....39.9 MPH
10 MPH Pace (67%).....36-45 MPH
All Hours Total Vehicles.....8860
In-Period Total Vehicles.....3855
Omitted Vehicles Too Close (51%).....1976
Omitted Vehicles Too Slow (0%).....5
Sampled Vehicles (49%).....1874

Thursday 06-Feb-2020
85th Percentile Speed.....44.0 MPH
50th Percentile Speed.....38.8 MPH
10 MPH Pace (68%).....36-45 MPH
All Hours Total Vehicles.....8209
In-Period Total Vehicles.....3450
Omitted Vehicles Too Close (48%).....1664
Omitted Vehicles Too Slow (0%).....5
Sampled Vehicles (52%).....1781

Friday 07-Feb-2020
85th Percentile Speed.....N/A
50th Percentile Speed.....N/A
10 MPH Pace ().....N/A
All Hours Total Vehicles.....1978
In-Period Total Vehicles.....0
Omitted Vehicles Too Close (0%).....0
Omitted Vehicles Too Slow (0%).....0
Sampled Vehicles ().....0

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76-
Tuesday 04-Feb														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am														
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am	2	2	2	11	104	195	136	35	7	1	.	.	.	
12:00pm	.	2	2	30	96	186	152	46	3	3	.	.	.	
01:00pm	.	.	2	29	93	222	152	43	5	.	.	.	.	
02:00pm	.	.	15	68	158	248	164	30	5	.	.	.	.	
03:00pm	16	14	30	101	179	212	130	22	5	2	.	.	.	
04:00pm	4	11	9	56	168	269	169	38	7	2	.	.	.	
05:00pm	.	1	14	32	166	235	171	22	2	1	.	.	.	
06:00pm	.	.	2	4	70	185	113	24	3	2	.	.	.	
07:00pm	.	.	.	11	70	131	78	18	5	1	.	.	.	
08:00pm	.	1	1	7	55	128	81	15	6	1	.	.	.	
09:00pm	.	.	.	5	32	79	64	16	2	2	.	.	.	
10:00pm	.	.	1	3	39	64	61	16	4	1	.	.	.	
11:00pm	.	1	1	2	20	69	49	16	4	.	.	.	.	
Totals	22	32	79	359	1250	2223	1520	341	58	16	0	0	0	0
Percent	0.37	0.54	1.34	6.08	21.19	37.68	25.76	5.78	0.98	0.27	0.00	0.00	0.00	0.00
Wednesday 05-Feb														
12:00am	.	.	.	2	13	23	25	7	3	1	1	.	.	
01:00am	.	.	.	1	15	23	10	6	1	.	.	.	.	
02:00am	.	.	.	2	7	11	13	4	1	1	.	.	.	
03:00am	.	.	.	2	6	8	12	3	.	.	.	.	.	
04:00am	.	.	.	2	14	23	34	5	.	.	.	.	.	
05:00am	.	.	.	5	28	77	52	13	5	1	.	.	.	
06:00am	.	.	4	38	49	104	85	22	10	.	.	.	.	
07:00am	2	4	11	57	188	231	163	26	1	1	.	.	.	
08:00am	.	.	11	44	171	223	155	27	7	.	.	.	.	
09:00am	.	.	1	16	94	156	119	39	5	1	.	.	.	
10:00am	1	1	4	14	64	175	151	34	7	2	1	.	.	
11:00am	1	5	4	22	94	152	147	41	12	2	1	1	.	
12:00pm	.	.	.	24	78	184	183	38	6	1	.	.	.	
01:00pm	.	1	1	18	109	198	168	45	9	3	.	.	.	
02:00pm	4	5	4	44	140	228	183	33	11	1	.	.	.	
03:00pm	14	16	43	120	182	217	134	33	8	2	.	.	.	
04:00pm	12	16	18	45	131	243	188	39	7	1	.	.	.	
05:00pm	3	7	9	43	154	243	122	21	5	1	.	.	.	
06:00pm	.	.	1	12	72	182	135	21	3	1	.	.	.	
07:00pm	.	.	.	3	52	133	87	25	7	2	.	1	.	
08:00pm	.	.	.	6	62	118	103	23	6	1	.	.	.	
09:00pm	.	.	.	6	39	86	59	19	6	.	.	.	.	
10:00pm	.	.	.	6	30	50	69	14	2	1	.	.	.	
11:00pm	.	.	.	2	21	64	53	14	6	.	.	.	.	
Totals	37	55	111	534	1813	3152	2450	552	128	23	3	2	0	0
Percent	0.42	0.62	1.25	6.03	20.46	35.58	27.65	6.23	1.44	0.26	0.03	0.02	0.00	0.00
Thursday 06-Feb														
12:00am	.	1	3	2	11	37	33	11	5	2	.	.	.	
01:00am	.	.	.	3	13	19	7	4	3	.	.	.	.	
02:00am	.	.	.	2	5	13	14	2	2	.	.	.	.	
03:00am	.	.	1	1	6	13	7	4	1	.	.	.	.	
04:00am	.	.	.	2	9	24	32	6	1	.	.	.	.	
05:00am	.	.	1	2	33	65	65	14	2	.	.	.	.	
06:00am	1	2	5	46	56	111	79	25	3	.	.	.	.	
07:00am	1	2	3	28	131	220	142	15	2	1	.	.	.	
08:00am	13	24	14	46	158	159	100	17	4	.	.	.	.	
09:00am	2	2	13	31	90	146	90	18	2	1	.	.	.	
10:00am	.	.	1	24	95	136	128	23	5	.	.	.	.	
11:00am	.	.	2	21	91	161	99	27	9	.	.	.	.	
12:00pm	.	.	5	22	94	177	137	32	5	1	.	.	.	
01:00pm	.	.	2	30	102	194	130	30	7	1	.	.	.	
02:00pm	1	2	6	36	126	217	151	27	6	.	1	1	.	
03:00pm	30	30	41	131	165	160	116	12	5	.	.	.	.	
04:00pm	32	24	19	51	178	224	121	27	7	.	.	1	.	
05:00pm	.	3	12	31	165	249	134	29	2	.	.	.	.	
06:00pm	.	.	1	21	89	175	115	28	5	1	.	.	.	
07:00pm	.	.	.	18	58	109	84	19	2	2	.	.	.	
08:00pm	.	.	.	7	37	135	83	21	1	1	.	.	.	
09:00pm	1	.	.	8	47	79	61	25	7	1	.	.	.	
10:00pm	.	.	1	6	30	56	63	9	5	1	.	.	.	
11:00pm	.	.	.	5	21	46	53	20	3	1	.	.	.	
Totals	81	90	130	574	1810	2925	2044	445	94	13	1	2	0	0
Percent	0.99	1.10	1.58	6.99	22.05	35.63	24.90	5.42	1.15	0.16	0.01	0.02	0.00	0.00
Friday 07-Feb														

12:00am	.	2	2	6	17	33	28	6	2	.	.	.	.	
01:00am	.	.	.	3	14	17	18	3	1	.	.	.	.	
02:00am	.	.	.	2	8	9	9	2	.	.	.	.	.	
03:00am	.	.	.	3	2	12	12	3	.	.	.	.	.	
04:00am	.	.	.	1	8	32	21	3	1	.	.	.	.	
05:00am	.	.	.	6	32	71	74	21	6	1	.	.	.	
06:00am	.	.	10	26	70	96	97	22	4	1	.	.	.	
07:00am	.	8	15	44	158	216	141	32	9	1	.	.	.	
08:00am	.	.	3	28	124	181	159	36	6	.	.	.	.	
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am														
11:00am														
12:00pm														
01:00pm														
02:00pm														
03:00pm														
04:00pm														
05:00pm														
06:00pm														
07:00pm														
08:00pm														
09:00pm														
10:00pm														
11:00pm														
Totals	0	10	30	119	433	667	559	128	29	3	0	0	0	0
Percent	0.00	0.51	1.52	6.02	21.89	33.72	28.26	6.47	1.47	0.15	0.00	0.00	0.00	0.00

Status: OK North Combined South Class Speed

NRWI-070 - Combined - n/s

Route 12 - 11.91 mi SW of Route 2 (S Jct)

Town.....Norwich
Station.....70
Location..... 41.522901,-72.075934
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....04-Feb-2020 11:00AM
End Report.....07-Feb-2020 09:00AM
Annualized ADT.....8900
24-Hour Count..... 8879 * G4(1.03) = 9145.4
Day 1.....+ 8860 * G4(1.03) = 18271.2
Day 2.....+ 8209 * G4(1.03) = 26726.4
UnRounded AADT.....26726.4 / 3 = 8908.8
OK 2020 Tue 04-Feb -this report-.....8900
OK 2017 Tue 07-Mar 8800
OK 2011 Tue 31-May 9200
OK 2008 Mon 21-Apr 9900
Dataset Details.....1

	04-Feb Tue	05-Feb Wed	06-Feb Thu	07-Feb Fri
12:00am		75	105	96
01:00am		56	49	56
02:00am		39	38	30
03:00am		31	33	32
04:00am		78	74	66
05:00am		181	182	211
06:00am		312	328	326
07:00am		684	545	624
08:00am		638	535	537
09:00am		431	395	x
10:00am	x	454	412	
11:00am	495	482	410	
12:00pm	520	514	473	
01:00pm	546	552	496	
02:00pm	688	653	574	
03:00pm	711	769	690	
04:00pm	733	700	684	
05:00pm	644	608	625	
06:00pm	403	427	435	
07:00pm	314	310	292	
08:00pm	295	319	285	
09:00pm	200	215	229	
10:00pm	189	172	171	
11:00pm	162	160	149	
Totals	5900	8860	8209	1978

Status: OK

NRWI-074 - East

Internal: During COVID-19

Town.....Norwich
Station.....74
Location..... 41.523254,-72.077292
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....10-Mar-2020 11:00AM
End Report.....18-Mar-2020 09:00AM
Dataset Details.....1

All Vehicles Average Speed..... 21 MPH
Total Vehicles.....62226
Percentile Sampling Period..... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 10 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....26.4 MPH
50th Percentile Speed.....21.6 MPH
10 MPH Pace (73%).....18-27 MPH
All Hours Total Vehicles.....62226
In-Period Total Vehicles.....27432
Omitted Vehicles Too Close (68%).....18535
Omitted Vehicles Too Slow (3%).....709
Sampled Vehicles (30%).....8188

Tuesday 10-Mar-2020
85th Percentile Speed.....25.9 MPH
50th Percentile Speed.....21.4 MPH
10 MPH Pace (73%).....18-27 MPH
All Hours Total Vehicles.....6134
In-Period Total Vehicles.....2804
Omitted Vehicles Too Close (71%).....2002
Omitted Vehicles Too Slow (4%).....107
Sampled Vehicles (25%).....695

Wednesday 11-Mar-2020
85th Percentile Speed.....25.9 MPH
50th Percentile Speed.....20.8 MPH
10 MPH Pace (70%).....18-27 MPH
All Hours Total Vehicles.....9006
In-Period Total Vehicles.....3873
Omitted Vehicles Too Close (70%).....2712
Omitted Vehicles Too Slow (4%).....142
Sampled Vehicles (26%).....1019

Thursday 12-Mar-2020
85th Percentile Speed.....25.8 MPH
50th Percentile Speed.....20.8 MPH
10 MPH Pace (71%).....18-27 MPH
All Hours Total Vehicles.....8761
In-Period Total Vehicles.....3856
Omitted Vehicles Too Close (70%).....2687
Omitted Vehicles Too Slow (3%).....109
Sampled Vehicles (27%).....1060

Friday 13-Mar-2020
85th Percentile Speed.....25.0 MPH
50th Percentile Speed.....20.2 MPH
10 MPH Pace (70%).....16-25 MPH
All Hours Total Vehicles.....8189
In-Period Total Vehicles.....3285
Omitted Vehicles Too Close (65%).....2139
Omitted Vehicles Too Slow (4%).....130
Sampled Vehicles (31%).....1016

Saturday 14-Mar-2020
85th Percentile Speed.....27.3 MPH
50th Percentile Speed.....22.9 MPH
10 MPH Pace (74%).....18-27 MPH
All Hours Total Vehicles.....7681
In-Period Total Vehicles.....3593
Omitted Vehicles Too Close (68%).....2453
Omitted Vehicles Too Slow (2%).....61
Sampled Vehicles (30%).....1079

Sunday 15-Mar-2020
85th Percentile Speed.....27.6 MPH
50th Percentile Speed.....23.5 MPH
10 MPH Pace (76%).....20-29 MPH
All Hours Total Vehicles.....6489
In-Period Total Vehicles.....2995
Omitted Vehicles Too Close (63%).....1893
Omitted Vehicles Too Slow (0%).....14
Sampled Vehicles (36%).....1088

Monday 16-Mar-2020
85th Percentile Speed.....26.4 MPH

Route 2 - 39.77 mi (1W EB)-SW of Water Street (1W WB)

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76-
Tuesday														
10-Mar														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am														
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am	106	192	165	34	3	.	.	.	.	.	.	.	.	.
12:00pm	128	163	183	54	3	.	.	.	.	.	.	.	.	.
01:00pm	132	175	207	59	5	.	.	.	.	.	.	.	.	.
02:00pm	166	195	181	56	11	.	.	.	.	.	.	.	.	.
03:00pm	231	181	121	45	8	.	.	.	.	.	.	.	.	.
04:00pm	249	193	152	34	4	1	.	.	.	.	.	.	.	.
05:00pm	217	199	171	62	2	.	.	.	.	.	.	.	.	.
06:00pm	83	142	209	83	9	.	.	.	.	.	.	.	.	.
07:00pm	49	124	242	79	10	.	.	.	.	.	.	.	.	.
08:00pm	18	71	141	100	12	5	1	.	.	.	.	.	.	.
09:00pm	7	40	147	75	9	.	.	.	.	.	.	.	.	.
10:00pm	5	31	113	57	11	.	.	.	.	.	.	.	.	.
11:00pm	.	30	83	49	10	1	.	.	.	.	.	.	.	.
Totals	1391	1736	2115	787	97	7	1	0	0	0	0	0	0	0
Percent	22.68	28.30	34.48	12.83	1.58	0.11	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Wednesday														
11-Mar														
12:00am	1	20	63	36	3	.	.	.	.	.	.	.	.	.
01:00am	.	8	40	18	4	.	.	.	.	.	.	.	.	.
02:00am	.	4	20	18	3	.	.	.	.	.	.	.	.	.
03:00am	2	9	18	9	1	1	.	.	.	.	.	.	.	.
04:00am	.	6	11	14	2	.	.	.	.	.	.	.	.	.
05:00am	1	11	66	60	13	1	.	.	.	.	.	.	.	.
06:00am	2	32	106	93	12	.	.	.	.	.	.	.	.	.
07:00am	37	121	193	118	27	3	.	.	.	.	.	.	.	.
08:00am	80	121	224	69	7	.	.	.	.	.	.	.	.	.
09:00am	85	180	197	53	2	1	.	.	.	.	.	.	.	.
10:00am	74	185	168	55	8	.	.	.	.	.	.	.	.	.
11:00am	106	172	211	49	4	.	.	.	.	.	.	.	.	.
12:00pm	147	191	177	58	5	.	.	.	.	.	.	.	.	.
01:00pm	152	199	166	47	7	.	.	.	.	.	.	.	.	.
02:00pm	195	190	153	35	7	2	.	.	.	.	.	.	.	.
03:00pm	287	180	98	26	1	.	.	.	.	.	.	.	.	.
04:00pm	203	196	175	57	3	.	.	.	.	.	.	.	.	.
05:00pm	154	199	234	70	6	1	.	.	.	.	.	.	.	.
06:00pm	74	172	248	77	9	.	.	.	.	.	.	.	.	.
07:00pm	61	120	197	86	10	.	.	.	.	.	.	.	.	.
08:00pm	9	104	178	104	15	2	.	.	.	.	.	.	.	.
09:00pm	7	57	151	67	12	.	.	.	.	.	.	.	.	.
10:00pm	4	26	96	66	5	.	.	.	.	.	.	.	.	.
11:00pm	.	33	86	43	8	.	.	.	.	.	.	.	.	.
Totals	1681	2536	3276	1328	174	11	0	0	0	0	0	0	0	0
Percent	18.67	28.16	36.38	14.75	1.93	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thursday														
12-Mar														
12:00am	2	18	49	28	4	.	.	.	.	.	.	.	.	.
01:00am	1	11	42	13	5	1	.	.	.	.	.	.	.	.
02:00am	.	3	14	7	1	.	.	.	.	.	.	.	.	.
03:00am	.	2	14	15	1	.	.	.	.	.	.	.	.	.
04:00am	1	4	15	15	2	.	.	.	.	.	.	.	.	.
05:00am	2	11	78	52	6	.	.	.	.	.	.	.	.	.
06:00am	5	24	90	96	19	1	.	.	.	.	.	.	.	.
07:00am	39	105	216	106	15	3	.	.	.	.	.	.	.	.
08:00am	74	131	185	61	9	2	.	.	.	.	.	.	.	.
09:00am	108	148	206	48	5	1	.	.	.	.	.	.	.	.
10:00am	88	162	164	46	7	.	.	.	.	.	.	.	.	.
11:00am	121	215	198	49	1	.	.	.	.	.	.	.	.	.
12:00pm	104	210	188	29	6	.	.	.	.	.	.	.	.	.
01:00pm	116	187	197	69	7	.	.	.	.	.	.	.	.	.
02:00pm	144	191	190	55	6	2	.	.	.	.	.	.	.	.
03:00pm	180	201	148	49	9	1	.	.	.	.	.	.	.	.
04:00pm	299	181	110	26	3	.	.	.	.	.	.	.	.	.
05:00pm	127	185	214	74	5	2	1	.	.	.	.	.	.	.
06:00pm	62	166	233	88	13	.	.	.	.	.	.	.	.	.
07:00pm	31	116	221	94	11	1	.	.	.	.	.	.	.	.
08:00pm	37	102	150	72	20	.	.	.	.	.	.	.	.	.
09:00pm	12	42	159	65	7	2	.	.	.	.	.	.	.	.
10:00pm	5	38	96	46	4	3	.	.	.	.	.	.	.	.
11:00pm	1	22	89	62	10	.	.	.	.	.	.	.	.	.
Totals	1559	2475	3266	1265	176	19	1	0	0	0	0	0	0	0
Percent	17.79	28.25	37.28	14.44	2.01	0.22	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Friday														
13-Mar														

50th Percentile Speed.....21.6 MPH
10 MPH Pace (73%).....18-27 MPH
All Hours Total Vehicles.....7810
In-Period Total Vehicles.....3661
Omitted Vehicles Too Close (68%).....2502
Omitted Vehicles Too Slow (3%).....94
Sampled Vehicles (29%).....1065

Tuesday 17-Mar-2020
85th Percentile Speed.....26.5 MPH
50th Percentile Speed.....22.0 MPH
10 MPH Pace (75%).....18-27 MPH
All Hours Total Vehicles.....7121
In-Period Total Vehicles.....3365
Omitted Vehicles Too Close (64%).....2147
Omitted Vehicles Too Slow (2%).....52
Sampled Vehicles (35%).....1166

Wednesday 18-Mar-2020
85th Percentile Speed.....N/A
50th Percentile Speed.....N/A
10 MPH Pace ().....N/A
All Hours Total Vehicles.....1035
In-Period Total Vehicles.....0
Omitted Vehicles Too Close (0%).....0
Omitted Vehicles Too Slow (0%).....0
Sampled Vehicles ().....0

12:00am	2	23	50	38	7	.	.	.	.	.	.	.	.	.
01:00am	.	10	40	9	1	.	.	.	.	.	.	.	.	.
02:00am	.	7	24	6	2	.	.	.	.	.	.	.	.	.
03:00am	.	6	20	18	.	.	.	.	.	.	.	.	.	.
04:00am	.	3	15	12	.	.	.	.	.	.	.	.	.	.
05:00am	.	16	62	54	2	.	.	.	.	.	.	.	.	.
06:00am	5	37	114	64	5	1	.	.	.	.	.	.	.	.
07:00am	13	90	154	98	13	.	.	.	.	.	.	.	.	.
08:00am	43	107	184	73	6	.	.	.	.	.	.	.	.	.
09:00am	68	139	197	64	4	.	.	.	.	.	.	.	.	.
10:00am	109	173	152	34	1	1	.	.	.	.	.	.	.	.
11:00am	103	208	155	24	1	.	.	.	.	.	.	.	.	.
12:00pm	121	133	106	17	1	.	.	.	.	.	.	.	.	.
01:00pm	221	112	79	22	1	.	.	.	.	.	.	.	.	.
02:00pm	187	139	93	19	1	.	.	.	.	.	.	.	.	.
03:00pm	166	164	188	76	6	.	.	.	.	.	.	.	.	.
04:00pm	244	170	130	54	1	.	.	.	.	.	.	.	.	.
05:00pm	165	163	191	71	7	1	.	.	.	.	.	.	.	.
06:00pm	70	136	226	103	11	2	.	.	.	.	.	.	.	.
07:00pm	59	127	207	90	8	.	.	.	.	.	.	.	.	.
08:00pm	24	89	181	80	19	2	.	.	.	.	.	.	.	.
09:00pm	19	74	176	74	7	3	.	.	.	.	.	.	.	.
10:00pm	4	56	124	66	9	3	1	.	.	.	.	.	.	.
11:00pm	4	43	98	62	13	3	.	.	.	.	.	.	.	.
Totals	1627	2225	2966	1228	126	16	1	0	0	0	0	0	0	0
Percent	19.87	27.17	36.22	15.00	1.54	0.20	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Saturday														
14-Mar														
12:00am	8	21	63	42	8	1	.	.	.	.	.	.	.	.
01:00am	1	9	47	28	7	.	.	.	.	.	.	.	.	.
02:00am	1	14	29	31	4	2	.	.	.	.	.	.	.	.
03:00am	.	7	23	23	3	.	.	.	.	.	.	.	.	.
04:00am	.	4	17	16	5	.	.	.	.	.	.	.	.	.
05:00am	1	9	38	28	6	.	.	.	.	.	.	.	.	.
06:00am	2	7	48	46	12	.	.	.	.	.	.	.	.	.
07:00am	1	35	93	63	10	.	.	.	.	.	.	.	.	.
08:00am	4	44	144	108	17	.	.	.	.	.	.	.	.	.
09:00am	19	70	176	72	15	.	.	.	.	.	.	.	.	.
10:00am	49	119	193	88	16	.	.	.	.	.	.	.	.	.
11:00am	125	184	184	75	9	1	.	.	.	.	.	.	.	.
12:00pm	102	158	203	78	13	1	.	.	.	.	.	.	.	.
01:00pm	76	158	215	88	15	2	.	.	.	.	.	.	.	.
02:00pm	102	155	209	77	6	3	.	.	.	.	.	.	.	.
03:00pm	81	167	201	76	9	3	.	.	.	.	.	.	.	.
04:00pm	72	142	209	90	19	3	.	.	.	.	.	.	.	.
05:00pm	51	133	238	85	12	.	.	.	.	.	.	.	.	.
06:00pm	39	99	226	69	17	2	.	.	.	.	.	.	.	.
07:00pm	19	91	184	89	7	2	.	.	.	.	.	.	.	.
08:00pm	24	82	161	60	15	.	.	.	.	.	.	.	.	.
09:00pm	13	66	139	68	6	2	1	.	.	.	.	.	.	.
10:00pm	13	53	112	44	6	.	.	.	.	.	.	.	.	.
11:00pm	5	29	95	59	7	.	.	.	.	.	.	.	.	.
Totals	808	1856	3247	1503	244	22	1	0	0	0	0	0	0	0
Percent	10.52	24.16	42.27	19.57	3.18	0.29	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sunday														
15-Mar														
12:00am	4	22	62	41	3	.	.	.	.	.	.	.	.	.
01:00am	1	12	35	22	4	.	.	.	.	.	.	.	.	.
02:00am	.	10	35	28	4	.	.	.	.	.	.	.	.	.
03:00am	2	1	24	23	4	1	.	.	.	.	.	.	.	.
04:00am	2	4	17	11	3	.	.	.	.	.	.	.	.	.
05:00am	2	5	22	21	6	.	.	.	.	.	.	.	.	.
06:00am	1	5	39	27	8	.	.	.	.	.	.	.	.	.
07:00am	.	16	77	50	14	2	.	.	.	.	.	.	.	.
08:00am	3	17	107	80	14	1	.	.	.	.	.	.	.	.
09:00am	6	51	137	79	6	2	.	.	.	.	.	.	.	.
10:00am	21	78	177	95	8	2	.	.	.	.	.	.	.	.
11:00am	20	103	192	76	11	1	.	.	.	.	.	.	.	.
12:00pm	26	101	247	92	14	4	.	.	.	.	.	.	.	.
01:00pm	68	150	197	69	10	.	.	.	.	.	.	.	.	.
02:00pm	42	123	197	102	18	.	.	.	.	.	.	.	.	.
03:00pm	37	96	218	103	14	2	.	.	.	.	.	.	.	.
04:00pm	62	131	217	97	15	2	.	.	.	.	.	.	.	.
05:00pm	32	95	211	106	13	1	.	.	.	.	.	.	.	.
06:00pm	14	85	201	68	7	1	.	.	.	.	.	.	.	.
07:00pm	14	76	180	84	17	.	.	.	.	.	.	.	.	.
08:00pm	11	59	140	66	9	.	.	.	.	.	.	.	.	.
09:00pm	8	46	120	71	6	2	.	.	.	.	.	.	.	.
10:00pm	4	27	94	64	8	.	.	.	.	.	.	.	.	.
11:00pm	1	12	70	48	7	.	.	.	.	.	.	.	.	.
Totals	381	1325	3016	1523	223	21	0	0	0	0	0	0	0	0
Percent	5.87	20.42	46.48	23.47	3.44	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Monday														
16-Mar														
12:00am	2	13	45	27	2	.	.	.	.	.	.	.	.	.
01:00am	2	5	27	11	4	.	.	.	.	.	.	.	.	.
02:00am	.	4	19	11	1	.	.	.	.	.	.	.	.	.
03:00am	.	1	15	12	4	.	.	.	.	.	.	.	.	.
04:00am	.	3	20	8	1	1	.	.	.	.	.	.	.	.
05:00am	1	10	62	49	6	.	.	.	.	.	.	.	.	.
06:00am	4	24	96	69	15	.	.	.	.	.	.	.	.	.
07:00am	9	59	139	96	16	.	.	.	.	.	.	.	.	.
08:00am	26	97	175	81	20	1	.	.	.	.	.	.	.	.
09:00am	34	111	167	74	12	.	.	.	.	.	.	.	.	.
10:00am	56	141	200	66	8	.	.	.	.	.	.	.	.	.
11:00am	91	146	210	64	3	.	.	.	.	.	.	.	.	.
12:00pm	88	172	193	73	6	1	.	.	.	.	.	.	.	.
01:00pm	101	169	205	61	7	.	.	.	.	.	.	.	.	.

02:00pm	120	164	221	79	11	2	.	.	.	.	.	.	.	.
03:00pm	190	192	165	52	6	.	.	.	.	.	.	.	.	.
04:00pm	225	182	147	65	1	.	.	.	.	.	.	.	.	.
05:00pm	76	169	226	96	20	.	.	.	.	.	.	.	.	.
06:00pm	31	102	204	88	18	.	1	.	.	.	.	.	.	.
07:00pm	23	106	195	70	12	1	.	.	.	.	.	.	.	.
08:00pm	25	54	122	75	11	.	.	.	.	.	.	.	.	.
09:00pm	6	33	112	60	9	.	.	.	.	.	.	.	.	.
10:00pm	1	31	82	42	4	.	.	.	.	.	.	.	.	.
11:00pm	2	17	61	45	6	.	.	.	.	.	.	.	.	.
Totals	1113	2005	3108	1374	203	6	1	0	0	0	0	0	0	0
Percent	14.25	25.67	39.80	17.59	2.60	0.08	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tuesday														
17-Mar														
12:00am	2	11	30	22	2	2	.	.	.	.	.	.	.	.
01:00am	.	4	16	10	4	.	.	.	.	.	.	.	.	.
02:00am	.	2	15	12	.	.	.	.	.	.	.	.	.	.
03:00am	.	4	12	11	3	.	.	.	.	.	.	.	.	.
04:00am	.	2	11	10	1	.	.	.	.	.	.	.	.	.
05:00am	1	7	52	34	2	.	.	.	.	.	.	.	.	.
06:00am	6	44	72	61	8	1	.	.	.	.	.	.	.	.
07:00am	17	57	149	66	5	.	.	.	.	.	.	.	.	.
08:00am	40	95	178	57	9	.	.	.	.	.	.	.	.	.
09:00am	52	105	164	67	3	.	.	.	.	.	.	.	.	.
10:00am	61	143	160	60	7	.	.	.	.	.	.	.	.	.
11:00am	78	128	226	71	5	.	.	.	.	.	.	.	.	.
12:00pm	70	139	200	53	9	.	.	.	.	.	.	.	.	.
01:00pm	71	156	185	87	8	2	.	.	.	.	.	.	.	.
02:00pm	86	124	210	81	13	1	.	.	.	.	.	.	.	.
03:00pm	68	140	223	88	20	1	.	.	.	.	.	.	.	.
04:00pm	101	149	242	94	14	.	.	.	.	.	.	.	.	.
05:00pm	105	143	191	80	16	.	.	.	.	.	.	.	.	.
06:00pm	40	89	202	89	10	.	.	.	.	.	.	.	.	.
07:00pm	20	73	175	74	7	1	.	.	.	.	.	.	.	.
08:00pm	10	33	131	72	16	2	.	.	.	.	.	.	.	.
09:00pm	2	21	108	45	9	.	.	.	.	.	.	.	.	.
10:00pm	1	16	64	42	9	.	.	.	.	.	.	.	.	.
11:00pm	.	10	54	44	5	.	.	.	.	.	.	.	.	.
Totals	831	1695	3070	1330	185	10	0	0	0	0	0	0	0	0
Percent	11.67	23.80	43.11	18.68	2.60	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Wednesday														
18-Mar														
12:00am	2	6	22	22	2	.	.	.	.	.	.	.	.	.
01:00am	.	3	14	14	4	.	.	.	.	.	.	.	.	.
02:00am	.	3	9	4	.	.	.	.	.	.	.	.	.	.
03:00am	.	2	7	5	.	.	.	.	.	.	.	.	.	.
04:00am	.	2	7	9	4	.	.	.	.	.	.	.	.	.
05:00am	.	9	36	35	7	.	.	.	.	.	.	.	.	.
06:00am	.	21	88	75	20	1	.	.	.	.	.	.	.	.
07:00am	5	39	121	80	18	.	.	.	.	.	.	.	.	.
08:00am	22	67	148	87	15	.	.	.	.	.	.	.	.	.
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am														
11:00am														
12:00pm														
01:00pm														
02:00pm														
03:00pm														
04:00pm														
05:00pm														
06:00pm														
07:00pm														
08:00pm														
09:00pm														
10:00pm														
11:00pm														
Totals	29	152	452	331	70	1	0	0	0	0	0	0	0	0
Percent	2.80	14.69	43.67	31.98	6.76	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Status: OK Class Speed

NRWI-074 - East

Route 2 - 39.77 mi (1W EB)-SW of Water Street (1W WB)

Internal: During COVID-19

Town.....Norwich
Station.....74
Location..... 41.523254,-72.077292
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....10-Mar-2020 11:00AM
End Report.....18-Mar-2020 09:00AM
Annualized ADT.....8100
24-Hour Count..... 8850 * G4(0.97) = 8584.5
Day 1.....+ 9006 * G4(0.97) = 17320.3
Day 2.....+ 8761 * G4(0.97) = 25818.5
Day 3.....+ 8189 * G4(0.94) = 33516.1
Day 4.....+ 7681 * G4(1.07) = 41734.8
Day 5.....+ 6489 * G4(1.30) = 50170.5
Day 6.....+ 7810 * G4(0.97) = 57746.2
Day 7.....+ 7121 * G4(0.97) = 64653.6
UnRounded AADT.....64653.6 / 8 = 8081.7
OK 2020 Tue 10-Mar -this report-.....8100
OK 2017 Tue 07-Mar 11400
OK 2014 Mon 14-Jul 11200
OK 2011 Tue 31-May 11800
OK 2008 Mon 21-Apr 13300
Dataset Details.....1

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		123	101	120	143	132	89	69	54
01:00am		70	73	60	92	74	49	34	35
02:00am		45	25	39	81	77	35	29	16
03:00am		40	32	44	56	55	32	30	14
04:00am		33	37	30	42	37	33	24	22
05:00am		152	149	134	82	56	128	96	87
06:00am		245	235	226	115	80	208	192	205
07:00am		499	484	368	202	159	319	294	263
08:00am		501	462	413	317	222	400	379	339
09:00am		518	516	472	352	281	398	391	x
10:00am	x	490	467	470	465	381	471	431	
11:00am	500	542	584	491	578	403	514	508	
12:00pm	531	578	537	378	555	484	533	471	
01:00pm	578	571	576	435	554	494	543	509	
02:00pm	609	582	588	439	552	482	597	515	
03:00pm	586	592	588	600	537	470	605	540	
04:00pm	633	634	619	599	535	524	620	600	
05:00pm	651	664	608	598	519	458	587	535	
06:00pm	526	580	562	548	452	376	444	430	
07:00pm	504	474	474	491	392	371	407	350	
08:00pm	348	412	381	395	342	285	287	264	
09:00pm	278	294	287	353	295	253	220	185	
10:00pm	217	197	192	263	228	197	160	132	
11:00pm	173	170	184	223	195	138	131	113	
Totals	6134	9006	8761	8189	7681	6489	7810	7121	1035

Status: OK Speed

NRWI-075 - West

Route 2 - 39.81 mi (1W WB)-NW of Courthouse Square

Internal: Beginning of COVID-19

Town.....Norwich
Station.....75
Location..... 41.523809,-72.076693
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....10-Mar-2020 12:00PM
End Report.....18-Mar-2020 10:00AM
Annualized ADT.....5000
24-Hour Count..... 5651 * G4(0.97) = 5481.5
Day 1.....+ 5592 * G4(0.97) = 10905.7
Day 2.....+ 5613 * G4(0.97) = 16350.3
Day 3.....+ 5359 * G4(0.94) = 21387.8
Day 4.....+ 4729 * G4(1.07) = 26447.8
Day 5.....+ 3987 * G4(1.30) = 31630.9
Day 6.....+ 4825 * G4(0.97) = 36311.2
Day 7.....+ 4158 * G4(0.97) = 40344.4
UnRounded AADT.....40344.4 / 8 = 5043.1

OK 2020 Tue 10-Mar -this report-.....5000
OK 2017 Tue 07-Mar 6800
OK 2014 Mon 14-Jul 6300
OK 2011 Tue 31-May 7100
OK 2008 Mon 21-Apr 7400
Dataset Details.....1

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		80	77	72	100	92	61	52	32
01:00am		43	46	29	66	59	34	25	19
02:00am		26	29	23	51	48	30	13	11
03:00am		32	18	23	48	52	22	20	12
04:00am		43	58	40	48	45	50	29	25
05:00am		96	89	81	42	43	90	76	69
06:00am		225	215	199	86	83	159	128	136
07:00am		364	352	288	169	107	253	230	244
08:00am		396	387	320	216	170	281	251	227
09:00am		313	304	286	256	188	300	213	217
10:00am		330	300	255	289	223	267	215	x
11:00am	x	285	330	301	331	252	288	281	
12:00pm	375	350	388	336	332	292	357	301	
01:00pm	344	342	323	363	332	259	373	317	
02:00pm	367	391	400	362	336	294	323	312	
03:00pm	440	355	403	407	340	274	354	304	
04:00pm	433	438	412	403	294	276	349	359	
05:00pm	358	420	394	363	305	262	364	318	
06:00pm	326	324	283	285	265	233	257	215	
07:00pm	218	234	239	238	203	217	203	169	
08:00pm	214	184	198	205	204	187	157	114	
09:00pm	150	136	145	168	163	138	100	93	
10:00pm	99	113	125	168	138	119	91	73	
11:00pm	94	72	98	144	115	74	62	50	
Totals	3418	5592	5613	5359	4729	3987	4825	4158	992

Status: OK Class Speed

NRWI-232 - East & West

Route 82 - 28.24 mi (1W EB)-East of SR 646 (North Thames St)

Town.....Norwich
Station.....232
Location..... 41.523426,-72.084206
Posted Speed Limit.....25 MPH
2015-Minor Arterial 4.....2015-Urban
Start Report.....19-Feb-2020 12:00PM
End Report.....25-Feb-2020 10:00AM
Annualized ADT.....8800
24-Hour Count... 8360 * G4(1.03) = 8610.8
Day 1.....+ 8455 * G4(1.03) = 17319.5
Day 2.....+ 8888 * G4(0.95) = 25763.1
Day 3.....+ 7466 * G4(1.14) = 34274.3
Day 4.....+ 6421 * G4(1.49) = 43841.6
Day 5.....+ 8547 * G4(1.03) = 52645.0
UnRounded AADT.....52645.0 / 6 = 8774.2
OK 2020 Wed 19-Feb -this report-...8800
OK 2017 Mon 06-Mar 8900
OK 2014 Mon 14-Jul 8600
OK 2011 Tue 31-May 9300
OK 2008 Mon 21-Apr 14700
OK 2008 Mon 28-Apr 9400
Dataset Details.....1

	19-Feb Wed	20-Feb Thu	21-Feb Fri	22-Feb Sat	23-Feb Sun	24-Feb Mon	25-Feb Tue
12:00am		97	82	138	111	83	94
01:00am		46	51	68	72	50	47
02:00am		37	37	58	54	33	31
03:00am		29	29	57	46	42	34
04:00am		45	48	41	39	46	40
05:00am		96	91	62	64	99	99
06:00am		192	196	94	89	185	198
07:00am		386	405	186	140	387	397
08:00am		505	479	263	227	443	454
09:00am		470	459	362	303	470	472
10:00am		442	537	499	402	514	x
11:00am	x	533	548	547	435	534	
12:00pm	577	576	574	532	468	621	
01:00pm	606	561	579	559	499	577	
02:00pm	605	589	583	564	488	608	
03:00pm	648	675	684	559	507	669	
04:00pm	653	615	665	478	495	704	
05:00pm	649	610	673	489	452	623	
06:00pm	508	516	558	417	424	524	
07:00pm	368	454	438	431	377	408	
08:00pm	320	348	397	366	252	388	
09:00pm	222	268	332	289	188	226	
10:00pm	157	197	252	197	164	178	
11:00pm	169	168	191	210	125	135	
Totals	5482	8455	8888	7466	6421	8547	1866

Status: OK Class Speed

NRWI-233 - East & West

Route 82 - 28.24 mi (1W WB)-NE of SR 646 (North Thames St)

Town.....Norwich
Station.....233
Location..... 41.523679,-72.084377
2015-Minor Arterial 4.....2015-Urban
Start Report.....19-Feb-2020 12:00PM
End Report.....25-Feb-2020 10:00AM
Annualized ADT.....10300
24-Hour Count.... 9597 * G4(1.03) = 9884.9
Day 1.....+ 9858 * G4(1.03) = 20038.7
Day 2.....+10240 * G4(0.95) = 29766.7
Day 3.....+ 8824 * G4(1.14) = 39826.0
Day 4.....+ 7758 * G4(1.49) = 51385.4
Day 5.....+ 9902 * G4(1.03) = 61584.5
UnRounded AADT.....61584.5 / 6 = 10264.1
OK 2020 Wed 19-Feb -this report-...10300
OK 2017 Tue 28-Mar 10700
OK 2014 Mon 14-Jul 10200
OK 2011 Tue 31-May 11300
OK 2008 Mon 21-Apr 12500
Dataset Details.....1

	19-Feb Wed	20-Feb Thu	21-Feb Fri	22-Feb Sat	23-Feb Sun	24-Feb Mon	25-Feb Tue
12:00am		104	117	163	173	109	101
01:00am		51	51	92	106	59	54
02:00am		43	37	77	72	30	40
03:00am		36	41	62	66	45	38
04:00am		71	77	59	75	77	63
05:00am		138	147	112	90	167	154
06:00am		294	276	189	122	284	294
07:00am		549	567	267	214	590	596
08:00am		583	604	475	365	623	588
09:00am		549	609	472	391	543	577
10:00am		587	624	606	504	611	x
11:00am	x	601	653	624	522	593	
12:00pm	664	690	705	659	616	733	
01:00pm	667	685	670	626	578	685	
02:00pm	709	734	777	629	573	726	
03:00pm	749	725	745	603	570	757	
04:00pm	733	753	731	545	593	741	
05:00pm	679	646	697	531	532	685	
06:00pm	497	577	526	503	431	508	
07:00pm	398	435	437	427	367	391	
08:00pm	313	336	370	359	272	336	
09:00pm	240	274	300	259	210	270	
10:00pm	175	218	262	250	191	196	
11:00pm	167	179	217	235	125	143	
Totals	5991	9858	10240	8824	7758	9902	2505

Status: OK Class Speed

NRWI-235 - East & West

Route 82 - 28.42 mi (1 Way EB)-East of Falls Avenue

Town.....Norwich
Station.....235
Location..... 41.523995,-72.081591
Posted Speed Limit.....25 MPH
A.K.A.....2235
2015-Minor Arterial 4.....2015-Urban
HPMS Section ID.....
Start Report.....20-Feb-2020 11:00AM
End Report.....25-Feb-2020 11:00AM
Annualized ADT.....10800
24-Hour Count...10411 * G4(1.03) = 10723.3
Day 1.....+10746 * G4(0.95) = 20932.0
Day 2.....+ 9200 * G4(1.14) = 31420.0
Day 3.....+ 8084 * G4(1.49) = 43465.2
Day 4.....+10461 * G4(1.03) = 54240.0
UnRounded AADT.....54240.0 / 5 = 10848.0
OK 2020 Thu 20-Feb -this report-...10800
OK 2017 Mon 06-Mar 9700
OK 2014 Mon 14-Jul 10900
OK 2011 Tue 31-May 11700
OK 2008 Mon 21-Apr 12700
Dataset Details.....1

	20-Feb Thu	21-Feb Fri	22-Feb Sat	23-Feb Sun	24-Feb Mon	25-Feb Tue
12:00am		145	203	186	134	145
01:00am		74	101	125	79	72
02:00am		45	105	135	55	47
03:00am		41	79	78	54	41
04:00am		47	49	52	49	33
05:00am		93	70	71	119	115
06:00am		233	135	105	236	244
07:00am		488	222	192	495	486
08:00am		586	352	301	604	566
09:00am		562	423	391	574	597
10:00am	x	633	568	442	616	580
11:00am	639	622	624	509	650	x
12:00pm	671	682	645	534	714	
01:00pm	706	674	656	620	723	
02:00pm	715	756	683	600	768	
03:00pm	779	795	670	615	791	
04:00pm	791	812	627	619	855	
05:00pm	745	798	623	568	720	
06:00pm	621	643	492	508	577	
07:00pm	530	518	505	447	464	
08:00pm	406	461	439	315	489	
09:00pm	372	447	393	284	311	
10:00pm	274	351	291	220	228	
11:00pm	215	240	245	167	156	
Totals	7464	10746	9200	8084	10461	2926

Status: OK Class Speed

NRWI-269 - Combined - n/s

[176]-Franklin Street - 0.19 mi North of Willow Street

Internal: During COVID-19

Town.....Norwich
Station.....269
Location..... 41.526981,-72.073738
Posted Speed Limit.....25 MPH
2015-Major Collector 5.....2015-Urban
Start Report.....10-Mar-2020 10:00AM
End Report.....18-Mar-2020 10:00AM
Annualized ADT.....4800
24-Hour Count... 5318 * G4(0.97) = 5158.5
Day 1.....+ 5315 * G4(0.97) = 10314.0
Day 2.....+ 5246 * G4(0.97) = 15402.6
Day 3.....+ 5132 * G4(0.94) = 20226.7
Day 4.....+ 4449 * G4(1.07) = 24987.1
Day 5.....+ 3785 * G4(1.30) = 29907.6
Day 6.....+ 4653 * G4(0.97) = 34421.1
Day 7.....+ 4168 * G4(0.97) = 38464.0
UnRounded AADT.....38464.0 / 8 = 4808.0

OK 2020 Tue 10-Mar -this report-...4800
OK 2017 Tue 07-Mar 6400
OK 2011 Thu 02-Jun 5100
OK 2008 Mon 21-Apr 6100
Dataset Details.....1

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		75	62	85	93	93	59	58	36
01:00am		42	50	46	59	46	31	26	30
02:00am		22	14	17	43	33	23	11	14
03:00am		26	8	22	22	28	15	11	7
04:00am		18	26	14	20	24	19	23	12
05:00am		43	36	41	22	30	42	27	28
06:00am		130	124	115	41	43	65	72	53
07:00am		219	206	165	97	69	116	113	107
08:00am		253	249	179	159	126	170	166	162
09:00am	x	274	248	248	205	137	193	192	193
10:00am	255	263	271	261	280	210	258	230	x
11:00am	263	288	309	310	310	218	275	280	
12:00pm	339	367	356	365	342	263	337	305	
01:00pm	352	378	347	356	321	294	402	336	
02:00pm	425	392	418	426	328	268	347	318	
03:00pm	469	489	397	369	345	318	406	325	
04:00pm	475	438	468	428	314	309	413	394	
05:00pm	406	414	468	388	319	275	384	312	
06:00pm	330	305	305	305	319	229	321	274	
07:00pm	266	259	278	289	233	207	266	217	
08:00pm	236	218	236	245	199	166	185	177	
09:00pm	166	167	167	182	159	166	142	126	
10:00pm	118	139	113	172	116	129	93	98	
11:00pm	116	96	90	104	103	104	91	77	
Totals	4216	5315	5246	5132	4449	3785	4653	4168	642

Status: OK Class Speed

NRWI-277 - South

[623]-Broadway #1 - 0.12 mi (1W SB) North of Main St #2

Internal: During COVID-19

Town.....Norwich
Station.....277
Location..... 41.52467,-72.075793
2015-Minor Arterial 4.....2015-Urban
Start Report.....10-Mar-2020 08:00AM
End Report.....18-Mar-2020 08:00AM
Annualized ADT.....3000
24-Hour Count... 5425 * G4(0.97) = 5262.3
Day 1.....+ 5396 * G4(0.97) = 10496.4
Day 2.....+ 5169 * G4(0.97) = 15510.3
Day 3.....+ 5176 * G4(0.94) = 20375.7
Day 4.....+ 1096 * G4(1.07) = 21548.5
Day 5.....+ 487 * G4(1.30) = 22181.6
Day 6.....+ 1303 * G4(0.97) = 23445.5
Day 7.....+ 813 * G4(0.97) = 24234.1
UnRounded AADT.....24234.1 / 8 = 3029.3

OK 2020 Tue 10-Mar -this report-...3000
OK 2017 Tue 07-Mar 7700
OK 2011 Mon 06-Jun 8500
OK 2011 Mon 11-Jul 5000
OK 2008 Mon 21-Apr 5700
Dataset Details.....1

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		52	44	47	79	5	5	10	2
01:00am		40	29	24	39	11	5	4	4
02:00am		23	22	20	14	10	5	4	1
03:00am		18	10	14	5	12	2	10	2
04:00am		26	26	25	0	6	4	2	4
05:00am		49	50	49	3	14	8	8	10
06:00am		134	129	115	10	25	24	20	17
07:00am	x	254	253	226	26	25	44	25	35
08:00am	332	301	299	246	69	19	74	45	x
09:00am	318	312	325	278	89	30	87	48	
10:00am	322	307	259	297	147	32	97	44	
11:00am	273	342	318	308	109	34	66	64	
12:00pm	353	383	342	404	45	30	60	58	
01:00pm	367	367	359	373	41	40	77	35	
02:00pm	417	371	404	404	63	39	71	40	
03:00pm	455	486	429	374	75	35	124	84	
04:00pm	487	432	448	385	52	27	113	107	
05:00pm	396	367	392	396	53	29	95	48	
06:00pm	359	347	310	313	47	21	111	45	
07:00pm	258	263	242	274	49	11	96	52	
08:00pm	187	190	173	221	27	11	48	40	
09:00pm	140	142	149	161	28	9	37	12	
10:00pm	89	111	92	146	20	7	30	6	
11:00pm	76	79	65	76	6	5	20	2	
Totals	4829	5396	5169	5176	1096	487	1303	813	75

Status: OK Class Speed

NRWI-302 - North

[437]-Courthouse Square - 0.02 mi (1W NB) NE of Route 2

Internal: During COVID-19

Town.....Norwich
Station.....302
Location..... 41.523954,-72.076223
2015-Minor Arterial 4.....2015-Urban
Start Report.....10-Mar-2020 09:00AM
End Report.....18-Mar-2020 09:00AM
Annualized ADT.....2500
24-Hour Count... 3025 * G4(0.97) = 2934.3
Day 1.....+ 2799 * G4(0.97) = 5649.3
Day 2.....+ 2532 * G4(0.97) = 8105.3
Day 3.....+ 2650 * G4(0.94) = 10596.3
Day 4.....+ 2308 * G4(1.07) = 13065.9
Day 5.....+ 1808 * G4(1.30) = 15416.3
Day 6.....+ 2540 * G4(0.97) = 17880.1
Day 7.....+ 2345 * G4(0.97) = 20154.7
UnRounded AADT.....20154.7 / 8 = 2519.3

OK 2020 Tue 10-Mar -this report-...2500
OK 2011 Tue 31-May 4300
OK 2008 Mon 21-Apr 5300
Dataset Details.....1

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		30	32	36	53	42	24	20	11
01:00am		24	22	15	26	20	10	8	7
02:00am		8	6	4	32	22	10	11	3
03:00am		19	5	9	16	9	6	8	3
04:00am		9	7	8	11	8	6	7	7
05:00am		24	16	19	13	20	20	8	14
06:00am		35	39	43	26	13	29	32	24
07:00am		121	118	97	48	33	86	81	76
08:00am	x	177	174	147	73	67	142	137	127
09:00am	208	197	203	171	100	72	143	154	x
10:00am	198	154	186	169	156	92	158	143	
11:00am	212	194	185	181	190	110	162	151	
12:00pm	202	96	190	165	168	119	196	179	
01:00pm	220	176	223	166	178	153	202	187	
02:00pm	210	211	185	187	165	138	213	193	
03:00pm	230	247	155	191	173	145	250	200	
04:00pm	243	236	244	243	176	159	217	206	
05:00pm	227	237	147	174	156	137	183	176	
06:00pm	189	178	145	167	141	118	135	141	
07:00pm	153	141	8	140	101	102	126	98	
08:00pm	97	111	66	109	95	76	86	83	
09:00pm	68	78	79	71	82	69	72	63	
10:00pm	59	54	48	83	75	53	33	35	
11:00pm	62	42	49	55	54	31	31	24	
Totals	2578	2799	2532	2650	2308	1808	2540	2345	272

Status: OK Class Speed

NRWI-323 - Combined - e/w

Route 2 - 39.84 mi NW of Route 12 (W Jct)

Internal: During COVID-19

Town.....Norwich
Station.....323
Location..... 41.5236,-72.07628
Posted Speed Limit.....25 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....10-Mar-2020 12:00PM
End Report.....18-Mar-2020 11:00AM
Annualized ADT.....11700
24-Hour Count.....13210 * G4(0.97) = 12813.7
Day 1.....+13080 * G4(0.97) = 25501.3
Day 2.....+12924 * G4(0.97) = 38037.6
Day 3.....+11963 * G4(0.94) = 49282.8
Day 4.....+11056 * G4(1.07) = 61112.7
Day 5.....+ 9308 * G4(1.30) = 73213.1
Day 6.....+11167 * G4(0.97) = 84045.1
Day 7.....+ 9789 * G4(0.97) = 93540.4
UnRounded AADT.....93540.4 / 8 = 11692.6
OK 2020 Tue 10-Mar -this report-.....11700
OK 2017 Tue 07-Mar 16200
OK 2011 Tue 31-May 15100
OK 2008 Wed 23-Apr 16700
Dataset Details.....2

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		184	162	169	216	192	138	107	82
01:00am		101	98	79	139	115	71	52	49
02:00am		64	51	49	106	111	58	37	24
03:00am		62	46	52	98	105	49	41	24
04:00am		73	92	70	86	75	86	56	47
05:00am		236	232	190	114	96	206	176	144
06:00am		458	422	379	189	155	347	300	314
07:00am		822	816	616	350	250	530	509	473
08:00am		807	757	660	486	361	596	535	485
09:00am		711	698	590	538	417	604	499	484
10:00am		711	680	492	656	542	617	540	532
11:00am	x	703	818	597	834	585	693	676	x
12:00pm	801	807	809	649	785	695	792	662	
01:00pm	826	799	766	747	783	656	789	688	
02:00pm	898	899	923	808	776	677	821	708	
03:00pm	958	961	930	954	778	651	878	742	
04:00pm	1041	957	977	952	747	707	874	824	
05:00pm	955	949	878	869	737	637	831	744	
06:00pm	773	787	735	734	627	523	626	550	
07:00pm	649	630	627	630	541	541	529	452	
08:00pm	468	517	514	507	473	418	377	339	
09:00pm	386	357	365	470	410	330	264	224	
10:00pm	280	268	282	373	322	279	217	177	
11:00pm	243	217	246	327	265	190	174	151	
Totals	8278	13080	12924	11963	11056	9308	11167	9789	2658

Status: OK East Combined West Class Speed

NRWI-327 - Combined - e/w

[622]-Main Street # 2 - 0.03 mi East of City Landing

Internal: During COVID-19

Town.....Norwich
Station.....327
Location..... 41.524443,-72.075182
Posted Speed Limit.....25 MPH
2015-Local 7.....2015-Urban
Start Report.....10-Mar-2020 09:00AM
End Report.....18-Mar-2020 09:00AM
Annualized ADT.....5100
24-Hour Count... 6078 * G4(0.97) = 5895.7
Day 1.....+ 5792 * G4(0.97) = 11513.9
Day 2.....+ 5621 * G4(0.97) = 16966.3
Day 3.....+ 5854 * G4(0.94) = 22469.0
Day 4.....+ 4709 * G4(1.07) = 27507.7
Day 5.....+ 3648 * G4(1.30) = 32250.1
Day 6.....+ 4832 * G4(0.97) = 36937.1
Day 7.....+ 4156 * G4(0.97) = 40968.4
UnRounded AADT.....40968.4 / 8 = 5121.1

OK 2020 Tue 10-Mar -this report-...5100
OK 2017 Tue 07-Mar 8800
OK 2011 Tue 31-May 9600
OK 2008 Mon 21-Apr 11200
Dataset Details.....2

	10-Mar Tue	11-Mar Wed	12-Mar Thu	13-Mar Fri	14-Mar Sat	15-Mar Sun	16-Mar Mon	17-Mar Tue	18-Mar Wed
12:00am		58	63	57	100	83	46	42	29
01:00am		49	39	37	65	50	33	12	16
02:00am		24	24	19	47	43	19	13	3
03:00am		19	19	19	38	24	17	24	11
04:00am		27	29	32	31	19	23	20	17
05:00am		72	63	61	33	35	57	39	50
06:00am		133	127	137	60	48	102	108	76
07:00am		282	280	247	134	81	201	202	178
08:00am	x	357	353	308	189	145	294	260	240
09:00am	417	353	394	363	263	174	283	307	x
10:00am	386	345	344	366	324	207	342	273	
11:00am	373	413	355	347	401	251	332	221	
12:00pm	417	400	370	428	361	258	342	258	
01:00pm	357	391	219	409	308	282	364	304	
02:00pm	359	404	412	433	320	268	409	318	
03:00pm	569	467	446	422	335	279	405	349	
04:00pm	546	518	553	475	311	296	431	374	
05:00pm	436	388	448	447	327	263	309	304	
06:00pm	351	338	329	312	258	209	250	231	
07:00pm	292	256	232	239	215	187	225	154	
08:00pm	208	205	190	238	177	147	120	145	
09:00pm	149	125	142	173	167	126	105	86	
10:00pm	114	96	92	167	126	99	68	60	
11:00pm	83	72	98	118	119	74	55	52	
Totals	5057	5792	5621	5854	4709	3648	4832	4156	620

B Traffic Counts – Project Traffic Counts

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway at Union St/Chestnut St/Bath
Norwich, Connecticut

File Name : 24715
Site Code : 24715
Start Date : 6/8/2023
Page No : 1

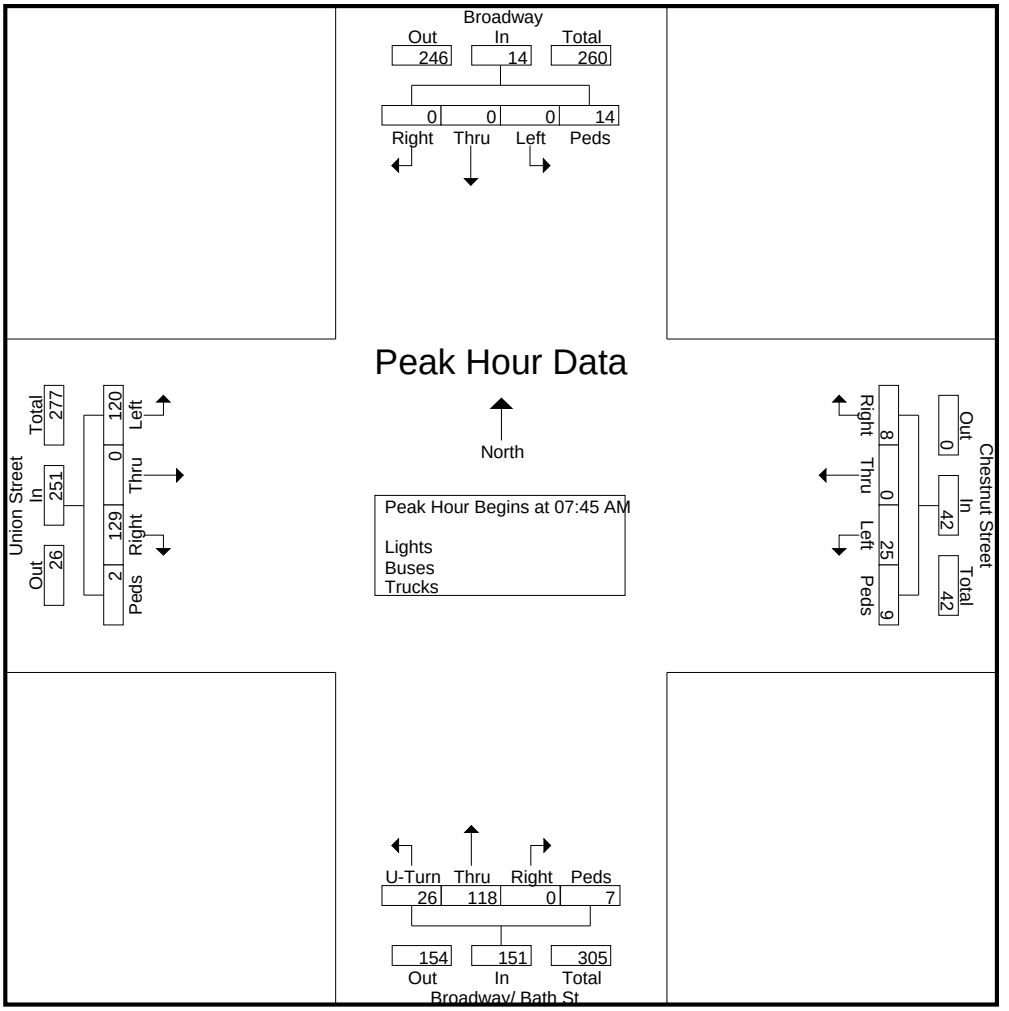
Groups Printed- Lights - Buses - Trucks

	Broadway From North					Chestnut Street From East					Broadway/ Bath St From South					Union Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	3	0	2	0	5	0	31	4	1	36	27	0	25	0	52	94
07:15 AM	0	0	0	2	2	0	0	3	1	4	0	22	5	0	27	29	0	15	0	44	77
07:30 AM	0	0	0	2	2	0	0	3	3	6	0	32	5	2	39	27	1	28	1	57	104
07:45 AM	0	0	0	2	2	1	0	4	1	6	0	37	10	2	49	26	0	27	2	55	112
Total	0	0	0	7	7	4	0	12	5	21	0	122	24	5	151	109	1	95	3	208	387
08:00 AM	0	0	0	6	6	1	0	4	4	9	0	24	5	2	31	27	0	22	0	49	95
08:15 AM	0	0	0	3	3	1	0	10	2	13	0	33	4	2	39	39	0	37	0	76	131
08:30 AM	0	0	0	3	3	5	0	7	2	14	0	24	7	1	32	37	0	34	0	71	120
08:45 AM	0	0	0	4	4	0	0	7	4	11	0	30	4	4	38	32	0	23	0	55	108
Total	0	0	0	16	16	7	0	28	12	47	0	111	20	9	140	135	0	116	0	251	454
Grand Total	0	0	0	23	23	11	0	40	17	68	0	233	44	14	291	244	1	211	3	459	841
Apprch %	0	0	0	100		16.2	0	58.8	25		0	80.1	15.1	4.8		53.2	0.2	46	0.7		
Total %	0	0	0	2.7	2.7	1.3	0	4.8	2	8.1	0	27.7	5.2	1.7	34.6	29	0.1	25.1	0.4	54.6	
Lights	0	0	0	23	23	11	0	35	17	63	0	231	43	14	288	244	1	210	3	458	832
% Lights	0	0	0	100	100	100	0	87.5	100	92.6	0	99.1	97.7	100	99	100	100	99.5	100	99.8	98.9
Buses	0	0	0	0	0	0	0	5	0	5	0	2	0	0	2	0	0	0	0	0	7
% Buses	0	0	0	0	0	0	0	12.5	0	7.4	0	0.9	0	0	0.7	0	0	0	0	0	0.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0.3	0	0	0.5	0	0.2	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24715
Site Code : 24715
Start Date : 6/8/2023
Page No : 2

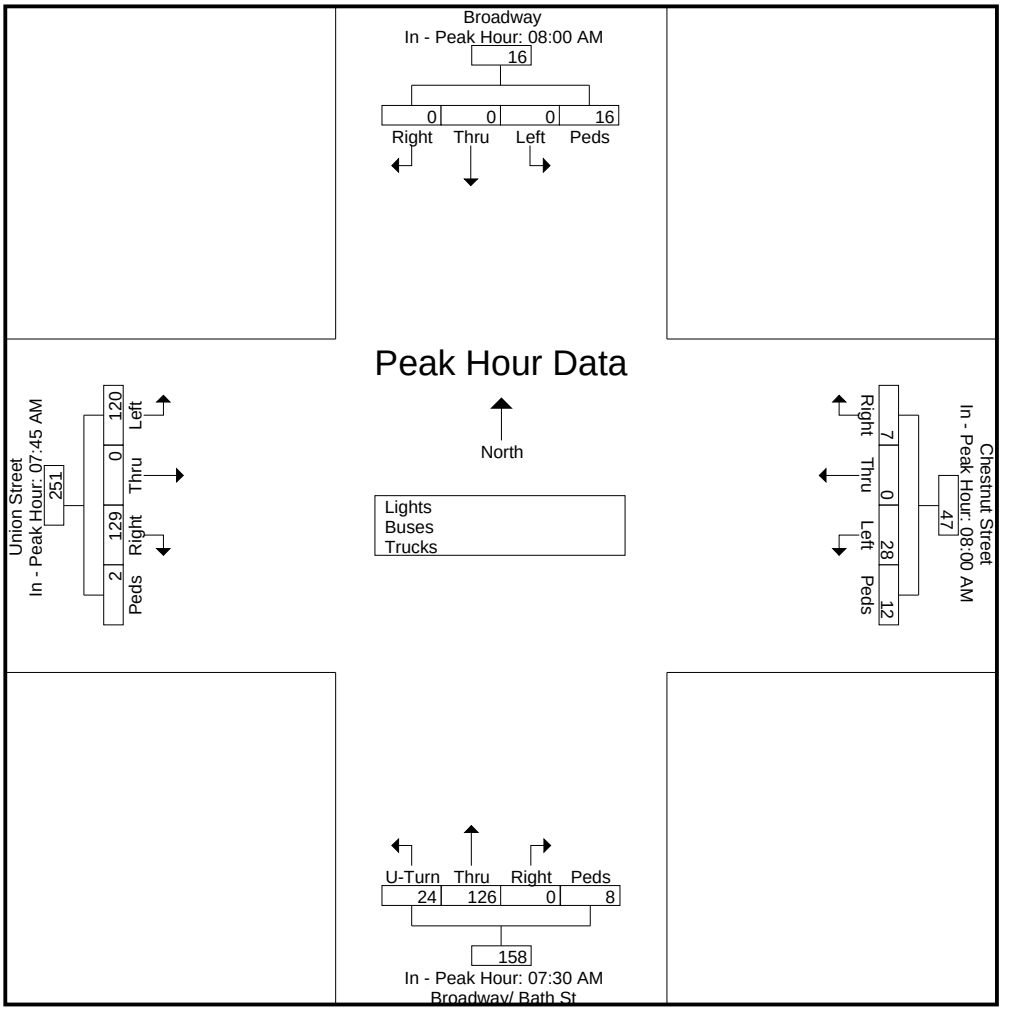
	Broadway From North					Chestnut Street From East					Broadway/ Bath St From South					Union Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	2	2	1	0	4	1	6	0	37	10	2	49	26	0	27	2	55	112
08:00 AM	0	0	0	6	6	1	0	4	4	9	0	24	5	2	31	27	0	22	0	49	95
08:15 AM	0	0	0	3	3	1	0	10	2	13	0	33	4	2	39	39	0	37	0	76	131
08:30 AM	0	0	0	3	3	5	0	7	2	14	0	24	7	1	32	37	0	34	0	71	120
Total Volume	0	0	0	14	14	8	0	25	9	42	0	118	26	7	151	129	0	120	2	251	458
% App. Total	0	0	0	100		19	0	59.5	21.4		0	78.1	17.2	4.6		51.4	0	47.8	0.8		
PHF	.000	.000	.000	.583	.583	.400	.000	.625	.563	.750	.000	.797	.650	.875	.770	.827	.000	.811	.250	.826	.874



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24715
Site Code : 24715
Start Date : 6/8/2023
Page No : 3

	Broadway From North					Chestnut Street From East					Broadway/ Bath St From South					Union Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	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					08:00 AM					07:30 AM					07:45 AM					
+0 mins.	0	0	0	6	6	1	0	4	4	9	0	32	5	2	39	26	0	27	2	55	
+15 mins.	0	0	0	3	3	1	0	10	2	13	0	37	10	2	49	27	0	22	0	49	
+30 mins.	0	0	0	3	3	5	0	7	2	14	0	24	5	2	31	39	0	37	0	76	
+45 mins.	0	0	0	4	4	0	0	7	4	11	0	33	4	2	39	37	0	34	0	71	
Total Volume	0	0	0	16	16	7	0	28	12	47	0	126	24	8	158	129	0	120	2	251	
% App. Total	0	0	0	100		14.9	0	59.6	25.5		0	79.7	15.2	5.1		51.4	0	47.8	0.8		
PHF	.000	.000	.000	.667	.667	.350	.000	.700	.750	.839	.000	.851	.600	1.000		.827	.000	.811	.250	.826	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway at Union St/Chestnut St/Bath
Norwich, Connecticut

File Name : 24717
Site Code : 24717
Start Date : 6/10/2023

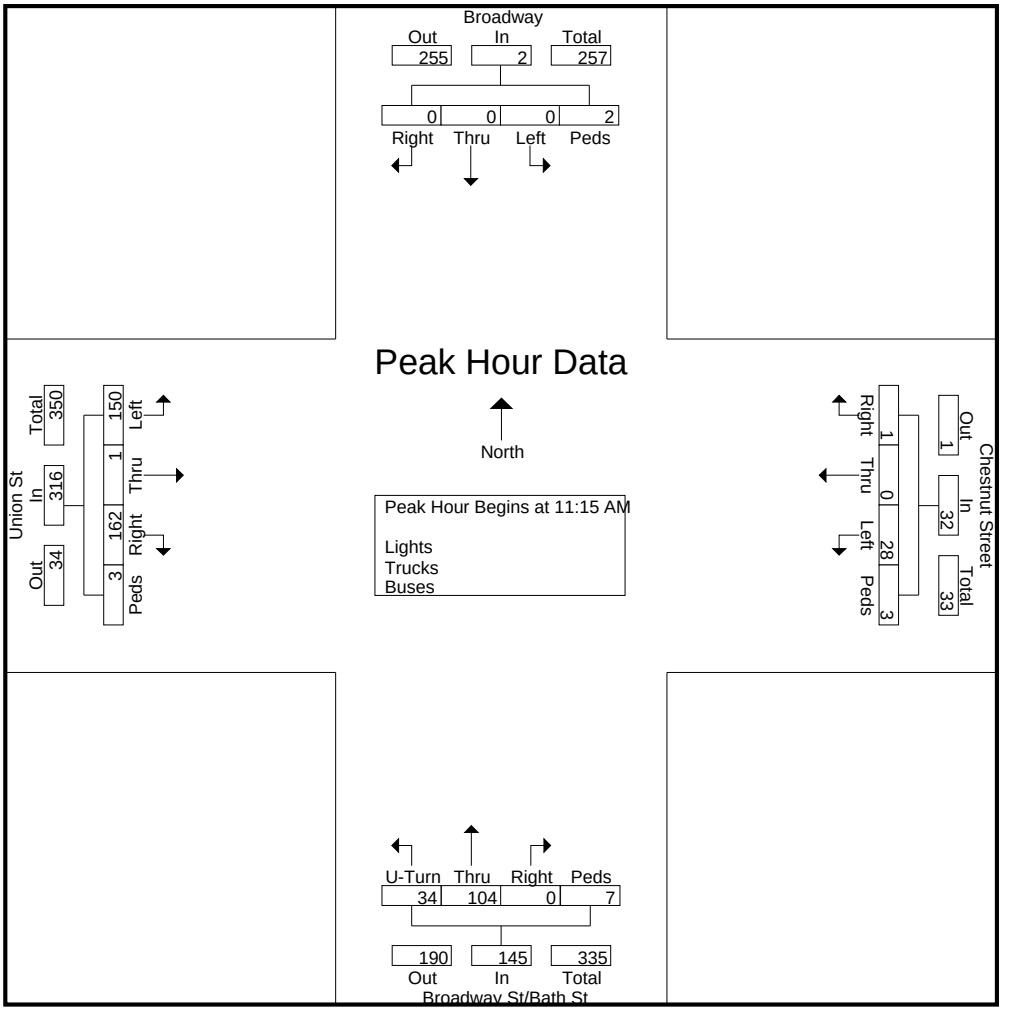
Groups Printed- Lights - Trucks - Buses

	Broadway From North					Chestnut Street From East					Broadway St/Bath St From South					Union St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	2	0	0	2	1	0	9	0	10	0	17	7	4	28	19	0	35	0	54	94
11:15 AM	0	0	0	1	1	1	0	6	0	7	0	32	9	1	42	44	0	42	0	86	136
11:30 AM	0	0	0	0	0	0	0	9	1	10	0	36	10	1	47	48	1	36	0	85	142
11:45 AM	0	0	0	0	0	0	0	4	1	5	0	23	6	4	33	41	0	39	1	81	119
Total	0	2	0	1	3	2	0	28	2	32	0	108	32	10	150	152	1	152	1	306	491
12:00 PM	0	0	0	1	1	0	0	9	1	10	0	13	9	1	23	29	0	33	2	64	98
12:15 PM	0	0	0	1	1	1	0	8	1	10	0	26	6	0	32	36	0	37	0	73	116
12:30 PM	0	0	0	0	0	1	0	12	0	13	0	21	11	2	34	31	0	29	1	61	108
12:45 PM	0	0	0	0	0	3	0	8	0	11	0	20	7	0	27	31	0	26	0	57	95
Total	0	0	0	2	2	5	0	37	2	44	0	80	33	3	116	127	0	125	3	255	417
Grand Total	0	2	0	3	5	7	0	65	4	76	0	188	65	13	266	279	1	277	4	561	908
Apprch %	0	40	0	60		9.2	0	85.5	5.3		0	70.7	24.4	4.9		49.7	0.2	49.4	0.7		
Total %	0	0.2	0	0.3	0.6	0.8	0	7.2	0.4	8.4	0	20.7	7.2	1.4	29.3	30.7	0.1	30.5	0.4	61.8	
Lights	0	1	0	3	4	7	0	61	4	72	0	187	65	13	265	279	1	277	4	561	902
% Lights	0	50	0	100	80	100	0	93.8	100	94.7	0	99.5	100	100	99.6	100	100	100	100	100	99.3
Trucks	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	0	0	0	0	0	0	6.2	0	5.3	0	0	0	0	0	0	0	0	0	0	0.4
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	50	0	0	20	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24717
Site Code : 24717
Start Date : 6/10/2023
Page No : 2

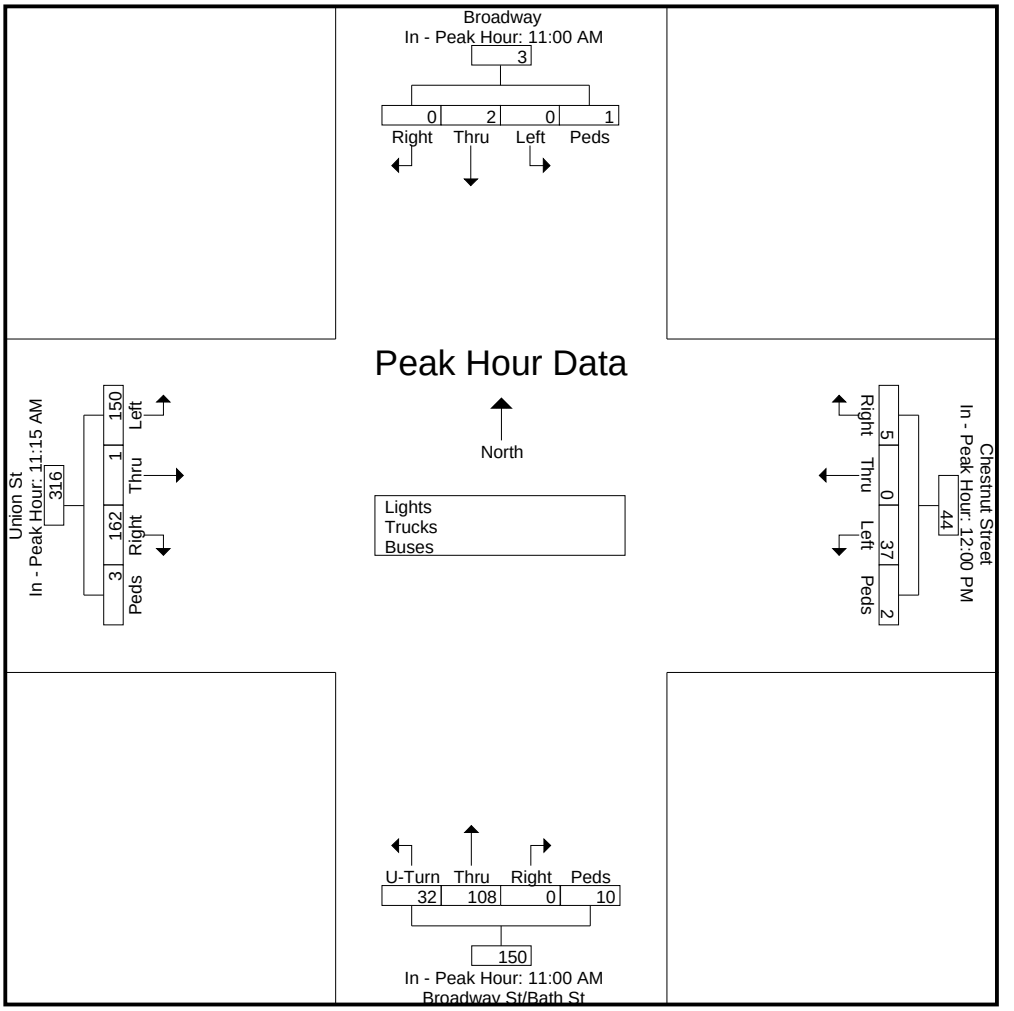
	Broadway From North					Chestnut Street From East					Broadway St/Bath St From South					Union St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	1	1	1	0	6	0	7	0	32	9	1	42	44	0	42	0	86	136
11:30 AM	0	0	0	0	0	0	0	9	1	10	0	36	10	1	47	48	1	36	0	85	142
11:45 AM	0	0	0	0	0	0	0	4	1	5	0	23	6	4	33	41	0	39	1	81	119
12:00 PM	0	0	0	1	1	0	0	9	1	10	0	13	9	1	23	29	0	33	2	64	98
Total Volume	0	0	0	2	2	1	0	28	3	32	0	104	34	7	145	162	1	150	3	316	495
% App. Total	0	0	0	100		3.1	0	87.5	9.4		0	71.7	23.4	4.8		51.3	0.3	47.5	0.9		
PHF	.000	.000	.000	.500	.500	.250	.000	.778	.750	.800	.000	.722	.850	.438	.771	.844	.250	.893	.375	.919	.871



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24717
Site Code : 24717
Start Date : 6/10/2023
Page No : 3

	Broadway From North					Chestnut Street From East					Broadway St/Bath St From South					Union St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					12:00 PM					11:00 AM					11:15 AM					
+0 mins.	0	2	0	0	2	0	0	9	1	10	0	17	7	4	28	44	0	42	0	86	
+15 mins.	0	0	0	1	1	1	0	8	1	10	0	32	9	1	42	48	1	36	0	85	
+30 mins.	0	0	0	0	0	1	0	12	0	13	0	36	10	1	47	41	0	39	1	81	
+45 mins.	0	0	0	0	0	3	0	8	0	11	0	23	6	4	33	29	0	33	2	64	
Total Volume	0	2	0	1	3	5	0	37	2	44	0	108	32	10	150	162	1	150	3	316	
% App. Total	0	66.7	0	33.3		11.4	0	84.1	4.5		0	72	21.3	6.7		51.3	0.3	47.5	0.9		
PHF	.000	.250	.000	.250	.375	.417	.000	.771	.500	.846	.000	.750	.800	.625	.798	.844	.250	.893	.375	.919	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway at Union St/Chestnut St/ Bath
Norwich, Connecticut

File Name : 24716
Site Code : 24716
Start Date : 6/8/2023
Page No : 1

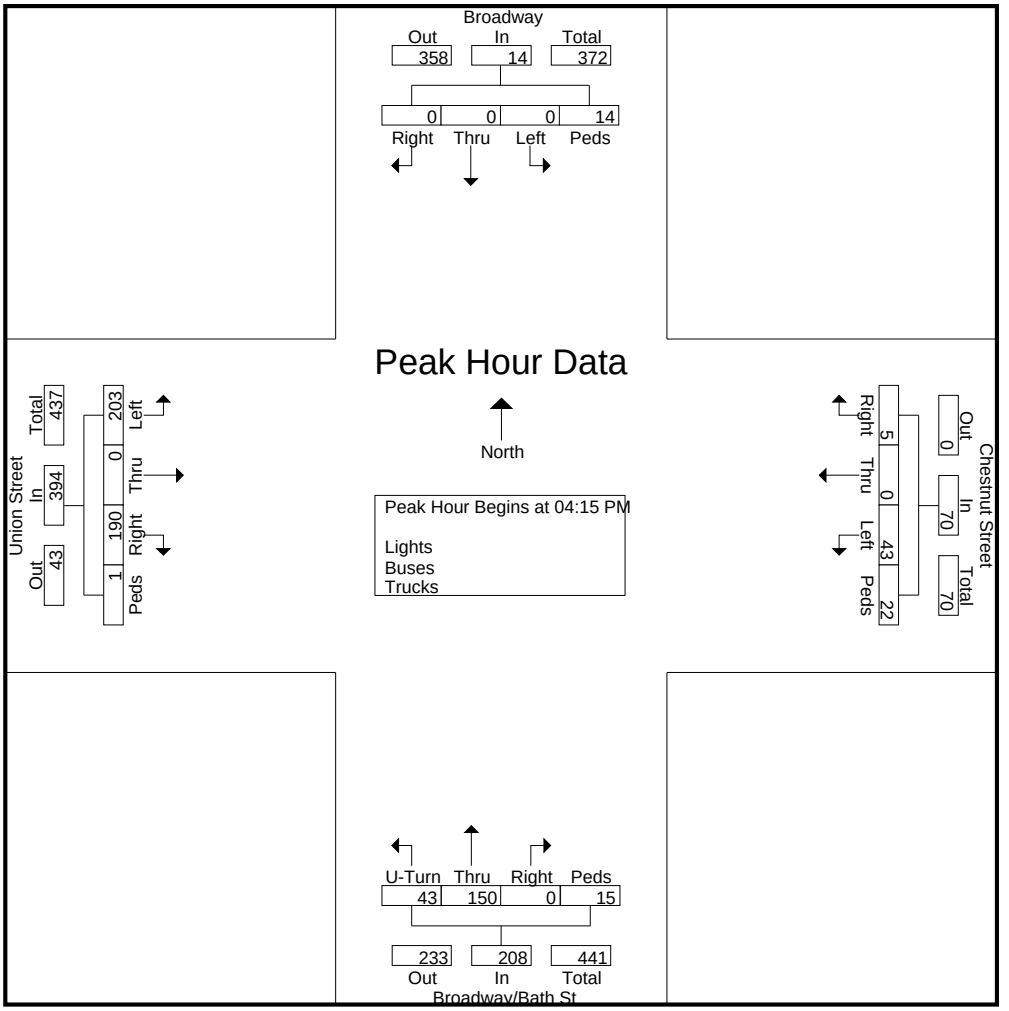
Groups Printed- Lights - Buses - Trucks

	Broadway From North					Chestnut Street From East					Broadway/Bath St From South					Union Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	7	7	1	0	9	2	12	0	27	9	3	39	43	0	68	2	113	171
04:15 PM	0	0	0	2	2	1	0	10	3	14	0	36	17	2	55	43	0	49	0	92	163
04:30 PM	0	0	0	5	5	2	0	13	6	21	0	39	11	4	54	42	0	49	0	91	171
04:45 PM	0	0	0	5	5	1	0	13	7	21	0	28	6	2	36	57	0	52	0	109	171
Total	0	0	0	19	19	5	0	45	18	68	0	130	43	11	184	185	0	218	2	405	676
05:00 PM	0	0	0	2	2	1	0	7	6	14	0	47	9	7	63	48	0	53	1	102	181
05:15 PM	0	0	0	7	7	2	0	8	4	14	0	24	8	1	33	43	0	40	0	83	137
05:30 PM	0	0	0	6	6	1	0	10	5	16	0	19	9	3	31	27	0	56	1	84	137
05:45 PM	0	0	0	3	3	3	0	8	5	16	0	15	10	3	28	39	0	45	1	85	132
Total	0	0	0	18	18	7	0	33	20	60	0	105	36	14	155	157	0	194	3	354	587
Grand Total	0	0	0	37	37	12	0	78	38	128	0	235	79	25	339	342	0	412	5	759	1263
Apprch %	0	0	0	100		9.4	0	60.9	29.7		0	69.3	23.3	7.4		45.1	0	54.3	0.7		
Total %	0	0	0	2.9	2.9	1	0	6.2	3	10.1	0	18.6	6.3	2	26.8	27.1	0	32.6	0.4	60.1	
Lights	0	0	0	37	37	12	0	74	38	124	0	234	79	25	338	342	0	412	5	759	1258
% Lights	0	0	0	100	100	100	0	94.9	100	96.9	0	99.6	100	100	99.7	100	0	100	100	100	99.6
Buses	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	0	5.1	0	3.1	0	0	0	0	0	0	0	0	0	0	0.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24716
Site Code : 24716
Start Date : 6/8/2023
Page No : 2

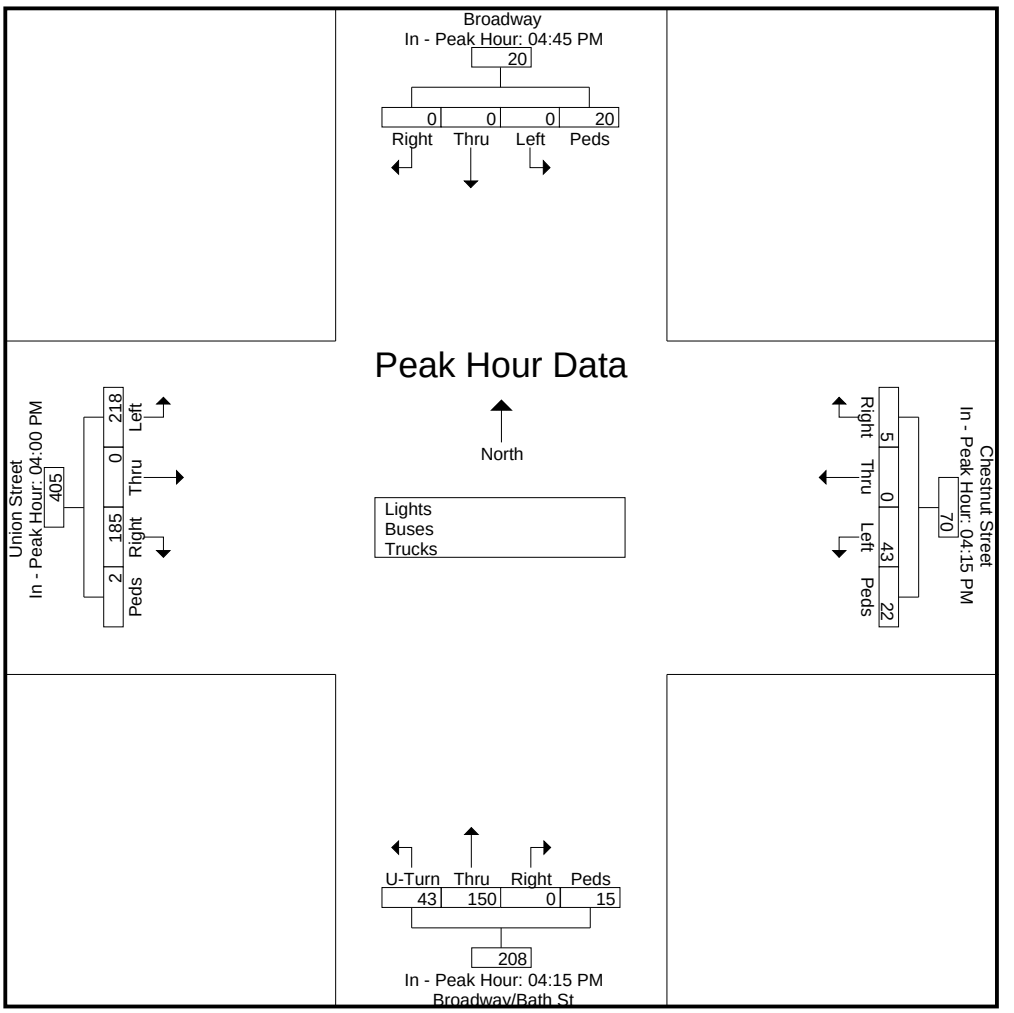
	Broadway From North					Chestnut Street From East					Broadway/Bath St From South					Union Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	2	2	1	0	10	3	14	0	36	17	2	55	43	0	49	0	92	163
04:30 PM	0	0	0	5	5	2	0	13	6	21	0	39	11	4	54	42	0	49	0	91	171
04:45 PM	0	0	0	5	5	1	0	13	7	21	0	28	6	2	36	57	0	52	0	109	171
05:00 PM	0	0	0	2	2	1	0	7	6	14	0	47	9	7	63	48	0	53	1	102	181
Total Volume	0	0	0	14	14	5	0	43	22	70	0	150	43	15	208	190	0	203	1	394	686
% App. Total	0	0	0	100		7.1	0	61.4	31.4		0	72.1	20.7	7.2		48.2	0	51.5	0.3		
PHF	.000	.000	.000	.700	.700	.625	.000	.827	.786	.833	.000	.798	.632	.536	.825	.833	.000	.958	.250	.904	.948



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24716
Site Code : 24716
Start Date : 6/8/2023
Page No : 3

Start Time	Broadway From North					Chestnut Street From East					Broadway/Bath St From South					Union Street From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:15 PM					04:15 PM					04:00 PM					
+0 mins.	0	0	0	5	5	1	0	10	3	14	0	36	17	2	55	43	0	68	2	113	
+15 mins.	0	0	0	2	2	2	0	13	6	21	0	39	11	4	54	43	0	49	0	92	
+30 mins.	0	0	0	7	7	1	0	13	7	21	0	28	6	2	36	42	0	49	0	91	
+45 mins.	0	0	0	6	6	1	0	7	6	14	0	47	9	7	63	57	0	52	0	109	
Total Volume	0	0	0	20	20	5	0	43	22	70	0	150	43	15	208	185	0	218	2	405	
% App. Total	0	0	0	100		7.1	0	61.4	31.4		0	72.1	20.7	7.2		45.7	0	53.8	0.5		
PHF	.000	.000	.000	.714	.714	.625	.000	.827	.786	.833	.000	.798	.632	.536	.825	.811	.000	.801	.250	.896	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street at Bath Street
Norwich, Connecticut

File Name : 24709
Site Code : 24709
Start Date : 6/8/2023
Page No : 1

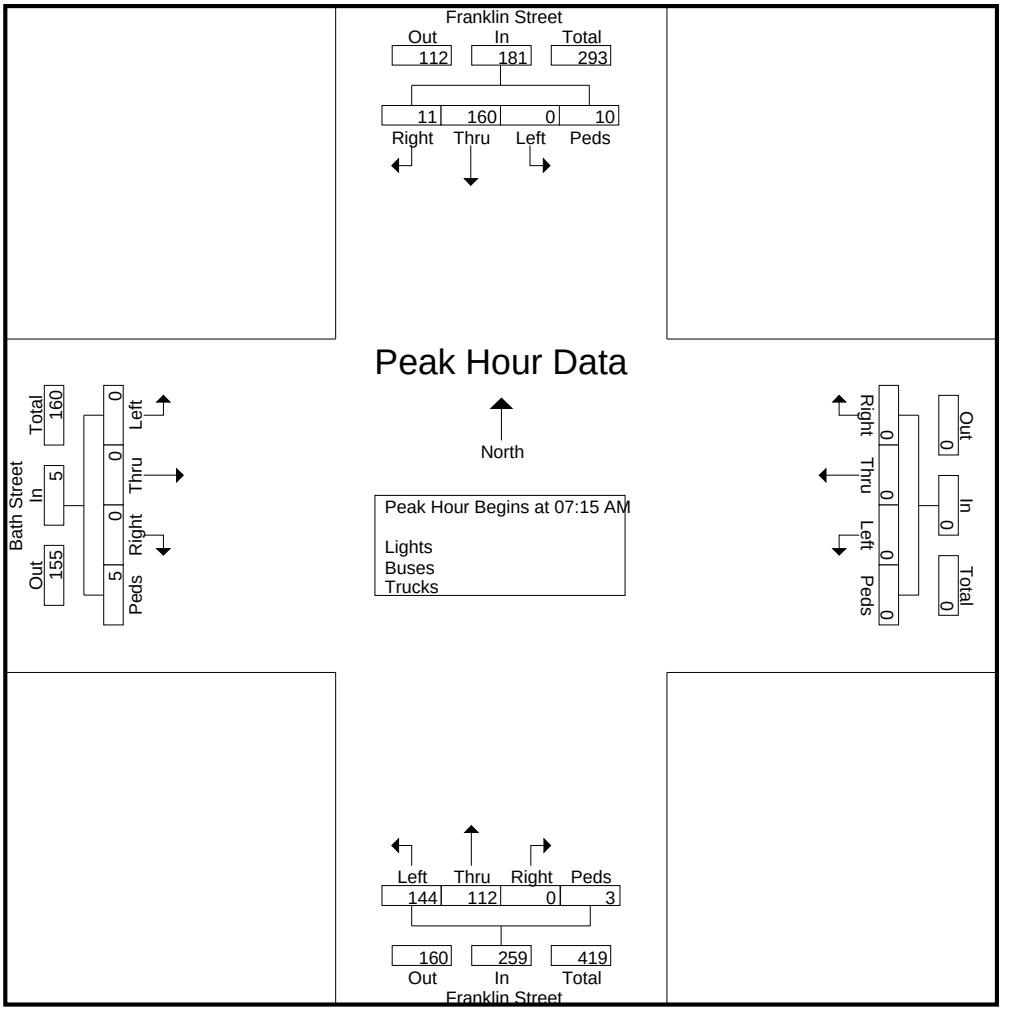
Groups Printed- Lights - Buses - Trucks

	Franklin Street From North					Franklin Street From East					Franklin Street From South					Bath Street 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	2	16	0	5	23	0	0	0	0	0	0	30	41	3	74	0	0	0	2	2	99
07:15 AM	1	38	0	2	41	0	0	0	0	0	0	34	39	1	74	0	0	0	1	1	116
07:30 AM	3	41	0	1	45	0	0	0	0	0	0	24	37	0	61	0	0	0	1	1	107
07:45 AM	2	34	0	6	42	0	0	0	0	0	0	27	37	0	64	0	0	0	2	2	108
Total	8	129	0	14	151	0	0	0	0	0	0	115	154	4	273	0	0	0	6	6	430
08:00 AM	5	47	0	1	53	0	0	0	0	0	0	27	31	2	60	0	0	0	1	1	114
08:15 AM	2	22	0	0	24	0	0	0	0	0	0	18	34	1	53	0	0	0	1	1	78
08:30 AM	1	46	0	0	47	0	0	0	0	0	0	33	31	2	66	0	0	0	2	2	115
08:45 AM	4	43	0	3	50	0	0	0	0	0	0	26	33	0	59	0	0	0	9	9	118
Total	12	158	0	4	174	0	0	0	0	0	0	104	129	5	238	0	0	0	13	13	425
Grand Total	20	287	0	18	325	0	0	0	0	0	0	219	283	9	511	0	0	0	19	19	855
Apprch %	6.2	88.3	0	5.5		0	0	0	0		0	42.9	55.4	1.8		0	0	0	100		
Total %	2.3	33.6	0	2.1	38	0	0	0	0	0	0	25.6	33.1	1.1	59.8	0	0	0	2.2	2.2	
Lights	20	266	0	18	304	0	0	0	0	0	0	192	280	9	481	0	0	0	19	19	804
% Lights	100	92.7	0	100	93.5	0	0	0	0	0	0	87.7	98.9	100	94.1	0	0	0	100	100	94
Buses	0	18	0	0	18	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	45
% Buses	0	6.3	0	0	5.5	0	0	0	0	0	0	11.9	0.4	0	5.3	0	0	0	0	0	5.3
Trucks	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	6
% Trucks	0	1	0	0	0.9	0	0	0	0	0	0	0.5	0.7	0	0.6	0	0	0	0	0	0.7

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24709
Site Code : 24709
Start Date : 6/8/2023
Page No : 2

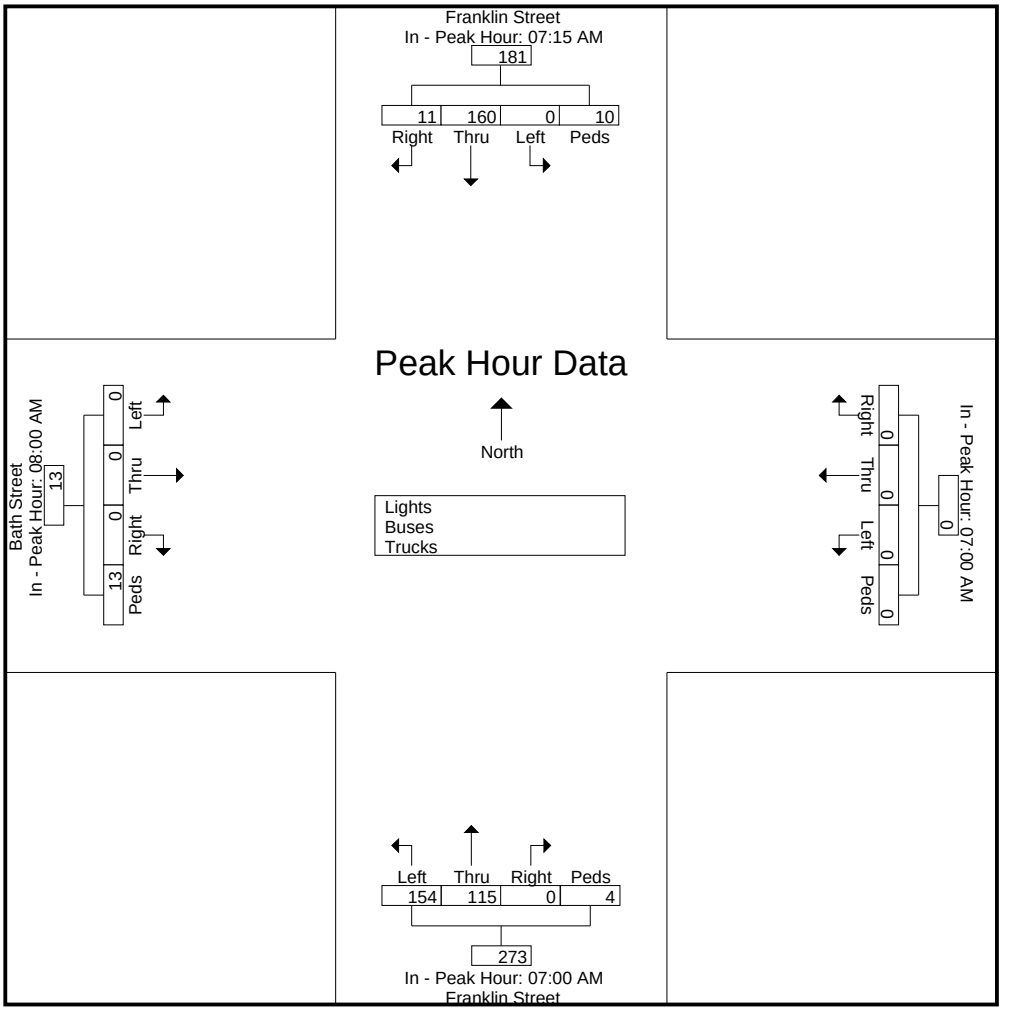
	Franklin Street From North					From East					Franklin Street From South					Bath Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	38	0	2	41	0	0	0	0	0	0	34	39	1	74	0	0	0	1	1	116
07:30 AM	3	41	0	1	45	0	0	0	0	0	0	24	37	0	61	0	0	0	1	1	107
07:45 AM	2	34	0	6	42	0	0	0	0	0	0	27	37	0	64	0	0	0	2	2	108
08:00 AM	5	47	0	1	53	0	0	0	0	0	0	27	31	2	60	0	0	0	1	1	114
Total Volume	11	160	0	10	181	0	0	0	0	0	0	112	144	3	259	0	0	0	5	5	445
% App. Total	6.1	88.4	0	5.5		0	0	0	0		0	43.2	55.6	1.2		0	0	0	100		
PHF	.550	.851	.000	.417	.854	.000	.000	.000	.000	.000	.000	.824	.923	.375	.875	.000	.000	.000	.625	.625	.959



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24709
Site Code : 24709
Start Date : 6/8/2023
Page No : 3

	Franklin Street From North					From East					Franklin Street From South					Bath Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:00 AM					08:00 AM					
+0 mins.	1	38	0	2	41	0	0	0	0	0	0	30	41	3	74	0	0	0	1	1	
+15 mins.	3	41	0	1	45	0	0	0	0	0	0	34	39	1	74	0	0	0	1	1	
+30 mins.	2	34	0	6	42	0	0	0	0	0	0	24	37	0	61	0	0	0	2	2	
+45 mins.	5	47	0	1	53	0	0	0	0	0	0	27	37	0	64	0	0	0	9	9	
Total Volume	11	160	0	10	181	0	0	0	0	0	0	115	154	4	273	0	0	0	13	13	
% App. Total	6.1	88.4	0	5.5		0	0	0	0		0	42.1	56.4	1.5		0	0	0	100		
PHF	.550	.851	.000	.417	.854	.000	.000	.000	.000	.000	.000	.846	.939	.333	.922	.000	.000	.000	.361	.361	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin STreet at Bath Street
Norwich, Connecticut

File Name : 24711
Site Code : 24711
Start Date : 6/10/2023
Page No : 1

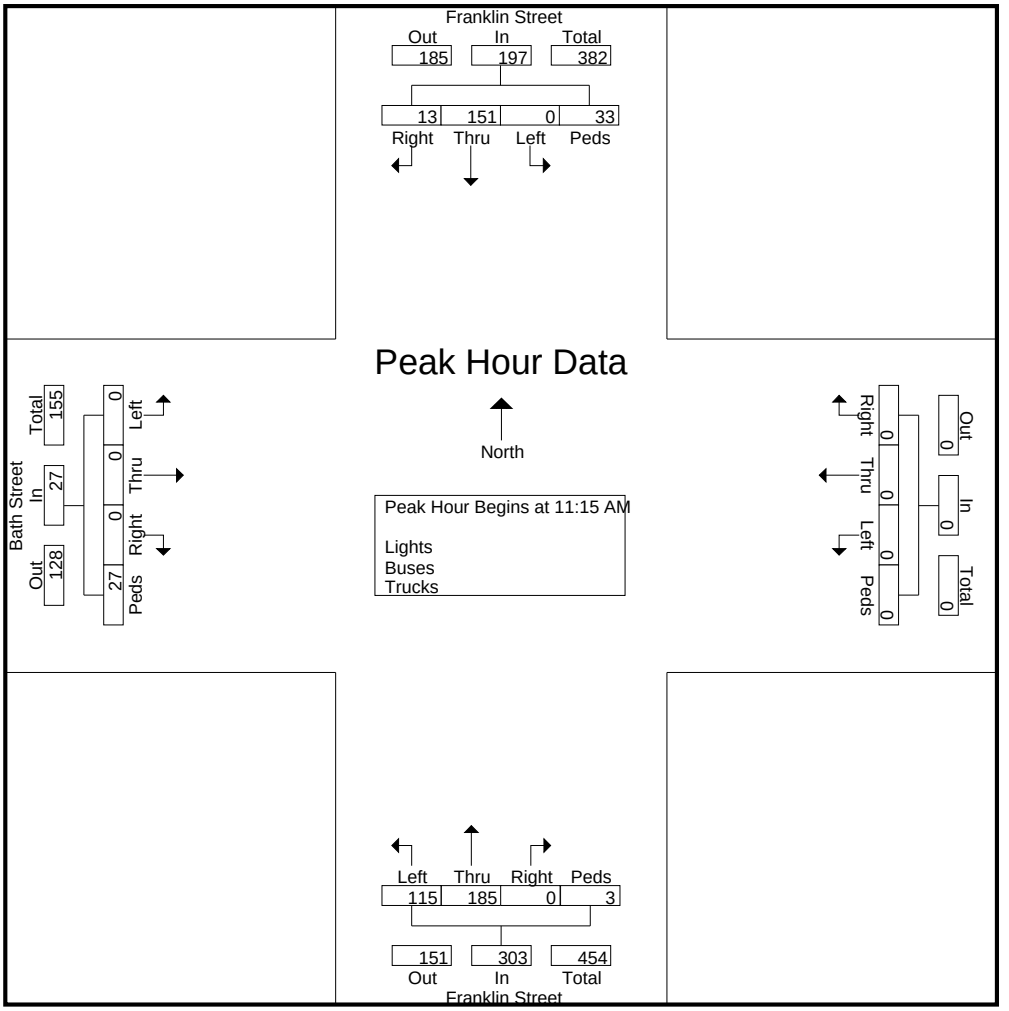
Groups Printed- Lights - Buses - Trucks

	Franklin Street From North					From East					Franklin Street From South					Bath Street 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
11:00 AM	2	43	0	2	47	0	0	0	0	0	0	38	20	1	59	0	0	0	4	4	110
11:15 AM	3	39	0	11	53	0	0	0	0	0	0	46	29	0	75	0	0	0	7	7	135
11:30 AM	3	42	0	8	53	0	0	0	0	0	0	51	36	1	88	0	0	0	8	8	149
11:45 AM	3	32	0	6	41	0	0	0	0	0	0	42	26	0	68	0	0	0	5	5	114
Total	11	156	0	27	194	0	0	0	0	0	0	177	111	2	290	0	0	0	24	24	508
12:00 PM	4	38	0	8	50	0	0	0	0	0	0	46	24	2	72	0	0	0	7	7	129
12:15 PM	5	29	0	1	35	0	0	0	0	0	0	40	22	0	62	0	0	0	5	5	102
12:30 PM	2	34	0	4	40	0	0	0	0	0	0	36	31	0	67	1	0	0	5	6	113
12:45 PM	5	39	0	10	54	0	0	0	0	0	0	31	27	0	58	1	0	0	15	16	128
Total	16	140	0	23	179	0	0	0	0	0	0	153	104	2	259	2	0	0	32	34	472
Grand Total	27	296	0	50	373	0	0	0	0	0	0	330	215	4	549	2	0	0	56	58	980
Apprch %	7.2	79.4	0	13.4		0	0	0	0		0	60.1	39.2	0.7		3.4	0	0	96.6		
Total %	2.8	30.2	0	5.1	38.1	0	0	0	0	0	0	33.7	21.9	0.4	56	0.2	0	0	5.7	5.9	
Lights	27	294	0	50	371	0	0	0	0	0	0	320	214	4	538	2	0	0	56	58	967
% Lights	100	99.3	0	100	99.5	0	0	0	0	0	0	97	99.5	100	98	100	0	0	100	100	98.7
Buses	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
% Buses	0	0.7	0	0	0.5	0	0	0	0	0	0	3	0	0	1.8	0	0	0	0	0	1.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.2	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24711
Site Code : 24711
Start Date : 6/10/2023
Page No : 2

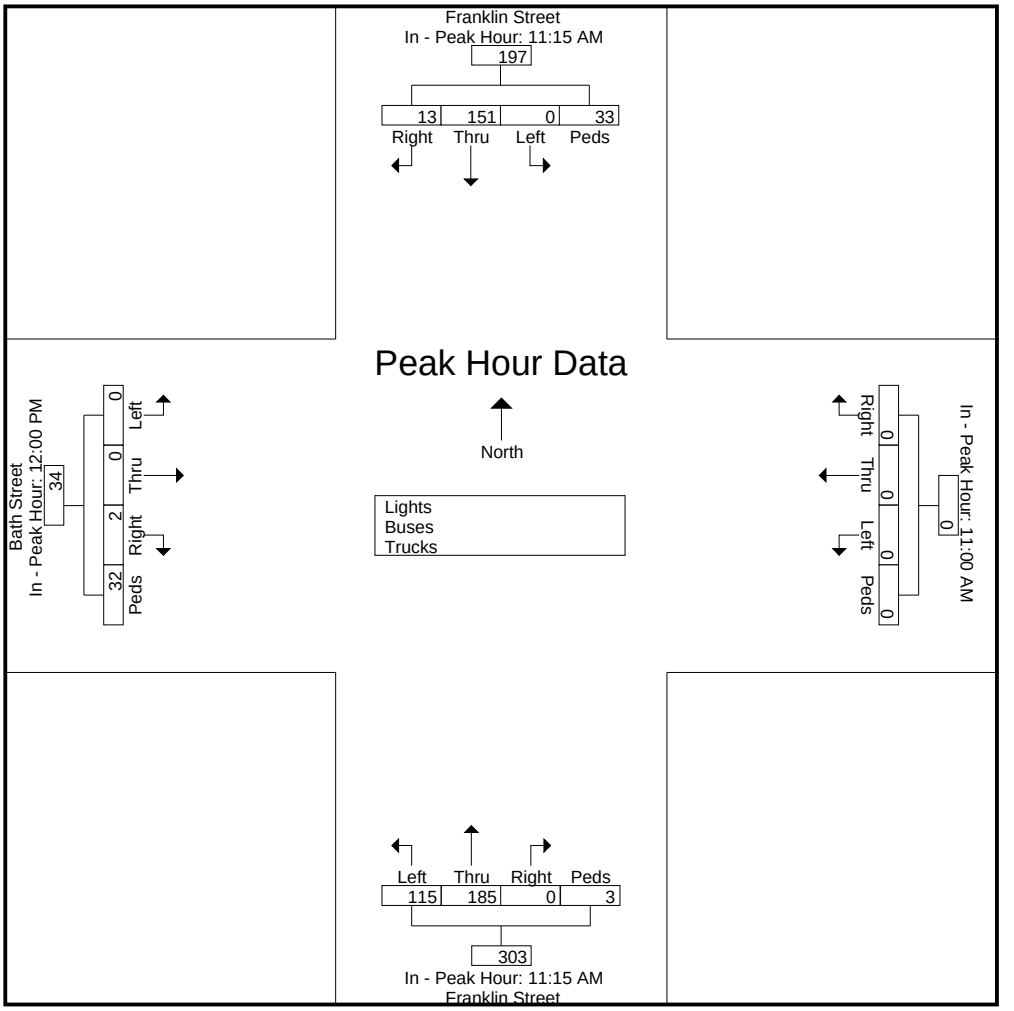
	Franklin Street From North					From East					Franklin Street From South					Bath Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	3	39	0	11	53	0	0	0	0	0	0	46	29	0	75	0	0	0	7	7	135
11:30 AM	3	42	0	8	53	0	0	0	0	0	0	51	36	1	88	0	0	0	8	8	149
11:45 AM	3	32	0	6	41	0	0	0	0	0	0	42	26	0	68	0	0	0	5	5	114
12:00 PM	4	38	0	8	50	0	0	0	0	0	0	46	24	2	72	0	0	0	7	7	129
Total Volume	13	151	0	33	197	0	0	0	0	0	0	185	115	3	303	0	0	0	27	27	527
% App. Total	6.6	76.6	0	16.8		0	0	0	0		0	61.1	38	1		0	0	0	100		
PHF	.813	.899	.000	.750	.929	.000	.000	.000	.000	.000	.000	.907	.799	.375	.861	.000	.000	.000	.844	.844	.884



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24711
Site Code : 24711
Start Date : 6/10/2023
Page No : 3

	Franklin Street From North					From East					Franklin Street From South					Bath Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:00 AM					11:15 AM					12:00 PM					
+0 mins.	3	39	0	11	53	0	0	0	0	0	0	46	29	0	75	0	0	0	7	7	
+15 mins.	3	42	0	8	53	0	0	0	0	0	0	51	36	1	88	0	0	0	5	5	
+30 mins.	3	32	0	6	41	0	0	0	0	0	0	42	26	0	68	1	0	0	5	6	
+45 mins.	4	38	0	8	50	0	0	0	0	0	0	46	24	2	72	1	0	0	15	16	
Total Volume	13	151	0	33	197	0	0	0	0	0	0	185	115	3	303	2	0	0	32	34	
% App. Total	6.6	76.6	0	16.8		0	0	0	0		0	61.1	38	1		5.9	0	0	94.1		
PHF	.813	.899	.000	.750	.929	.000	.000	.000	.000	.000	.000	.907	.799	.375	.861	.500	.000	.000	.533	.531	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street at Bath Street
Norwich, Connecticut

File Name : 24710
Site Code : 24710
Start Date : 6/8/2023
Page No : 1

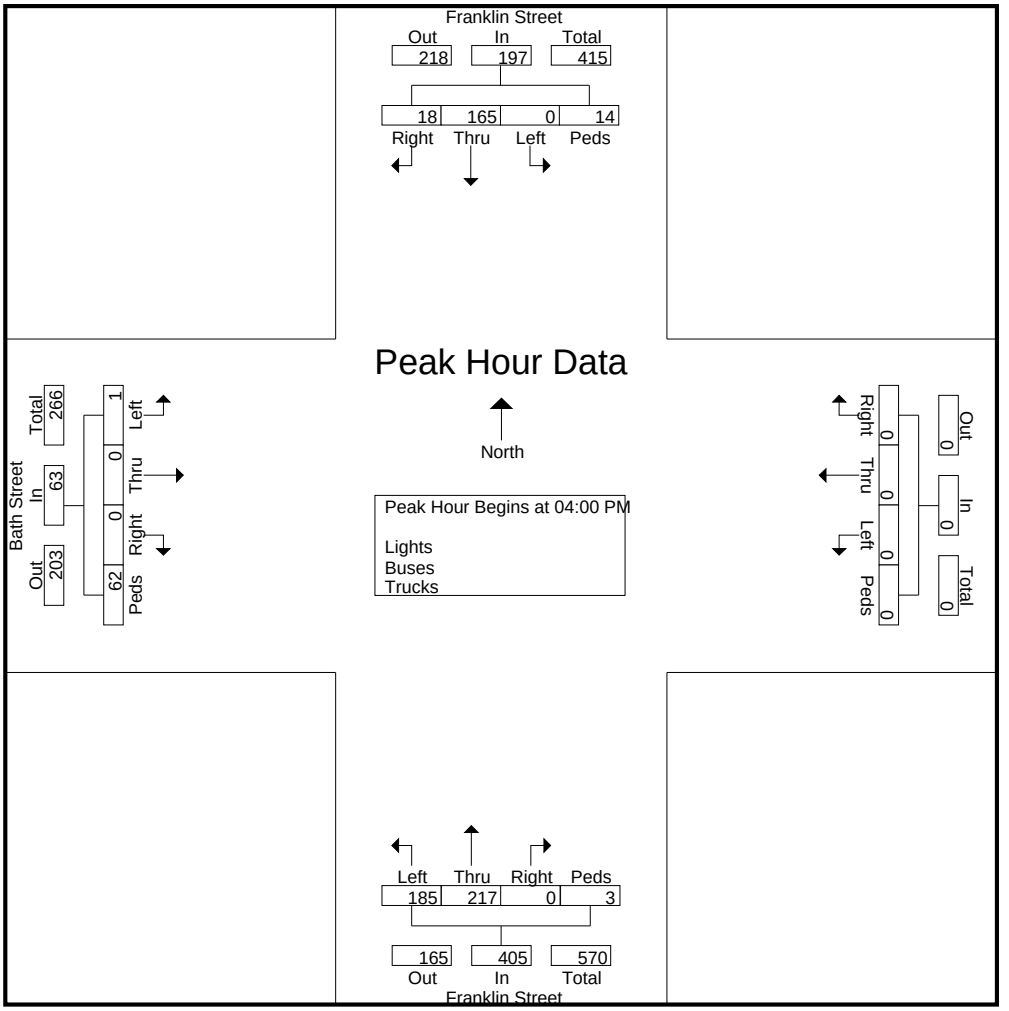
Groups Printed- Lights - Buses - Trucks

	Franklin Street From North					From East					Franklin Street From South					Bath Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	43	0	4	51	0	0	0	0	0	0	68	40	0	108	0	0	0	18	18	177
04:15 PM	5	37	0	6	48	0	0	0	0	0	0	60	41	1	102	0	0	1	20	21	171
04:30 PM	4	45	0	1	50	0	0	0	0	0	0	47	57	1	105	0	0	0	10	10	165
04:45 PM	5	40	0	3	48	0	0	0	0	0	0	42	47	1	90	0	0	0	14	14	152
Total	18	165	0	14	197	0	0	0	0	0	0	217	185	3	405	0	0	1	62	63	665
05:00 PM	4	32	0	8	44	0	0	0	0	0	0	60	45	6	111	0	0	0	11	11	166
05:15 PM	9	38	0	3	50	0	0	0	0	0	0	51	33	0	84	0	0	0	7	7	141
05:30 PM	6	34	0	7	47	0	0	0	0	0	0	46	27	1	74	0	0	0	13	13	134
05:45 PM	6	33	0	9	48	0	0	0	0	0	0	38	33	0	71	0	0	0	21	21	140
Total	25	137	0	27	189	0	0	0	0	0	0	195	138	7	340	0	0	0	52	52	581
Grand Total	43	302	0	41	386	0	0	0	0	0	0	412	323	10	745	0	0	1	114	115	1246
Apprch %	11.1	78.2	0	10.6		0	0	0	0		0	55.3	43.4	1.3		0	0	0.9	99.1		
Total %	3.5	24.2	0	3.3	31	0	0	0	0	0	0	33.1	25.9	0.8	59.8	0	0	0.1	9.1	9.2	
Lights	43	293	0	41	377	0	0	0	0	0	0	386	322	10	718	0	0	1	114	115	1210
% Lights	100	97	0	100	97.7	0	0	0	0	0	0	93.7	99.7	100	96.4	0	0	100	100	100	97.1
Buses	0	9	0	0	9	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	33
% Buses	0	3	0	0	2.3	0	0	0	0	0	0	5.6	0.3	0	3.2	0	0	0	0	0	2.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.4	0	0	0	0	0	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24710
Site Code : 24710
Start Date : 6/8/2023
Page No : 2

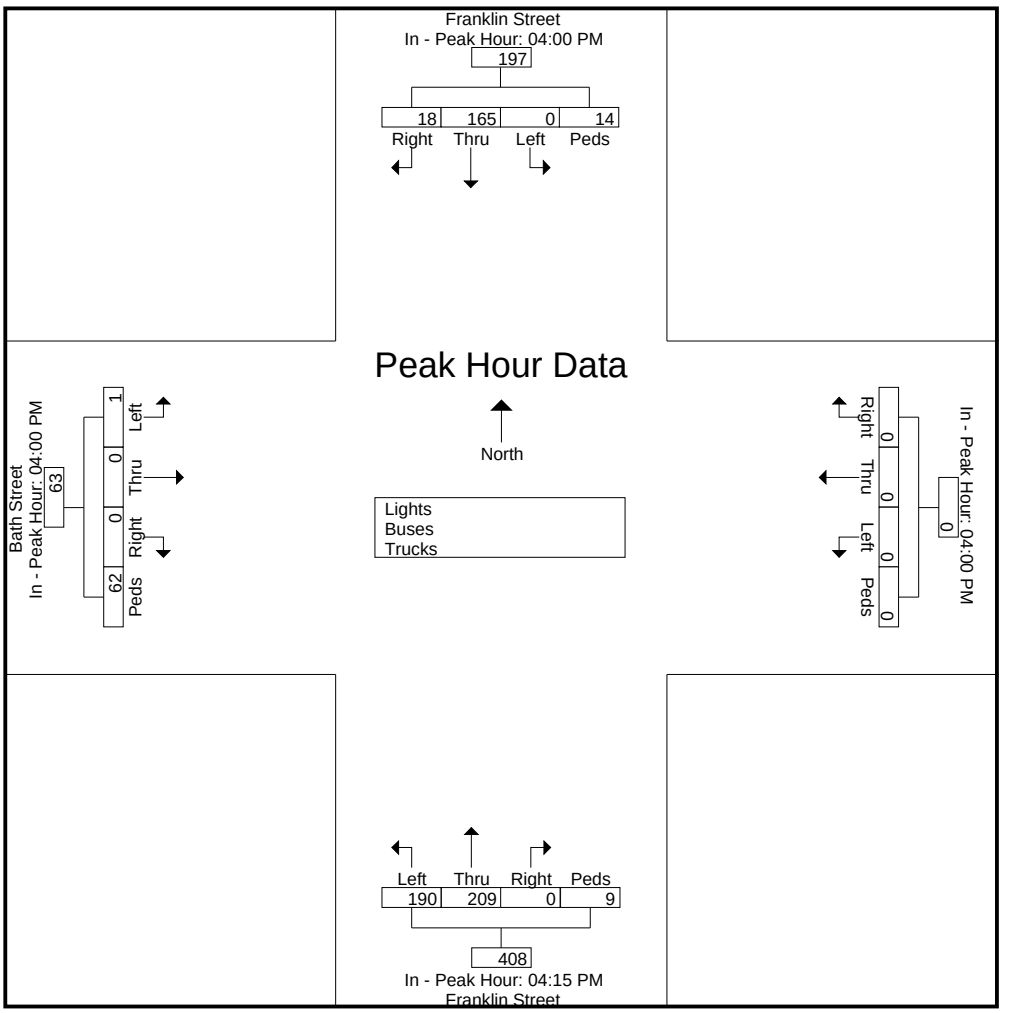
	Franklin Street From North					From East					Franklin Street From South					Bath Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	4	43	0	4	51	0	0	0	0	0	0	68	40	0	108	0	0	0	18	18	177
04:15 PM	5	37	0	6	48	0	0	0	0	0	0	60	41	1	102	0	0	1	20	21	171
04:30 PM	4	45	0	1	50	0	0	0	0	0	0	47	57	1	105	0	0	0	10	10	165
04:45 PM	5	40	0	3	48	0	0	0	0	0	0	42	47	1	90	0	0	0	14	14	152
Total Volume	18	165	0	14	197	0	0	0	0	0	0	217	185	3	405	0	0	1	62	63	665
% App. Total	9.1	83.8	0	7.1		0	0	0	0		0	53.6	45.7	0.7		0	0	1.6	98.4		
PHF	.900	.917	.000	.583	.966	.000	.000	.000	.000	.000	.000	.798	.811	.750	.938	.000	.000	.250	.775	.750	.939



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24710
Site Code : 24710
Start Date : 6/8/2023
Page No : 3

	Franklin Street From North					From East					Franklin Street From South					Bath Street 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					04:00 PM					
+0 mins.	4	43	0	4	51	0	0	0	0	0	0	60	41	1	102	0	0	0	18	18	
+15 mins.	5	37	0	6	48	0	0	0	0	0	0	47	57	1	105	0	0	1	20	21	
+30 mins.	4	45	0	1	50	0	0	0	0	0	0	42	47	1	90	0	0	0	10	10	
+45 mins.	5	40	0	3	48	0	0	0	0	0	0	60	45	6	111	0	0	0	14	14	
Total Volume	18	165	0	14	197	0	0	0	0	0	0	209	190	9	408	0	0	1	62	63	
% App. Total	9.1	83.8	0	7.1		0	0	0	0		0	51.2	46.6	2.2		0	0	1.6	98.4		
PHF	.900	.917	.000	.583	.966	.000	.000	.000	.000	.000	.000	.871	.833	.375	.919	.000	.000	.250	.775	.750	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street at Boswell St/Oak St
Norwich, Connecticut

File Name : 24718
Site Code : 24718
Start Date : 6/8/2023
Page No : 1

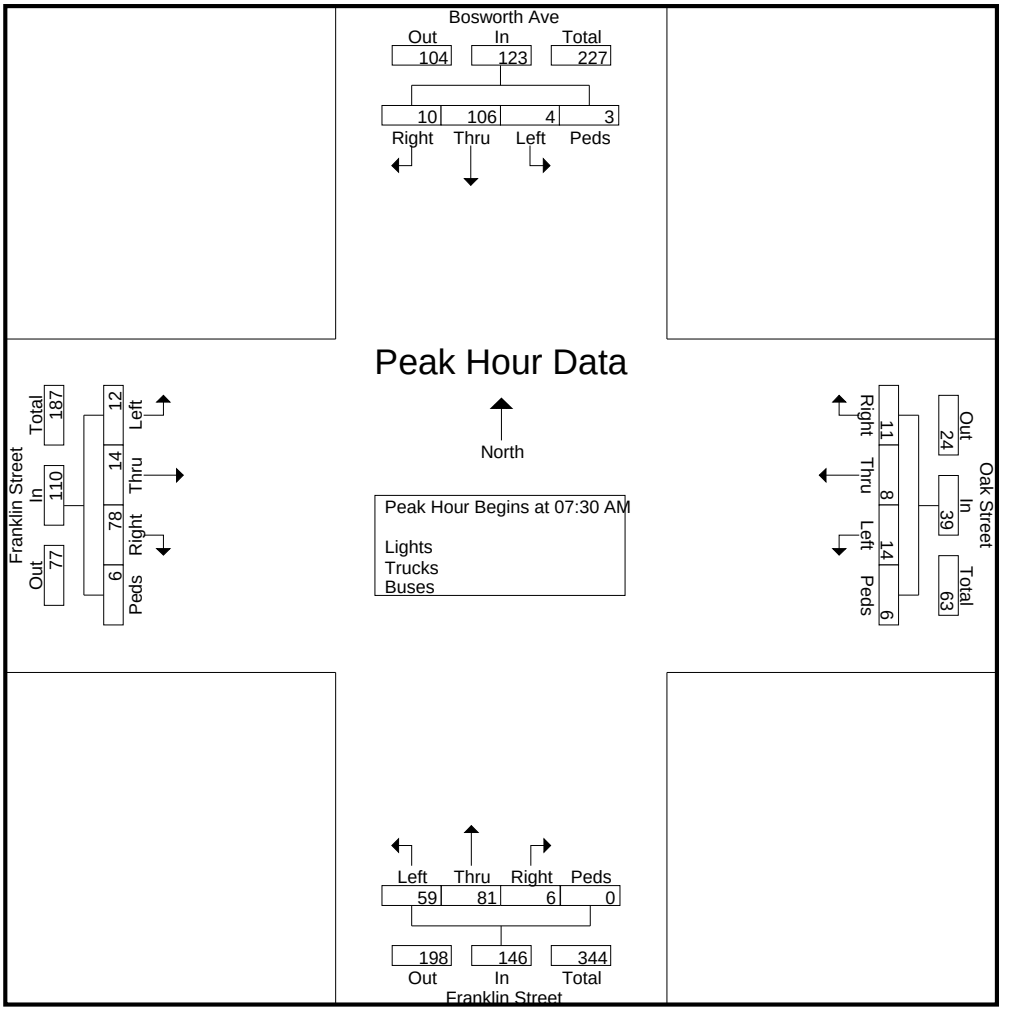
Groups Printed- Lights - Trucks - Buses

	Bosworth Ave From North					Oak Street From East					Franklin Street From South					Franklin Street 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	12	0	9	22	1	7	0	0	8	1	13	27	0	41	16	5	1	8	30	101
07:15 AM	1	16	3	0	20	1	5	5	0	11	2	13	17	0	32	19	2	2	0	23	86
07:30 AM	3	26	0	1	30	3	1	1	0	5	2	11	14	0	27	22	3	6	2	33	95
07:45 AM	3	26	0	0	29	2	2	6	0	10	2	13	22	0	37	20	6	0	2	28	104
Total	8	80	3	10	101	7	15	12	0	34	7	50	80	0	137	77	16	9	12	114	386
08:00 AM	1	19	0	2	22	2	4	3	3	12	1	18	12	0	31	22	3	1	1	27	92
08:15 AM	3	35	4	0	42	4	1	4	3	12	1	39	11	0	51	14	2	5	1	22	127
08:30 AM	0	24	2	0	26	1	0	3	0	4	0	22	12	0	34	8	3	2	2	15	79
08:45 AM	0	30	1	4	35	3	0	2	4	9	3	30	8	0	41	11	3	0	7	21	106
Total	4	108	7	6	125	10	5	12	10	37	5	109	43	0	157	55	11	8	11	85	404
Grand Total	12	188	10	16	226	17	20	24	10	71	12	159	123	0	294	132	27	17	23	199	790
Apprch %	5.3	83.2	4.4	7.1		23.9	28.2	33.8	14.1		4.1	54.1	41.8	0		66.3	13.6	8.5	11.6		
Total %	1.5	23.8	1.3	2	28.6	2.2	2.5	3	1.3	9	1.5	20.1	15.6	0	37.2	16.7	3.4	2.2	2.9	25.2	
Lights	10	170	6	16	202	16	20	23	10	69	12	149	108	0	269	120	25	12	23	180	720
% Lights	83.3	90.4	60	100	89.4	94.1	100	95.8	100	97.2	100	93.7	87.8	0	91.5	90.9	92.6	70.6	100	90.5	91.1
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	4
% Trucks	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0.8	0	0.3	1.5	0	0	0	1	0.5
Buses	2	17	4	0	23	1	0	1	0	2	0	10	14	0	24	10	2	5	0	17	66
% Buses	16.7	9	40	0	10.2	5.9	0	4.2	0	2.8	0	6.3	11.4	0	8.2	7.6	7.4	29.4	0	8.5	8.4

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24718
Site Code : 24718
Start Date : 6/8/2023
Page No : 2

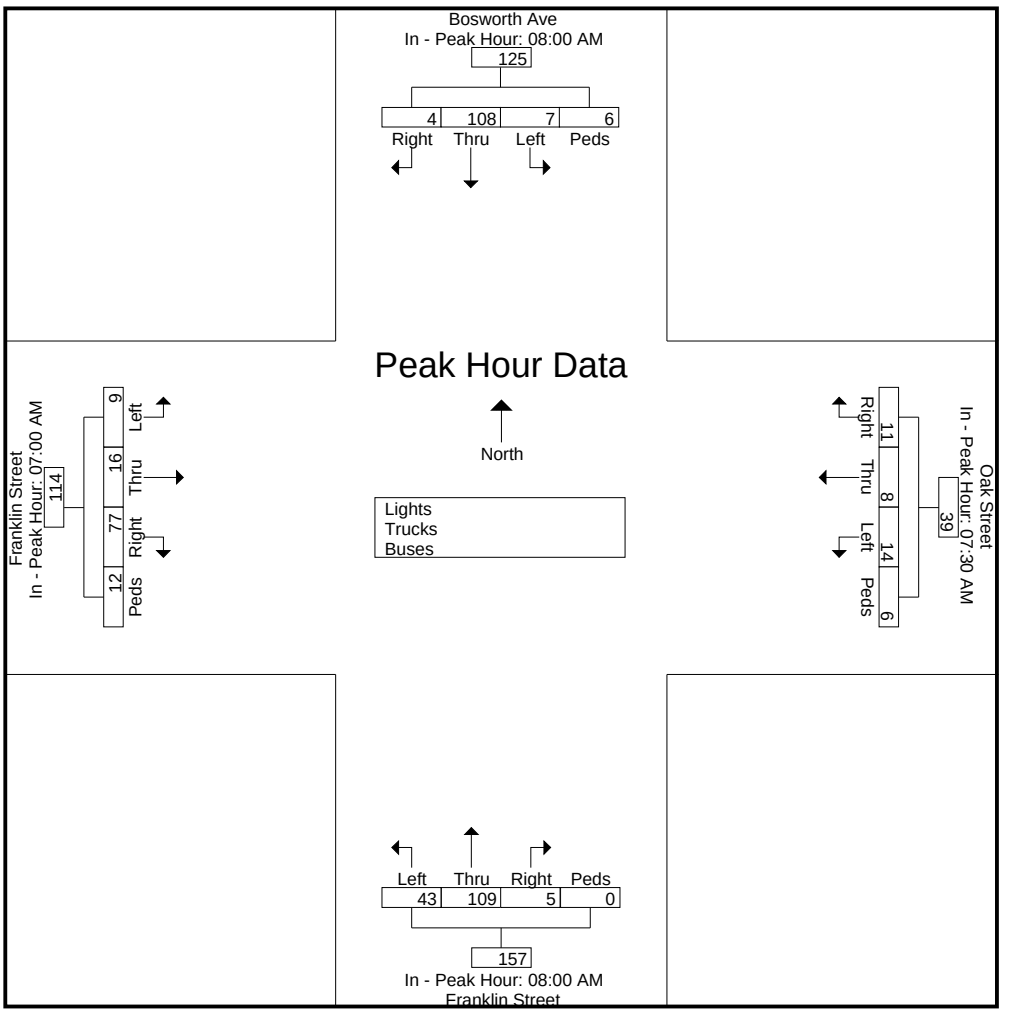
	Bosworth Ave From North					Oak Street From East					Franklin Street From South					Franklin Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	26	0	1	30	3	1	1	0	5	2	11	14	0	27	22	3	6	2	33	95
07:45 AM	3	26	0	0	29	2	2	6	0	10	2	13	22	0	37	20	6	0	2	28	104
08:00 AM	1	19	0	2	22	2	4	3	3	12	1	18	12	0	31	22	3	1	1	27	92
08:15 AM	3	35	4	0	42	4	1	4	3	12	1	39	11	0	51	14	2	5	1	22	127
Total Volume	10	106	4	3	123	11	8	14	6	39	6	81	59	0	146	78	14	12	6	110	418
% App. Total	8.1	86.2	3.3	2.4		28.2	20.5	35.9	15.4		4.1	55.5	40.4	0		70.9	12.7	10.9	5.5		
PHF	.833	.757	.250	.375	.732	.688	.500	.583	.500	.813	.750	.519	.670	.000	.716	.886	.583	.500	.750	.833	.823



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24718
Site Code : 24718
Start Date : 6/8/2023
Page No : 3

	Bosworth Ave From North					Oak Street From East					Franklin Street From South					Franklin Street 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					07:30 AM					08:00 AM					07:00 AM					
+0 mins.	1	19	0	2	22	3	1	1	0	5	1	18	12	0	31	16	5	1	8	30	
+15 mins.	3	35	4	0	42	2	2	6	0	10	1	39	11	0	51	19	2	2	0	23	
+30 mins.	0	24	2	0	26	2	4	3	3	12	0	22	12	0	34	22	3	6	2	33	
+45 mins.	0	30	1	4	35	4	1	4	3	12	3	30	8	0	41	20	6	0	2	28	
Total Volume	4	108	7	6	125	11	8	14	6	39	5	109	43	0	157	77	16	9	12	114	
% App. Total	3.2	86.4	5.6	4.8		28.2	20.5	35.9	15.4		3.2	69.4	27.4	0		67.5	14	7.9	10.5		
PHF	.333	.771	.438	.375	.744	.688	.500	.583	.500	.813	.417	.699	.896	.000	.770	.875	.667	.375	.375	.864	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street at Boswell St/Oak St
Norwich, Connecticut

File Name : 24720
Site Code : 24720
Start Date : 6/10/2023
Page No : 1

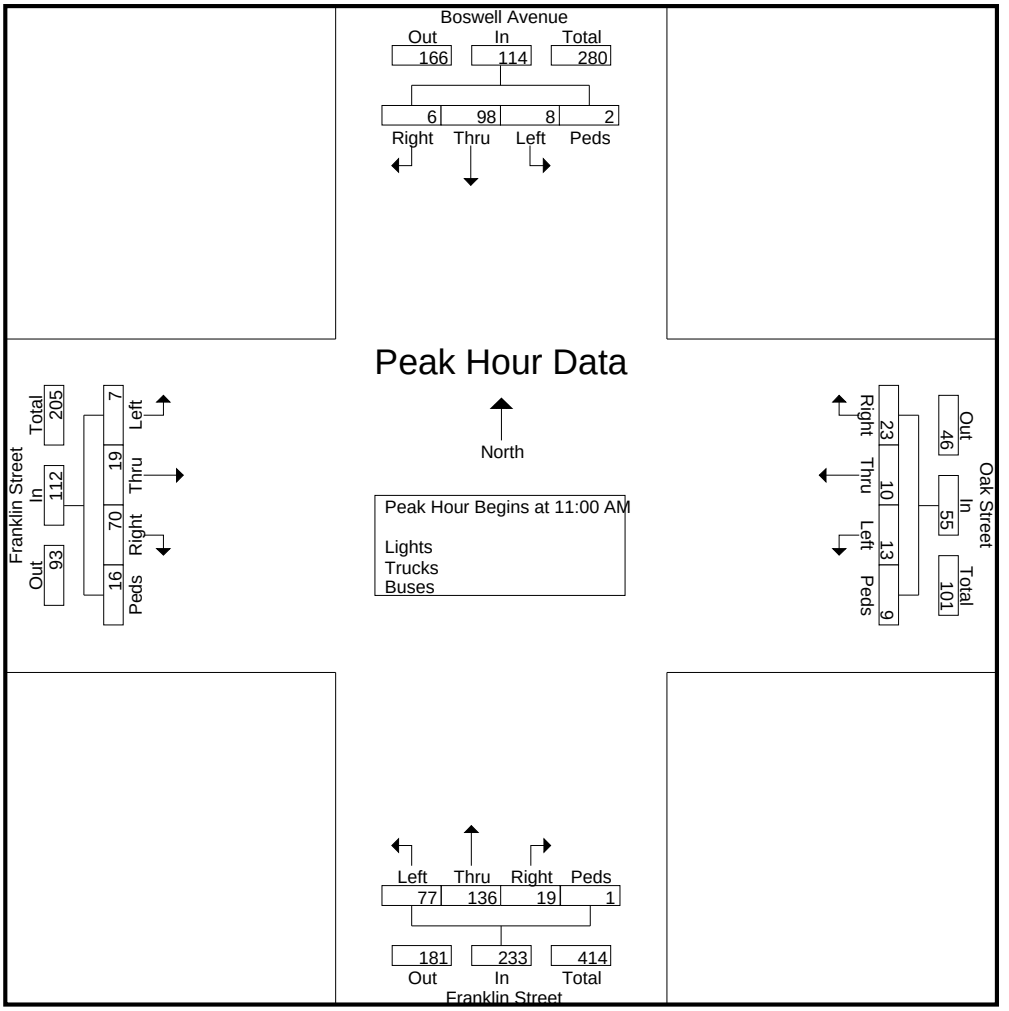
Groups Printed- Lights - Trucks - Buses

	Boswell Avenue From North					Oak Street From East					Franklin Street From South					Franklin Street 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
11:00 AM	3	25	1	0	29	5	2	6	7	20	3	28	16	0	47	17	3	2	6	28	124
11:15 AM	2	23	1	0	26	5	1	4	0	10	5	35	25	0	65	21	5	2	2	30	131
11:30 AM	0	30	4	1	35	3	3	2	1	9	7	36	21	0	64	17	4	2	3	26	134
11:45 AM	1	20	2	1	24	10	4	1	1	16	4	37	15	1	57	15	7	1	5	28	125
Total	6	98	8	2	114	23	10	13	9	55	19	136	77	1	233	70	19	7	16	112	514
12:00 PM	7	20	6	0	33	7	0	3	0	10	3	40	12	2	57	16	4	3	0	23	123
12:15 PM	3	23	1	1	28	3	2	3	0	8	5	32	20	1	58	12	1	1	2	16	110
12:30 PM	4	29	0	3	36	1	2	8	1	12	3	30	14	0	47	14	3	1	2	20	115
12:45 PM	0	19	0	0	19	0	4	0	2	6	1	27	15	0	43	23	7	4	7	41	109
Total	14	91	7	4	116	11	8	14	3	36	12	129	61	3	205	65	15	9	11	100	457
Grand Total	20	189	15	6	230	34	18	27	12	91	31	265	138	4	438	135	34	16	27	212	971
Apprch %	8.7	82.2	6.5	2.6		37.4	19.8	29.7	13.2		7.1	60.5	31.5	0.9		63.7	16	7.5	12.7		
Total %	2.1	19.5	1.5	0.6	23.7	3.5	1.9	2.8	1.2	9.4	3.2	27.3	14.2	0.4	45.1	13.9	3.5	1.6	2.8	21.8	
Lights	20	187	15	6	228	34	18	27	12	91	31	262	136	4	433	135	34	16	27	212	964
% Lights	100	98.9	100	100	99.1	100	100	100	100	100	100	98.9	98.6	100	98.9	100	100	100	100	100	99.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0.1
Buses	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	6
% Buses	0	1.1	0	0	0.9	0	0	0	0	0	0	0.8	1.4	0	0.9	0	0	0	0	0	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24720
Site Code : 24720
Start Date : 6/10/2023
Page No : 2

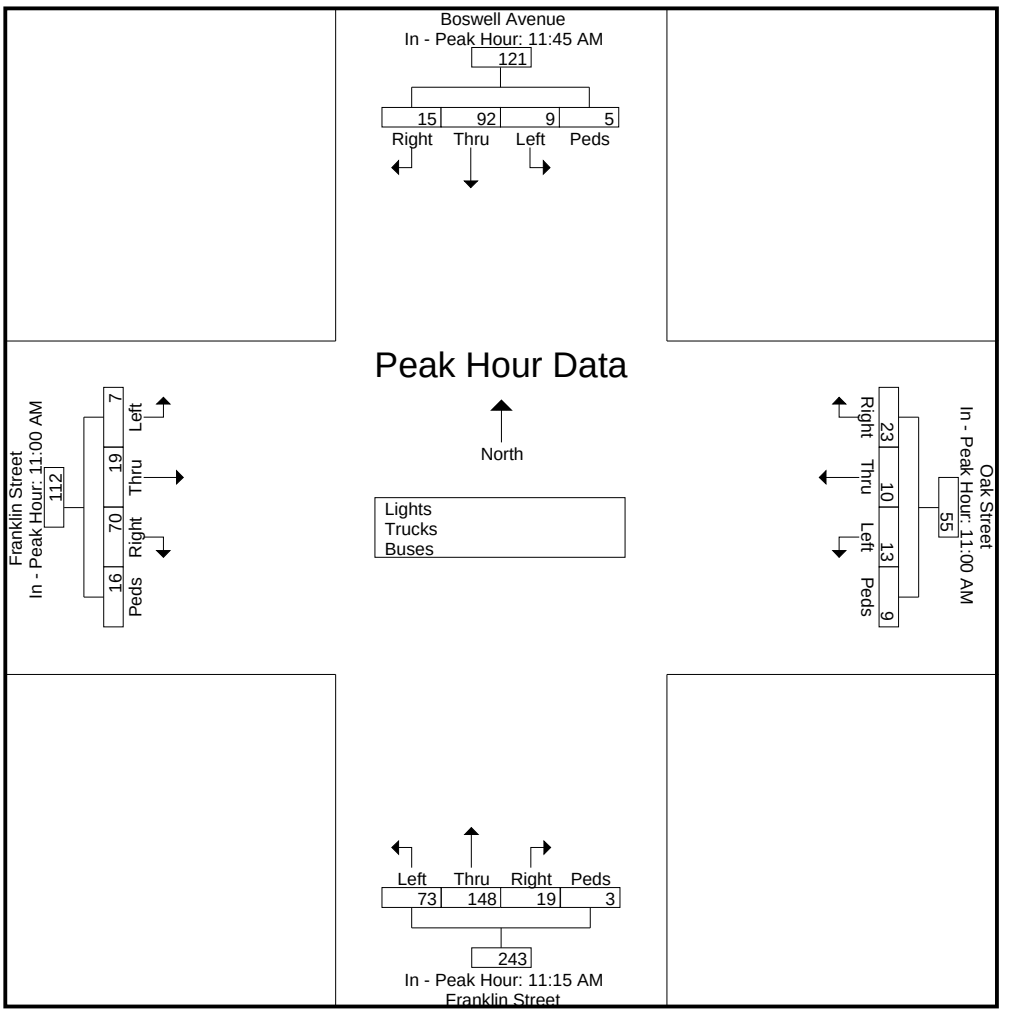
	Boswell Avenue From North					Oak Street From East					Franklin Street From South					Franklin Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	3	25	1	0	29	5	2	6	7	20	3	28	16	0	47	17	3	2	6	28	124
11:15 AM	2	23	1	0	26	5	1	4	0	10	5	35	25	0	65	21	5	2	2	30	131
11:30 AM	0	30	4	1	35	3	3	2	1	9	7	36	21	0	64	17	4	2	3	26	134
11:45 AM	1	20	2	1	24	10	4	1	1	16	4	37	15	1	57	15	7	1	5	28	125
Total Volume	6	98	8	2	114	23	10	13	9	55	19	136	77	1	233	70	19	7	16	112	514
% App. Total	5.3	86	7	1.8		41.8	18.2	23.6	16.4		8.2	58.4	33	0.4		62.5	17	6.2	14.3		
PHF	.500	.817	.500	.500	.814	.575	.625	.542	.321	.688	.679	.919	.770	.250	.896	.833	.679	.875	.667	.933	.959



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24720
Site Code : 24720
Start Date : 6/10/2023
Page No : 3

	Boswell Avenue From North					Oak Street From East					Franklin Street From South					Franklin Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					11:15 AM					11:00 AM					
+0 mins.	1	20	2	1	24	5	2	6	7	20	5	35	25	0	65	17	3	2	6	28	
+15 mins.	7	20	6	0	33	5	1	4	0	10	7	36	21	0	64	21	5	2	2	30	
+30 mins.	3	23	1	1	28	3	3	2	1	9	4	37	15	1	57	17	4	2	3	26	
+45 mins.	4	29	0	3	36	10	4	1	1	16	3	40	12	2	57	15	7	1	5	28	
Total Volume	15	92	9	5	121	23	10	13	9	55	19	148	73	3	243	70	19	7	16	112	
% App. Total	12.4	76	7.4	4.1		41.8	18.2	23.6	16.4		7.8	60.9	30	1.2		62.5	17	6.2	14.3		
PHF	.536	.793	.375	.417	.840	.575	.625	.542	.321	.688	.679	.925	.730	.375	.935	.833	.679	.875	.667	.933	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main St at Broadway/Courthouse Square
Norwich, Connecticut

File Name : 24712
Site Code : 24712
Start Date : 6/8/2023
Page No : 1

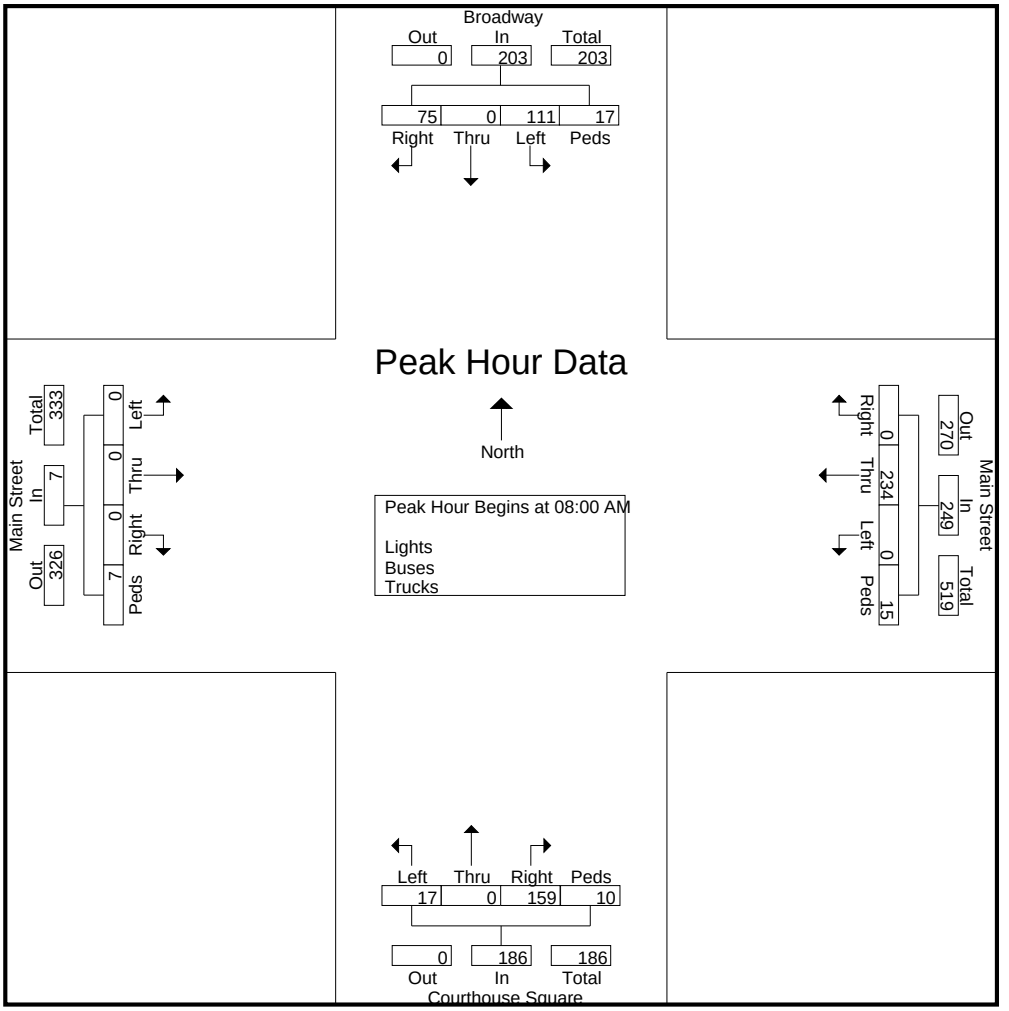
Groups Printed- Lights - Buses - Trucks

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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	12	0	15	0	27	0	23	0	1	24	30	0	1	1	32	0	0	0	1	1	84
07:15 AM	20	0	34	1	55	0	39	0	2	41	37	0	1	1	39	0	0	0	0	0	135
07:30 AM	29	0	25	0	54	0	66	0	4	70	31	0	2	2	35	0	0	0	1	1	160
07:45 AM	18	0	28	1	47	0	55	0	3	58	57	0	1	1	59	0	0	0	1	1	165
Total	79	0	102	2	183	0	183	0	10	193	155	0	5	5	165	0	0	0	3	3	544
08:00 AM	9	0	26	1	36	0	57	0	0	57	44	0	1	1	46	0	0	0	0	0	139
08:15 AM	16	0	34	4	54	0	46	0	5	51	34	0	3	2	39	0	0	0	0	0	144
08:30 AM	29	0	30	1	60	0	60	0	1	61	39	0	9	2	50	0	0	0	0	0	171
08:45 AM	21	0	21	11	53	0	71	0	9	80	42	0	4	5	51	0	0	0	7	7	191
Total	75	0	111	17	203	0	234	0	15	249	159	0	17	10	186	0	0	0	7	7	645
Grand Total	154	0	213	19	386	0	417	0	25	442	314	0	22	15	351	0	0	0	10	10	1189
Apprch %	39.9	0	55.2	4.9		0	94.3	0	5.7		89.5	0	6.3	4.3		0	0	0	100		
Total %	13	0	17.9	1.6	32.5	0	35.1	0	2.1	37.2	26.4	0	1.9	1.3	29.5	0	0	0	0.8	0.8	
Lights	146	0	209	19	374	0	399	0	25	424	297	0	22	15	334	0	0	0	10	10	1142
% Lights	94.8	0	98.1	100	96.9	0	95.7	0	100	95.9	94.6	0	100	100	95.2	0	0	0	100	100	96
Buses	8	0	4	0	12	0	17	0	0	17	16	0	0	0	16	0	0	0	0	0	45
% Buses	5.2	0	1.9	0	3.1	0	4.1	0	0	3.8	5.1	0	0	0	4.6	0	0	0	0	0	3.8
Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0.3	0	0	0	0.3	0	0	0	0	0	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24712
Site Code : 24712
Start Date : 6/8/2023
Page No : 2

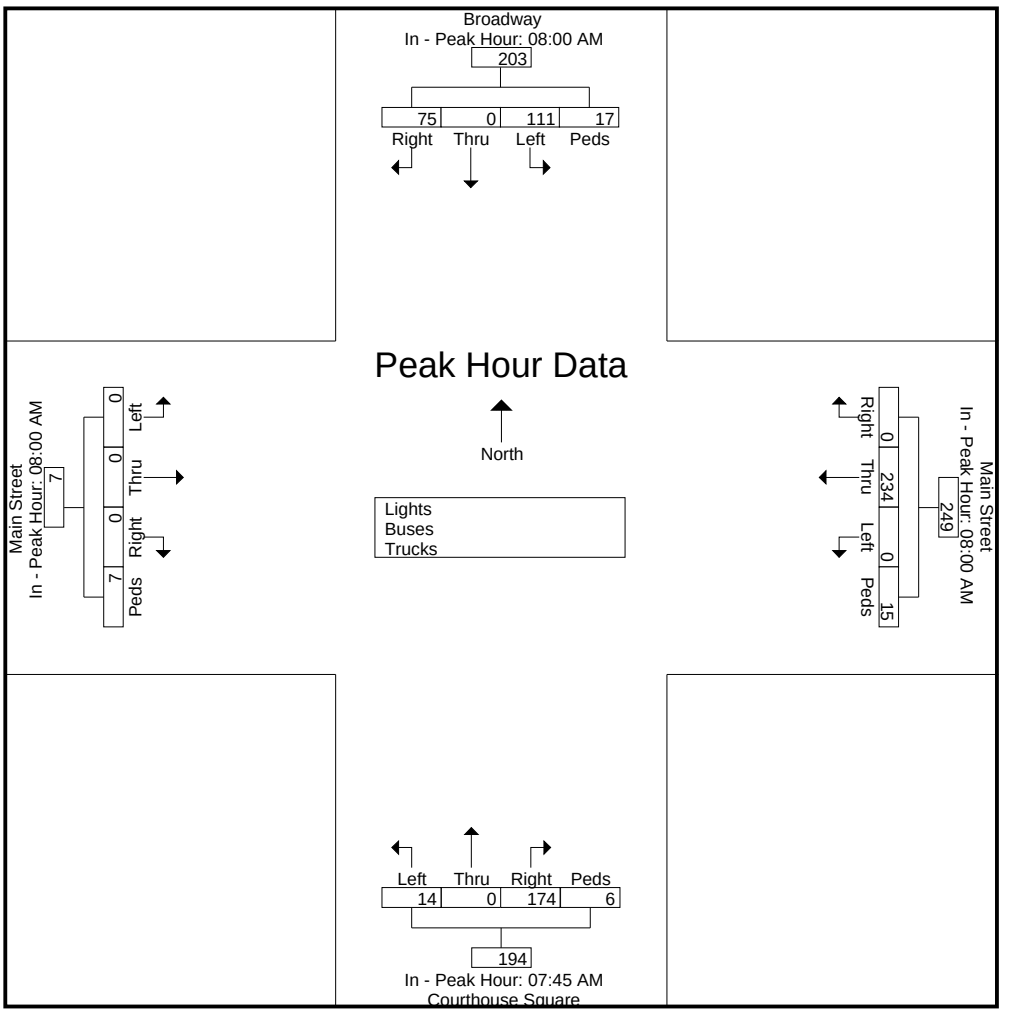
	Broadway From North					Main Street From East					Courthouse Square From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	9	0	26	1	36	0	57	0	0	57	44	0	1	1	46	0	0	0	0	0	139
08:15 AM	16	0	34	4	54	0	46	0	5	51	34	0	3	2	39	0	0	0	0	0	144
08:30 AM	29	0	30	1	60	0	60	0	1	61	39	0	9	2	50	0	0	0	0	0	171
08:45 AM	21	0	21	11	53	0	71	0	9	80	42	0	4	5	51	0	0	0	7	7	191
Total Volume	75	0	111	17	203	0	234	0	15	249	159	0	17	10	186	0	0	0	7	7	645
% App. Total	36.9	0	54.7	8.4		0	94	0	6		85.5	0	9.1	5.4		0	0	0	100		
PHF	.647	.000	.816	.386	.846	.000	.824	.000	.417	.778	.903	.000	.472	.500	.912	.000	.000	.000	.250	.250	.844



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24712
Site Code : 24712
Start Date : 6/8/2023
Page No : 3

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	9	0	26	1	36	0	57	0	0	57	57	0	1	1	59	0	0	0	0	0	
+15 mins.	16	0	34	4	54	0	46	0	5	51	44	0	1	1	46	0	0	0	0	0	
+30 mins.	29	0	30	1	60	0	60	0	1	61	34	0	3	2	39	0	0	0	0	0	
+45 mins.	21	0	21	11	53	0	71	0	9	80	39	0	9	2	50	0	0	0	7	7	
Total Volume	75	0	111	17	203	0	234	0	15	249	174	0	14	6	194	0	0	0	7	7	
% App. Total	36.9	0	54.7	8.4		0	94	0	6		89.7	0	7.2	3.1		0	0	0	100		
PHF	.647	.000	.816	.386	.846	.000	.824	.000	.417	.778	.763	.000	.389	.750	.822	.000	.000	.000	.250	.250	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main St at Broadway/Courthouse Square
Norwich, Connecticut

File Name : 24714
Site Code : 24714
Start Date : 6/10/2023

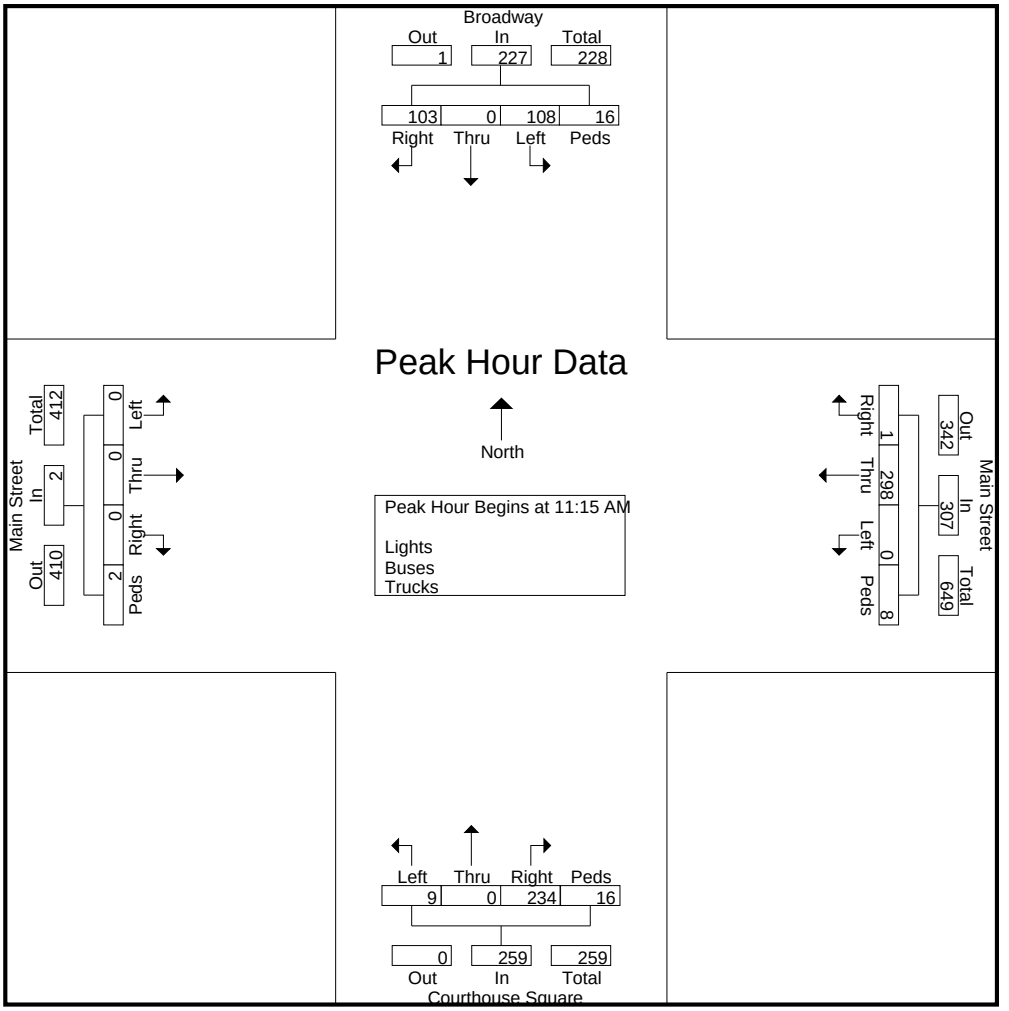
Groups Printed- Lights - Buses - Trucks

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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
11:00 AM	12	0	27	3	42	0	68	0	0	68	47	0	2	0	49	0	0	0	1	1	160
11:15 AM	23	0	25	5	53	0	74	0	0	74	63	0	3	7	73	0	0	0	1	1	201
11:30 AM	26	0	36	4	66	0	85	0	3	88	60	0	1	4	65	0	0	0	0	0	219
11:45 AM	28	0	28	0	56	0	71	0	0	71	49	0	0	3	52	0	0	0	0	0	179
Total	89	0	116	12	217	0	298	0	3	301	219	0	6	14	239	0	0	0	2	2	759
12:00 PM	26	0	19	7	52	1	68	0	5	74	62	0	5	2	69	0	0	0	1	1	196
12:15 PM	24	0	32	5	61	1	63	0	9	73	44	0	1	2	47	0	0	0	3	3	184
12:30 PM	27	0	25	10	62	0	57	0	0	57	50	0	2	2	54	0	0	0	1	1	174
12:45 PM	18	0	31	0	49	0	80	0	1	81	57	0	6	3	66	0	0	0	0	0	196
Total	95	0	107	22	224	2	268	0	15	285	213	0	14	9	236	0	0	0	5	5	750
Grand Total	184	0	223	34	441	2	566	0	18	586	432	0	20	23	475	0	0	0	7	7	1509
Apprch %	41.7	0	50.6	7.7		0.3	96.6	0	3.1		90.9	0	4.2	4.8		0	0	0	100		
Total %	12.2	0	14.8	2.3	29.2	0.1	37.5	0	1.2	38.8	28.6	0	1.3	1.5	31.5	0	0	0	0.5	0.5	
Lights	180	0	223	34	437	2	563	0	18	583	423	0	20	23	466	0	0	0	7	7	1493
% Lights	97.8	0	100	100	99.1	100	99.5	0	100	99.5	97.9	0	100	100	98.1	0	0	0	100	100	98.9
Buses	4	0	0	0	4	0	3	0	0	3	8	0	0	0	8	0	0	0	0	0	15
% Buses	2.2	0	0	0	0.9	0	0.5	0	0	0.5	1.9	0	0	0	1.7	0	0	0	0	0	1
Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24714
Site Code : 24714
Start Date : 6/10/2023
Page No : 2

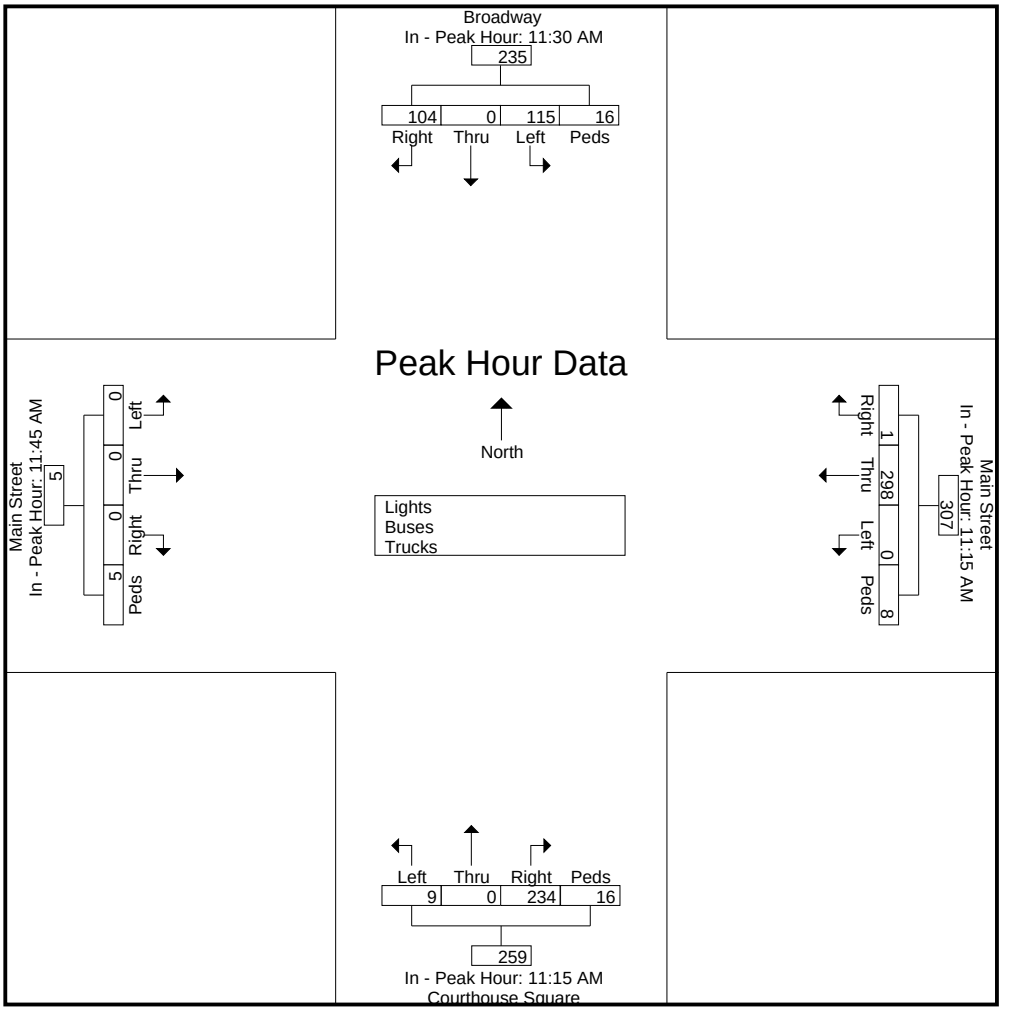
	Broadway From North					Main Street From East					Courthouse Square From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	23	0	25	5	53	0	74	0	0	74	63	0	3	7	73	0	0	0	1	1	201
11:30 AM	26	0	36	4	66	0	85	0	3	88	60	0	1	4	65	0	0	0	0	0	219
11:45 AM	28	0	28	0	56	0	71	0	0	71	49	0	0	3	52	0	0	0	0	0	179
12:00 PM	26	0	19	7	52	1	68	0	5	74	62	0	5	2	69	0	0	0	1	1	196
Total Volume	103	0	108	16	227	1	298	0	8	307	234	0	9	16	259	0	0	0	2	2	795
% App. Total	45.4	0	47.6	7		0.3	97.1	0	2.6		90.3	0	3.5	6.2		0	0	0	100		
PHF	.920	.000	.750	.571	.860	.250	.876	.000	.400	.872	.929	.000	.450	.571	.887	.000	.000	.000	.500	.500	.908



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24714
Site Code : 24714
Start Date : 6/10/2023
Page No : 3

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:15 AM					11:15 AM					11:45 AM					
+0 mins.	26	0	36	4	66	0	74	0	0	74	63	0	3	7	73	0	0	0	0	0	
+15 mins.	28	0	28	0	56	0	85	0	3	88	60	0	1	4	65	0	0	0	1	1	
+30 mins.	26	0	19	7	52	0	71	0	0	71	49	0	0	3	52	0	0	0	3	3	
+45 mins.	24	0	32	5	61	1	68	0	5	74	62	0	5	2	69	0	0	0	1	1	
Total Volume	104	0	115	16	235	1	298	0	8	307	234	0	9	16	259	0	0	0	5	5	
% App. Total	44.3	0	48.9	6.8		0.3	97.1	0	2.6		90.3	0	3.5	6.2		0	0	0	100		
PHF	.929	.000	.799	.571	.890	.250	.876	.000	.400	.872	.929	.000	.450	.571	.887	.000	.000	.000	.417	.417	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main St at Broadway/Courthouse Square
Norwich, Connecticut

File Name : 24713
Site Code : 24713
Start Date : 6/8/2023
Page No : 1

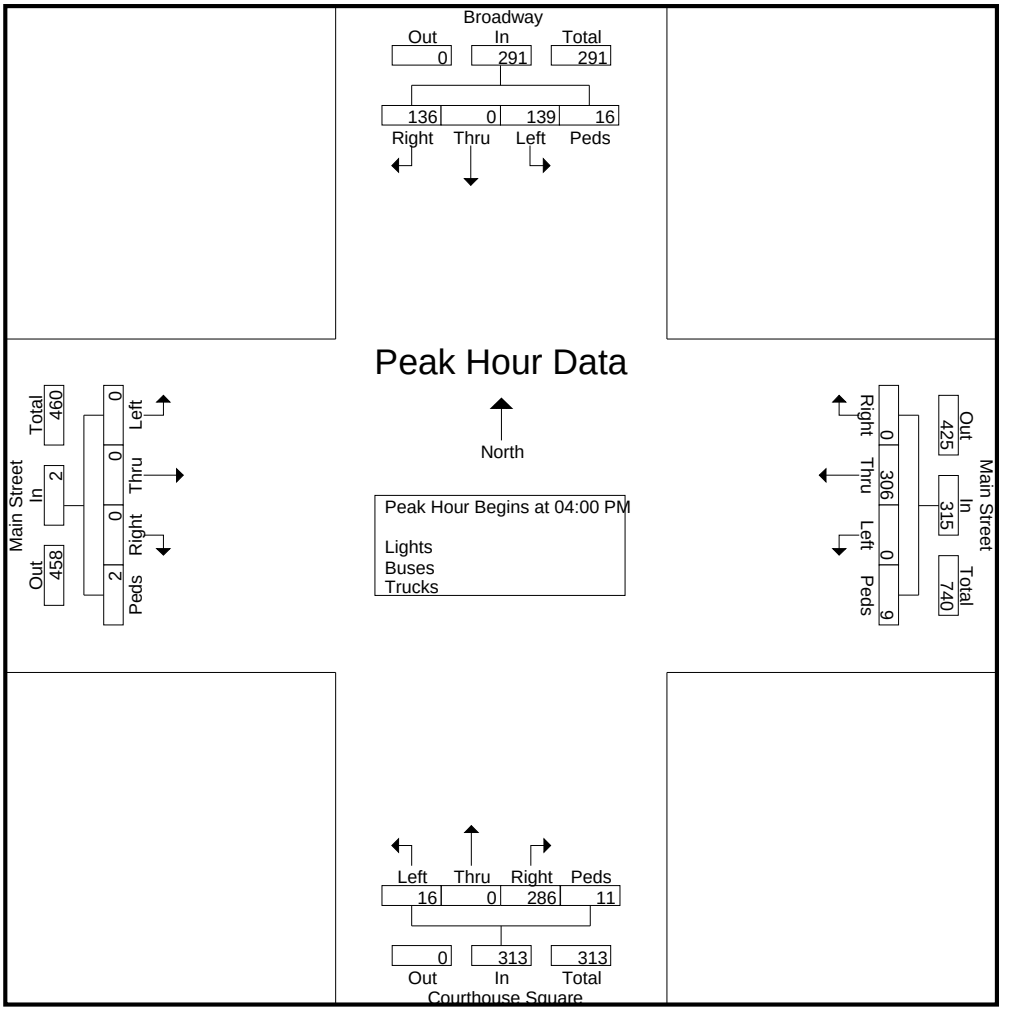
Groups Printed- Lights - Buses - Trucks

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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	37	0	37	3	77	0	77	0	6	83	86	0	3	8	97	0	0	0	1	1	258
04:15 PM	33	0	31	5	69	0	79	0	0	79	75	0	5	0	80	0	0	0	0	0	228
04:30 PM	33	0	35	4	72	0	77	0	1	78	66	0	5	2	73	0	0	0	0	0	223
04:45 PM	33	0	36	4	73	0	73	0	2	75	59	0	3	1	63	0	0	0	1	1	212
Total	136	0	139	16	291	0	306	0	9	315	286	0	16	11	313	0	0	0	2	2	921
05:00 PM	38	0	26	1	65	0	69	0	2	71	81	0	11	2	94	0	0	0	0	0	230
05:15 PM	45	0	36	8	89	0	68	0	0	68	67	0	4	3	74	0	0	0	2	2	233
05:30 PM	31	0	22	2	55	0	48	0	4	52	48	0	2	2	52	0	0	0	2	2	161
05:45 PM	19	0	28	1	48	0	65	0	1	66	48	0	6	5	59	0	0	0	1	1	174
Total	133	0	112	12	257	0	250	0	7	257	244	0	23	12	279	0	0	0	5	5	798
Grand Total	269	0	251	28	548	0	556	0	16	572	530	0	39	23	592	0	0	0	7	7	1719
Apprch %	49.1	0	45.8	5.1		0	97.2	0	2.8		89.5	0	6.6	3.9		0	0	0	100		
Total %	15.6	0	14.6	1.6	31.9	0	32.3	0	0.9	33.3	30.8	0	2.3	1.3	34.4	0	0	0	0.4	0.4	
Lights	265	0	250	28	543	0	548	0	16	564	515	0	39	23	577	0	0	0	7	7	1691
% Lights	98.5	0	99.6	100	99.1	0	98.6	0	100	98.6	97.2	0	100	100	97.5	0	0	0	100	100	98.4
Buses	4	0	1	0	5	0	8	0	0	8	14	0	0	0	14	0	0	0	0	0	27
% Buses	1.5	0	0.4	0	0.9	0	1.4	0	0	1.4	2.6	0	0	0	2.4	0	0	0	0	0	1.6
Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24713
Site Code : 24713
Start Date : 6/8/2023
Page No : 2

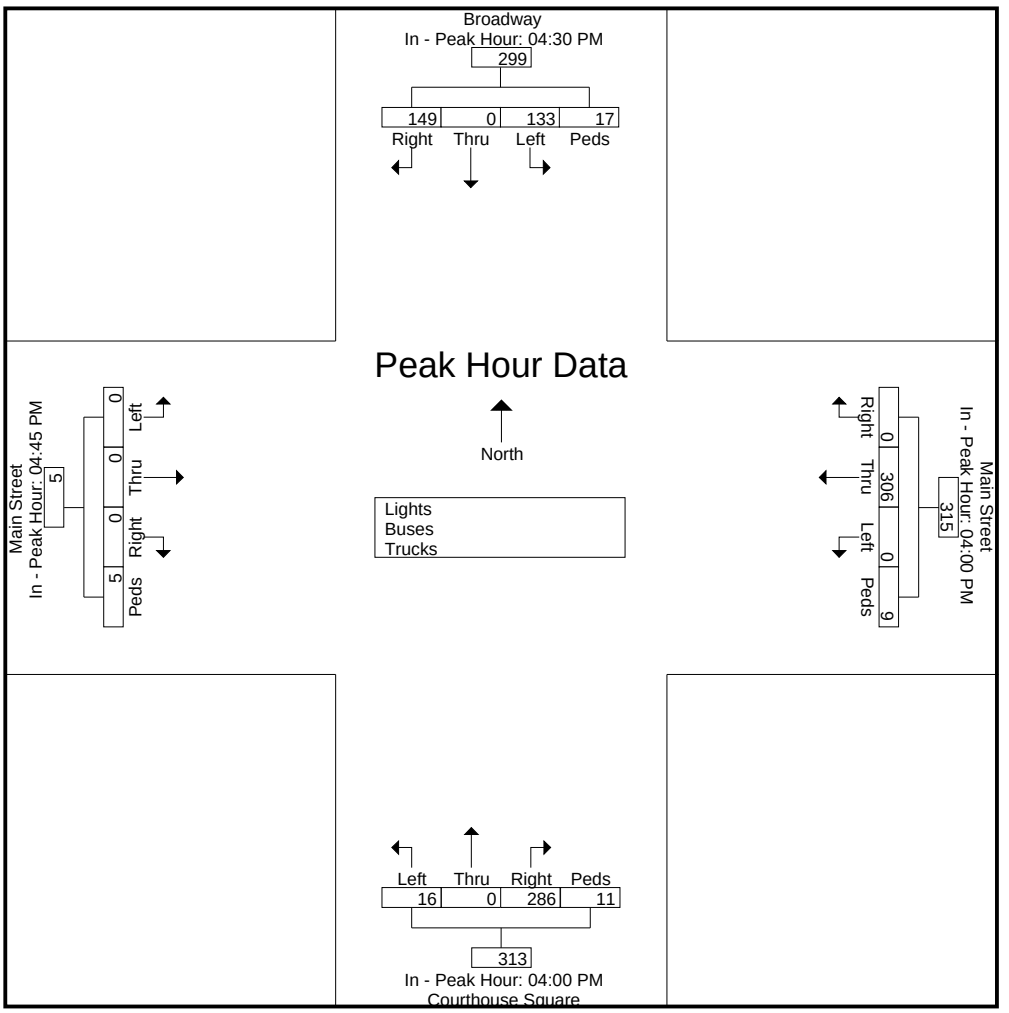
	Broadway From North					Main Street From East					Courthouse Square From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	37	0	37	3	77	0	77	0	6	83	86	0	3	8	97	0	0	0	1	1	258
04:15 PM	33	0	31	5	69	0	79	0	0	79	75	0	5	0	80	0	0	0	0	0	228
04:30 PM	33	0	35	4	72	0	77	0	1	78	66	0	5	2	73	0	0	0	0	0	223
04:45 PM	33	0	36	4	73	0	73	0	2	75	59	0	3	1	63	0	0	0	1	1	212
Total Volume	136	0	139	16	291	0	306	0	9	315	286	0	16	11	313	0	0	0	2	2	921
% App. Total	46.7	0	47.8	5.5		0	97.1	0	2.9		91.4	0	5.1	3.5		0	0	0	100		
PHF	.919	.000	.939	.800	.945	.000	.968	.000	.375	.949	.831	.000	.800	.344	.807	.000	.000	.000	.500	.500	.892



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24713
Site Code : 24713
Start Date : 6/8/2023
Page No : 3

	Broadway From North					Main Street From East					Courthouse Square From South					Main Street 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					04:00 PM					04:45 PM					
+0 mins.	33	0	35	4	72	0	77	0	6	83	86	0	3	8	97	0	0	0	1	1	
+15 mins.	33	0	36	4	73	0	79	0	0	79	75	0	5	0	80	0	0	0	0	0	
+30 mins.	38	0	26	1	65	0	77	0	1	78	66	0	5	2	73	0	0	0	2	2	
+45 mins.	45	0	36	8	89	0	73	0	2	75	59	0	3	1	63	0	0	0	2	2	
Total Volume	149	0	133	17	299	0	306	0	9	315	286	0	16	11	313	0	0	0	5	5	
% App. Total	49.8	0	44.5	5.7		0	97.1	0	2.9		91.4	0	5.1	3.5		0	0	0	100		
PHF	.828	.000	.924	.531	.840	.000	.968	.000	.375	.949	.831	.000	.800	.344	.807	.000	.000	.000	.625	.625	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street at Franklin Street
Norwich, Connecticut

File Name : 24706
Site Code : 24706
Start Date : 6/8/2023
Page No : 1

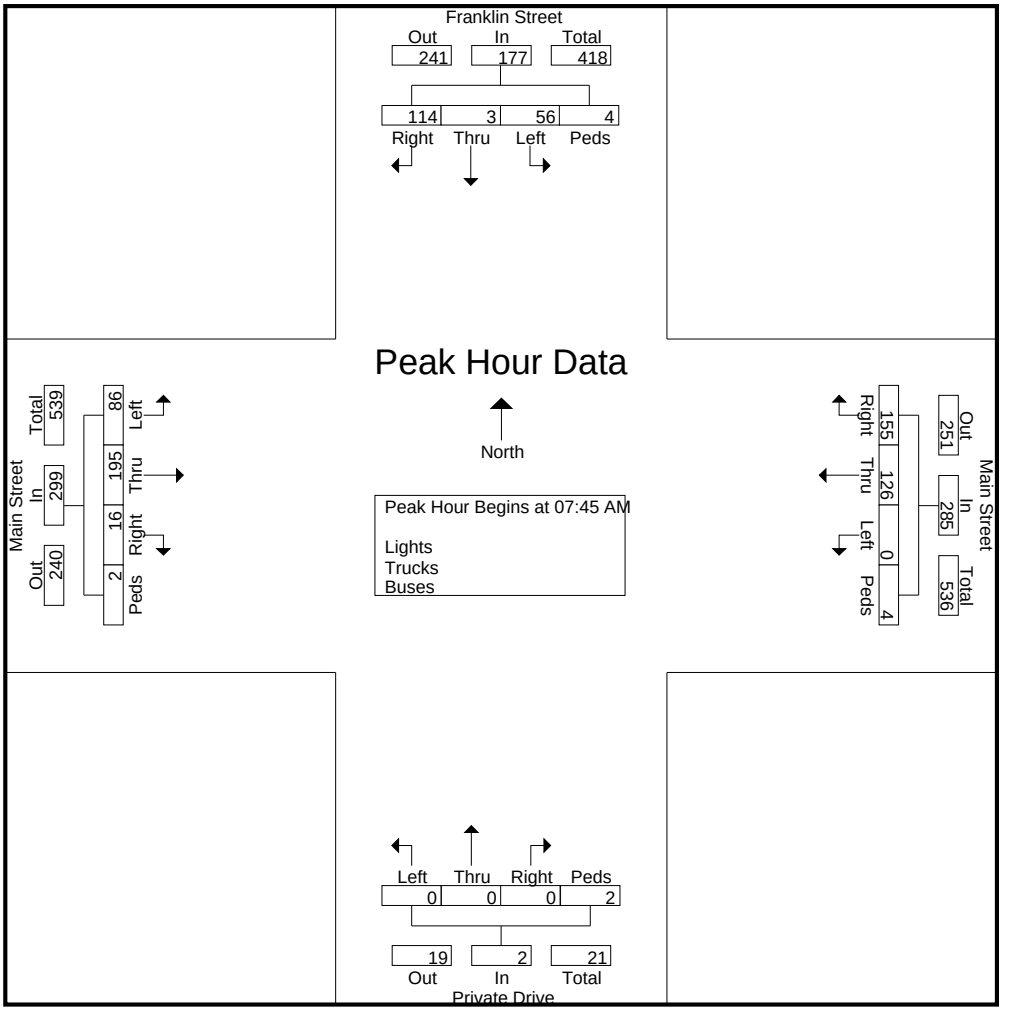
Groups Printed- Lights - Trucks - Buses

	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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	8	0	17	3	28	60	11	0	0	71	0	0	0	0	0	0	23	17	0	40	139
07:15 AM	26	0	11	1	38	48	23	0	0	71	0	0	0	0	0	0	54	11	0	65	174
07:30 AM	35	0	9	0	44	45	27	0	0	72	0	0	0	2	2	2	44	9	1	56	174
07:45 AM	29	1	18	0	48	43	32	0	0	75	0	0	0	2	2	12	60	28	2	102	227
Total	98	1	55	4	158	196	93	0	0	289	0	0	0	4	4	14	181	65	3	263	714
08:00 AM	27	1	17	0	45	28	30	0	2	60	0	0	0	0	0	1	53	16	0	70	175
08:15 AM	19	1	9	0	29	30	29	0	1	60	0	0	0	0	0	2	37	21	0	60	149
08:30 AM	39	0	12	4	55	54	35	0	1	90	0	0	0	0	0	1	45	21	0	67	212
08:45 AM	33	1	7	3	44	24	29	1	1	55	0	0	0	2	2	2	41	22	4	69	170
Total	118	3	45	7	173	136	123	1	5	265	0	0	0	2	2	6	176	80	4	266	706
Grand Total	216	4	100	11	331	332	216	1	5	554	0	0	0	6	6	20	357	145	7	529	1420
Apprch %	65.3	1.2	30.2	3.3		59.9	39	0.2	0.9		0	0	0	100		3.8	67.5	27.4	1.3		
Total %	15.2	0.3	7	0.8	23.3	23.4	15.2	0.1	0.4	39	0	0	0	0.4	0.4	1.4	25.1	10.2	0.5	37.3	
Lights	205	4	86	10	305	318	210	1	5	534	0	0	0	6	6	20	343	129	7	499	1344
% Lights	94.9	100	86	90.9	92.1	95.8	97.2	100	100	96.4	0	0	0	100	100	100	96.1	89	100	94.3	94.6
Trucks	0	0	3	1	4	1	2	0	0	3	0	0	0	0	0	0	2	2	0	4	11
% Trucks	0	0	3	9.1	1.2	0.3	0.9	0	0	0.5	0	0	0	0	0	0	0.6	1.4	0	0.8	0.8
Buses	11	0	11	0	22	13	4	0	0	17	0	0	0	0	0	0	12	14	0	26	65
% Buses	5.1	0	11	0	6.6	3.9	1.9	0	0	3.1	0	0	0	0	0	0	3.4	9.7	0	4.9	4.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24706
Site Code : 24706
Start Date : 6/8/2023
Page No : 2

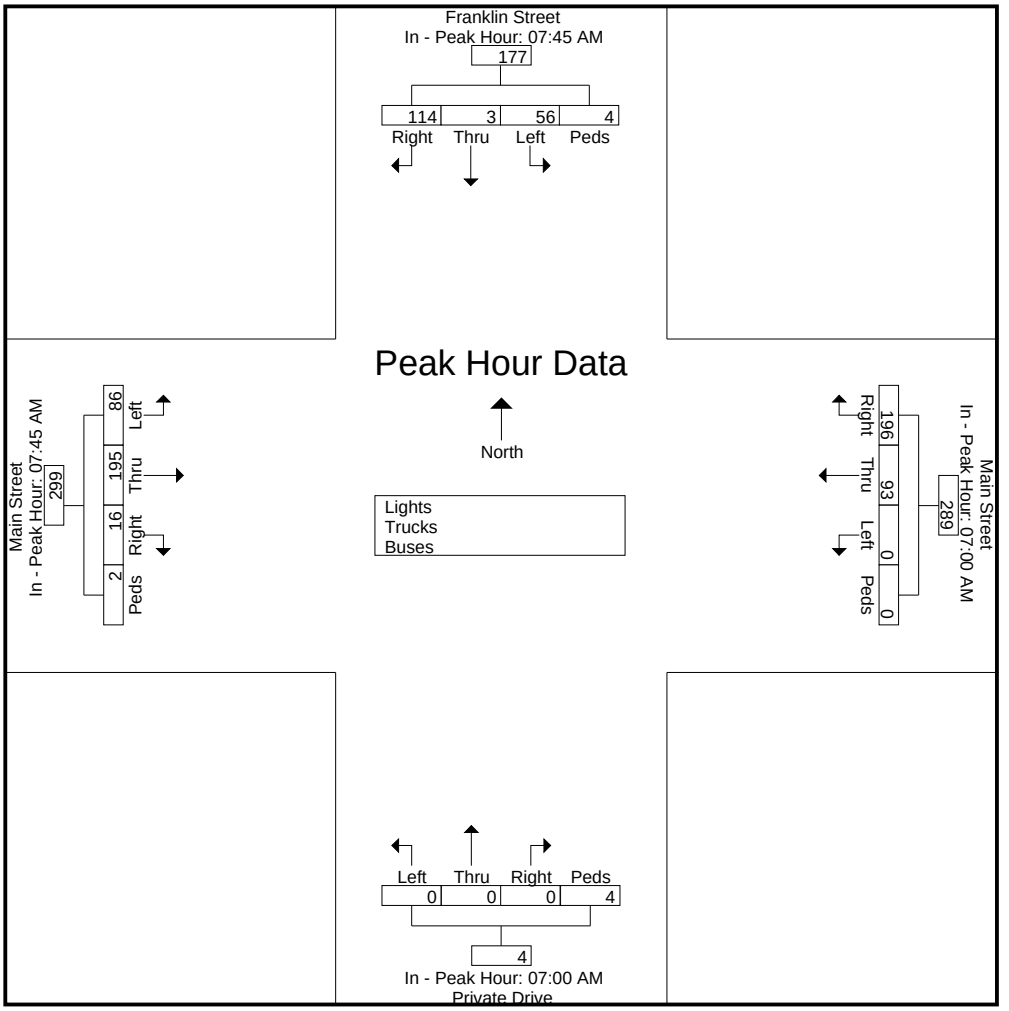
	Franklin Street From North					Main Street From East					Private Drive From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	29	1	18	0	48	43	32	0	0	75	0	0	0	2	2	12	60	28	2	102	227
08:00 AM	27	1	17	0	45	28	30	0	2	60	0	0	0	0	0	1	53	16	0	70	175
08:15 AM	19	1	9	0	29	30	29	0	1	60	0	0	0	0	0	2	37	21	0	60	149
08:30 AM	39	0	12	4	55	54	35	0	1	90	0	0	0	0	0	1	45	21	0	67	212
Total Volume	114	3	56	4	177	155	126	0	4	285	0	0	0	2	2	16	195	86	2	299	763
% App. Total	64.4	1.7	31.6	2.3		54.4	44.2	0	1.4		0	0	0	100		5.4	65.2	28.8	0.7		
PHF	.731	.750	.778	.250	.805	.718	.900	.000	.500	.792	.000	.000	.000	.250	.250	.333	.813	.768	.250	.733	.840



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24706
Site Code : 24706
Start Date : 6/8/2023
Page No : 3

Start Time	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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:																					
	07:45 AM					07:00 AM					07:00 AM					07:45 AM					
+0 mins.	29	1	18	0	48	60	11	0	0	71	0	0	0	0	0	12	60	28	2	102	
+15 mins.	27	1	17	0	45	48	23	0	0	71	0	0	0	0	0	1	53	16	0	70	
+30 mins.	19	1	9	0	29	45	27	0	0	72	0	0	0	2	2	2	37	21	0	60	
+45 mins.	39	0	12	4	55	43	32	0	0	75	0	0	0	2	2	1	45	21	0	67	
Total Volume	114	3	56	4	177	196	93	0	0	289	0	0	0	4	4	16	195	86	2	299	
% App. Total	64.4	1.7	31.6	2.3		67.8	32.2	0	0		0	0	0	100		5.4	65.2	28.8	0.7		
PHF	.731	.750	.778	.250	.805	.817	.727	.000	.000	.963	.000	.000	.000	.500	.500	.333	.813	.768	.250	.733	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street at Franklin Street
Norwich, Connecticut

File Name : 24708
Site Code : 24708
Start Date : 6/8/2023
Page No : 1

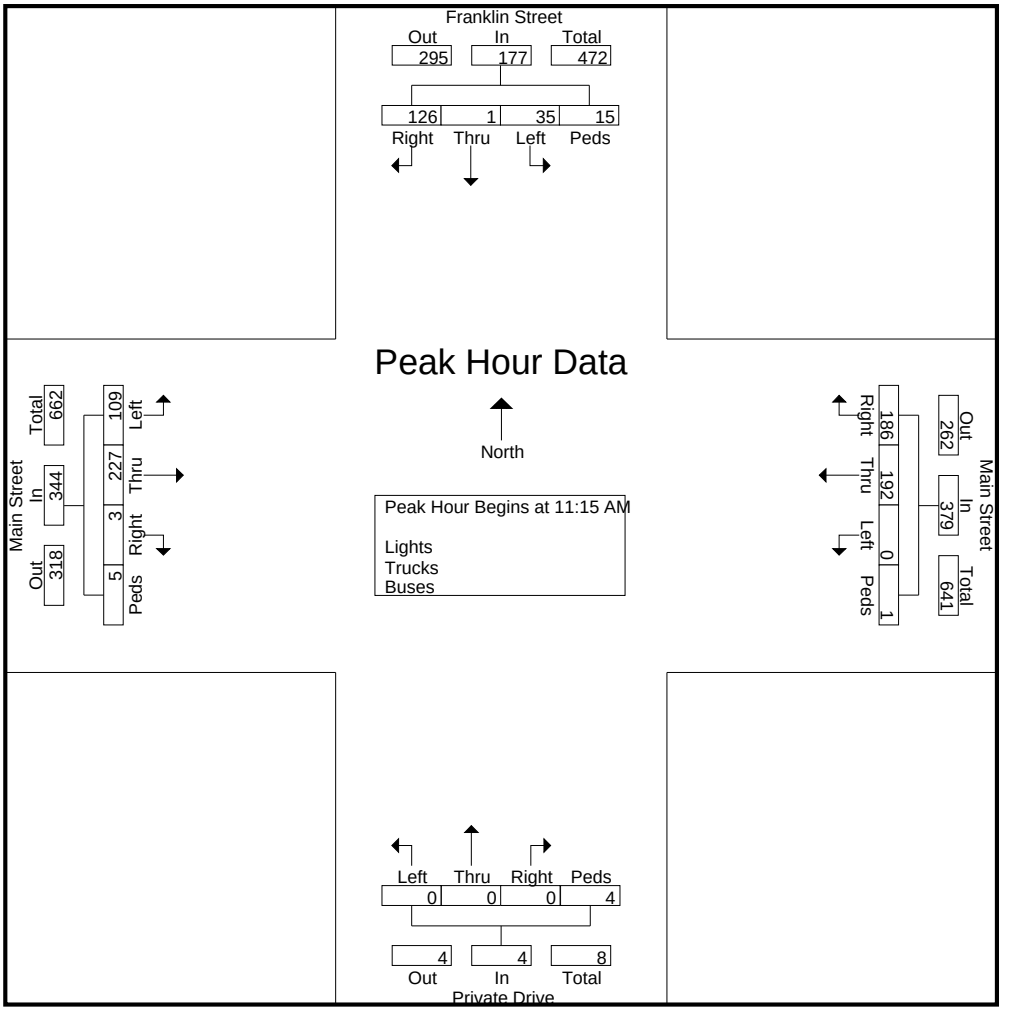
Groups Printed- Lights - Trucks - Buses

	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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
11:00 AM	38	1	12	3	54	42	38	0	0	80	0	0	0	0	0	0	56	39	0	95	229
11:15 AM	29	0	11	3	43	45	36	0	0	81	0	0	0	0	0	0	57	24	0	81	205
11:30 AM	39	0	7	6	52	57	59	0	0	116	0	0	0	0	0	1	60	34	4	99	267
11:45 AM	25	0	9	3	37	40	39	0	1	80	0	0	0	3	3	1	51	15	1	68	188
Total	131	1	39	15	186	184	172	0	1	357	0	0	0	3	3	2	224	112	5	343	889
12:00 PM	33	1	8	3	45	44	58	0	0	102	0	0	0	1	1	1	59	36	0	96	244
12:15 PM	23	0	4	3	30	39	26	0	0	65	0	0	0	0	0	0	37	19	0	56	151
12:30 PM	31	0	5	7	43	26	43	0	1	70	0	0	0	2	2	0	47	33	0	80	195
12:45 PM	32	0	6	4	42	40	37	0	0	77	0	0	0	0	0	1	48	38	0	87	206
Total	119	1	23	17	160	149	164	0	1	314	0	0	0	3	3	2	191	126	0	319	796
Grand Total	250	2	62	32	346	333	336	0	2	671	0	0	0	6	6	4	415	238	5	662	1685
Apprch %	72.3	0.6	17.9	9.2		49.6	50.1	0	0.3		0	0	0	100		0.6	62.7	36	0.8		
Total %	14.8	0.1	3.7	1.9	20.5	19.8	19.9	0	0.1	39.8	0	0	0	0.4	0.4	0.2	24.6	14.1	0.3	39.3	
Lights	248	2	62	32	344	327	336	0	2	665	0	0	0	6	6	4	411	232	5	652	1667
% Lights	99.2	100	100	100	99.4	98.2	100	0	100	99.1	0	0	0	100	100	100	99	97.5	100	98.5	98.9
Trucks	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
% Trucks	0	0	0	0	0	0.6	0	0	0	0.3	0	0	0	0	0	0	0	0.4	0	0.2	0.2
Buses	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0	4	5	0	9	15
% Buses	0.8	0	0	0	0.6	1.2	0	0	0	0.6	0	0	0	0	0	0	1	2.1	0	1.4	0.9

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24708
Site Code : 24708
Start Date : 6/8/2023
Page No : 2

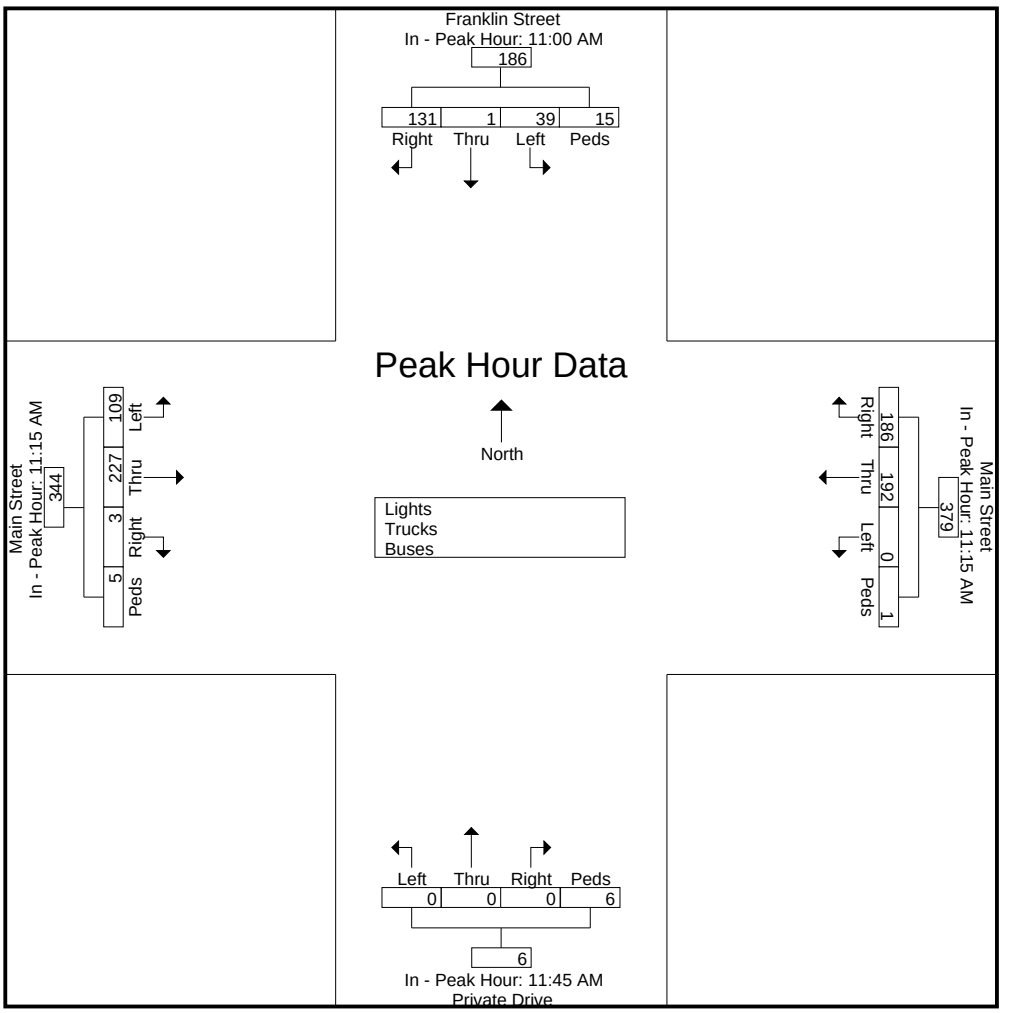
	Franklin Street From North					Main Street From East					Private Drive From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	29	0	11	3	43	45	36	0	0	81	0	0	0	0	0	0	57	24	0	81	205
11:30 AM	39	0	7	6	52	57	59	0	0	116	0	0	0	0	0	1	60	34	4	99	267
11:45 AM	25	0	9	3	37	40	39	0	1	80	0	0	0	3	3	1	51	15	1	68	188
12:00 PM	33	1	8	3	45	44	58	0	0	102	0	0	0	1	1	1	59	36	0	96	244
Total Volume	126	1	35	15	177	186	192	0	1	379	0	0	0	4	4	3	227	109	5	344	904
% App. Total	71.2	0.6	19.8	8.5		49.1	50.7	0	0.3		0	0	0	100		0.9	66	31.7	1.5		
PHF	.808	.250	.795	.625	.851	.816	.814	.000	.250	.817	.000	.000	.000	.333	.333	.750	.946	.757	.313	.869	.846



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24708
Site Code : 24708
Start Date : 6/8/2023
Page No : 3

Start Time	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:15 AM					11:45 AM					11:15 AM					
+0 mins.	38	1	12	3	54	45	36	0	0	81	0	0	0	3	3	0	57	24	0	81	
+15 mins.	29	0	11	3	43	57	59	0	0	116	0	0	0	1	1	1	60	34	4	99	
+30 mins.	39	0	7	6	52	40	39	0	1	80	0	0	0	0	0	1	51	15	1	68	
+45 mins.	25	0	9	3	37	44	58	0	0	102	0	0	0	2	2	1	59	36	0	96	
Total Volume	131	1	39	15	186	186	192	0	1	379	0	0	0	6	6	3	227	109	5	344	
% App. Total	70.4	0.5	21	8.1		49.1	50.7	0	0.3		0	0	0	100		0.9	66	31.7	1.5		
PHF	.840	.250	.813	.625	.861	.816	.814	.000	.250	.817	.000	.000	.000	.500	.500	.750	.946	.757	.313	.869	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street at Franklin Street
Norwich, Connecticut

File Name : 24707
Site Code : 24707
Start Date : 6/8/2023
Page No : 1

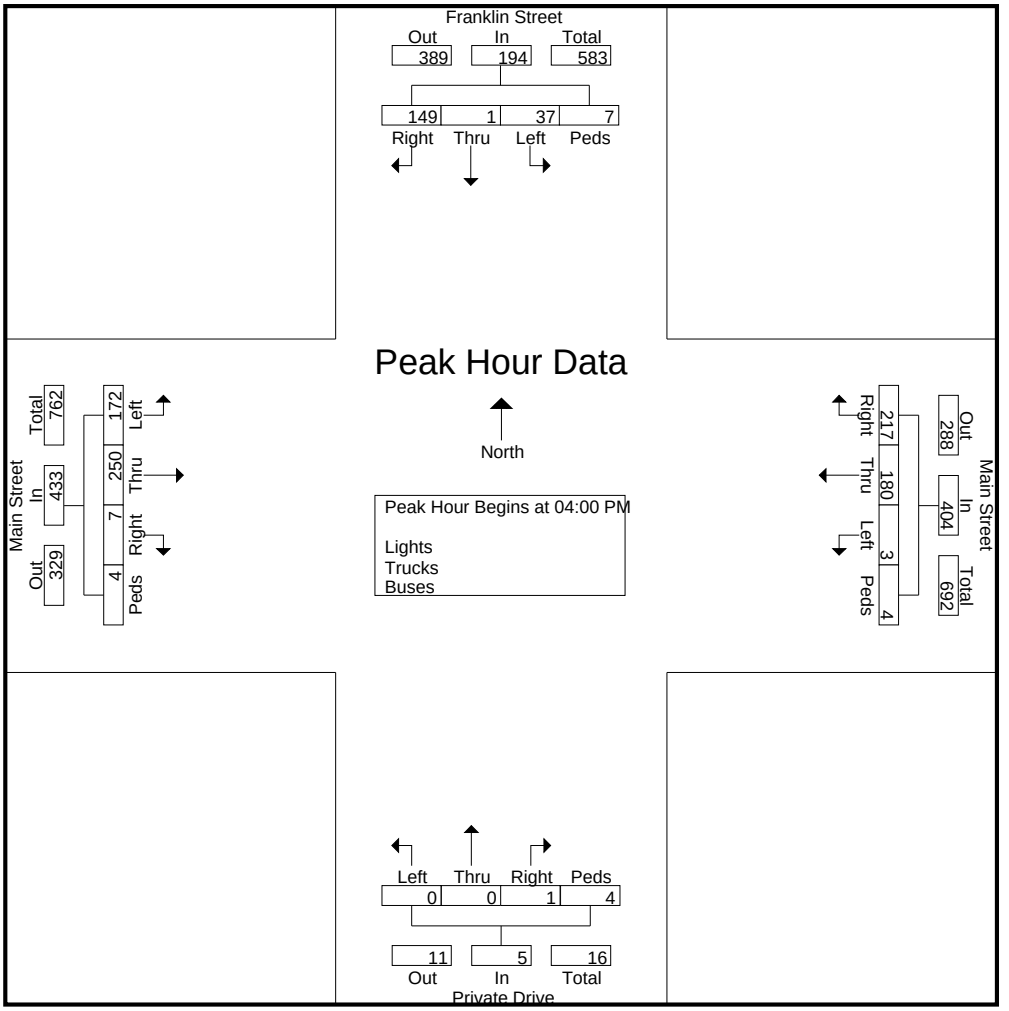
Groups Printed- Lights - Trucks - Buses

	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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	42	0	11	0	53	59	46	0	1	106	0	0	0	0	0	1	69	53	0	123	282
04:15 PM	39	0	12	4	55	54	43	0	0	97	0	0	0	1	1	1	57	37	2	97	250
04:30 PM	34	0	8	1	43	60	51	0	1	112	1	0	0	1	2	1	68	45	1	115	272
04:45 PM	34	1	6	2	43	44	40	3	2	89	0	0	0	2	2	4	56	37	1	98	232
Total	149	1	37	7	194	217	180	3	4	404	1	0	0	4	5	7	250	172	4	433	1036
05:00 PM	37	1	4	1	43	59	35	0	0	94	0	0	0	0	0	0	56	57	0	113	250
05:15 PM	32	0	13	1	46	45	42	0	0	87	0	0	0	1	1	0	65	39	0	104	238
05:30 PM	17	0	9	3	29	42	29	0	0	71	0	0	0	0	0	1	42	30	0	73	173
05:45 PM	30	0	5	3	38	29	58	0	0	87	0	0	0	1	1	2	34	26	0	62	188
Total	116	1	31	8	156	175	164	0	0	339	0	0	0	2	2	3	197	152	0	352	849
Grand Total	265	2	68	15	350	392	344	3	4	743	1	0	0	6	7	10	447	324	4	785	1885
Apprch %	75.7	0.6	19.4	4.3		52.8	46.3	0.4	0.5		14.3	0	0	85.7		1.3	56.9	41.3	0.5		
Total %	14.1	0.1	3.6	0.8	18.6	20.8	18.2	0.2	0.2	39.4	0.1	0	0	0.3	0.4	0.5	23.7	17.2	0.2	41.6	
Lights	258	2	66	15	341	378	342	3	4	727	1	0	0	6	7	10	439	311	4	764	1839
% Lights	97.4	100	97.1	100	97.4	96.4	99.4	100	100	97.8	100	0	0	100	100	100	98.2	96	100	97.3	97.6
Trucks	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	1	1	0	2	6
% Trucks	0	0	0	0	0	0.8	0.3	0	0	0.5	0	0	0	0	0	0	0.2	0.3	0	0.3	0.3
Buses	7	0	2	0	9	11	1	0	0	12	0	0	0	0	0	0	7	12	0	19	40
% Buses	2.6	0	2.9	0	2.6	2.8	0.3	0	0	1.6	0	0	0	0	0	0	1.6	3.7	0	2.4	2.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24707
Site Code : 24707
Start Date : 6/8/2023
Page No : 2

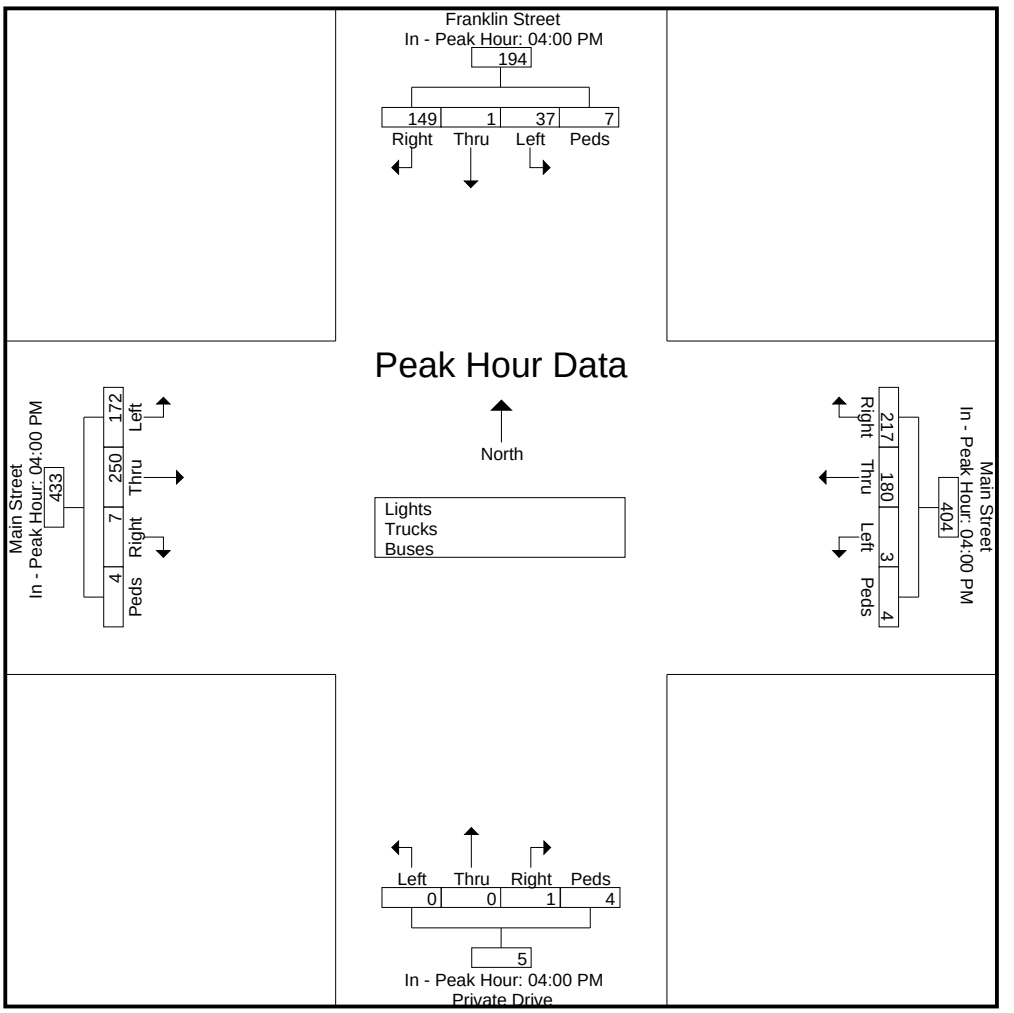
	Franklin Street From North					Main Street From East					Private Drive From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	42	0	11	0	53	59	46	0	1	106	0	0	0	0	0	1	69	53	0	123	282
04:15 PM	39	0	12	4	55	54	43	0	0	97	0	0	0	1	1	1	57	37	2	97	250
04:30 PM	34	0	8	1	43	60	51	0	1	112	1	0	0	1	2	1	68	45	1	115	272
04:45 PM	34	1	6	2	43	44	40	3	2	89	0	0	0	2	2	4	56	37	1	98	232
Total Volume	149	1	37	7	194	217	180	3	4	404	1	0	0	4	5	7	250	172	4	433	1036
% App. Total	76.8	0.5	19.1	3.6		53.7	44.6	0.7	1		20	0	0	80		1.6	57.7	39.7	0.9		
PHF	.887	.250	.771	.438	.882	.904	.882	.250	.500	.902	.250	.000	.000	.500	.625	.438	.906	.811	.500	.880	.918



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24707
Site Code : 24707
Start Date : 6/8/2023
Page No : 3

	Franklin Street From North					Main Street From East					Private Drive From South					Main Street 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					04:00 PM					04:00 PM					
+0 mins.	42	0	11	0	53	59	46	0	1	106	0	0	0	0	0	1	69	53	0	123	
+15 mins.	39	0	12	4	55	54	43	0	0	97	0	0	0	1	1	1	57	37	2	97	
+30 mins.	34	0	8	1	43	60	51	0	1	112	1	0	0	1	2	1	68	45	1	115	
+45 mins.	34	1	6	2	43	44	40	3	2	89	0	0	0	2	2	4	56	37	1	98	
Total Volume	149	1	37	7	194	217	180	3	4	404	1	0	0	4	5	7	250	172	4	433	
% App. Total	76.8	0.5	19.1	3.6		53.7	44.6	0.7	1		20	0	0	80		1.6	57.7	39.7	0.9		
PHF	.887	.250	.771	.438	.882	.904	.882	.250	.500	.902	.250	.000	.000	.500	.625	.438	.906	.811	.500	.880	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main Street/E. Main Street
Norwich, Connecticut

File Name : 24703
Site Code : 24703
Start Date : 6/8/2023
Page No : 1

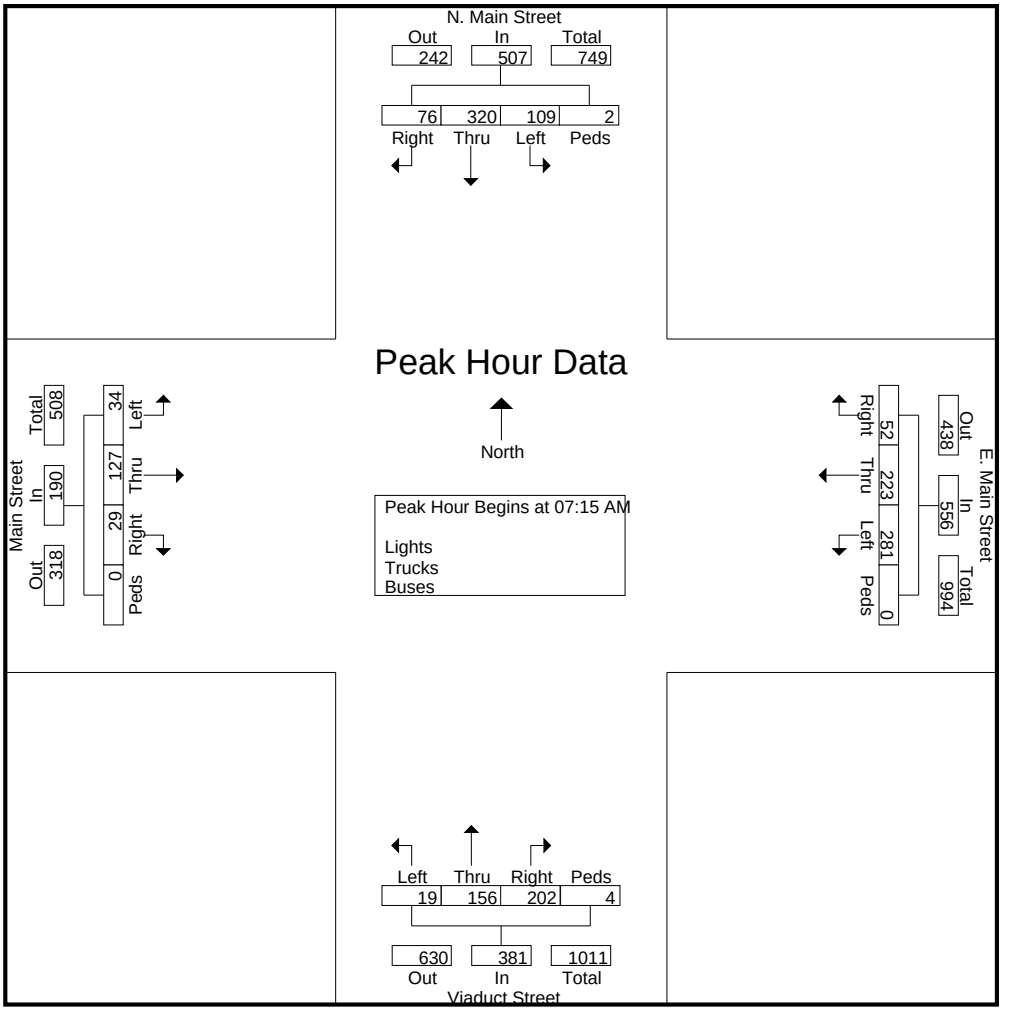
Groups Printed- Lights - Trucks - Buses

	N. Main Street From North					E. Main Street From East					Viaduct Street From South					Main Street 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	56	24	0	86	13	63	53	0	129	46	25	1	2	74	1	33	6	0	40	329
07:15 AM	14	81	36	1	132	12	58	62	0	132	54	22	2	1	79	8	44	9	0	61	404
07:30 AM	26	96	28	1	151	8	64	91	0	163	45	52	5	0	102	5	20	8	0	33	449
07:45 AM	20	71	20	0	111	10	50	65	0	125	56	29	5	2	92	9	28	6	0	43	371
Total	66	304	108	2	480	43	235	271	0	549	201	128	13	5	347	23	125	29	0	177	1553
08:00 AM	16	72	25	0	113	22	51	63	0	136	47	53	7	1	108	7	35	11	0	53	410
08:15 AM	10	37	23	2	72	12	45	59	0	116	56	50	1	0	107	6	27	5	0	38	333
08:30 AM	18	76	29	0	123	13	60	85	0	158	71	50	2	0	123	10	33	6	0	49	453
08:45 AM	12	54	11	1	78	21	46	54	0	121	40	57	11	0	108	8	28	6	1	43	350
Total	56	239	88	3	386	68	202	261	0	531	214	210	21	1	446	31	123	28	1	183	1546
Grand Total	122	543	196	5	866	111	437	532	0	1080	415	338	34	6	793	54	248	57	1	360	3099
Apprch %	14.1	62.7	22.6	0.6		10.3	40.5	49.3	0		52.3	42.6	4.3	0.8		15	68.9	15.8	0.3		
Total %	3.9	17.5	6.3	0.2	27.9	3.6	14.1	17.2	0	34.8	13.4	10.9	1.1	0.2	25.6	1.7	8	1.8	0	11.6	
Lights	117	543	194	5	859	100	436	532	0	1068	414	338	34	6	792	53	244	44	1	342	3061
% Lights	95.9	100	99	100	99.2	90.1	99.8	100	0	98.9	99.8	100	100	100	99.9	98.1	98.4	77.2	100	95	98.8
Trucks	5	0	1	0	6	10	0	0	0	10	1	0	0	0	1	1	1	13	0	15	32
% Trucks	4.1	0	0.5	0	0.7	9	0	0	0	0.9	0.2	0	0	0	0.1	1.9	0.4	22.8	0	4.2	1
Buses	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	6
% Buses	0	0	0.5	0	0.1	0.9	0.2	0	0	0.2	0	0	0	0	0	0	1.2	0	0	0.8	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24703
Site Code : 24703
Start Date : 6/8/2023
Page No : 2

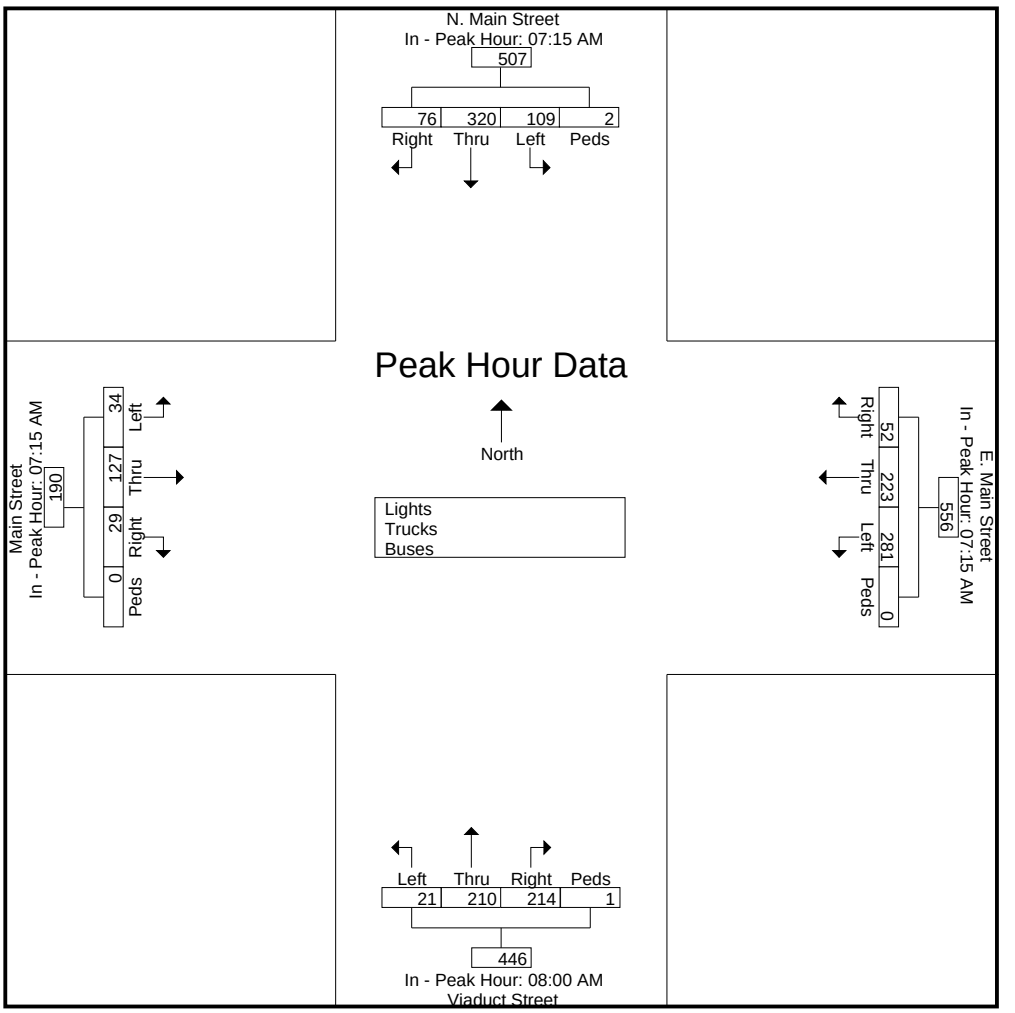
	N. Main Street From North					E. Main Street From East					Viaduct Street From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	14	81	36	1	132	12	58	62	0	132	54	22	2	1	79	8	44	9	0	61	404
07:30 AM	26	96	28	1	151	8	64	91	0	163	45	52	5	0	102	5	20	8	0	33	449
07:45 AM	20	71	20	0	111	10	50	65	0	125	56	29	5	2	92	9	28	6	0	43	371
08:00 AM	16	72	25	0	113	22	51	63	0	136	47	53	7	1	108	7	35	11	0	53	410
Total Volume	76	320	109	2	507	52	223	281	0	556	202	156	19	4	381	29	127	34	0	190	1634
% App. Total	15	63.1	21.5	0.4		9.4	40.1	50.5	0		53	40.9	5	1		15.3	66.8	17.9	0		
PHF	.731	.833	.757	.500	.839	.591	.871	.772	.000	.853	.902	.736	.679	.500	.882	.806	.722	.773	.000	.779	.910



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24703
Site Code : 24703
Start Date : 6/8/2023
Page No : 3

Start Time	N. Main Street From North					E. Main Street From East					Viaduct Street From South					Main Street 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					07:15 AM					08:00 AM					07:15 AM					
+0 mins.	14	81	36	1	132	12	58	62	0	132	47	53	7	1	108	8	44	9	0	61	
+15 mins.	26	96	28	1	151	8	64	91	0	163	56	50	1	0	107	5	20	8	0	33	
+30 mins.	20	71	20	0	111	10	50	65	0	125	71	50	2	0	123	9	28	6	0	43	
+45 mins.	16	72	25	0	113	22	51	63	0	136	40	57	11	0	108	7	35	11	0	53	
Total Volume	76	320	109	2	507	52	223	281	0	556	214	210	21	1	446	29	127	34	0	190	
% App. Total	15	63.1	21.5	0.4		9.4	40.1	50.5	0		48	47.1	4.7	0.2		15.3	66.8	17.9	0		
PHF	.731	.833	.757	.500	.839	.591	.871	.772	.000	.853	.754	.921	.477	.250	.907	.806	.722	.773	.000	.779	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main St/E. Main Street
Norwich, Connecticut

File Name : 24705
Site Code : 24705
Start Date : 6/10/2023
Page No : 1

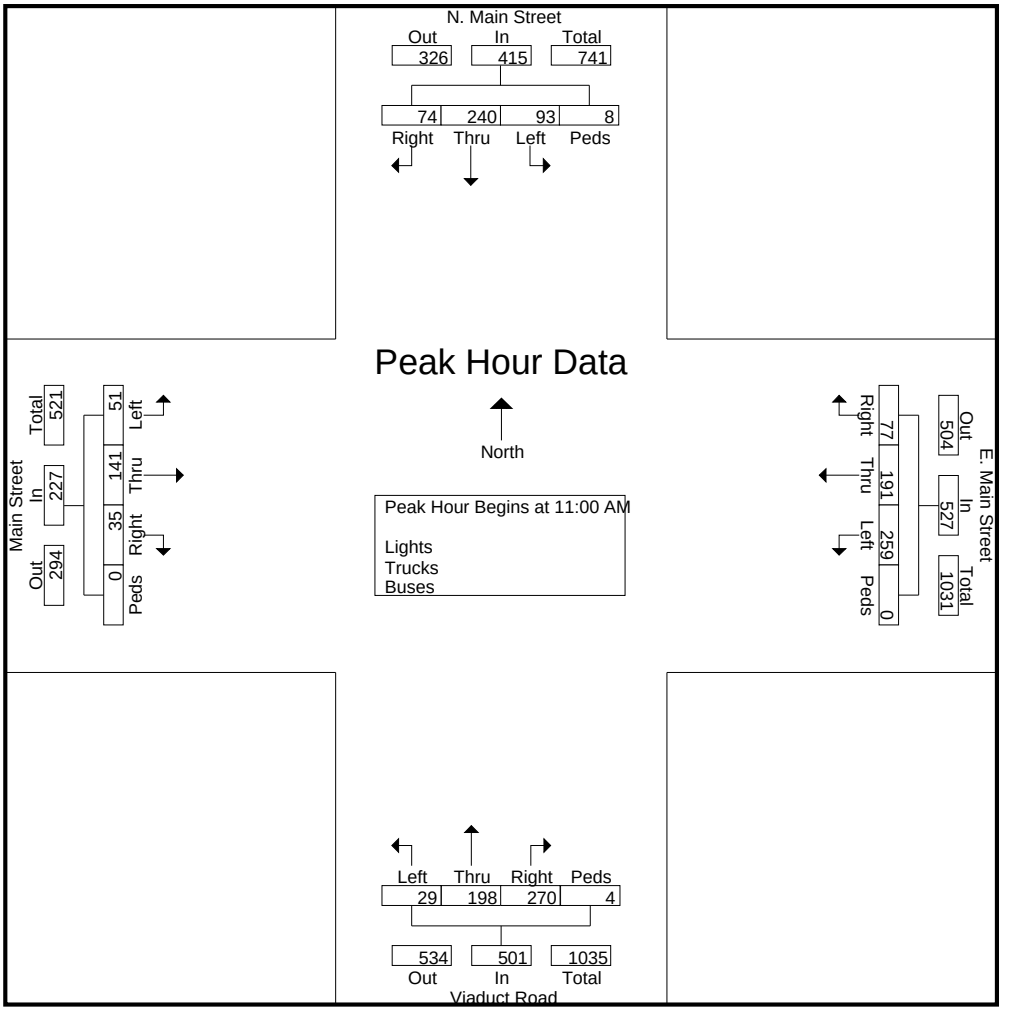
Groups Printed- Lights - Trucks - Buses

	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street 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
11:00 AM	25	60	29	3	117	24	50	74	0	148	95	48	8	1	152	11	32	12	0	55	472
11:15 AM	16	53	21	2	92	15	50	55	0	120	49	37	2	1	89	11	41	12	0	64	365
11:30 AM	19	60	24	1	104	18	43	63	0	124	63	48	11	0	122	8	40	12	0	60	410
11:45 AM	14	67	19	2	102	20	48	67	0	135	63	65	8	2	138	5	28	15	0	48	423
Total	74	240	93	8	415	77	191	259	0	527	270	198	29	4	501	35	141	51	0	227	1670
12:00 PM	14	54	11	0	79	21	36	59	0	116	78	65	2	2	147	6	26	18	0	50	392
12:15 PM	24	42	17	1	84	17	42	70	0	129	58	38	9	0	105	9	39	12	0	60	378
12:30 PM	18	48	25	1	92	23	43	67	0	133	78	50	5	1	134	7	37	22	0	66	425
12:45 PM	15	50	30	0	95	13	31	58	0	102	61	48	1	0	110	4	41	8	0	53	360
Total	71	194	83	2	350	74	152	254	0	480	275	201	17	3	496	26	143	60	0	229	1555
Grand Total	145	434	176	10	765	151	343	513	0	1007	545	399	46	7	997	61	284	111	0	456	3225
Apprch %	19	56.7	23	1.3		15	34.1	50.9	0		54.7	40	4.6	0.7		13.4	62.3	24.3	0		
Total %	4.5	13.5	5.5	0.3	23.7	4.7	10.6	15.9	0	31.2	16.9	12.4	1.4	0.2	30.9	1.9	8.8	3.4	0	14.1	
Lights	144	434	175	10	763	148	342	513	0	1003	545	399	45	7	996	61	284	102	0	447	3209
% Lights	99.3	100	99.4	100	99.7	98	99.7	100	0	99.6	100	100	97.8	100	99.9	100	100	91.9	0	98	99.5
Trucks	1	0	1	0	2	3	1	0	0	4	0	0	1	0	1	0	0	9	0	9	16
% Trucks	0.7	0	0.6	0	0.3	2	0.3	0	0	0.4	0	0	2.2	0	0.1	0	0	8.1	0	2	0.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	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 : 24705
Site Code : 24705
Start Date : 6/10/2023
Page No : 2

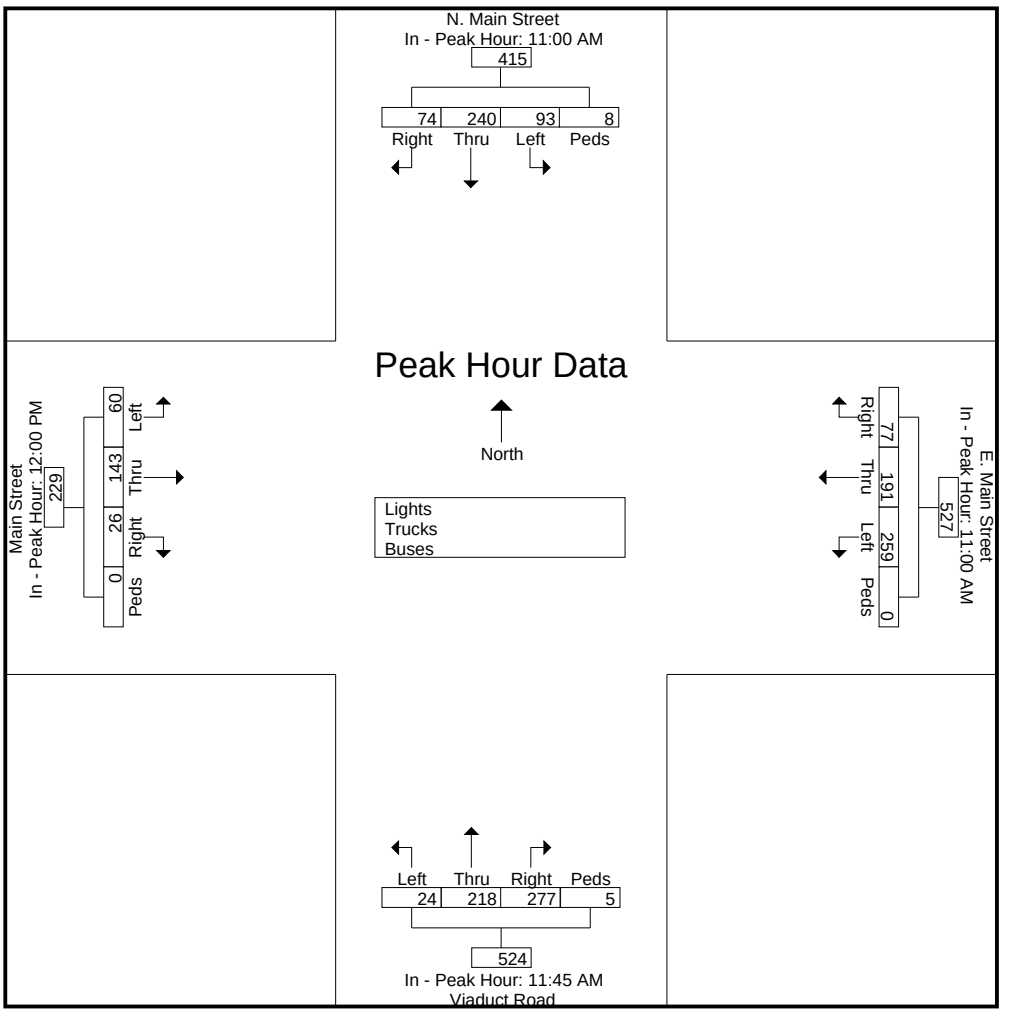
	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	25	60	29	3	117	24	50	74	0	148	95	48	8	1	152	11	32	12	0	55	472
11:15 AM	16	53	21	2	92	15	50	55	0	120	49	37	2	1	89	11	41	12	0	64	365
11:30 AM	19	60	24	1	104	18	43	63	0	124	63	48	11	0	122	8	40	12	0	60	410
11:45 AM	14	67	19	2	102	20	48	67	0	135	63	65	8	2	138	5	28	15	0	48	423
Total Volume	74	240	93	8	415	77	191	259	0	527	270	198	29	4	501	35	141	51	0	227	1670
% App. Total	17.8	57.8	22.4	1.9		14.6	36.2	49.1	0		53.9	39.5	5.8	0.8		15.4	62.1	22.5	0		
PHF	.740	.896	.802	.667	.887	.802	.955	.875	.000	.890	.711	.762	.659	.500	.824	.795	.860	.850	.000	.887	.885



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24705
Site Code : 24705
Start Date : 6/10/2023
Page No : 3

	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:45 AM					12:00 PM					
+0 mins.	25	60	29	3	117	24	50	74	0	148	63	65	8	2	138	6	26	18	0	50	
+15 mins.	16	53	21	2	92	15	50	55	0	120	78	65	2	2	147	9	39	12	0	60	
+30 mins.	19	60	24	1	104	18	43	63	0	124	58	38	9	0	105	7	37	22	0	66	
+45 mins.	14	67	19	2	102	20	48	67	0	135	78	50	5	1	134	4	41	8	0	53	
Total Volume	74	240	93	8	415	77	191	259	0	527	277	218	24	5	524	26	143	60	0	229	
% App. Total	17.8	57.8	22.4	1.9		14.6	36.2	49.1	0		52.9	41.6	4.6	1		11.4	62.4	26.2	0		
PHF	.740	.896	.802	.667	.887	.802	.955	.875	.000	.890	.888	.838	.667	.625	.891	.722	.872	.682	.000	.867	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main Street/E. Main Street
Norwich, Connecticut

File Name : 24704
Site Code : 24704
Start Date : 6/8/2023
Page No : 1

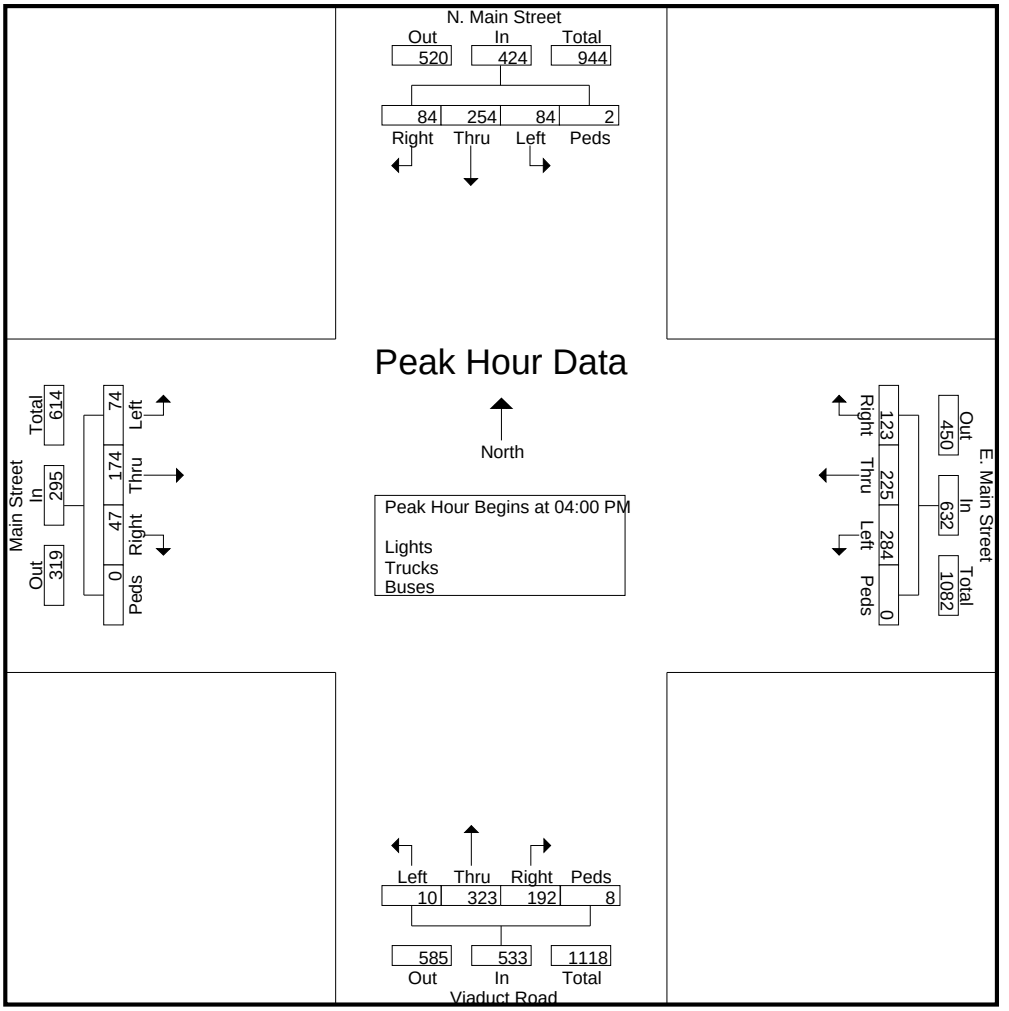
Groups Printed- Lights - Trucks - Buses

	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street 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	71	22	1	113	36	59	78	0	173	52	79	3	7	141	13	50	21	0	84	511
04:15 PM	23	81	27	0	131	39	66	83	0	188	53	83	2	0	138	10	53	15	0	78	535
04:30 PM	26	56	18	1	101	30	59	70	0	159	46	98	3	0	147	15	41	22	0	78	485
04:45 PM	16	46	17	0	79	18	41	53	0	112	41	63	2	1	107	9	30	16	0	55	353
Total	84	254	84	2	424	123	225	284	0	632	192	323	10	8	533	47	174	74	0	295	1884
05:00 PM	23	62	16	0	101	28	44	76	0	148	56	87	4	2	149	8	46	21	1	76	474
05:15 PM	17	55	15	2	89	21	36	56	0	113	47	59	5	2	113	7	48	19	0	74	389
05:30 PM	17	60	16	0	93	24	51	61	0	136	59	78	3	1	141	8	37	16	0	61	431
05:45 PM	14	44	14	0	72	15	49	57	0	121	48	71	2	0	121	7	32	14	0	53	367
Total	71	221	61	2	355	88	180	250	0	518	210	295	14	5	524	30	163	70	1	264	1661
Grand Total	155	475	145	4	779	211	405	534	0	1150	402	618	24	13	1057	77	337	144	1	559	3545
Apprch %	19.9	61	18.6	0.5		18.3	35.2	46.4	0		38	58.5	2.3	1.2		13.8	60.3	25.8	0.2		
Total %	4.4	13.4	4.1	0.1	22	6	11.4	15.1	0	32.4	11.3	17.4	0.7	0.4	29.8	2.2	9.5	4.1	0	15.8	
Lights	154	475	145	4	778	203	405	534	0	1142	402	617	24	13	1056	77	337	128	1	543	3519
% Lights	99.4	100	100	100	99.9	96.2	100	100	0	99.3	100	99.8	100	100	99.9	100	100	88.9	100	97.1	99.3
Trucks	1	0	0	0	1	8	0	0	0	8	0	1	0	0	1	0	0	16	0	16	26
% Trucks	0.6	0	0	0	0.1	3.8	0	0	0	0.7	0	0.2	0	0	0.1	0	0	11.1	0	2.9	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	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 : 24704
Site Code : 24704
Start Date : 6/8/2023
Page No : 2

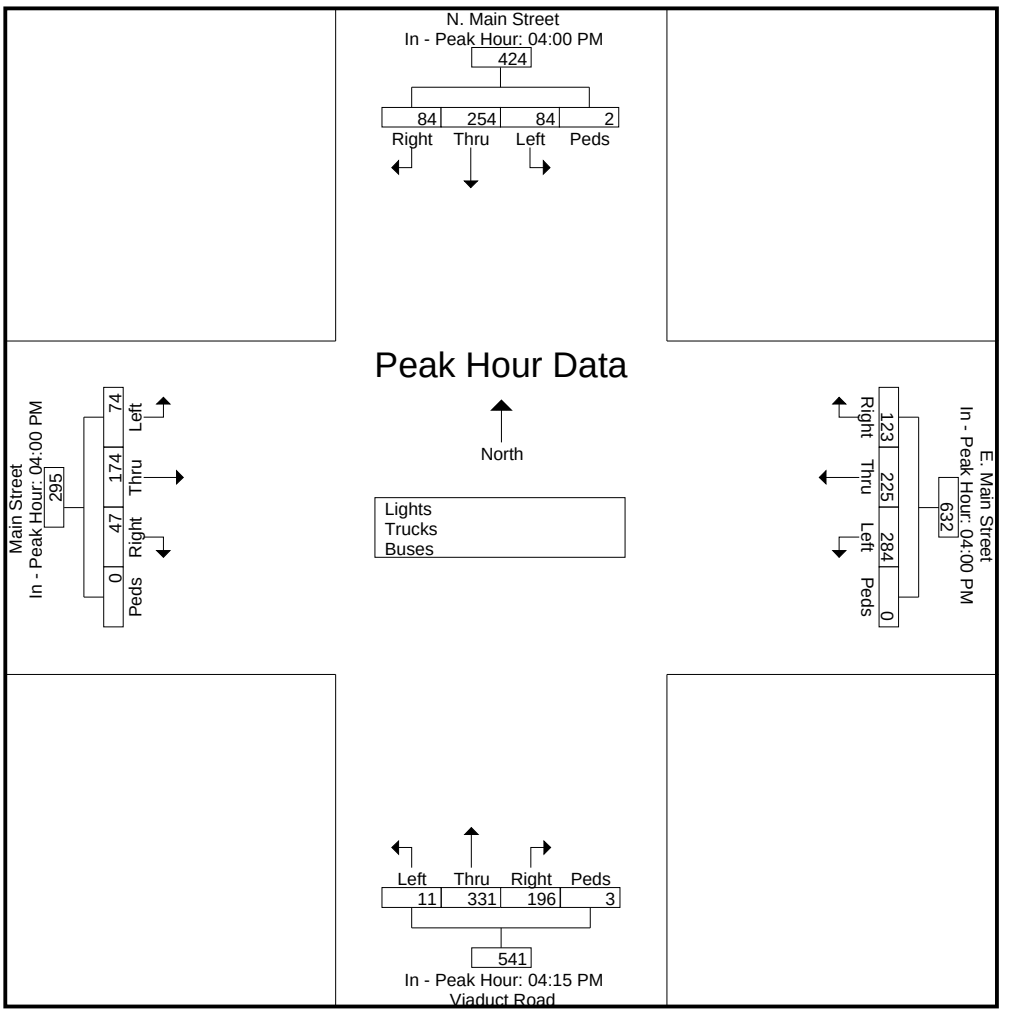
	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	19	71	22	1	113	36	59	78	0	173	52	79	3	7	141	13	50	21	0	84	511
04:15 PM	23	81	27	0	131	39	66	83	0	188	53	83	2	0	138	10	53	15	0	78	535
04:30 PM	26	56	18	1	101	30	59	70	0	159	46	98	3	0	147	15	41	22	0	78	485
04:45 PM	16	46	17	0	79	18	41	53	0	112	41	63	2	1	107	9	30	16	0	55	353
Total Volume	84	254	84	2	424	123	225	284	0	632	192	323	10	8	533	47	174	74	0	295	1884
% App. Total	19.8	59.9	19.8	0.5		19.5	35.6	44.9	0		36	60.6	1.9	1.5		15.9	59	25.1	0		
PHF	.808	.784	.778	.500	.809	.788	.852	.855	.000	.840	.906	.824	.833	.286	.906	.783	.821	.841	.000	.878	.880



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24704
Site Code : 24704
Start Date : 6/8/2023
Page No : 3

	N. Main Street From North					E. Main Street From East					Viaduct Road From South					Main Street 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					04:00 PM					
+0 mins.	19	71	22	1	113	36	59	78	0	173	53	83	2	0	138	13	50	21	0	84	
+15 mins.	23	81	27	0	131	39	66	83	0	188	46	98	3	0	147	10	53	15	0	78	
+30 mins.	26	56	18	1	101	30	59	70	0	159	41	63	2	1	107	15	41	22	0	78	
+45 mins.	16	46	17	0	79	18	41	53	0	112	56	87	4	2	149	9	30	16	0	55	
Total Volume	84	254	84	2	424	123	225	284	0	632	196	331	11	3	541	47	174	74	0	295	
% App. Total	19.8	59.9	19.8	0.5		19.5	35.6	44.9	0		36.2	61.2	2	0.6		15.9	59	25.1	0		
PHF	.808	.784	.778	.500	.809	.788	.852	.855	.000	.840	.875	.844	.688	.375	.908	.783	.821	.841	.000	.878	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main Street
Norwich, Connecticut

File Name : 24721
Site Code : 24721
Start Date : 6/8/2023

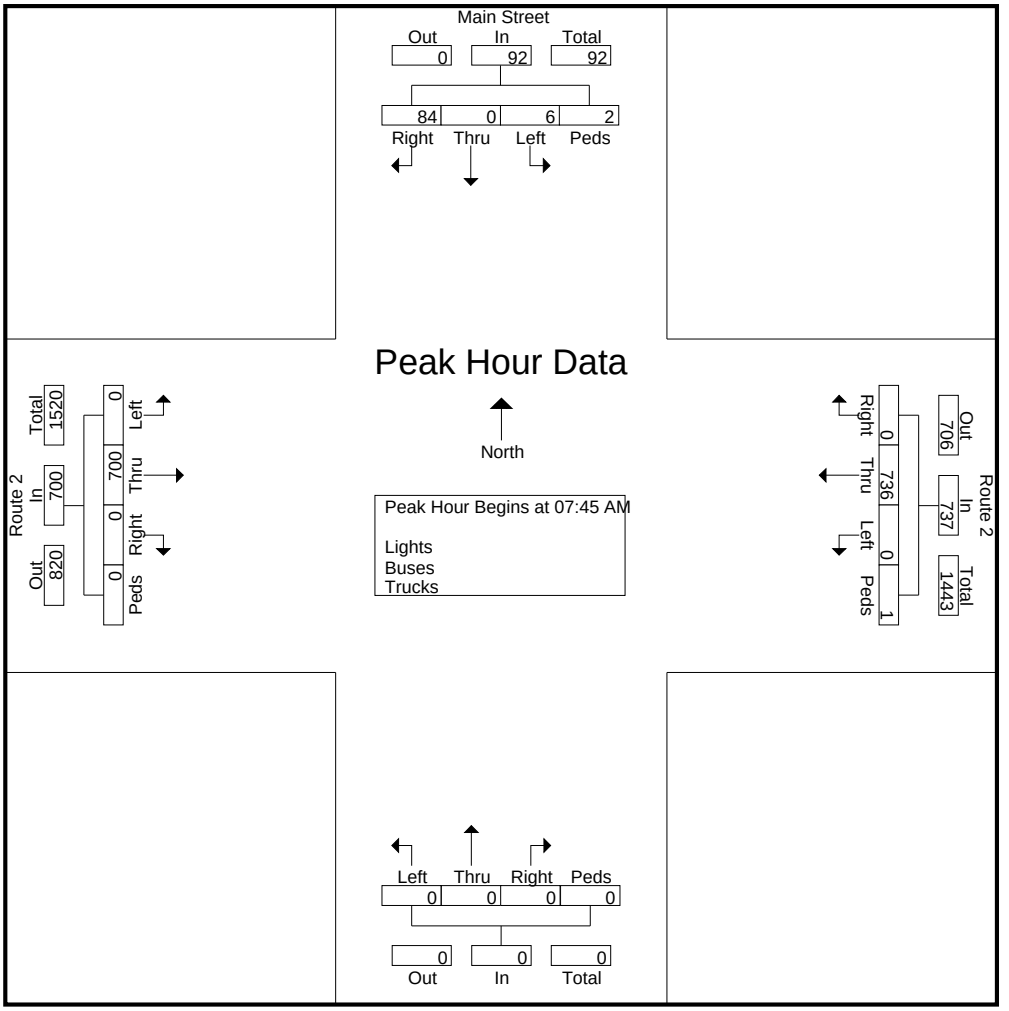
Groups Printed- Lights - Buses - Trucks

	Main Street From North					Route 2 From East					From South					Route 2 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	0	0	0	6	0	92	0	1	93	0	0	0	0	0	0	108	0	0	108	207
07:15 AM	18	0	1	0	19	0	134	0	0	134	0	0	0	0	0	0	126	0	0	126	279
07:30 AM	17	0	1	2	20	0	175	0	1	176	0	0	0	0	0	0	153	0	0	153	349
07:45 AM	25	0	2	0	27	0	206	0	0	206	0	0	0	0	0	0	197	0	0	197	430
Total	66	0	4	2	72	0	607	0	2	609	0	0	0	0	0	0	584	0	0	584	1265
08:00 AM	20	0	0	0	20	0	202	0	0	202	0	0	0	0	0	0	166	0	0	166	388
08:15 AM	16	0	0	0	16	0	146	0	1	147	0	0	0	0	0	0	133	0	0	133	296
08:30 AM	23	0	4	2	29	0	182	0	0	182	0	0	0	0	0	0	204	0	0	204	415
08:45 AM	19	0	2	0	21	0	183	0	3	186	0	0	0	0	0	0	184	0	0	184	391
Total	78	0	6	2	86	0	713	0	4	717	0	0	0	0	0	0	687	0	0	687	1490
Grand Total	144	0	10	4	158	0	1320	0	6	1326	0	0	0	0	0	0	1271	0	0	1271	2755
Apprch %	91.1	0	6.3	2.5		0	99.5	0	0.5		0	0	0	0		0	100	0	0		
Total %	5.2	0	0.4	0.1	5.7	0	47.9	0	0.2	48.1	0	0	0	0	0	0	46.1	0	0	46.1	
Lights	144	0	10	4	158	0	1273										1218				
% Lights	100	0	100	100	100	0	96.4	0	100	96.5	0	0	0	0	0	0	95.8	0	0	95.8	96.4
Buses	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	36	0	0	36	71
% Buses	0	0	0	0	0	0	2.7	0	0	2.6	0	0	0	0	0	0	2.8	0	0	2.8	2.6
Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	17	0	0	17	29
% Trucks	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0	1.3	0	0	1.3	1.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24721
Site Code : 24721
Start Date : 6/8/2023
Page No : 2

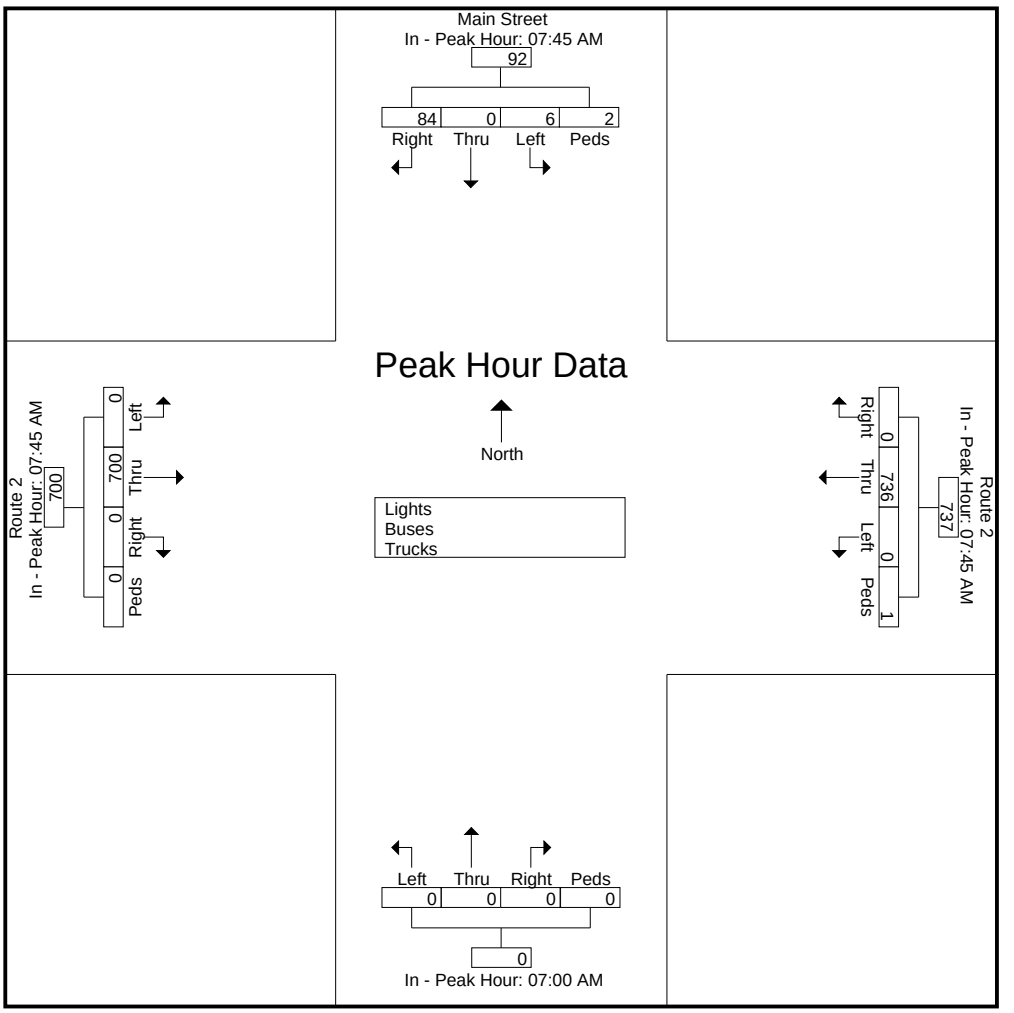
	Main Street From North					Route 2 From East					From South					Route 2 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	25	0	2	0	27	0	206	0	0	206	0	0	0	0	0	0	197	0	0	197	430
08:00 AM	20	0	0	0	20	0	202	0	0	202	0	0	0	0	0	0	166	0	0	166	388
08:15 AM	16	0	0	0	16	0	146	0	1	147	0	0	0	0	0	0	133	0	0	133	296
08:30 AM	23	0	4	2	29	0	182	0	0	182	0	0	0	0	0	0	204	0	0	204	415
Total Volume	84	0	6	2	92	0	736	0	1	737	0	0	0	0	0	0	700	0	0	700	1529
% App. Total	91.3	0	6.5	2.2		0	99.9	0	0.1		0	0	0	0		0	100	0	0		
PHF	.840	.000	.375	.250	.793	.000	.893	.000	.250	.894	.000	.000	.000	.000	.000	.000	.858	.000	.000	.858	.889



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24721
Site Code : 24721
Start Date : 6/8/2023
Page No : 3

	Main Street From North					Route 2 From East					From South					Route 2 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					07:45 AM					07:00 AM					07:45 AM					
+0 mins.	25	0	2	0	27	0	206	0	0	206	0	0	0	0	0	0	197	0	0	197	
+15 mins.	20	0	0	0	20	0	202	0	0	202	0	0	0	0	0	0	166	0	0	166	
+30 mins.	16	0	0	0	16	0	146	0	1	147	0	0	0	0	0	0	133	0	0	133	
+45 mins.	23	0	4	2	29	0	182	0	0	182	0	0	0	0	0	0	204	0	0	204	
Total Volume	84	0	6	2	92	0	736	0	1	737	0	0	0	0	0	0	700	0	0	700	
% App. Total	91.3	0	6.5	2.2		0	99.9	0	0.1		0	0	0	0		0	100	0	0		
PHF	.840	.000	.375	.250	.793	.000	.893	.000	.250	.894	.000	.000	.000	.000	.000	.000	.858	.000	.000	.858	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 2 at Route 82 (EB)/Church St
Norwich, Connecticut

File Name : 24694
Site Code : 24694
Start Date : 6/8/2023
Page No : 1

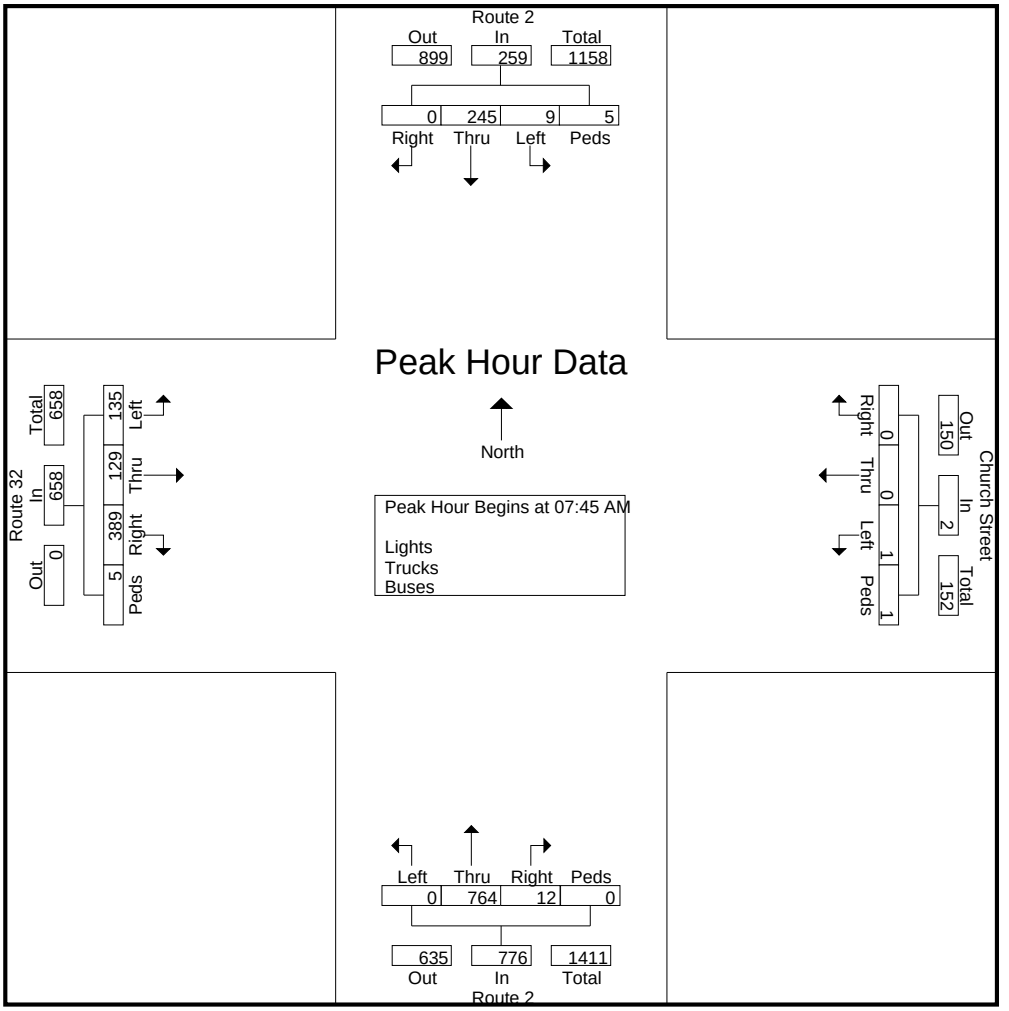
Groups Printed- Lights - Trucks - Buses

	Route 2 From North					Church Street From East					Route 2 From South					Route 32 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	41	0	2	43	0	0	0	1	1	1	102	0	0	103	60	20	42	2	124	271
07:15 AM	0	58	3	0	61	0	0	0	0	0	1	132	0	0	133	49	21	21	0	91	285
07:30 AM	0	65	1	0	66	0	0	0	3	3	3	186	0	0	189	69	22	44	2	137	395
07:45 AM	0	64	2	3	69	0	0	0	0	0	2	198	0	0	200	100	24	35	2	161	430
Total	0	228	6	5	239	0	0	0	4	4	7	618	0	0	625	278	87	142	6	513	1381
08:00 AM	0	57	0	1	58	0	0	1	0	1	6	194	0	0	200	89	23	36	0	148	407
08:15 AM	0	38	1	1	40	0	0	0	1	1	2	171	0	0	173	89	46	34	1	170	384
08:30 AM	0	86	6	0	92	0	0	0	0	0	2	201	0	0	203	111	36	30	2	179	474
08:45 AM	0	42	2	4	48	0	0	0	6	6	7	171	0	0	178	106	41	32	3	182	414
Total	0	223	9	6	238	0	0	1	7	8	17	737	0	0	754	395	146	132	6	679	1679
Grand Total	0	451	15	11	477	0	0	1	11	12	24	1355	0	0	1379	673	233	274	12	1192	3060
Apprch %	0	94.5	3.1	2.3		0	0	8.3	91.7		1.7	98.3	0	0		56.5	19.5	23	1		
Total %	0	14.7	0.5	0.4	15.6	0	0	0	0.4	0.4	0.8	44.3	0	0	45.1	22	7.6	9	0.4	39	
Lights	0	416	15	10	441	0	0	1	9	10	24	1278									
% Lights	0	92.2	100	90.9	92.5	0	0	100	81.8	83.3	100	94.3	0	0	94.4	92.9	100	91.6	100	94	93.9
Trucks	0	27	0	1	28	0	0	0	2	2	0	26	0	0	26	18	0	4	0	22	78
% Trucks	0	6	0	9.1	5.9	0	0	0	18.2	16.7	0	1.9	0	0	1.9	2.7	0	1.5	0	1.8	2.5
Buses	0	8	0	0	8	0	0	0	0	0	0	51	0	0	51	30	0	19	0	49	108
% Buses	0	1.8	0	0	1.7	0	0	0	0	0	0	3.8	0	0	3.7	4.5	0	6.9	0	4.1	3.5

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24694
Site Code : 24694
Start Date : 6/8/2023
Page No : 2

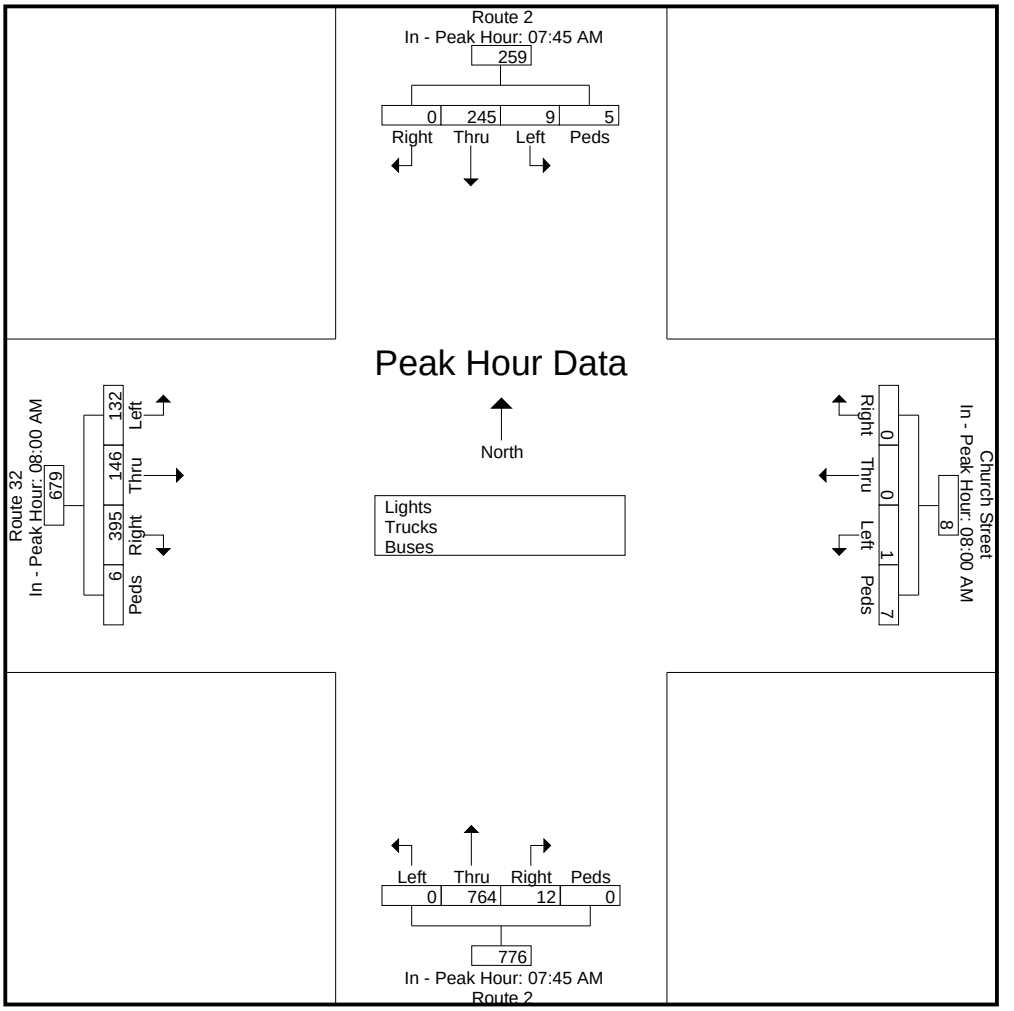
	Route 2 From North					Church Street From East					Route 2 From South					Route 32 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	64	2	3	69	0	0	0	0	0	2	198	0	0	200	100	24	35	2	161	430
08:00 AM	0	57	0	1	58	0	0	1	0	1	6	194	0	0	200	89	23	36	0	148	407
08:15 AM	0	38	1	1	40	0	0	0	1	1	2	171	0	0	173	89	46	34	1	170	384
08:30 AM	0	86	6	0	92	0	0	0	0	0	2	201	0	0	203	111	36	30	2	179	474
Total Volume	0	245	9	5	259	0	0	1	1	2	12	764	0	0	776	389	129	135	5	658	1695
% App. Total	0	94.6	3.5	1.9		0	0	50	50		1.5	98.5	0	0		59.1	19.6	20.5	0.8		
PHF	.000	.712	.375	.417	.704	.000	.000	.250	.250	.500	.500	.950	.000	.000	.956	.876	.701	.938	.625	.919	.894



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24694
Site Code : 24694
Start Date : 6/8/2023
Page No : 3

	Route 2 From North					Church Street From East					Route 2 From South					Route 32 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					08:00 AM					
+0 mins.	0	64	2	3	69	0	0	1	0	1	2	198	0	0	200	89	23	36	0	148	
+15 mins.	0	57	0	1	58	0	0	0	1	1	6	194	0	0	200	89	46	34	1	170	
+30 mins.	0	38	1	1	40	0	0	0	0	0	2	171	0	0	173	111	36	30	2	179	
+45 mins.	0	86	6	0	92	0	0	0	6	6	2	201	0	0	203	106	41	32	3	182	
Total Volume	0	245	9	5	259	0	0	1	7	8	12	764	0	0	776	395	146	132	6	679	
% App. Total	0	94.6	3.5	1.9		0	0	12.5	87.5		1.5	98.5	0	0		58.2	21.5	19.4	0.9		
PHF	.000	.712	.375	.417	.704	.000	.000	.250	.292	.333	.500	.950	.000	.000	.956	.890	.793	.917	.500	.933	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main Street
Norwich, Connecticut

File Name : 24723
Site Code : 24723
Start Date : 6/10/2023

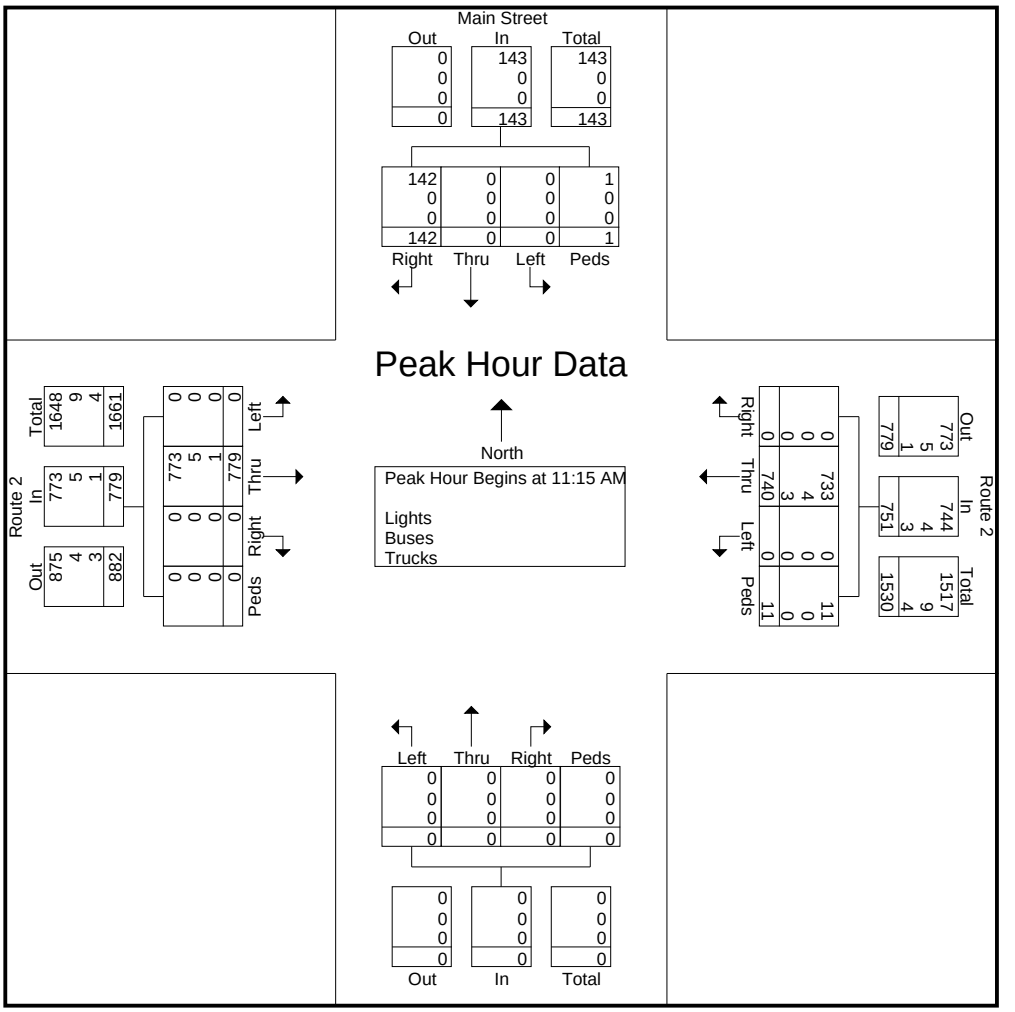
Groups Printed- Lights - Buses - Trucks

	Main Street From North					Route 2 From East					From South					Route 2 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
11:00 AM	36	0	0	0	36	0	165	0	2	167	0	0	0	0	0	0	207	0	0	207	410
11:15 AM	34	0	0	0	34	0	201	0	6	207	0	0	0	0	0	0	203	0	0	203	444
11:30 AM	35	0	0	0	35	0	179	0	2	181	0	0	0	0	0	0	173	0	0	173	389
11:45 AM	34	0	0	0	34	0	171	0	1	172	0	0	0	0	0	0	193	0	0	193	399
Total	139	0	0	0	139	0	716	0	11	727	0	0	0	0	0	0	776	0	0	776	1642
12:00 PM	39	0	0	1	40	0	189	0	2	191	0	0	0	0	0	0	210	0	0	210	441
12:15 PM	24	0	0	0	24	0	163	0	0	163	0	0	0	0	0	0	182	0	0	182	369
12:30 PM	22	0	1	0	23	0	168	0	0	168	0	0	0	0	0	0	170	0	0	170	361
12:45 PM	29	0	1	0	30	0	117	0	0	117	0	0	0	0	0	0	190	0	0	190	337
Total	114	0	2	1	117	0	637	0	2	639	0	0	0	0	0	0	752	0	0	752	1508
Grand Total	253	0	2	1	256	0	1353	0	13	1366	0	0	0	0	0	0	1528	0	0	1528	3150
Apprch %	98.8	0	0.8	0.4		0	99	0	1		0	0	0	0		0	100	0	0		
Total %	8	0	0.1	0	8.1	0	43	0	0.4	43.4	0	0	0	0	0	0	48.5	0	0	48.5	
Lights	253	0	2	1	256	0	1340										1515				
% Lights	100	0	100	100	100	0	99	0	100	99	0	0	0	0	0	0	99.1	0	0	99.1	99.2
Buses	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	20
% Buses	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.7	0	0	0.7	0.6
Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24723
Site Code : 24723
Start Date : 6/10/2023
Page No : 2

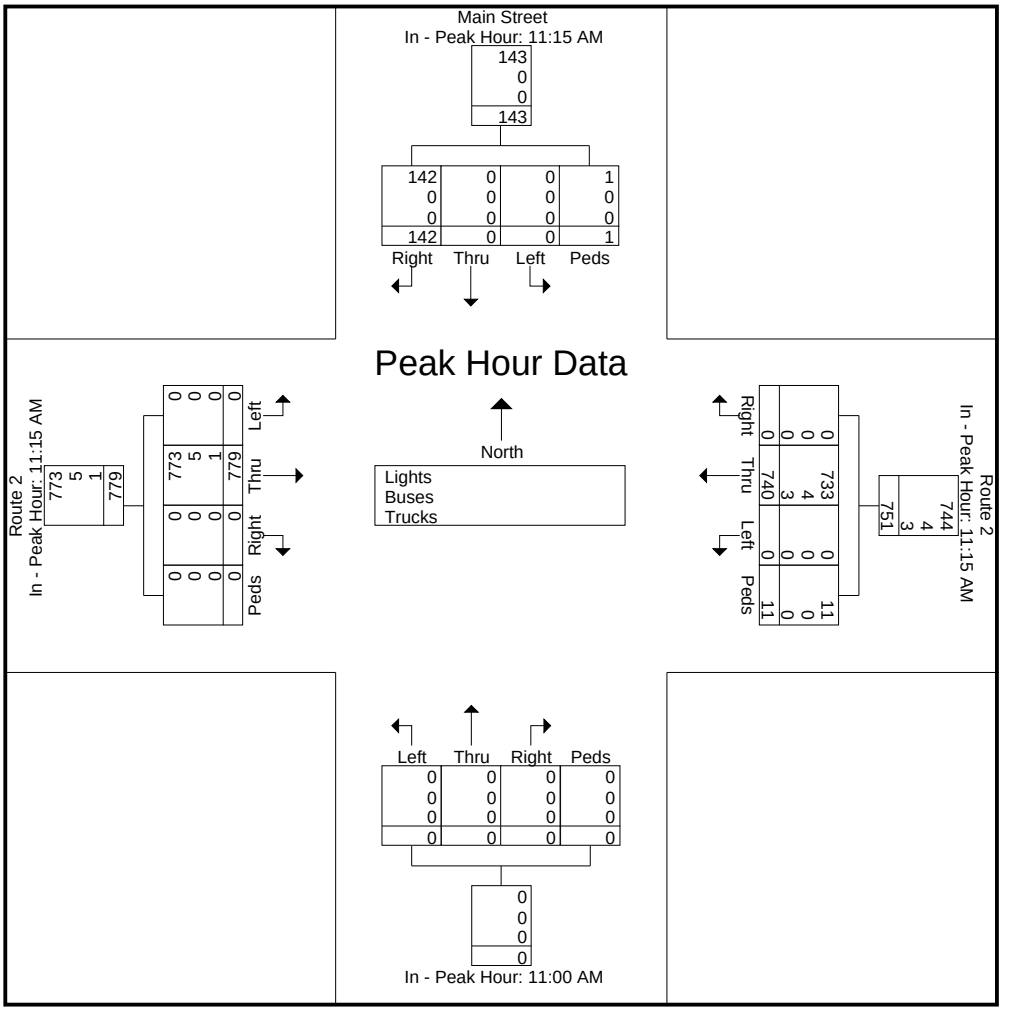
	Main Street From North					Route 2 From East					From South					Route 2 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	34	0	0	0	34	0	201	0	6	207	0	0	0	0	0	0	203	0	0	203	444
11:30 AM	35	0	0	0	35	0	179	0	2	181	0	0	0	0	0	0	173	0	0	173	389
11:45 AM	34	0	0	0	34	0	171	0	1	172	0	0	0	0	0	0	193	0	0	193	399
12:00 PM	39	0	0	1	40	0	189	0	2	191	0	0	0	0	0	0	210	0	0	210	441
Total Volume	142	0	0	1	143	0	740	0	11	751	0	0	0	0	0	0	779	0	0	779	1673
% App. Total	99.3	0	0	0.7		0	98.5	0	1.5		0	0	0	0		0	100	0	0		
PHF	.910	.000	.000	.250	.894	.000	.920	.000	.458	.907	.000	.000	.000	.000	.000	.000	.927	.000	.000	.927	.942
Lights	142	0	0	1	143	0	733	0	11	744	0	0	0	0	0	0	773	0	0	773	1660
% Lights	100	0	0	100	100	0	99.1	0	100	99.1	0	0	0	0	0	0	99.2	0	0	99.2	99.2
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	0.5
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24723
Site Code : 24723
Start Date : 6/10/2023
Page No : 3

	Main Street From North					Route 2 From East					From South					Route 2 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:15 AM					11:00 AM					11:15 AM					
+0 mins.	34	0	0	0	34	0	201	0	6	207	0	0	0	0	0	0	203	0	0	203	
+15 mins.	35	0	0	0	35	0	179	0	2	181	0	0	0	0	0	0	173	0	0	173	
+30 mins.	34	0	0	0	34	0	171	0	1	172	0	0	0	0	0	0	193	0	0	193	
+45 mins.	39	0	0	1	40	0	189	0	2	191	0	0	0	0	0	0	210	0	0	210	
Total Volume	142	0	0	1	143	0	740	0	11	751	0	0	0	0	0	0	779	0	0	779	
% App. Total	99.3	0	0	0.7		0	98.5	0	1.5		0	0	0	0		0	100	0	0		
PHF	.910	.000	.000	.250	.894	.000	.920	.000	.458	.907	.000	.000	.000	.000	.000	.000	.927	.000	.000	.927	
Lights	142	0	0	1	143	0	733	0	11	744	0	0	0	0	0	0	773	0	0	773	
% Lights	100	0	0	100	100	0	99.1	0	100	99.1	0	0	0	0	0	0	99.2	0	0	99.2	
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Route 82 (EB)/Church St
Norwich, Connecticut

File Name : 24696
Site Code : 24696
Start Date : 6/10/2023
Page No : 1

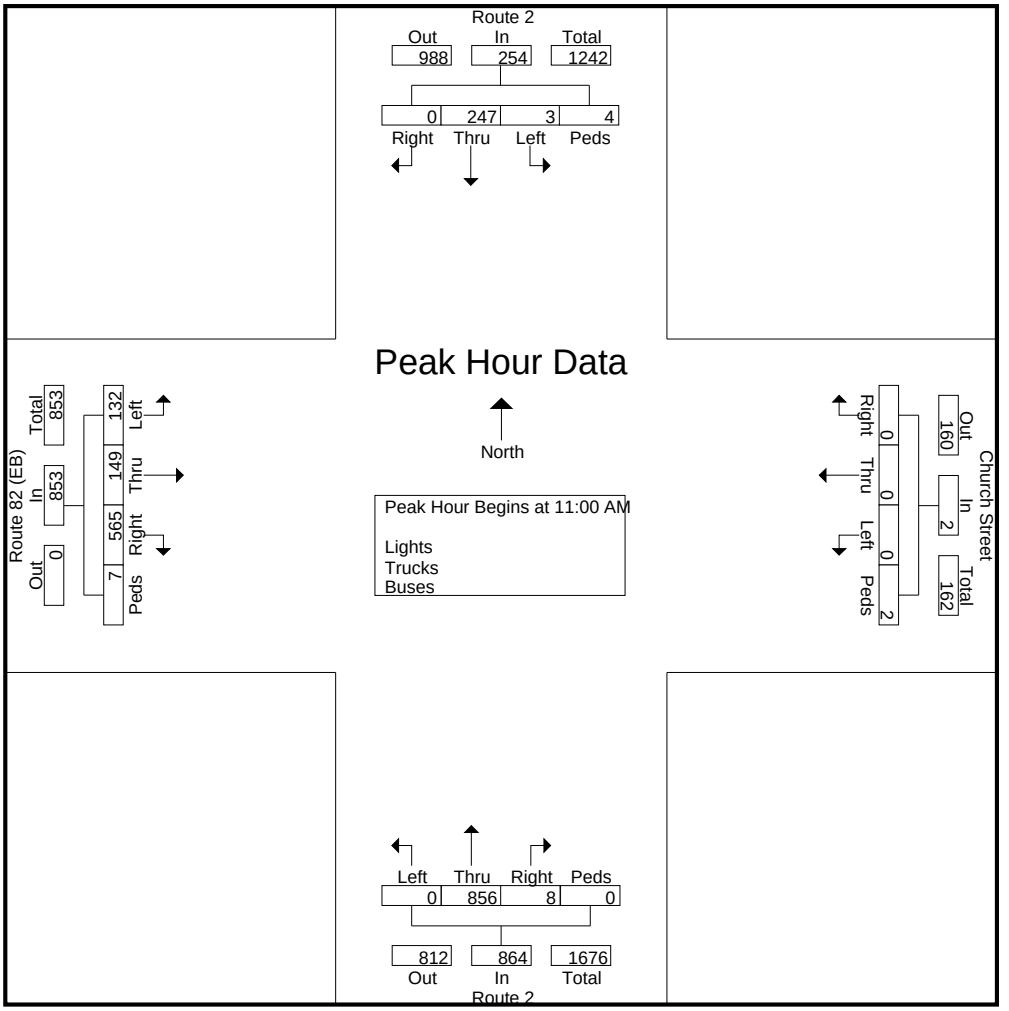
Groups Printed- Lights - Trucks - Buses

	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) 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
11:00 AM	0	63	0	0	63	0	0	0	0	0	1	206	0	0	207	119	44	38	1	202	472
11:15 AM	0	67	1	2	70	0	0	0	1	1	4	223	0	0	227	139	29	31	2	201	499
11:30 AM	0	62	1	1	64	0	0	0	0	0	3	226	0	0	229	131	33	38	2	204	497
11:45 AM	0	55	1	1	57	0	0	0	1	1	0	201	0	0	201	176	43	25	2	246	505
Total	0	247	3	4	254	0	0	0	2	2	8	856	0	0	864	565	149	132	7	853	1973
12:00 PM	0	45	2	4	51	0	0	0	4	4	5	175	0	0	180	150	35	38	1	224	459
12:15 PM	0	54	1	0	55	0	0	0	0	0	6	177	0	0	183	109	49	36	2	196	434
12:30 PM	0	67	1	0	68	0	0	0	0	0	2	193	0	0	195	103	28	46	2	179	442
12:45 PM	0	50	0	2	52	0	0	0	1	1	1	136	0	0	137	110	23	45	0	178	368
Total	0	216	4	6	226	0	0	0	5	5	14	681	0	0	695	472	135	165	5	777	1703
Grand Total	0	463	7	10	480	0	0	0	7	7	22	1537	0	0	1559	1037	284	297	12	1630	3676
Apprch %	0	96.5	1.5	2.1		0	0	0	100		1.4	98.6	0	0		63.6	17.4	18.2	0.7		
Total %	0	12.6	0.2	0.3	13.1	0	0	0	0.2	0.2	0.6	41.8	0	0	42.4	28.2	7.7	8.1	0.3	44.3	
Lights	0	462	7	10	479	0	0	0	7	7	22	1526				1025					
% Lights	0	99.8	100	100	99.8	0	0	0	100	100	100	99.3	0	0	99.3	98.8	100	98.3	100	99	99.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1	0	0	0	0.1	0.1
Buses	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	11	0	5	0	16	25
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.5	1.1	0	1.7	0	1	0.7

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24696
Site Code : 24696
Start Date : 6/10/2023
Page No : 2

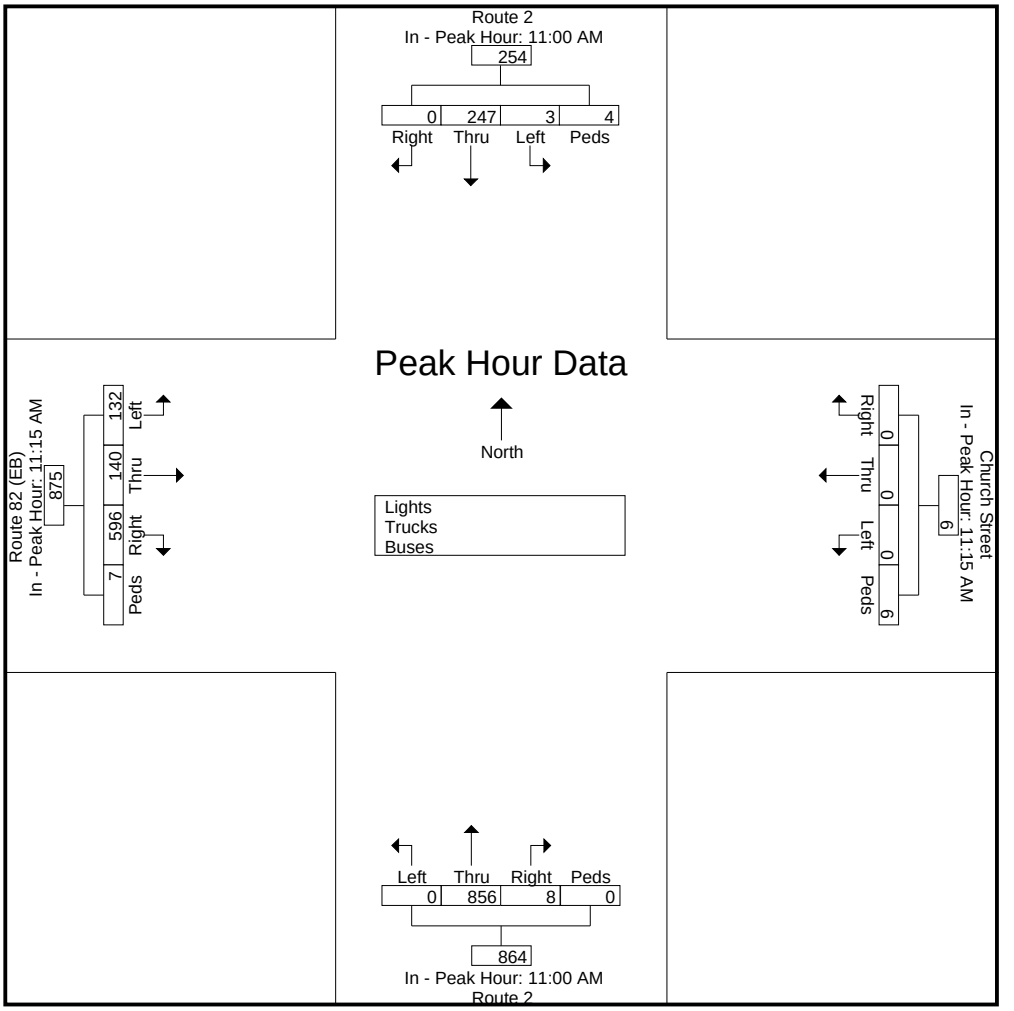
	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	63	0	0	63	0	0	0	0	0	1	206	0	0	207	119	44	38	1	202	472
11:15 AM	0	67	1	2	70	0	0	0	1	1	4	223	0	0	227	139	29	31	2	201	499
11:30 AM	0	62	1	1	64	0	0	0	0	0	3	226	0	0	229	131	33	38	2	204	497
11:45 AM	0	55	1	1	57	0	0	0	1	1	0	201	0	0	201	176	43	25	2	246	505
Total Volume	0	247	3	4	254	0	0	0	2	2	8	856	0	0	864	565	149	132	7	853	1973
% App. Total	0	97.2	1.2	1.6		0	0	0	100		0.9	99.1	0	0		66.2	17.5	15.5	0.8		
PHF	.000	.922	.750	.500	.907	.000	.000	.000	.500	.500	.500	.947	.000	.000	.943	.803	.847	.868	.875	.867	.977



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24696
Site Code : 24696
Start Date : 6/10/2023
Page No : 3

Start Time	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:15 AM					11:00 AM					11:15 AM					
+0 mins.	0	63	0	0	63	0	0	0	1	1	1	206	0	0	207	139	29	31	2	201	
+15 mins.	0	67	1	2	70	0	0	0	0	0	4	223	0	0	227	131	33	38	2	204	
+30 mins.	0	62	1	1	64	0	0	0	1	1	3	226	0	0	229	176	43	25	2	246	
+45 mins.	0	55	1	1	57	0	0	0	4	4	0	201	0	0	201	150	35	38	1	224	
Total Volume	0	247	3	4	254	0	0	0	6	6	8	856	0	0	864	596	140	132	7	875	
% App. Total	0	97.2	1.2	1.6		0	0	0	100		0.9	99.1	0	0		68.1	16	15.1	0.8		
PHF	.000	.922	.750	.500	.907	.000	.000	.000	.375	.375	.500	.947	.000	.000	.943	.847	.814	.868	.875	.889	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Main Street
Norwich, Connecticut

File Name : 24722
Site Code : 24722
Start Date : 6/8/2023
Page No : 1

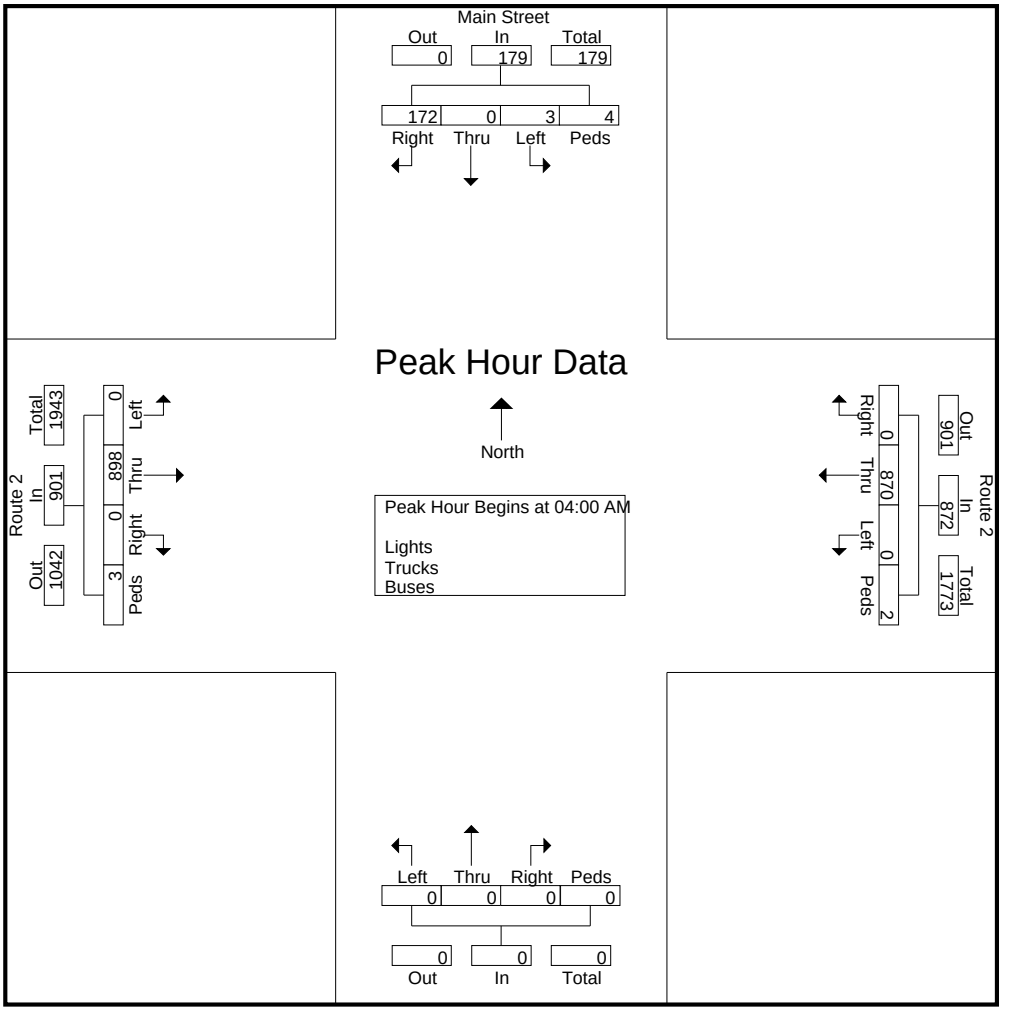
Groups Printed- Lights - Trucks - Buses

	Main Street From North					Route 2 From East					From South					Route 2 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 AM	46	0	0	0	46	0	224	0	2	226	0	0	0	0	0	0	230	0	1	231	503
04:15 AM	41	0	2	2	45	0	203	0	0	203	0	0	0	0	0	0	215	0	1	216	464
04:30 AM	43	0	0	1	44	0	221	0	0	221	0	0	0	0	0	0	255	0	1	256	521
04:45 AM	42	0	1	1	44	0	222	0	0	222	0	0	0	0	0	0	198	0	0	198	464
Total	172	0	3	4	179	0	870	0	2	872	0	0	0	0	0	0	898	0	3	901	1952
05:00 AM	38	0	1	0	39	0	201	0	0	201	0	0	0	0	0	0	254	0	0	254	494
05:15 AM	36	0	0	1	37	0	177	0	0	177	0	0	0	0	0	0	229	0	0	229	443
05:30 AM	26	0	0	0	26	0	162	0	2	164	0	0	0	0	0	0	199	0	0	199	389
05:45 AM	23	0	2	0	25	0	170	0	0	170	0	0	0	0	0	0	225	0	0	225	420
Total	123	0	3	1	127	0	710	0	2	712	0	0	0	0	0	0	907	0	0	907	1746
Grand Total	295	0	6	5	306	0	1580	0	4	1584	0	0	0	0	0	0	1805	0	3	1808	3698
Apprch %	96.4	0	2	1.6		0	99.7	0	0.3		0	0	0	0		0	99.8	0	0.2		
Total %	8	0	0.2	0.1	8.3	0	42.7	0	0.1	42.8	0	0	0	0	0	0	48.8	0	0.1	48.9	
Lights	294	0	6	5	305	0	1541										1767				
% Lights	99.7	0	100	100	99.7	0	97.5	0	25	97.3	0	0	0	0	0	0	97.9	0	0	97.7	97.7
Trucks	1	0	0	0	1	0	16	0	3	19	0	0	0	0	0	0	7	0	3	10	30
% Trucks	0.3	0	0	0	0.3	0	1	0	75	1.2	0	0	0	0	0	0	0.4	0	100	0.6	0.8
Buses	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	31	0	0	31	54
% Buses	0	0	0	0	0	0	1.5	0	0	1.5	0	0	0	0	0	0	1.7	0	0	1.7	1.5

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24722
Site Code : 24722
Start Date : 6/8/2023
Page No : 2

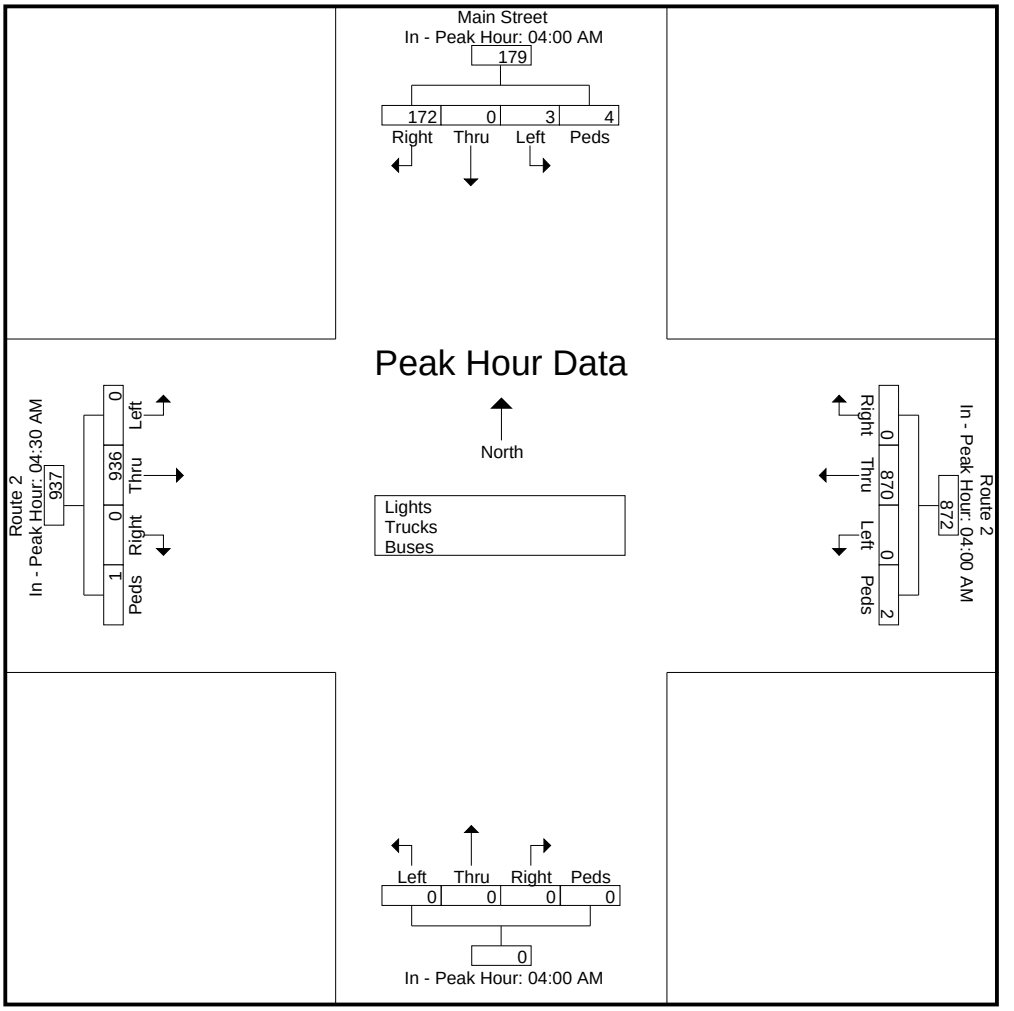
	Main Street From North					Route 2 From East					From South					Route 2 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 AM																					
04:00 AM	46	0	0	0	46	0	224	0	2	226	0	0	0	0	0	0	230	0	1	231	503
04:15 AM	41	0	2	2	45	0	203	0	0	203	0	0	0	0	0	0	215	0	1	216	464
04:30 AM	43	0	0	1	44	0	221	0	0	221	0	0	0	0	0	0	255	0	1	256	521
04:45 AM	42	0	1	1	44	0	222	0	0	222	0	0	0	0	0	0	198	0	0	198	464
Total Volume	172	0	3	4	179	0	870	0	2	872	0	0	0	0	0	0	898	0	3	901	1952
% App. Total	96.1	0	1.7	2.2		0	99.8	0	0.2		0	0	0	0		0	99.7	0	0.3		
PHF	.935	.000	.375	.500	.973	.000	.971	.000	.250	.965	.000	.000	.000	.000	.000	.000	.880	.000	.750	.880	.937



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24722
Site Code : 24722
Start Date : 6/8/2023
Page No : 3

	Main Street From North					Route 2 From East					From South					Route 2 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 AM to 05:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 AM					04:00 AM					04:00 AM					04:30 AM					
+0 mins.	46	0	0	0	46	0	224	0	2	226	0	0	0	0	0	0	255	0	1	256	
+15 mins.	41	0	2	2	45	0	203	0	0	203	0	0	0	0	0	0	198	0	0	198	
+30 mins.	43	0	0	1	44	0	221	0	0	221	0	0	0	0	0	0	254	0	0	254	
+45 mins.	42	0	1	1	44	0	222	0	0	222	0	0	0	0	0	0	229	0	0	229	
Total Volume	172	0	3	4	179	0	870	0	2	872	0	0	0	0	0	0	936	0	1	937	
% App. Total	96.1	0	1.7	2.2		0	99.8	0	0.2		0	0	0	0		0	99.9	0	0.1		
PHF	.935	.000	.375	.500	.973	.000	.971	.000	.250	.965	.000	.000	.000	.000	.000	.000	.918	.000	.250	.915	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Route 82 (EB)/Church St
Norwich, Connecticut

File Name : 24695
Site Code : 24695
Start Date : 6/8/2023
Page No : 1

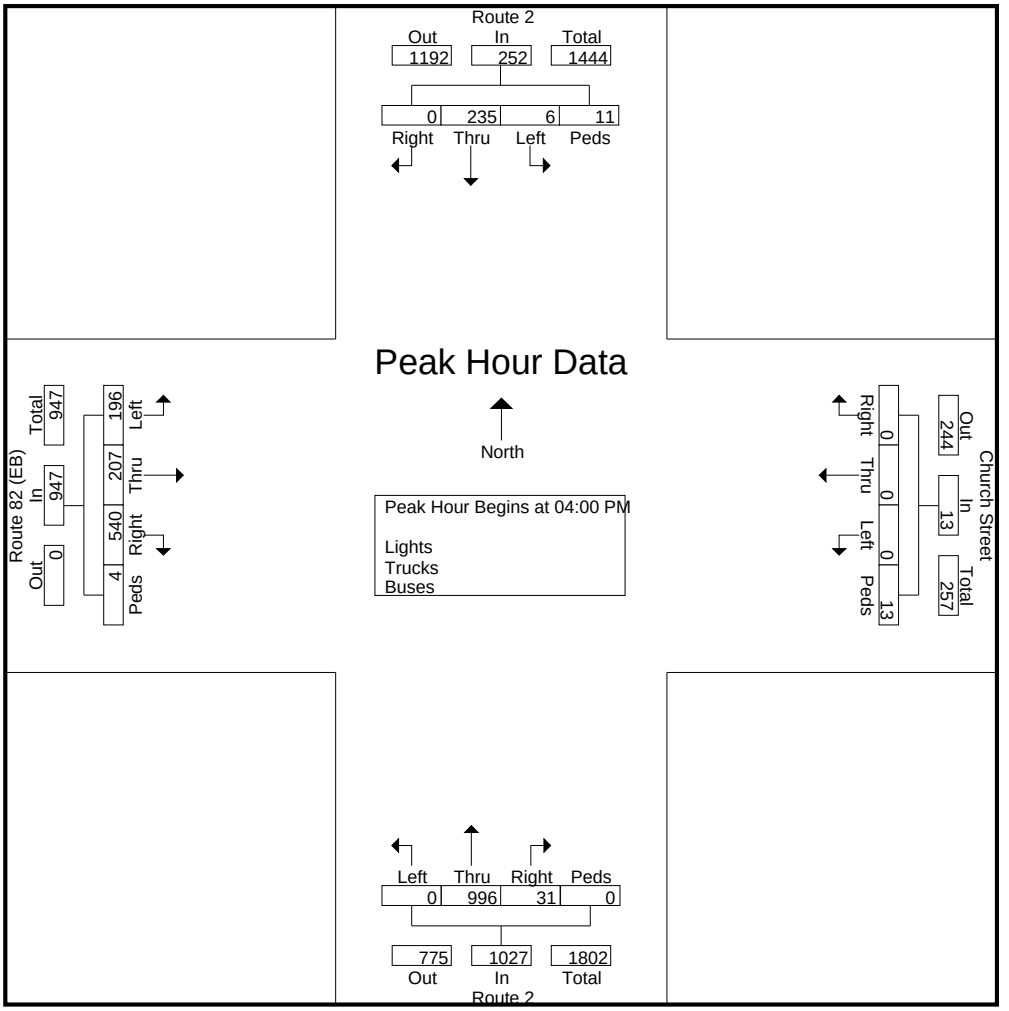
Groups Printed- Lights - Trucks - Buses

	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) 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	60	4	7	71	0	0	0	9	9	9	244	0	0	253	123	42	55	1	221	554
04:15 PM	0	58	0	2	60	0	0	0	1	1	5	248	0	0	253	140	45	50	0	235	549
04:30 PM	0	59	1	1	61	0	0	0	3	3	7	259	0	0	266	148	58	44	0	250	580
04:45 PM	0	58	1	1	60	0	0	0	0	0	10	245	0	0	255	129	62	47	3	241	556
Total	0	235	6	11	252	0	0	0	13	13	31	996	0	0	1027	540	207	196	4	947	2239
05:00 PM	0	50	2	2	54	0	0	0	0	0	10	213	0	0	223	158	52	48	0	258	535
05:15 PM	0	55	4	2	61	0	0	0	2	2	16	208	0	0	224	132	62	29	5	228	515
05:30 PM	0	52	0	0	52	0	0	0	0	0	5	181	0	0	186	108	54	46	0	208	446
05:45 PM	0	69	2	0	71	0	0	0	0	0	4	179	0	0	183	115	59	44	0	218	472
Total	0	226	8	4	238	0	0	0	2	2	35	781	0	0	816	513	227	167	5	912	1968
Grand Total	0	461	14	15	490	0	0	0	15	15	66	1777	0	0	1843	1053	434	363	9	1859	4207
Apprch %	0	94.1	2.9	3.1		0	0	0	100		3.6	96.4	0	0		56.6	23.3	19.5	0.5		
Total %	0	11	0.3	0.4	11.6	0	0	0	0.4	0.4	1.6	42.2	0	0	43.8	25	10.3	8.6	0.2	44.2	
Lights	0	457	14	14	485	0	0	0	12	12	64	1741				1025					
% Lights	0	99.1	100	93.3	99	0	0	0	80	80	97	98	0	0	97.9	97.3	99.5	97.2	88.9	97.8	97.9
Trucks	0	2	0	1	3	0	0	0	3	3	2	12	0	0	14	4	1	0	1	6	26
% Trucks	0	0.4	0	6.7	0.6	0	0	0	20	20	3	0.7	0	0	0.8	0.4	0.2	0	11.1	0.3	0.6
Buses	0	2	0	0	2	0	0	0	0	0	0	24	0	0	24	24	1	10	0	35	61
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	1.4	0	0	1.3	2.3	0.2	2.8	0	1.9	1.4

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24695
Site Code : 24695
Start Date : 6/8/2023
Page No : 2

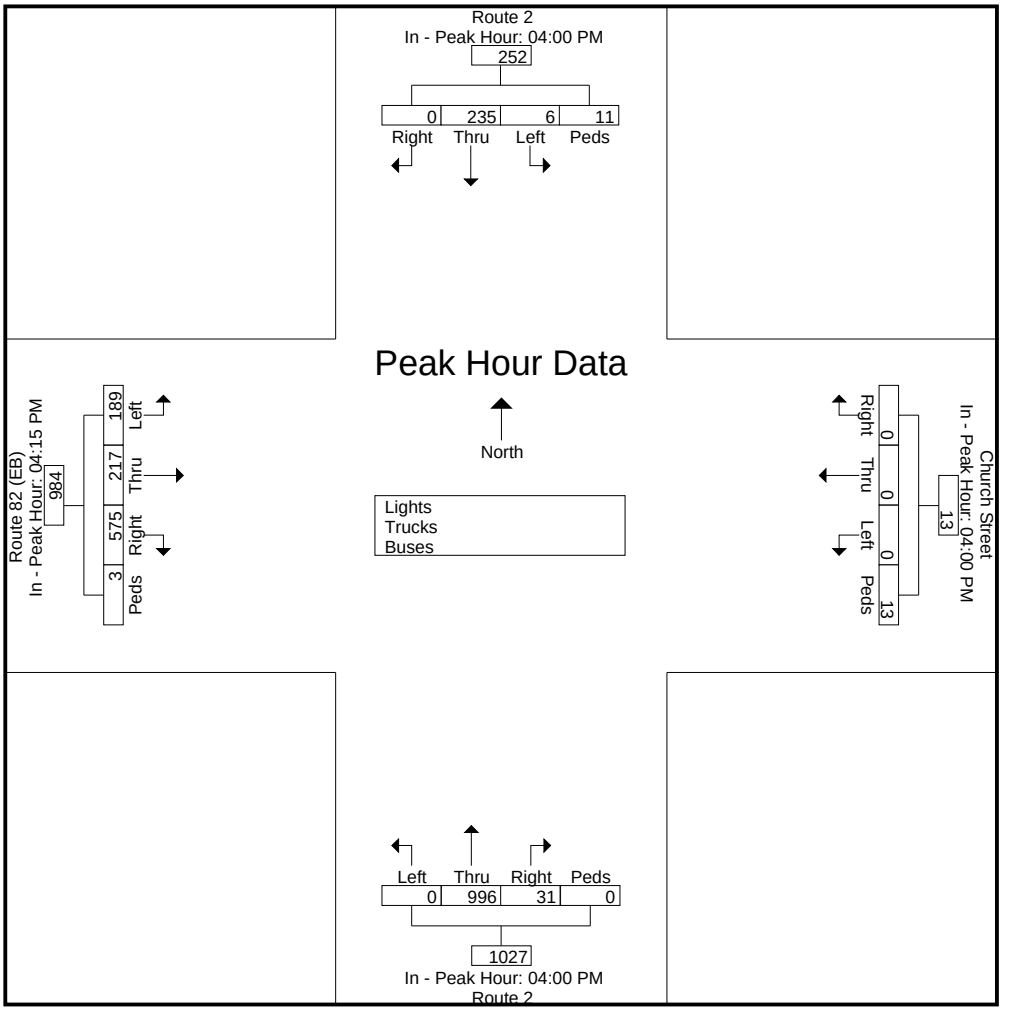
	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	60	4	7	71	0	0	0	9	9	9	244	0	0	253	123	42	55	1	221	554
04:15 PM	0	58	0	2	60	0	0	0	1	1	5	248	0	0	253	140	45	50	0	235	549
04:30 PM	0	59	1	1	61	0	0	0	3	3	7	259	0	0	266	148	58	44	0	250	580
04:45 PM	0	58	1	1	60	0	0	0	0	0	10	245	0	0	255	129	62	47	3	241	556
Total Volume	0	235	6	11	252	0	0	0	13	13	31	996	0	0	1027	540	207	196	4	947	2239
% App. Total	0	93.3	2.4	4.4		0	0	0	100		3	97	0	0		57	21.9	20.7	0.4		
PHF	.000	.979	.375	.393	.887	.000	.000	.000	.361	.361	.775	.961	.000	.000	.965	.912	.835	.891	.333	.947	.965



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24695
Site Code : 24695
Start Date : 6/8/2023
Page No : 3

	Route 2 From North					Church Street From East					Route 2 From South					Route 82 (EB) 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					04:00 PM					04:15 PM					
+0 mins.	0	60	4	7	71	0	0	0	9	9	9	244	0	0	253	140	45	50	0	235	
+15 mins.	0	58	0	2	60	0	0	0	1	1	5	248	0	0	253	148	58	44	0	250	
+30 mins.	0	59	1	1	61	0	0	0	3	3	7	259	0	0	266	129	62	47	3	241	
+45 mins.	0	58	1	1	60	0	0	0	0	0	10	245	0	0	255	158	52	48	0	258	
Total Volume	0	235	6	11	252	0	0	0	13	13	31	996	0	0	1027	575	217	189	3	984	
% App. Total	0	93.3	2.4	4.4		0	0	0	100		3	97	0	0		58.4	22.1	19.2	0.3		
PHF	.000	.979	.375	.393	.887	.000	.000	.000	.361	.361	.775	.961	.000	.000	.965	.910	.875	.945	.250	.953	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 1

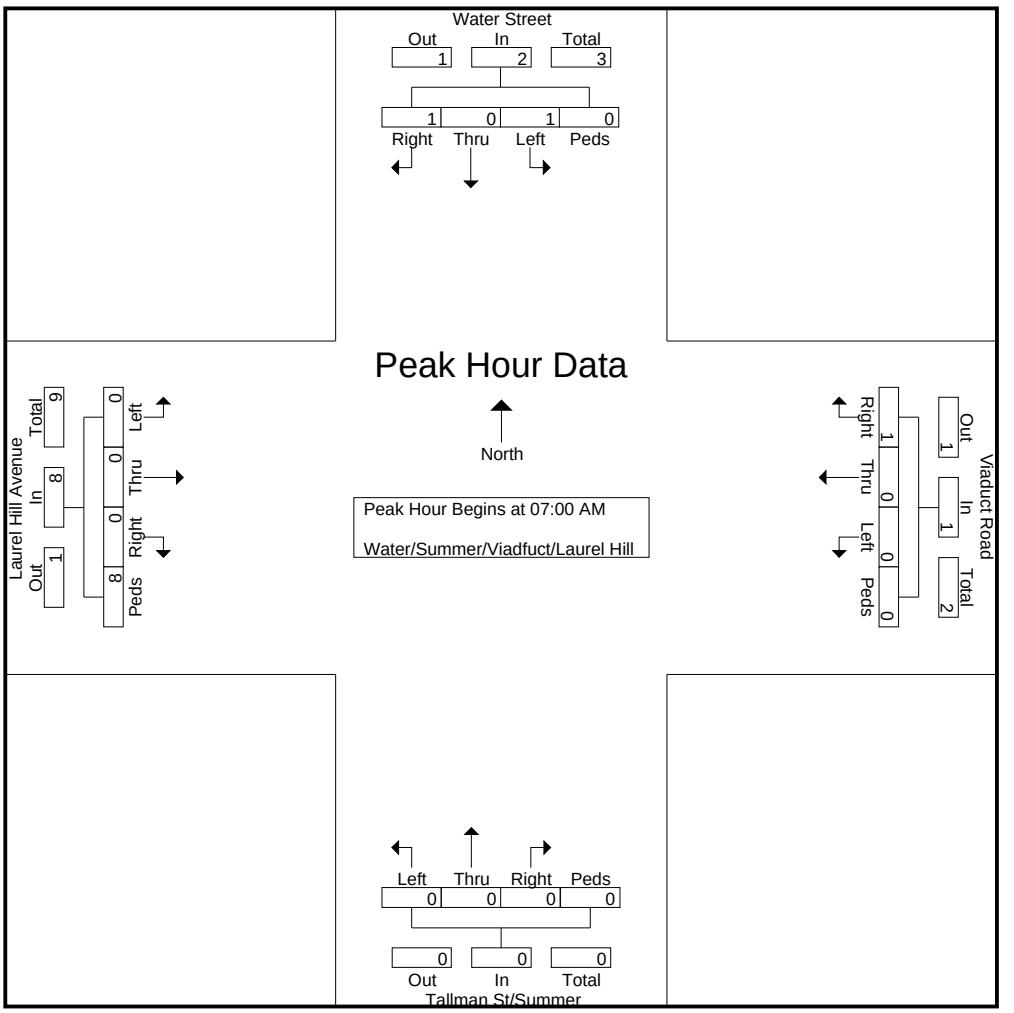
Groups Printed- Water/Summer/Viadfuct/Laurel Hill

	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	8	8	11
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Grand Total	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	12	12	15
Apprch %	50	0	50	0		100	0	0	0		0	0	0	0		0	0	0	100		
Total %	6.7	0	6.7	0	13.3	6.7	0	0	0	6.7	0	0	0	0	0	0	0	0	80	80	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 2

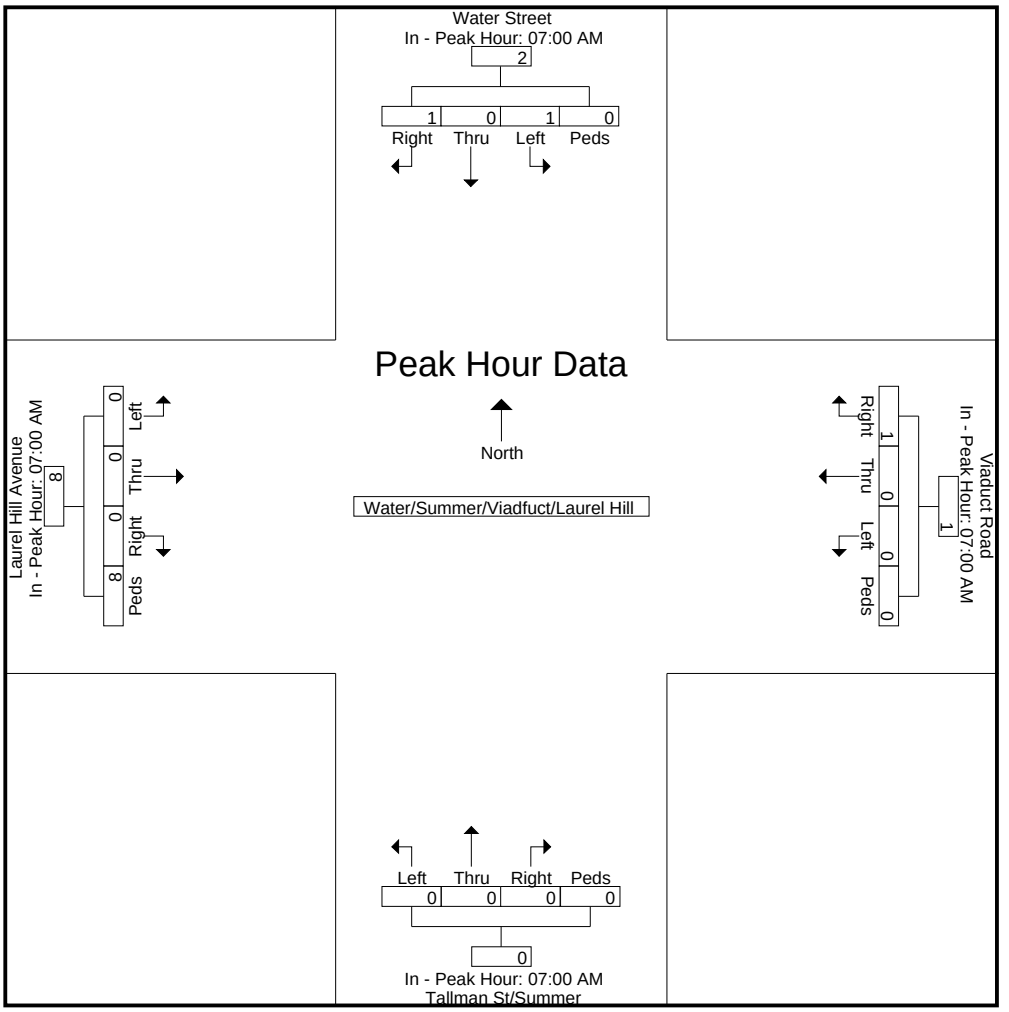
	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total Volume	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	8	8	11
% App. Total	50	0	50	0		100	0	0	0		0	0	0	0		0	0	0	100		
PHF	.250	.000	.250	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	.550



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 3

	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill 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					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+15 mins.	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
Total Volume	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	8	8	
% App. Total	50	0	50	0		100	0	0	0		0	0	0	0		0	0	0	100		
PHF	.250	.000	.250	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023
Page No : 1

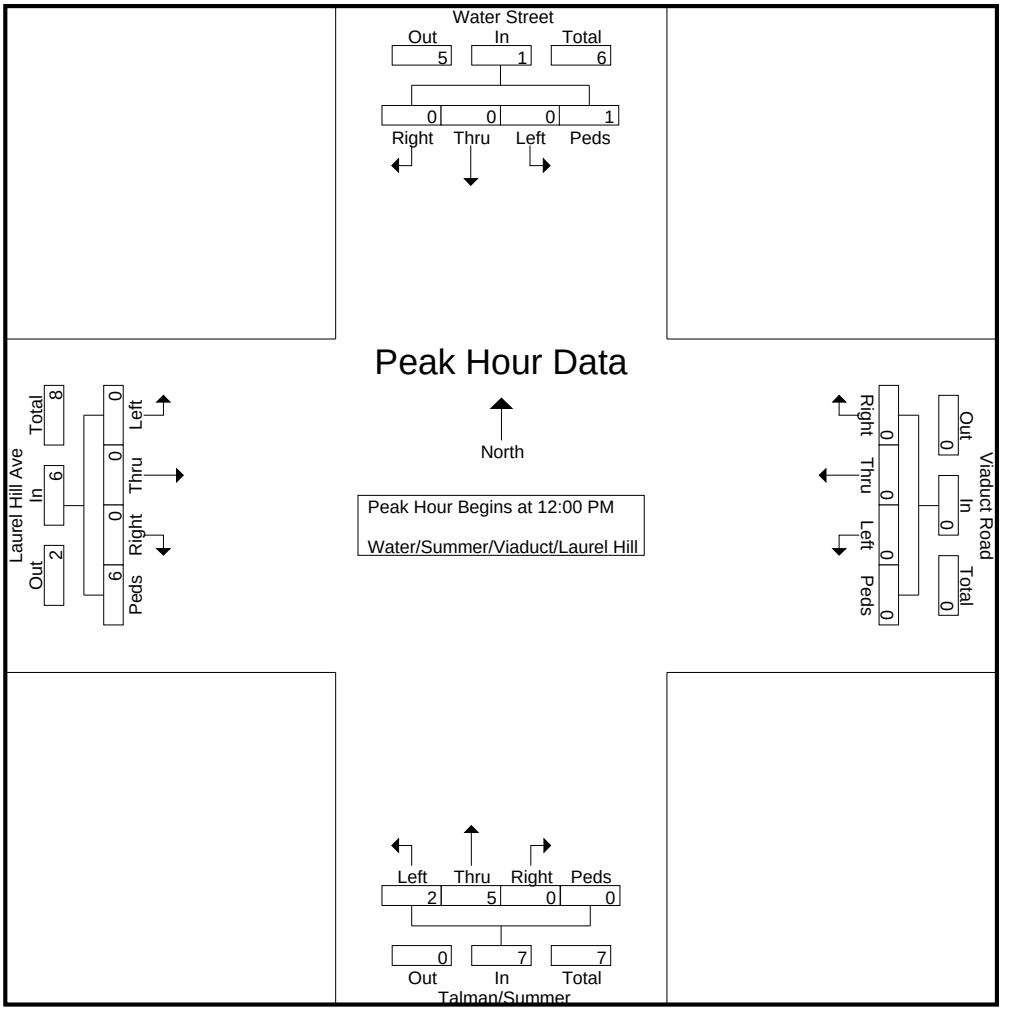
Groups Printed- Water/Summer/Viaduct/Laurel Hill

	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill 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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	3	3	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	3	3	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	0	0	0	5	2	0	7	0	0	0	6	6	14
Grand Total	0	0	0	1	1	0	0	0	0	0	1	8	2	0	11	0	0	0	9	9	21
Apprch %	0	0	0	100		0	0	0	0		9.1	72.7	18.2	0		0	0	0	100		
Total %	0	0	0	4.8	4.8	0	0	0	0	0	4.8	38.1	9.5	0	52.4	0	0	0	42.9	42.9	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023
Page No : 2

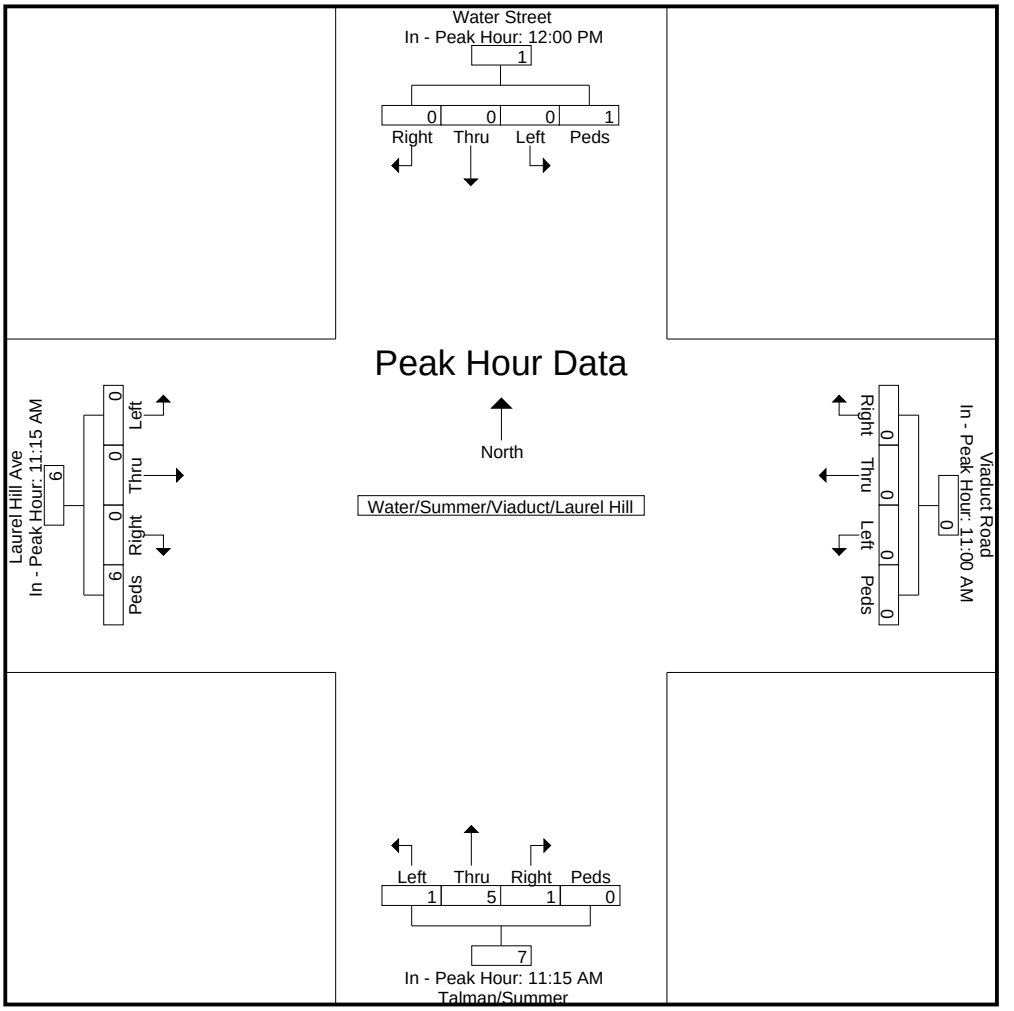
	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	3	3	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	3
Total Volume	0	0	0	1	1	0	0	0	0	0	0	5	2	0	7	0	0	0	6	6	14
% App. Total	0	0	0	100		0	0	0	0		0	71.4	28.6	0		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.417	.500	.000	.438	.000	.000	.000	.500	.500	.500



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023
Page No : 3

	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:00 AM					11:15 AM					11:15 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	
+45 mins.	0	0	0	1	1	0	0	0	0	0	0	3	1	0	4	0	0	0	3	3	
Total Volume	0	0	0	1	1	0	0	0	0	0	1	5	1	0	7	0	0	0	6	6	
% App. Total	0	0	0	100		0	0	0	0		14.3	71.4	14.3	0		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.417	.250	.000	.438	.000	.000	.000	.500	.500	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023
Page No : 1

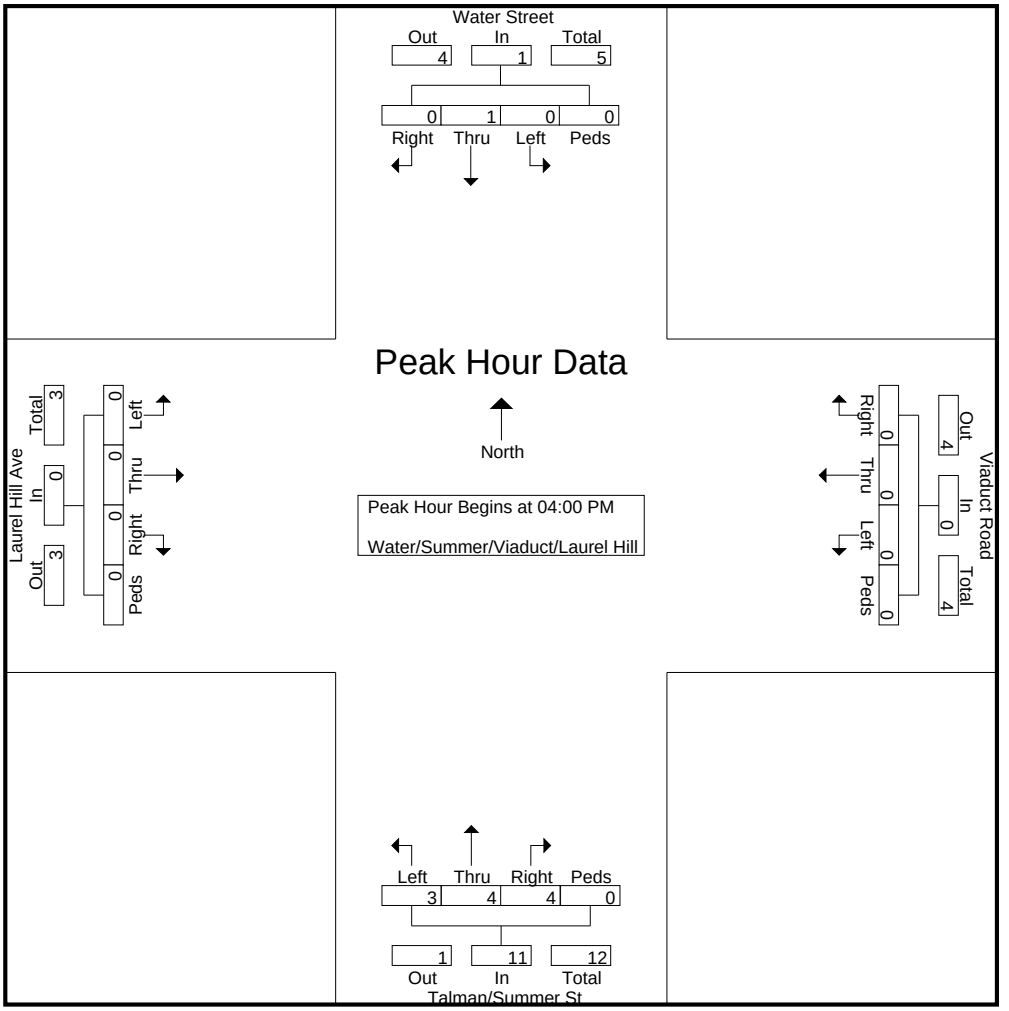
Groups Printed- Water/Summer/Viaduct/Laurel Hill

	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill 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
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	4	4	3	0	11	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	2	2	5
Total	0	0	0	0	0	0	0	0	0	0	3	1	2	0	6	0	0	0	4	4	10
Grand Total	0	1	0	0	1	0	0	0	0	0	7	5	5	0	17	0	0	0	4	4	22
Apprch %	0	100	0	0		0	0	0	0		41.2	29.4	29.4	0		0	0	0	100		
Total %	0	4.5	0	0	4.5	0	0	0	0	0	31.8	22.7	22.7	0	77.3	0	0	0	18.2	18.2	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023
Page No : 2

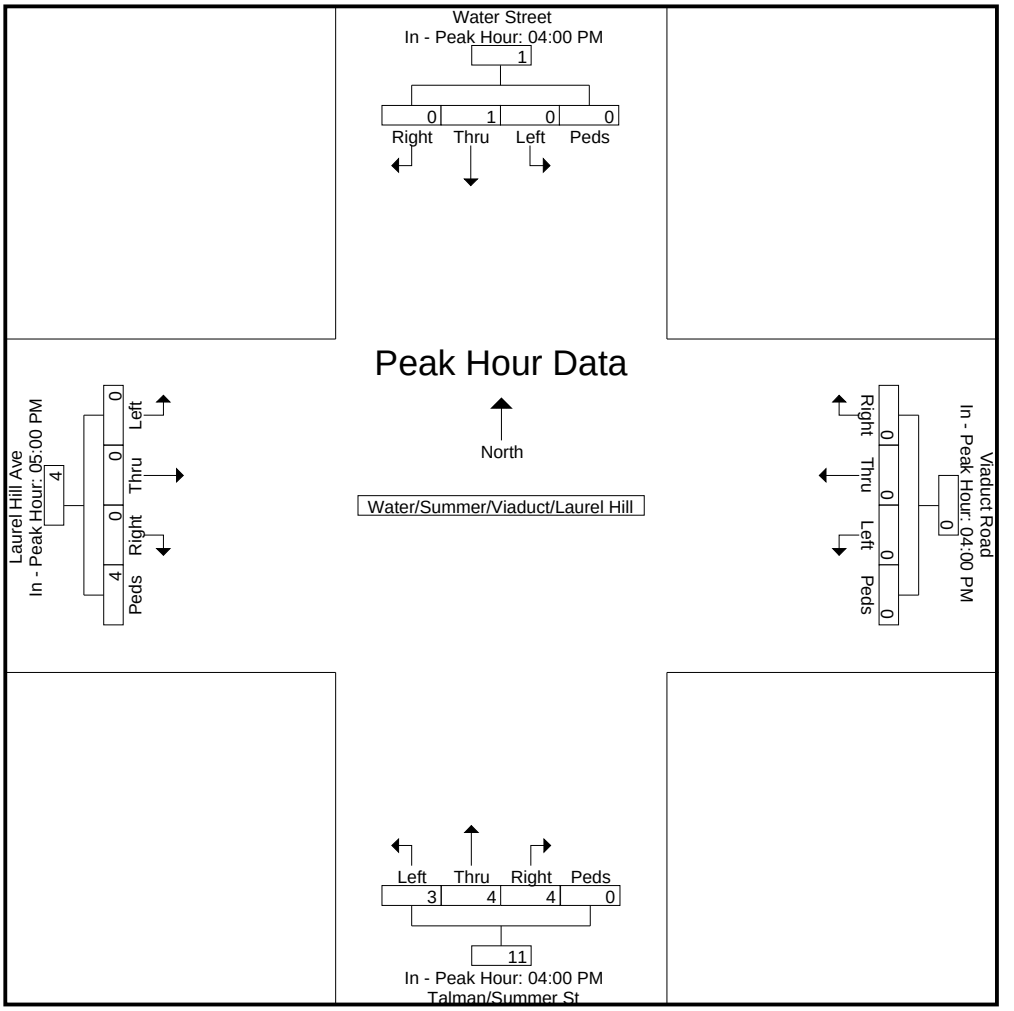
	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	0	0	0	0	4	4	3	0	11	0	0	0	0	0	12
% App. Total	0	100	0	0		0	0	0	0		36.4	36.4	27.3	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.333	.333	.375	.000	.688	.000	.000	.000	.000	.000	.600



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023
Page No : 3

	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:00 PM					04:00 PM					05:00 PM					
+0 mins.	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	2	
Total Volume	0	1	0	0	1	0	0	0	0	0	4	4	3	0	11	0	0	0	4	4	
% App. Total	0	100	0	0		0	0	0	0		36.4	36.4	27.3	0		0	0	0	100		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.333	.333	.375	.000	.688	.000	.000	.000	.500	.500	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 1

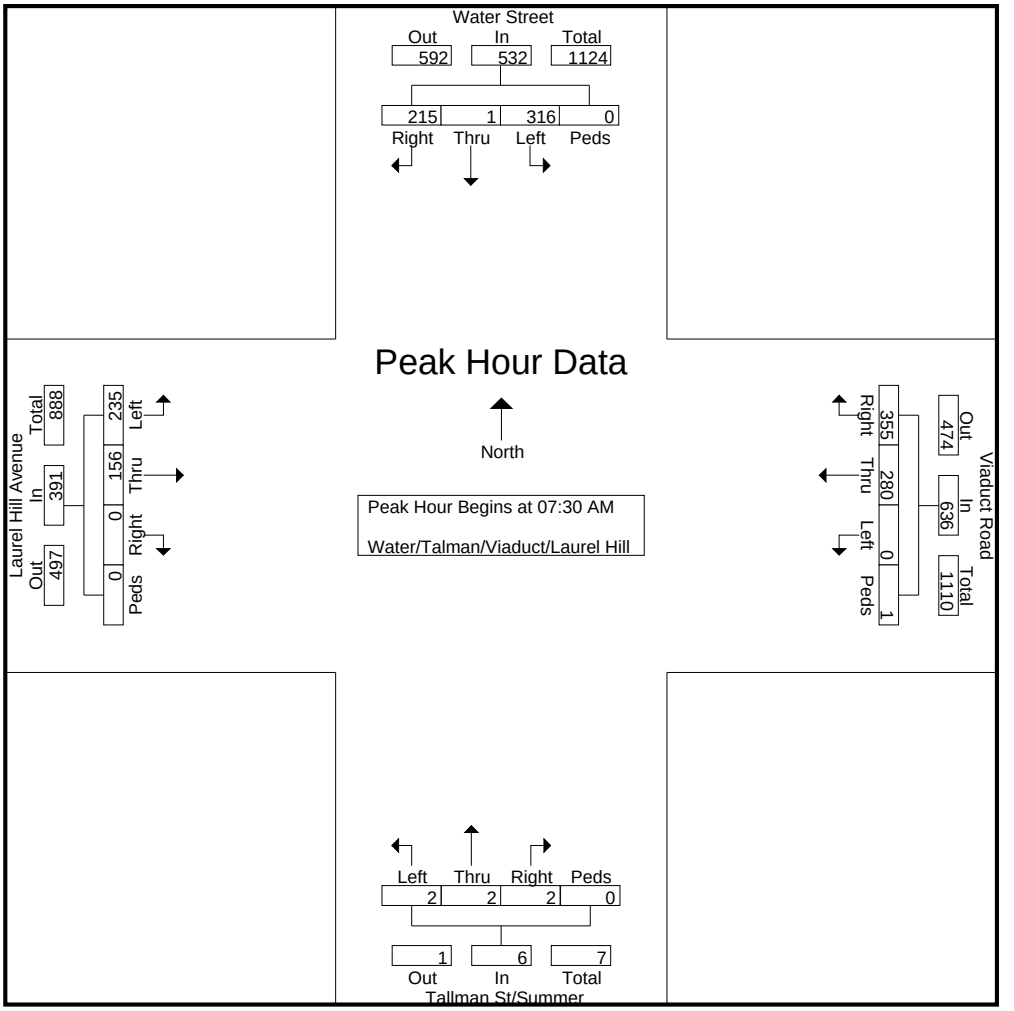
Groups Printed- Water/Talman/Viaduct/Laurel Hill

	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill 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	32	0	53	0	85	51	44	0	0	95	1	3	1	0	5	0	17	29	0	46	231
07:15 AM	36	0	61	1	98	69	46	0	0	115	0	0	1	0	1	0	23	35	0	58	272
07:30 AM	52	0	76	0	128	89	67	0	1	157	1	1	1	0	3	0	25	49	0	74	362
07:45 AM	94	0	73	0	167	101	90	0	0	191	1	1	0	0	2	0	55	79	0	134	494
Total	214	0	263	1	478	310	247	0	1	558	3	5	3	0	11	0	120	192	0	312	1359
08:00 AM	51	1	86	0	138	82	88	0	0	170	0	0	1	0	1	0	41	70	0	111	420
08:15 AM	18	0	81	0	99	83	35	0	0	118	0	0	0	0	0	0	35	37	0	72	289
08:30 AM	37	0	75	0	112	102	60	0	3	165	0	0	0	0	0	0	27	43	0	70	347
08:45 AM	43	2	85	0	130	89	44	0	2	135	0	0	0	0	0	0	36	58	1	95	360
Total	149	3	327	0	479	356	227	0	5	588	0	0	1	0	1	0	139	208	1	348	1416
Grand Total	363	3	590	1	957	666	474	0	6	1146	3	5	4	0	12	0	259	400	1	660	2775
Apprch %	37.9	0.3	61.7	0.1		58.1	41.4	0	0.5		25	41.7	33.3	0		0	39.2	60.6	0.2		
Total %	13.1	0.1	21.3	0	34.5	24	17.1	0	0.2	41.3	0.1	0.2	0.1	0	0.4	0	9.3	14.4	0	23.8	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 2

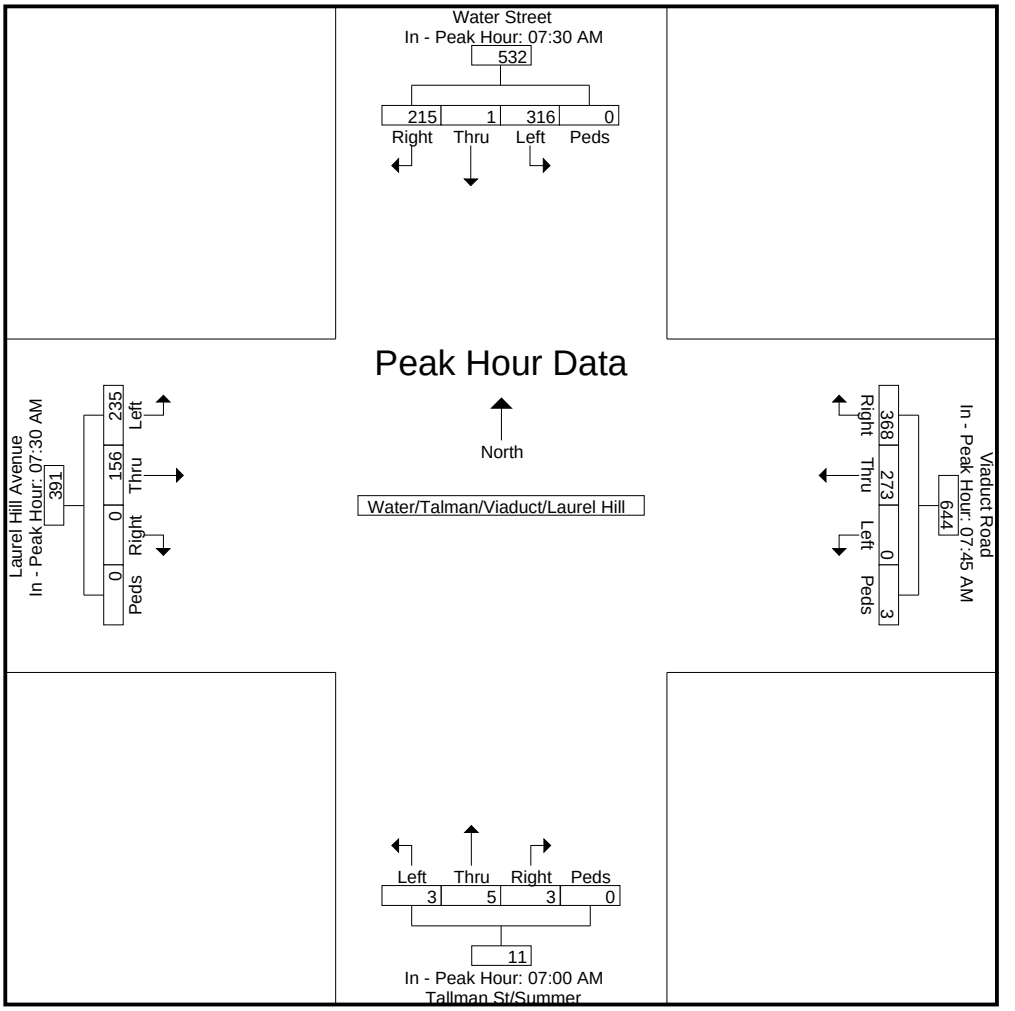
	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	52	0	76	0	128	89	67	0	1	157	1	1	1	0	3	0	25	49	0	74	362
07:45 AM	94	0	73	0	167	101	90	0	0	191	1	1	0	0	2	0	55	79	0	134	494
08:00 AM	51	1	86	0	138	82	88	0	0	170	0	0	1	0	1	0	41	70	0	111	420
08:15 AM	18	0	81	0	99	83	35	0	0	118	0	0	0	0	0	0	35	37	0	72	289
Total Volume	215	1	316	0	532	355	280	0	1	636	2	2	2	0	6	0	156	235	0	391	1565
% App. Total	40.4	0.2	59.4	0		55.8	44	0	0.2		33.3	33.3	33.3	0		0	39.9	60.1	0		
PHF	.572	.250	.919	.000	.796	.879	.778	.000	.250	.832	.500	.500	.500	.000	.500	.000	.709	.744	.000	.729	.792



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24700
Site Code : 24700
Start Date : 6/8/2023
Page No : 3

Start Time	Water Street From North					Viaduct Road From East					Tallman St/Summer From South					Laurel Hill Avenue 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:																					
	07:30 AM					07:45 AM					07:00 AM					07:30 AM					
+0 mins.	52	0	76	0	128	101	90	0	0	191	1	3	1	0	5	0	25	49	0	74	
+15 mins.	94	0	73	0	167	82	88	0	0	170	0	0	1	0	1	0	55	79	0	134	
+30 mins.	51	1	86	0	138	83	35	0	0	118	1	1	1	0	3	0	41	70	0	111	
+45 mins.	18	0	81	0	99	102	60	0	3	165	1	1	0	0	2	0	35	37	0	72	
Total Volume	215	1	316	0	532	368	273	0	3	644	3	5	3	0	11	0	156	235	0	391	
% App. Total	40.4	0.2	59.4	0		57.1	42.4	0	0.5		27.3	45.5	27.3	0		0	39.9	60.1	0		
PHF	.572	.250	.919	.000	.796	.902	.758	.000	.250	.843	.750	.417	.750	.000	.550	.000	.709	.744	.000	.729	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023

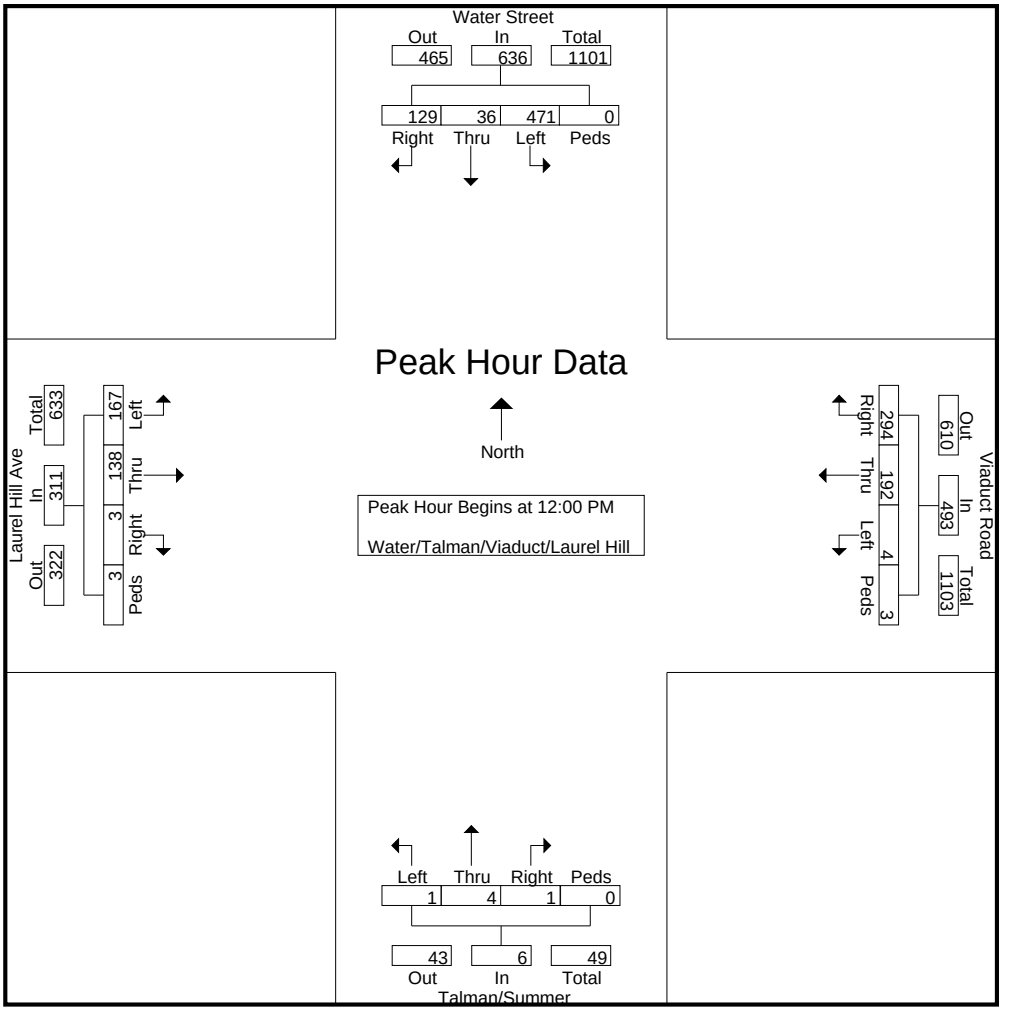
Groups Printed- Water/Talman/Viaduct/Laurel Hill

	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill 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
11:00 AM	33	19	131	0	183	78	47	0	0	125	0	1	0	0	1	1	35	41	2	79	388
11:15 AM	30	8	92	0	130	80	50	3	0	133	0	1	0	0	1	0	34	49	1	84	348
11:30 AM	29	13	100	0	142	107	37	0	1	145	0	0	0	0	0	0	29	32	0	61	348
11:45 AM	32	8	98	0	138	63	54	2	3	122	0	1	0	2	3	1	27	22	1	51	314
Total	124	48	421	0	593	328	188	5	4	525	0	3	0	2	5	2	125	144	4	275	1398
12:00 PM	24	11	137	0	172	94	56	0	0	150	1	1	0	0	2	2	39	45	1	87	411
12:15 PM	24	15	113	0	152	75	36	2	0	113	0	0	0	0	0	0	40	30	0	70	335
12:30 PM	34	4	105	0	143	74	46	1	3	124	0	2	0	0	2	0	28	41	1	70	339
12:45 PM	47	6	116	0	169	51	54	1	0	106	0	1	1	0	2	1	31	51	1	84	361
Total	129	36	471	0	636	294	192	4	3	493	1	4	1	0	6	3	138	167	3	311	1446
Grand Total	253	84	892	0	1229	622	380	9	7	1018	1	7	1	2	11	5	263	311	7	586	2844
Apprch %	20.6	6.8	72.6	0		61.1	37.3	0.9	0.7		9.1	63.6	9.1	18.2		0.9	44.9	53.1	1.2		
Total %	8.9	3	31.4	0	43.2	21.9	13.4	0.3	0.2	35.8	0	0.2	0	0.1	0.4	0.2	9.2	10.9	0.2	20.6	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023
Page No : 2

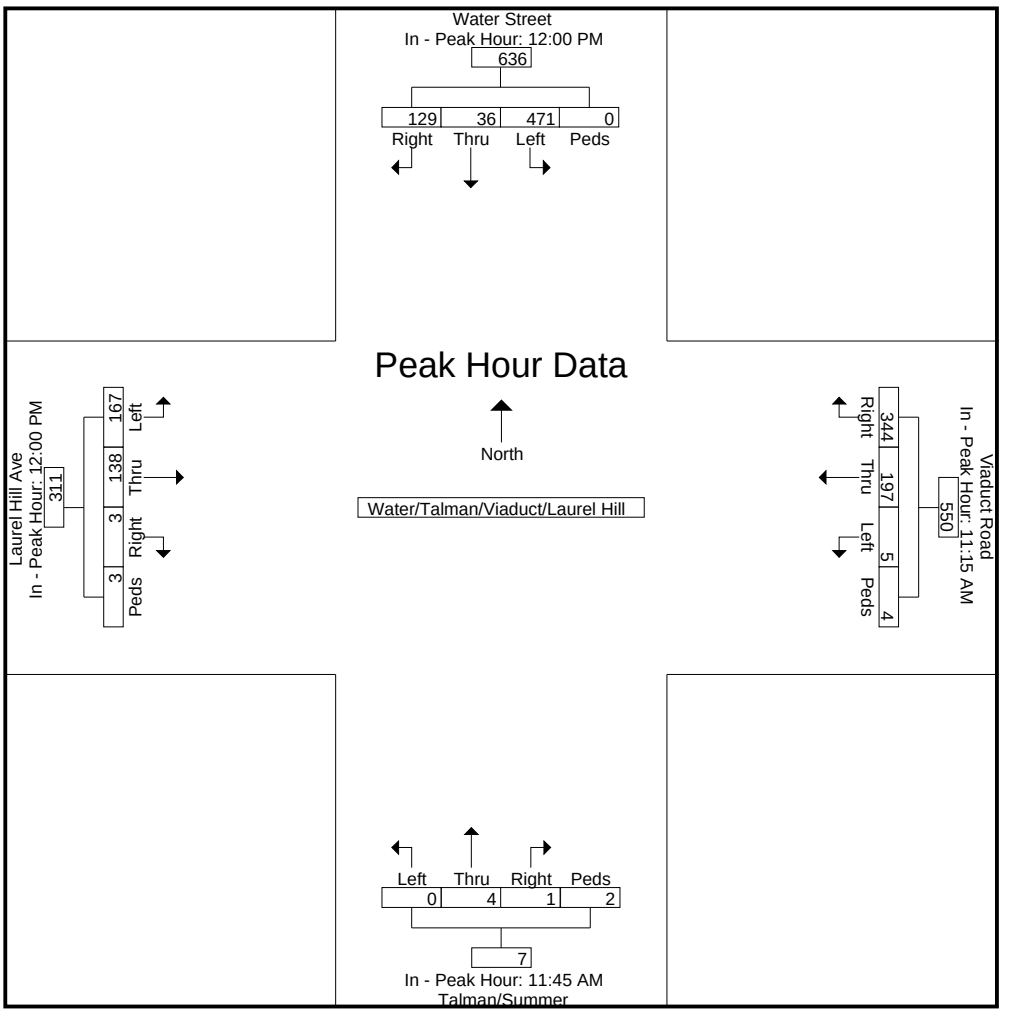
	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	24	11	137	0	172	94	56	0	0	150	1	1	0	0	2	2	39	45	1	87	411
12:15 PM	24	15	113	0	152	75	36	2	0	113	0	0	0	0	0	0	40	30	0	70	335
12:30 PM	34	4	105	0	143	74	46	1	3	124	0	2	0	0	2	0	28	41	1	70	339
12:45 PM	47	6	116	0	169	51	54	1	0	106	0	1	1	0	2	1	31	51	1	84	361
Total Volume	129	36	471	0	636	294	192	4	3	493	1	4	1	0	6	3	138	167	3	311	1446
% App. Total	20.3	5.7	74.1	0		59.6	38.9	0.8	0.6		16.7	66.7	16.7	0		1	44.4	53.7	1		
PHF	.686	.600	.859	.000	.924	.782	.857	.500	.250	.822	.250	.500	.250	.000	.750	.375	.863	.819	.750	.894	.880



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24702
Site Code : 24702
Start Date : 6/10/2023
Page No : 3

	Water Street From North					Viaduct Road From East					Talman/Summer From South					Laurel Hill 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:15 AM					11:45 AM					12:00 PM					
+0 mins.	24	11	137	0	172	80	50	3	0	133	0	1	0	2	3	2	39	45	1	87	
+15 mins.	24	15	113	0	152	107	37	0	1	145	1	1	0	0	2	0	40	30	0	70	
+30 mins.	34	4	105	0	143	63	54	2	3	122	0	0	0	0	0	0	28	41	1	70	
+45 mins.	47	6	116	0	169	94	56	0	0	150	0	2	0	0	2	1	31	51	1	84	
Total Volume	129	36	471	0	636	344	197	5	4	550	1	4	0	2	7	3	138	167	3	311	
% App. Total	20.3	5.7	74.1	0		62.5	35.8	0.9	0.7		14.3	57.1	0	28.6		1	44.4	53.7	1		
PHF	.686	.600	.859	.000	.924	.804	.879	.417	.333	.917	.250	.500	.000	.250	.583	.375	.863	.819	.750	.894	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Viaduct ST/Talman ST/Route 12
Norwich, Connecticut

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023

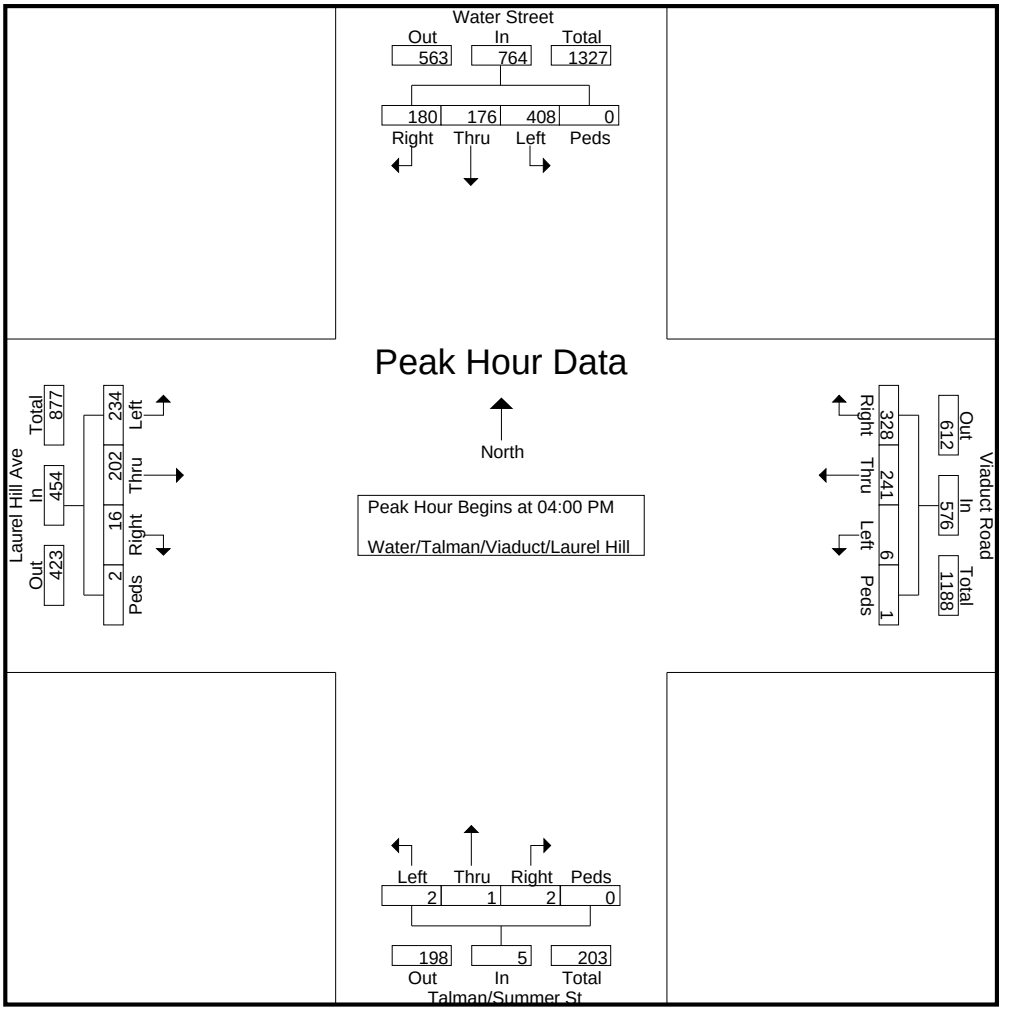
Groups Printed- Water/Talman/Viaduct/Laurel Hill

	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill 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
04:00 PM	32	39	99	0	170	84	64	3	0	151	1	1	0	0	2	2	49	64	0	115	438
04:15 PM	54	53	107	0	214	73	72	2	1	148	1	0	2	0	3	5	46	58	0	109	474
04:30 PM	52	56	111	0	219	90	49	1	0	140	0	0	0	0	0	4	53	52	0	109	468
04:45 PM	42	28	91	0	161	81	56	0	0	137	0	0	0	0	0	5	54	60	2	121	419
Total	180	176	408	0	764	328	241	6	1	576	2	1	2	0	5	16	202	234	2	454	1799
05:00 PM	53	29	111	0	193	88	48	5	1	142	1	1	0	0	2	0	40	50	1	91	428
05:15 PM	52	41	126	1	220	87	57	1	1	146	1	3	0	1	5	4	55	41	1	101	472
05:30 PM	40	20	93	0	153	57	53	1	1	112	0	2	0	0	2	3	32	26	1	62	329
05:45 PM	44	24	97	0	165	69	51	6	1	127	0	0	0	0	0	0	43	35	0	78	370
Total	189	114	427	1	731	301	209	13	4	527	2	6	0	1	9	7	170	152	3	332	1599
Grand Total	369	290	835	1	1495	629	450	19	5	1103	4	7	2	1	14	23	372	386	5	786	3398
Apprch %	24.7	19.4	55.9	0.1		57	40.8	1.7	0.5		28.6	50	14.3	7.1		2.9	47.3	49.1	0.6		
Total %	10.9	8.5	24.6	0	44	18.5	13.2	0.6	0.1	32.5	0.1	0.2	0.1	0	0.4	0.7	10.9	11.4	0.1	23.1	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023
Page No : 2

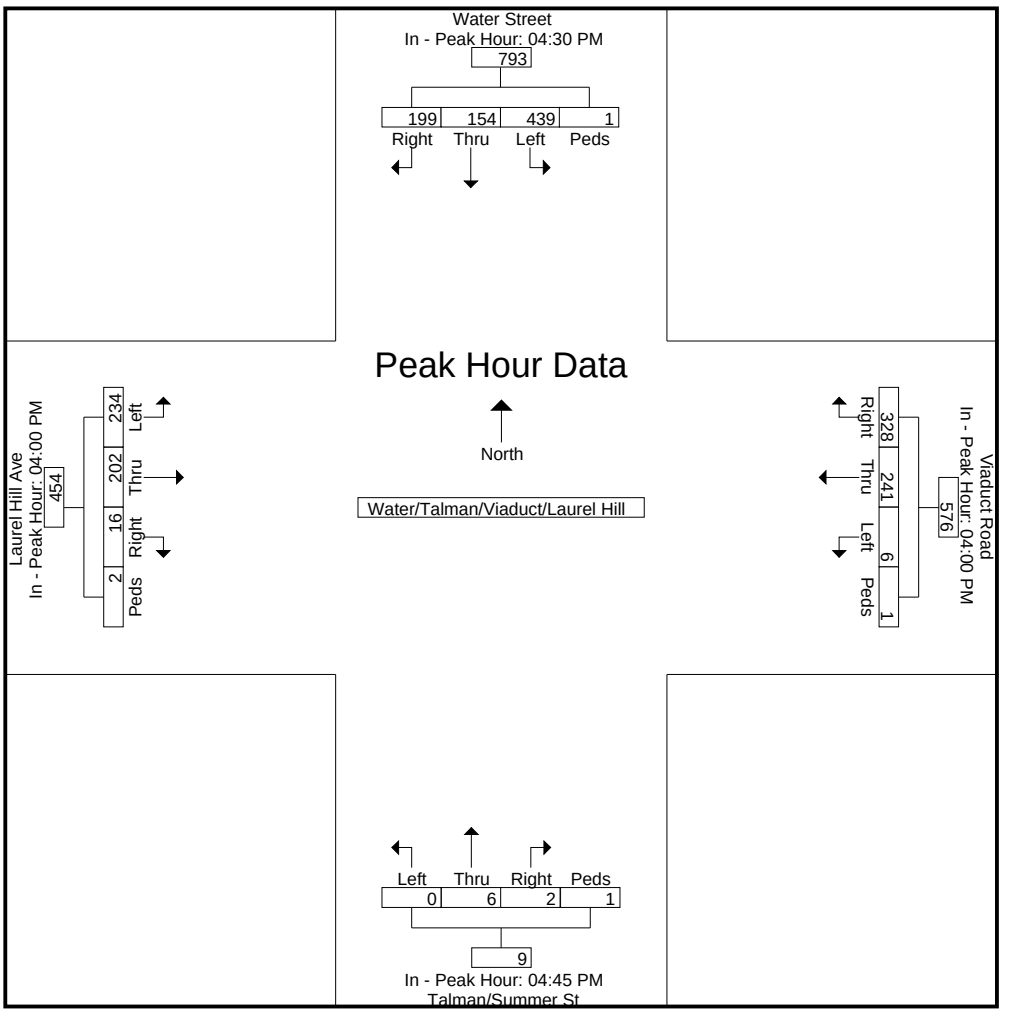
	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	32	39	99	0	170	84	64	3	0	151	1	1	0	0	2	2	49	64	0	115	438
04:15 PM	54	53	107	0	214	73	72	2	1	148	1	0	2	0	3	5	46	58	0	109	474
04:30 PM	52	56	111	0	219	90	49	1	0	140	0	0	0	0	0	4	53	52	0	109	468
04:45 PM	42	28	91	0	161	81	56	0	0	137	0	0	0	0	0	5	54	60	2	121	419
Total Volume	180	176	408	0	764	328	241	6	1	576	2	1	2	0	5	16	202	234	2	454	1799
% App. Total	23.6	23	53.4	0		56.9	41.8	1	0.2		40	20	40	0		3.5	44.5	51.5	0.4		
PHF	.833	.786	.919	.000	.872	.911	.837	.500	.250	.954	.500	.250	.250	.000	.417	.800	.935	.914	.250	.938	.949



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24701
Site Code : 24701
Start Date : 6/8/2023
Page No : 3

	Water Street From North					Viaduct Road From East					Talman/Summer St From South					Laurel Hill 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 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.	52	56	111	0	219	84	64	3	0	151	0	0	0	0	0	2	49	64	0	115	
+15 mins.	42	28	91	0	161	73	72	2	1	148	1	1	0	0	2	5	46	58	0	109	
+30 mins.	53	29	111	0	193	90	49	1	0	140	1	3	0	1	5	4	53	52	0	109	
+45 mins.	52	41	126	1	220	81	56	0	0	137	0	2	0	0	2	5	54	60	2	121	
Total Volume	199	154	439	1	793	328	241	6	1	576	2	6	0	1	9	16	202	234	2	454	
% App. Total	25.1	19.4	55.4	0.1		56.9	41.8	1	0.2		22.2	66.7	0	11.1		3.5	44.5	51.5	0.4		
PHF	.939	.688	.871	.250	.901	.911	.837	.500	.250	.954	.500	.500	.000	.250	.450	.800	.935	.914	.250	.938	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Water Street/Courthouse Squar
Norwich, Connecticut

File Name : 24697
Site Code : 24697
Start Date : 6/8/2023
Page No : 1

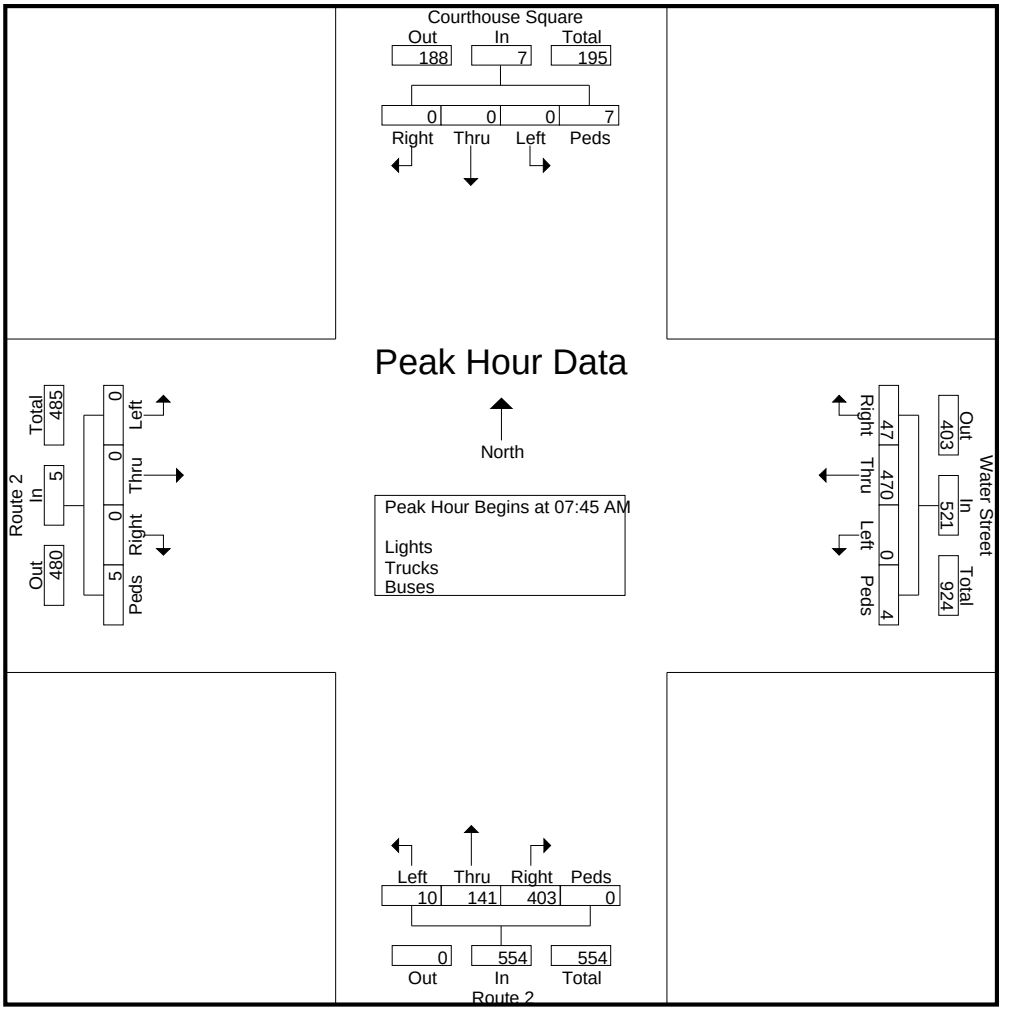
Groups Printed- Lights - Trucks - Buses

	Courthouse Square From North					Water Street From East					Route 2 From South					Route 2 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	1	1	17	107	0	0	124	79	40	2	0	121	0	0	0	2	2	248
07:15 AM	0	0	0	3	3	7	97	0	1	105	110	30	1	0	141	0	0	0	2	2	251
07:30 AM	0	0	0	0	0	6	105	0	2	113	82	31	2	1	116	0	0	0	0	0	229
07:45 AM	0	0	0	1	1	9	127	0	3	139	101	34	1	0	136	0	0	0	1	1	277
Total	0	0	0	5	5	39	436	0	6	481	372	135	6	1	514	0	0	0	5	5	1005
08:00 AM	0	0	0	0	0	16	129	0	0	145	96	41	2	0	139	0	0	0	1	1	285
08:15 AM	0	0	0	3	3	8	96	0	1	105	90	25	1	0	116	0	0	0	2	2	226
08:30 AM	0	0	0	3	3	14	118	0	0	132	116	41	6	0	163	0	0	0	1	1	299
08:45 AM	0	0	0	1	1	9	108	0	2	119	99	35	2	1	137	0	0	0	3	3	260
Total	0	0	0	7	7	47	451	0	3	501	401	142	11	1	555	0	0	0	7	7	1070
Grand Total	0	0	0	12	12	86	887	0	9	982	773	277	17	2	1069	0	0	0	12	12	2075
Apprch %	0	0	0	100		8.8	90.3	0	0.9		72.3	25.9	1.6	0.2		0	0	0	100		
Total %	0	0	0	0.6	0.6	4.1	42.7	0	0.4	47.3	37.3	13.3	0.8	0.1	51.5	0	0	0	0.6	0.6	
Lights	0	0	0	12	12	85	864	0	9	958	747	266	17	2	1032	0	0	0	12	12	2014
% Lights	0	0	0	100	100	98.8	97.4	0	100	97.6	96.6	96	100	100	96.5	0	0	0	100	100	97.1
Trucks	0	0	0	0	0	0	19	0	0	19	22	3	0	0	25	0	0	0	0	0	44
% Trucks	0	0	0	0	0	0	2.1	0	0	1.9	2.8	1.1	0	0	2.3	0	0	0	0	0	2.1
Buses	0	0	0	0	0	1	4	0	0	5	4	8	0	0	12	0	0	0	0	0	17
% Buses	0	0	0	0	0	1.2	0.5	0	0	0.5	0.5	2.9	0	0	1.1	0	0	0	0	0	0.8

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24697
Site Code : 24697
Start Date : 6/8/2023
Page No : 2

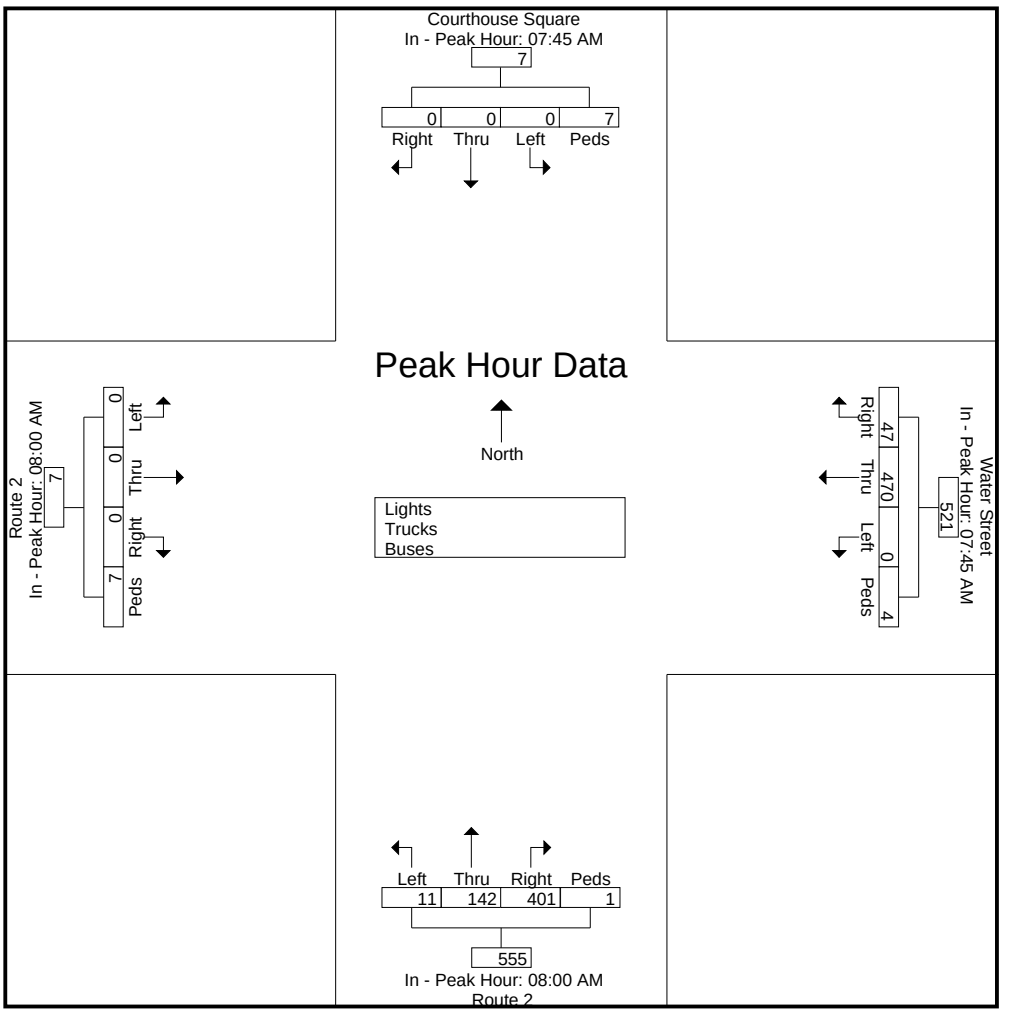
	Courthouse Square From North					Water Street From East					Route 2 From South					Route 2 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	9	127	0	3	139	101	34	1	0	136	0	0	0	1	1	277
08:00 AM	0	0	0	0	0	16	129	0	0	145	96	41	2	0	139	0	0	0	1	1	285
08:15 AM	0	0	0	3	3	8	96	0	1	105	90	25	1	0	116	0	0	0	2	2	226
08:30 AM	0	0	0	3	3	14	118	0	0	132	116	41	6	0	163	0	0	0	1	1	299
Total Volume	0	0	0	7	7	47	470	0	4	521	403	141	10	0	554	0	0	0	5	5	1087
% App. Total	0	0	0	100		9	90.2	0	0.8		72.7	25.5	1.8	0		0	0	0	100		
PHF	.000	.000	.000	.583	.583	.734	.911	.000	.333	.898	.869	.860	.417	.000	.850	.000	.000	.000	.625	.625	.909



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24697
Site Code : 24697
Start Date : 6/8/2023
Page No : 3

	Courthouse Square From North					Water Street From East					Route 2 From South					Route 2 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					07:45 AM					08:00 AM					08:00 AM					
+0 mins.	0	0	0	1	1	9	127	0	3	139	96	41	2	0	139	0	0	0	1	1	
+15 mins.	0	0	0	0	0	16	129	0	0	145	90	25	1	0	116	0	0	0	2	2	
+30 mins.	0	0	0	3	3	8	96	0	1	105	116	41	6	0	163	0	0	0	1	1	
+45 mins.	0	0	0	3	3	14	118	0	0	132	99	35	2	1	137	0	0	0	3	3	
Total Volume	0	0	0	7	7	47	470	0	4	521	401	142	11	1	555	0	0	0	7	7	
% App. Total	0	0	0	100		9	90.2	0	0.8		72.3	25.6	2	0.2		0	0	0	100		
PHF	.000	.000	.000	.583	.583	.734	.911	.000	.333	.898	.864	.866	.458	.250	.851	.000	.000	.000	.583	.583	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Water Street/Courthouse Sq
Norwich, Connecticut

File Name : 24699
Site Code : 24699
Start Date : 6/10/2023

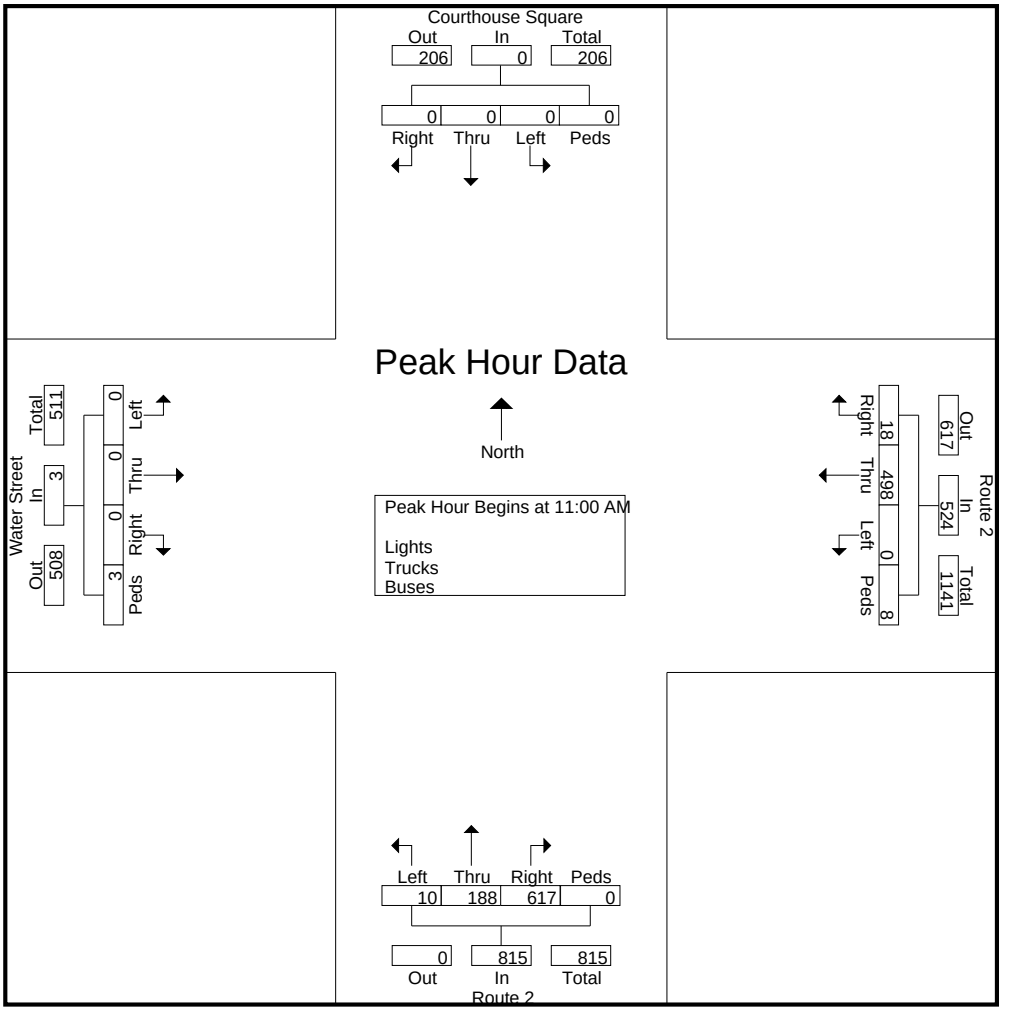
Groups Printed- Lights - Trucks - Buses

	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street 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
11:00 AM	0	0	0	0	0	4	162	0	1	167	170	52	3	0	225	0	0	0	0	0	392
11:15 AM	0	0	0	0	0	6	104	0	1	111	142	43	1	0	186	0	0	0	2	2	299
11:30 AM	0	0	0	0	0	5	115	0	3	123	160	45	4	0	209	0	0	0	0	0	332
11:45 AM	0	0	0	0	0	3	117	0	3	123	145	48	2	0	195	0	0	0	1	1	319
Total	0	0	0	0	0	18	498	0	8	524	617	188	10	0	815	0	0	0	3	3	1342
12:00 PM	0	0	0	0	0	7	129	0	2	138	155	53	3	0	211	0	0	0	1	1	350
12:15 PM	0	0	0	0	0	7	121	0	1	129	160	33	0	0	193	0	0	0	0	0	322
12:30 PM	0	0	0	0	0	4	102	0	0	106	145	38	0	0	183	0	0	0	0	0	289
12:45 PM	0	0	0	0	0	2	97	0	0	99	142	48	0	0	190	0	0	0	0	0	289
Total	0	0	0	0	0	20	449	0	3	472	602	172	3	0	777	0	0	0	1	1	1250
Grand Total	0	0	0	0	0	38	947	0	11	996	1219	360	13	0	1592	0	0	0	4	4	2592
Apprch %	0	0	0	0		3.8	95.1	0	1.1		76.6	22.6	0.8	0		0	0	0	100		
Total %	0	0	0	0	0	1.5	36.5	0	0.4	38.4	47	13.9	0.5	0	61.4	0	0	0	0.2	0.2	
Lights	0	0	0	0	0	38	940	0	9	987	1213										
% Lights	0	0	0	0	0	100	99.3	0	81.8	99.1	99.5	97.2	100	0	99	0	0	0	100	100	99
Trucks	0	0	0	0	0	0	3	0	2	5	3	1	0	0	4	0	0	0	0	0	9
% Trucks	0	0	0	0	0	0	0.3	0	18.2	0.5	0.2	0.3	0	0	0.3	0	0	0	0	0	0.3
Buses	0	0	0	0	0	0	4	0	0	4	3	9	0	0	12	0	0	0	0	0	16
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0.2	2.5	0	0	0.8	0	0	0	0	0	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24699
Site Code : 24699
Start Date : 6/10/2023
Page No : 2

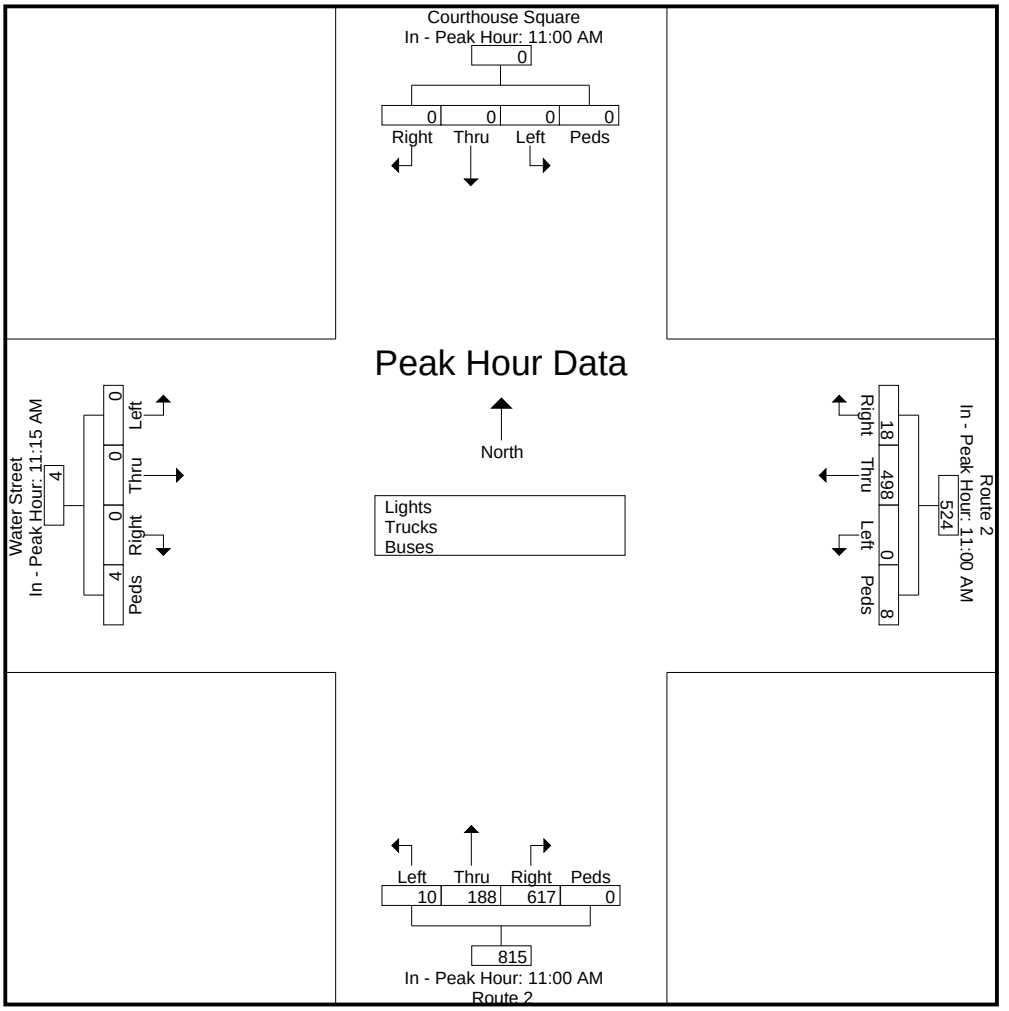
	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	4	162	0	1	167	170	52	3	0	225	0	0	0	0	0	392
11:15 AM	0	0	0	0	0	6	104	0	1	111	142	43	1	0	186	0	0	0	2	2	299
11:30 AM	0	0	0	0	0	5	115	0	3	123	160	45	4	0	209	0	0	0	0	0	332
11:45 AM	0	0	0	0	0	3	117	0	3	123	145	48	2	0	195	0	0	0	1	1	319
Total Volume	0	0	0	0	0	18	498	0	8	524	617	188	10	0	815	0	0	0	3	3	1342
% App. Total	0	0	0	0		3.4	95	0	1.5		75.7	23.1	1.2	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.769	.000	.667	.784	.907	.904	.625	.000	.906	.000	.000	.000	.375	.375	.856



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24699
Site Code : 24699
Start Date : 6/10/2023
Page No : 3

	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:00 AM					11:15 AM					
+0 mins.	0	0	0	0	0	4	162	0	1	167	170	52	3	0	225	0	0	0	2	2	
+15 mins.	0	0	0	0	0	6	104	0	1	111	142	43	1	0	186	0	0	0	0	0	
+30 mins.	0	0	0	0	0	5	115	0	3	123	160	45	4	0	209	0	0	0	1	1	
+45 mins.	0	0	0	0	0	3	117	0	3	123	145	48	2	0	195	0	0	0	1	1	
Total Volume	0	0	0	0	0	18	498	0	8	524	617	188	10	0	815	0	0	0	4	4	
% App. Total	0	0	0	0		3.4	95	0	1.5		75.7	23.1	1.2	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.769	.000	.667	.784	.907	.904	.625	.000	.906	.000	.000	.000	.500	.500	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 at Water Street/Courthouse Sq
Norwich, Connecticut

File Name : 24698
Site Code : 24698
Start Date : 6/8/2023
Page No : 1

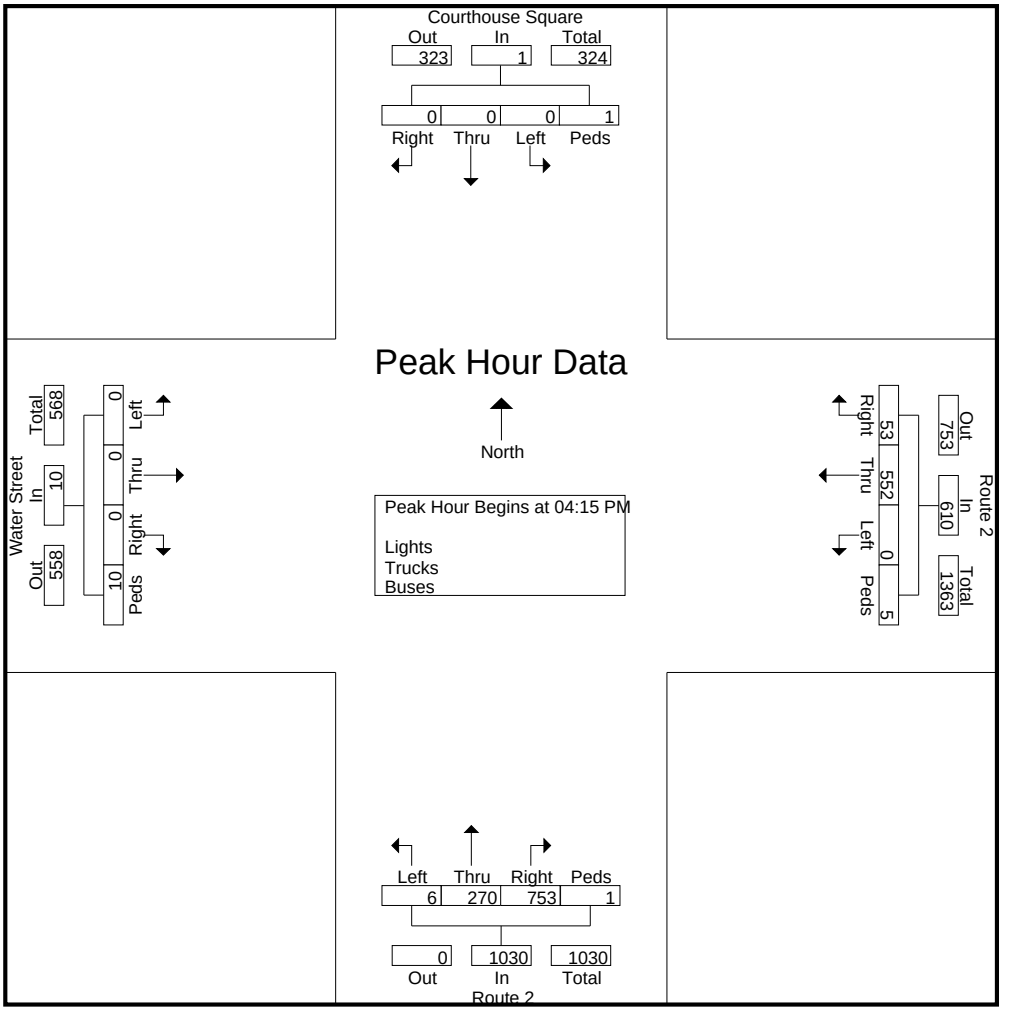
Groups Printed- Lights - Trucks - Buses

	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street 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	1	1	12	127	0	1	140	189	70	3	0	262	0	0	0	0	0	403
04:15 PM	0	0	0	0	0	12	117	0	1	130	176	70	1	0	247	0	0	0	3	3	380
04:30 PM	0	0	0	0	0	11	130	0	1	142	170	54	3	0	227	0	0	0	1	1	370
04:45 PM	0	0	0	1	1	15	162	0	1	178	178	62	1	0	241	0	0	0	2	2	422
Total	0	0	0	2	2	50	536	0	4	590	713	256	8	0	977	0	0	0	6	6	1575
05:00 PM	0	0	0	0	0	15	143	0	2	160	229	84	1	1	315	0	0	0	4	4	479
05:15 PM	0	0	0	0	0	8	103	0	0	111	125	45	3	1	174	0	0	0	1	1	286
05:30 PM	0	0	0	0	0	13	120	0	2	135	137	60	6	0	203	0	0	0	1	1	339
05:45 PM	0	0	0	1	1	11	141	0	2	154	137	46	3	0	186	0	0	0	1	1	342
Total	0	0	0	1	1	47	507	0	6	560	628	235	13	2	878	0	0	0	7	7	1446
Grand Total	0	0	0	3	3	97	1043	0	10	1150	1341	491	21	2	1855	0	0	0	13	13	3021
Apprch %	0	0	0	100		8.4	90.7	0	0.9		72.3	26.5	1.1	0.1		0	0	0	100		
Total %	0	0	0	0.1	0.1	3.2	34.5	0	0.3	38.1	44.4	16.3	0.7	0.1	61.4	0	0	0	0.4	0.4	
Lights	0	0	0	3	3	97	1031				1332										
% Lights	0	0	0	100	100	100	98.8	0	80	98.8	99.3	98.2	100	100	99	0	0	0	100	100	98.9
Trucks	0	0	0	0	0	0	8	0	2	10	5	0	0	0	5	0	0	0	0	0	15
% Trucks	0	0	0	0	0	0	0.8	0	20	0.9	0.4	0	0	0	0.3	0	0	0	0	0	0.5
Buses	0	0	0	0	0	0	4	0	0	4	4	9	0	0	13	0	0	0	0	0	17
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0.3	1.8	0	0	0.7	0	0	0	0	0	0.6

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24698
Site Code : 24698
Start Date : 6/8/2023
Page No : 2

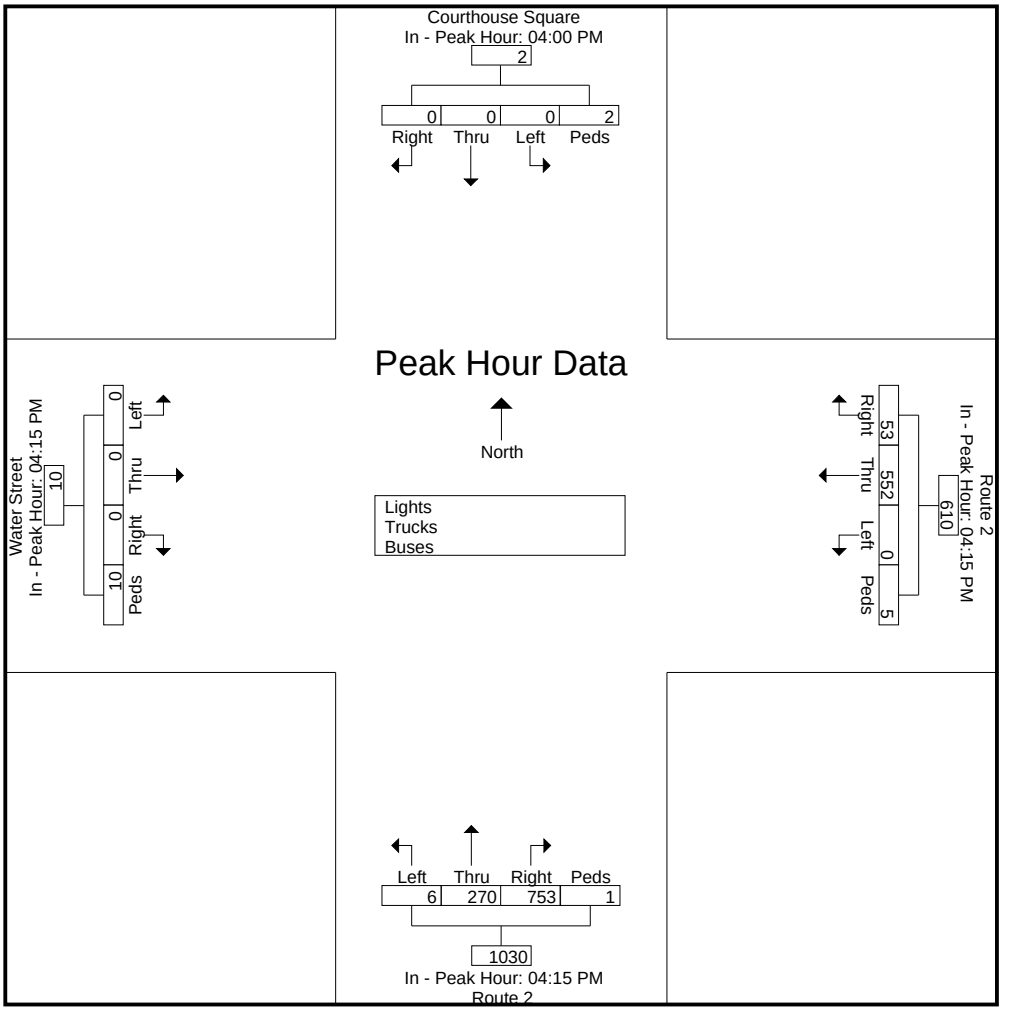
	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	12	117	0	1	130	176	70	1	0	247	0	0	0	3	3	380
04:30 PM	0	0	0	0	0	11	130	0	1	142	170	54	3	0	227	0	0	0	1	1	370
04:45 PM	0	0	0	1	1	15	162	0	1	178	178	62	1	0	241	0	0	0	2	2	422
05:00 PM	0	0	0	0	0	15	143	0	2	160	229	84	1	1	315	0	0	0	4	4	479
Total Volume	0	0	0	1	1	53	552	0	5	610	753	270	6	1	1030	0	0	0	10	10	1651
% App. Total	0	0	0	100		8.7	90.5	0	0.8		73.1	26.2	0.6	0.1		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.883	.852	.000	.625	.857	.822	.804	.500	.250	.817	.000	.000	.000	.625	.625	.862



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24698
Site Code : 24698
Start Date : 6/8/2023
Page No : 3

	Courthouse Square From North					Route 2 From East					Route 2 From South					Water Street 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	1	1	12	117	0	1	130	176	70	1	0	247	0	0	0	3	3	
+15 mins.	0	0	0	0	0	11	130	0	1	142	170	54	3	0	227	0	0	0	1	1	
+30 mins.	0	0	0	0	0	15	162	0	1	178	178	62	1	0	241	0	0	0	2	2	
+45 mins.	0	0	0	1	1	15	143	0	2	160	229	84	1	1	315	0	0	0	4	4	
Total Volume	0	0	0	2	2	53	552	0	5	610	753	270	6	1	1030	0	0	0	10	10	
% App. Total	0	0	0	100		8.7	90.5	0	0.8		73.1	26.2	0.6	0.1		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.883	.852	.000	.625	.857	.822	.804	.500	.250	.817	.000	.000	.000	.625	.625	



Connecticut Counts LLC
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Route 2 at Route 82 WB
Norwich, Connecticut

File Name : 24691
Site Code : 24691
Start Date : 6/8/2023
Page No : 1

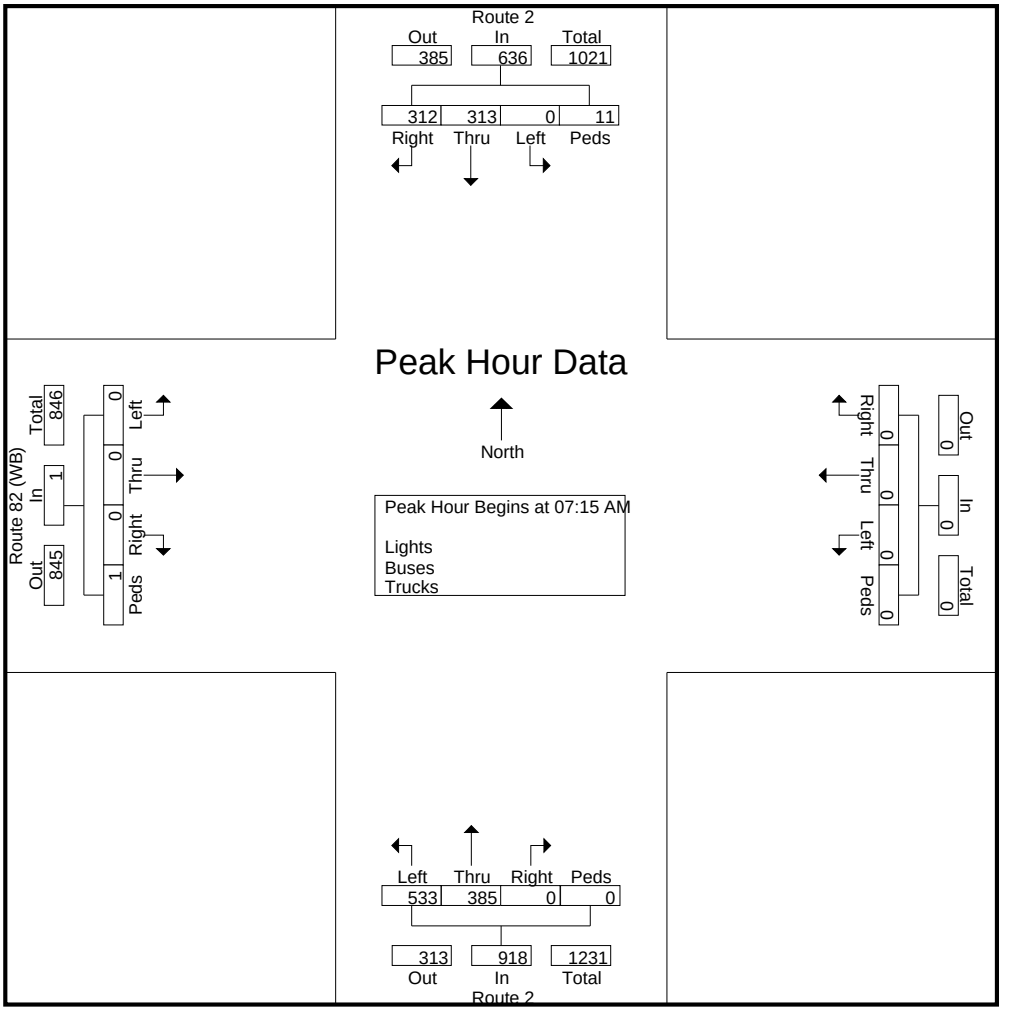
Groups Printed- Lights - Buses - Trucks

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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	56	55	0	0	111	0	0	0	0	0	0	98	72	0	170	0	0	0	0	0	281
07:15 AM	84	93	0	2	179	0	0	0	0	0	0	87	122	0	209	0	0	0	0	0	388
07:30 AM	88	57	0	5	150	0	0	0	0	0	0	103	129	0	232	0	0	0	0	0	382
07:45 AM	74	99	0	0	173	0	0	0	0	0	0	95	145	0	240	0	0	0	1	1	414
Total	302	304	0	7	613	0	0	0	0	0	0	383	468	0	851	0	0	0	1	1	1465
08:00 AM	66	64	0	4	134	0	0	0	0	0	0	100	137	0	237	0	0	0	0	0	371
08:15 AM	53	81	0	0	134	0	0	0	0	0	0	89	124	0	213	0	0	0	0	0	347
08:30 AM	86	87	0	0	173	0	0	0	0	0	0	88	124	0	212	0	0	0	0	0	385
08:45 AM	59	49	0	0	108	0	0	0	0	0	0	84	160	0	244	0	0	0	5	5	357
Total	264	281	0	4	549	0	0	0	0	0	0	361	545	0	906	0	0	0	5	5	1460
Grand Total	566	585	0	11	1162	0	0	0	0	0	0	744	1013	0	1757	0	0	0	6	6	2925
Apprch %	48.7	50.3	0	0.9		0	0	0	0		0	42.3	57.7	0		0	0	0	100		
Total %	19.4	20	0	0.4	39.7	0	0	0	0	0	0	25.4	34.6	0	60.1	0	0	0	0.2	0.2	
Lights	551	567	0	11	1129	0	0	0	0	0	0	709	966	0	1675	0	0	0	6	6	2810
% Lights	97.3	96.9	0	100	97.2	0	0	0	0	0	0	95.3	95.4	0	95.3	0	0	0	100	100	96.1
Buses	11	5	0	0	16	0	0	0	0	0	0	25	44	0	69	0	0	0	0	0	85
% Buses	1.9	0.9	0	0	1.4	0	0	0	0	0	0	3.4	4.3	0	3.9	0	0	0	0	0	2.9
Trucks	4	13	0	0	17	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	30
% Trucks	0.7	2.2	0	0	1.5	0	0	0	0	0	0	1.3	0.3	0	0.7	0	0	0	0	0	1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24691
Site Code : 24691
Start Date : 6/8/2023
Page No : 2

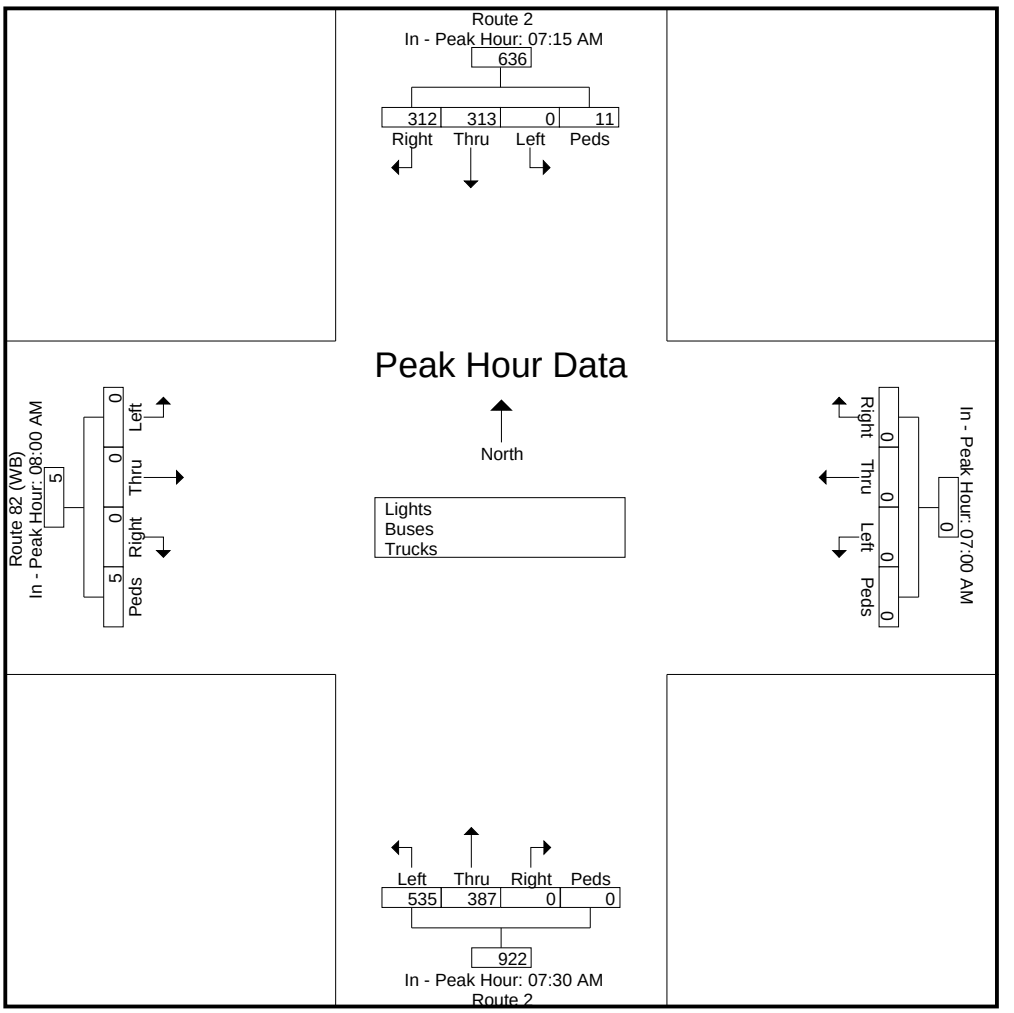
	Route 2 From North					From East					Route 2 From South					Route 82 (WB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	84	93	0	2	179	0	0	0	0	0	0	87	122	0	209	0	0	0	0	0	388
07:30 AM	88	57	0	5	150	0	0	0	0	0	0	103	129	0	232	0	0	0	0	0	382
07:45 AM	74	99	0	0	173	0	0	0	0	0	0	95	145	0	240	0	0	0	1	1	414
08:00 AM	66	64	0	4	134	0	0	0	0	0	0	100	137	0	237	0	0	0	0	0	371
Total Volume	312	313	0	11	636	0	0	0	0	0	0	385	533	0	918	0	0	0	1	1	1555
% App. Total	49.1	49.2	0	1.7		0	0	0	0		0	41.9	58.1	0		0	0	0	100		
PHF	.886	.790	.000	.550	.888	.000	.000	.000	.000	.000	.000	.934	.919	.000	.956	.000	.000	.000	.250	.250	.939



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24691
Site Code : 24691
Start Date : 6/8/2023
Page No : 3

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:30 AM					08:00 AM					
+0 mins.	84	93	0	2	179	0	0	0	0	0	0	103	129	0	232	0	0	0	0	0	
+15 mins.	88	57	0	5	150	0	0	0	0	0	0	95	145	0	240	0	0	0	0	0	
+30 mins.	74	99	0	0	173	0	0	0	0	0	0	100	137	0	237	0	0	0	0	0	
+45 mins.	66	64	0	4	134	0	0	0	0	0	0	89	124	0	213	0	0	0	5	5	
Total Volume	312	313	0	11	636	0	0	0	0	0	0	387	535	0	922	0	0	0	5	5	
% App. Total	49.1	49.2	0	1.7		0	0	0	0		0	42	58	0		0	0	0	100		
PHF	.886	.790	.000	.550	.888	.000	.000	.000	.000	.000	.000	.939	.922	.000	.960	.000	.000	.000	.250	.250	



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Route 2 at Route 82 (WB)
Norwich, Connecticut

File Name : 24693
Site Code : 24693
Start Date : 6/10/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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
11:00 AM	59	83	0	5	147	0	0	0	0	0	0	88	143	0	231	0	0	0	1	1	379
11:15 AM	52	58	0	3	113	0	0	0	0	0	0	96	156	0	252	0	0	0	0	0	365
11:30 AM	76	67	0	0	143	0	0	0	0	0	0	91	184	1	276	0	0	0	0	0	419
11:45 AM	61	55	0	0	116	0	0	0	0	0	0	78	147	0	225	0	0	0	0	0	341
Total	248	263	0	8	519	0	0	0	0	0	0	353	630	1	984	0	0	0	1	1	1504
12:00 PM	69	75	0	0	144	0	0	0	0	0	0	115	138	1	254	0	0	0	1	1	399
12:15 PM	67	61	0	0	128	0	0	0	0	0	0	95	128	0	223	0	0	0	3	3	354
12:30 PM	73	83	0	0	156	0	0	0	0	0	0	102	156	0	258	0	0	0	3	3	417
12:45 PM	51	55	0	0	106	0	0	0	0	0	0	78	110	0	188	0	0	0	0	0	294
Total	260	274	0	0	534	0	0	0	0	0	0	390	532	1	923	0	0	0	7	7	1464
Grand Total	508	537	0	8	1053	0	0	0	0	0	0	743	1162	2	1907	0	0	0	8	8	2968
Apprch %	48.2	51	0	0.8		0	0	0	0		0	39	60.9	0.1		0	0	0	100		
Total %	17.1	18.1	0	0.3	35.5	0	0	0	0	0	0	25	39.2	0.1	64.3	0	0	0	0.3	0.3	
Lights	503	536	0	8	1047	0	0	0	0	0	0	743	1144								
% Lights	99	99.8	0	100	99.4	0	0	0	0	0	0	100	98.5	100	99.1	0	0	0	100	100	99.2
Buses	2	1	0	0	3	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	17
% Buses	0.4	0.2	0	0	0.3	0	0	0	0	0	0	0	1.2	0	0.7	0	0	0	0	0	0.6
Trucks	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	7
% Trucks	0.6	0	0	0	0.3	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.2

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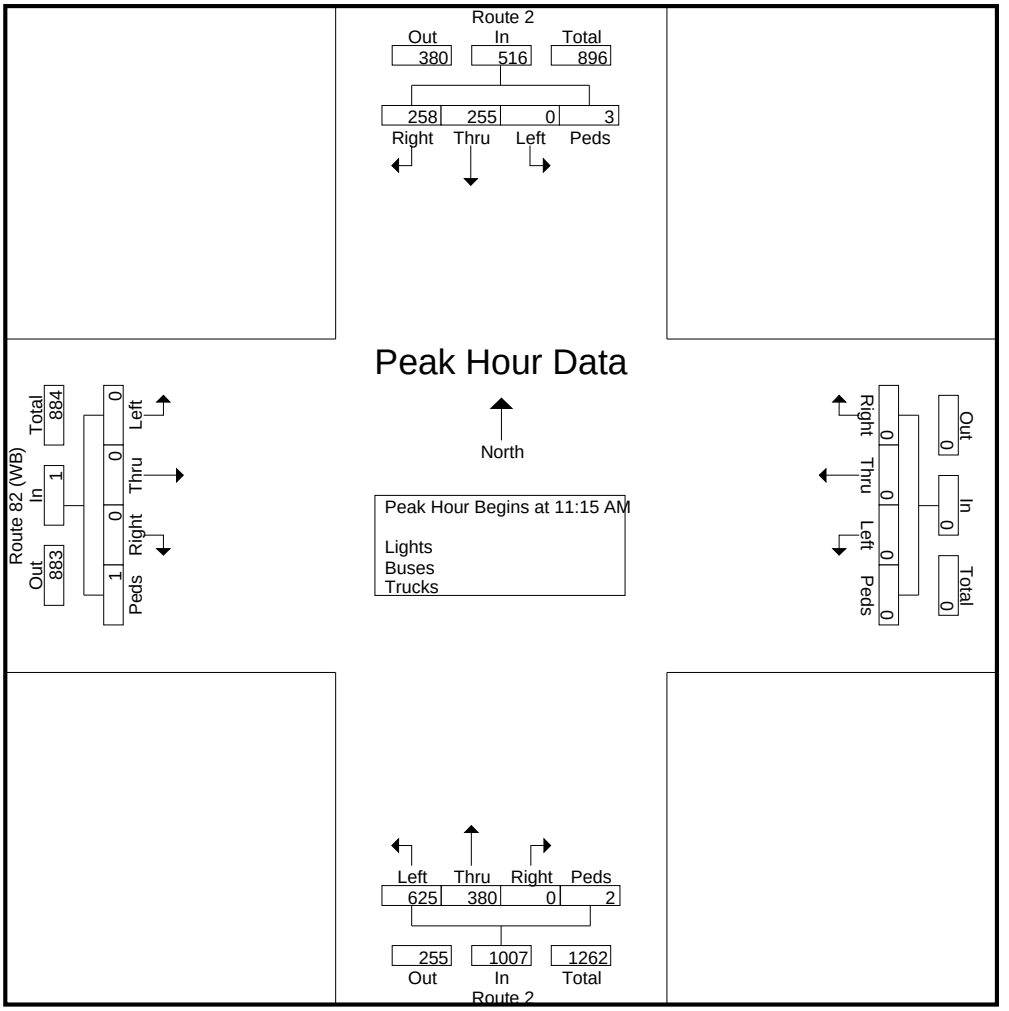
File Name : 24693
Site Code : 24693
Start Date : 6/10/2023
Page No : 2

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	52	58	0	3	113	0	0	0	0	0	0	96	156	0	252	0	0	0	0	0	365
11:30 AM	76	67	0	0	143	0	0	0	0	0	0	91	184	1	276	0	0	0	0	0	419
11:45 AM	61	55	0	0	116	0	0	0	0	0	0	78	147	0	225	0	0	0	0	0	341
12:00 PM	69	75	0	0	144	0	0	0	0	0	0	115	138	1	254	0	0	0	1	1	399
Total Volume	258	255	0	3	516	0	0	0	0	0	0	380	625	2	1007	0	0	0	1	1	1524
% App. Total	50	49.4	0	0.6		0	0	0	0		0	37.7	62.1	0.2		0	0	0	100		
PHF	.849	.850	.000	.250	.896	.000	.000	.000	.000	.000	.000	.826	.849	.500	.912	.000	.000	.000	.250	.250	.909



Connecticut Counts LLC
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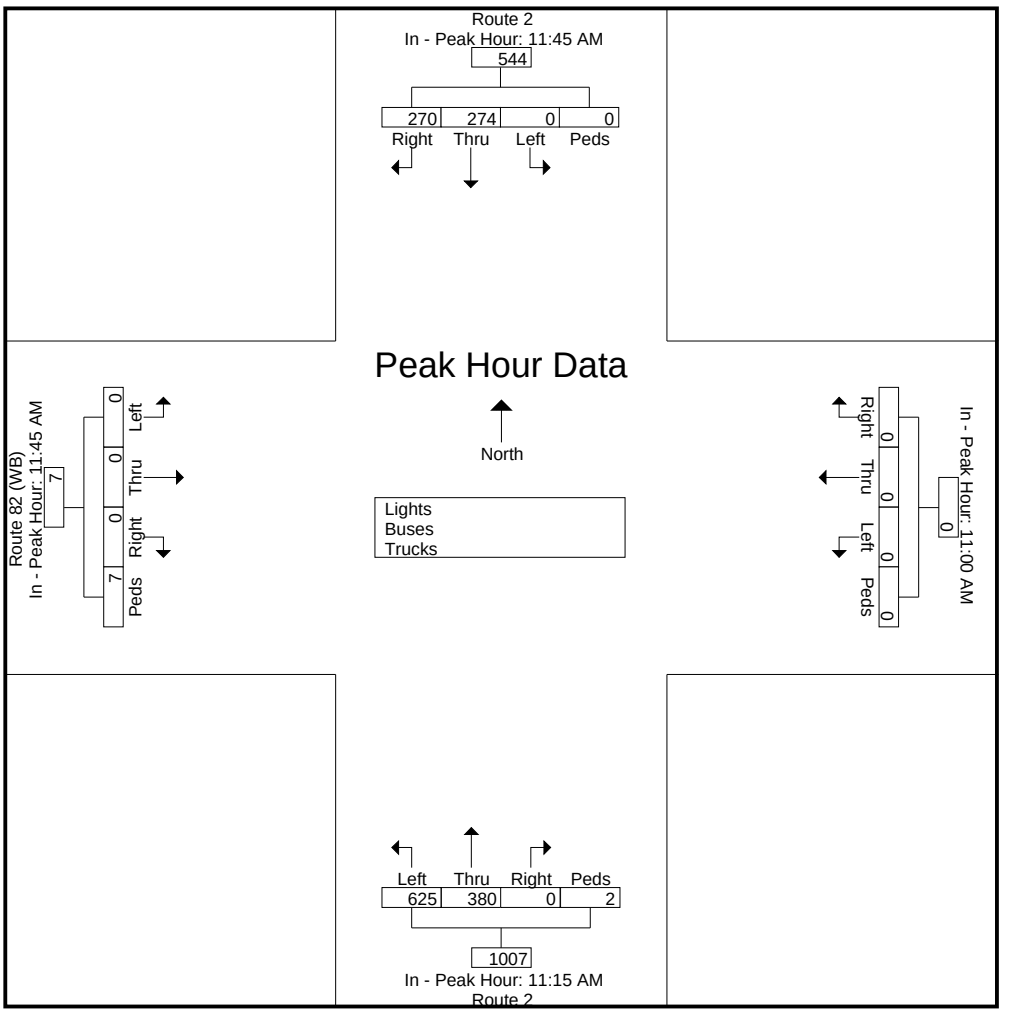
(860) 828-1693

File Name : 24693
Site Code : 24693
Start Date : 6/10/2023
Page No : 3

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					11:15 AM					11:45 AM					
+0 mins.	61	55	0	0	116	0	0	0	0	0	0	96	156	0	252	0	0	0	0	0	
+15 mins.	69	75	0	0	144	0	0	0	0	0	0	91	184	1	276	0	0	0	1	1	
+30 mins.	67	61	0	0	128	0	0	0	0	0	0	78	147	0	225	0	0	0	3	3	
+45 mins.	73	83	0	0	156	0	0	0	0	0	0	115	138	1	254	0	0	0	3	3	
Total Volume	270	274	0	0	544	0	0	0	0	0	0	380	625	2	1007	0	0	0	7	7	
% App. Total	49.6	50.4	0	0		0	0	0	0		0	37.7	62.1	0.2		0	0	0	100		
PHF	.925	.825	.000	.000	.872	.000	.000	.000	.000	.000	.000	.826	.849	.500	.912	.000	.000	.000	.583	.583	



Connecticut Counts LLC
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(860) 828-1693

Route 2 at Route 82 (WB)
Norwich, Connecticut

File Name : 24692
Site Code : 24692
Start Date : 6/8/2023
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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	94	66	0	1	161	0	0	0	0	0	0	124	217	0	341	0	0	0	6	6	508
04:15 PM	76	69	0	0	145	0	0	0	0	0	0	136	194	0	330	0	0	0	0	0	475
04:30 PM	59	48	0	0	107	0	0	0	0	0	0	88	146	0	234	0	0	0	0	0	341
04:45 PM	70	59	0	0	129	0	0	0	0	0	0	118	179	0	297	0	0	0	0	0	426
Total	299	242	0	1	542	0	0	0	0	0	0	466	736	0	1202	0	0	0	6	6	1750
05:00 PM	83	72	0	0	155	0	0	0	0	0	0	126	176	0	302	0	0	0	1	1	458
05:15 PM	47	65	0	0	112	0	0	0	0	0	0	105	182	0	287	0	0	0	1	1	400
05:30 PM	56	72	1	0	129	0	0	0	0	0	0	78	143	0	221	0	0	0	2	2	352
05:45 PM	49	71	0	3	123	0	0	0	0	0	0	100	137	0	237	0	0	0	0	0	360
Total	235	280	1	3	519	0	0	0	0	0	0	409	638	0	1047	0	0	0	4	4	1570
Grand Total	534	522	1	4	1061	0	0	0	0	0	0	875	1374	0	2249	0	0	0	10	10	3320
Apprch %	50.3	49.2	0.1	0.4		0	0	0	0		0	38.9	61.1	0		0	0	0	100		
Total %	16.1	15.7	0	0.1	32	0	0	0	0	0	0	26.4	41.4	0	67.7	0	0	0	0.3	0.3	
Lights	530	520	1	3	1054	0	0	0	0	0	0	869	1353								
% Lights	99.3	99.6	100	75	99.3	0	0	0	0	0	0	99.3	98.5	0	98.8	0	0	0	100	100	99
Trucks	0	0	0	1	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6
% Trucks	0	0	0	25	0.1	0	0	0	0	0	0	0.3	0.1	0	0.2	0	0	0	0	0	0.2
Buses	4	2	0	0	6	0	0	0	0	0	0	3	19	0	22	0	0	0	0	0	28
% Buses	0.7	0.4	0	0	0.6	0	0	0	0	0	0	0.3	1.4	0	1	0	0	0	0	0	0.8

Connecticut Counts LLC
Kensington, Connecticut 06037
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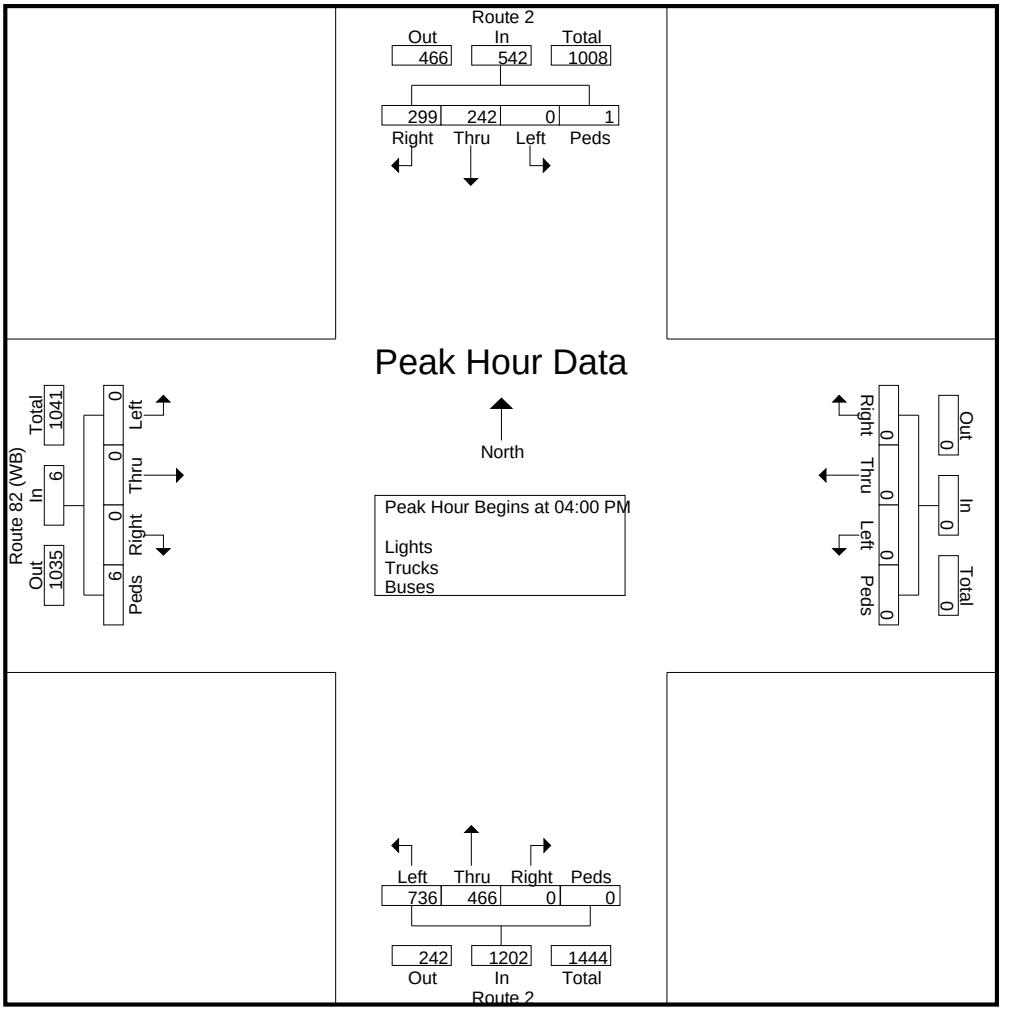
File Name : 24692
Site Code : 24692
Start Date : 6/8/2023
Page No : 2

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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 04:00 PM																					
04:00 PM	94	66	0	1	161	0	0	0	0	0	0	124	217	0	341	0	0	0	6	6	508
04:15 PM	76	69	0	0	145	0	0	0	0	0	0	136	194	0	330	0	0	0	0	0	475
04:30 PM	59	48	0	0	107	0	0	0	0	0	0	88	146	0	234	0	0	0	0	0	341
04:45 PM	70	59	0	0	129	0	0	0	0	0	0	118	179	0	297	0	0	0	0	0	426
Total Volume	299	242	0	1	542	0	0	0	0	0	0	466	736	0	1202	0	0	0	6	6	1750
% App. Total	55.2	44.6	0	0.2		0	0	0	0		0	38.8	61.2	0		0	0	0	100		
PHF	.795	.877	.000	.250	.842	.000	.000	.000	.000	.000	.000	.857	.848	.000	.881	.000	.000	.000	.250	.250	.861



Connecticut Counts LLC
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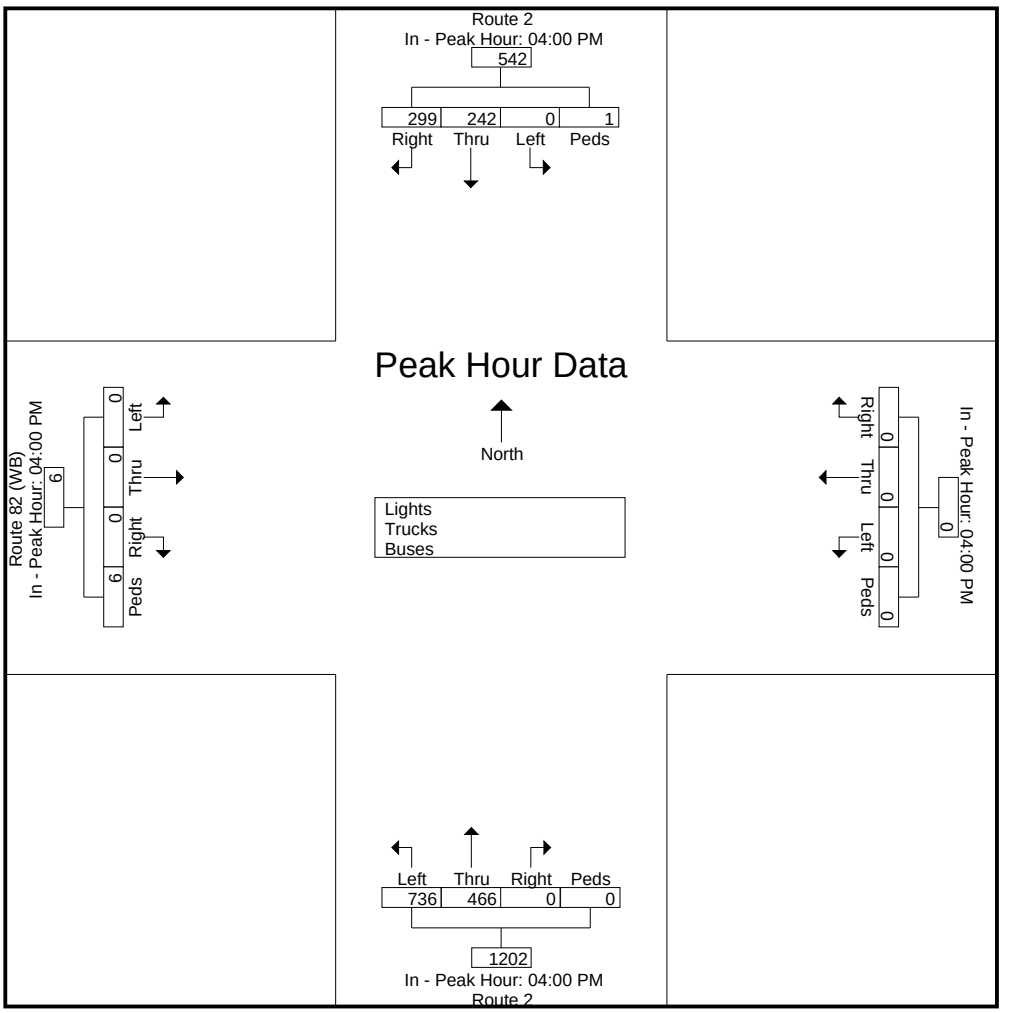
File Name : 24692
Site Code : 24692
Start Date : 6/8/2023
Page No : 3

	Route 2 From North					From East					Route 2 From South					Route 82 (WB) 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					04:00 PM					04:00 PM					
+0 mins.	94	66	0	1	161	0	0	0	0	0	0	124	217	0	341	0	0	0	6	6	
+15 mins.	76	69	0	0	145	0	0	0	0	0	0	136	194	0	330	0	0	0	0	0	
+30 mins.	59	48	0	0	107	0	0	0	0	0	0	88	146	0	234	0	0	0	0	0	
+45 mins.	70	59	0	0	129	0	0	0	0	0	0	118	179	0	297	0	0	0	0	0	
Total Volume	299	242	0	1	542	0	0	0	0	0	0	466	736	0	1202	0	0	0	6	6	
% App. Total	55.2	44.6	0	0.2		0	0	0	0		0	38.8	61.2	0		0	0	0	100		
PHF	.795	.877	.000	.250	.842	.000	.000	.000	.000	.000	.000	.857	.848	.000	.881	.000	.000	.000	.250	.250	



Connecticut Counts LLC
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Route 82 (EB) at Route 32
Norwich, Connecticut

File Name : 24688
Site Code : 24688
Start Date : 6/8/2023
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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	16	9	1	26	0	0	0	1	1	26	6	0	0	32	5	94	1	0	100	159
07:15 AM	0	29	2	1	32	0	0	0	0	0	32	0	0	0	32	6	106	1	0	113	177
07:30 AM	0	45	0	0	45	0	0	0	0	0	34	3	0	0	37	12	87	0	0	99	181
07:45 AM	0	45	7	1	53	0	0	0	2	2	53	9	0	1	63	13	113	1	3	130	248
Total	0	135	18	3	156	0	0	0	3	3	145	18	0	1	164	36	400	3	3	442	765
08:00 AM	0	47	5	3	55	0	0	0	0	0	60	7	0	2	69	24	117	1	0	142	266
08:15 AM	0	46	5	0	51	0	0	0	0	0	33	9	0	0	42	21	119	4	0	144	237
08:30 AM	0	46	4	0	50	0	0	0	0	0	69	8	0	0	77	17	127	0	0	144	271
08:45 AM	0	52	6	0	58	0	0	0	0	0	55	4	0	1	60	13	122	1	0	136	254
Total	0	191	20	3	214	0	0	0	0	0	217	28	0	3	248	75	485	6	0	566	1028
Grand Total	0	326	38	6	370	0	0	0	3	3	362	46	0	4	412	111	885	9	3	1008	1793
Apprch %	0	88.1	10.3	1.6		0	0	0	100		87.9	11.2	0	1		11	87.8	0.9	0.3		
Total %	0	18.2	2.1	0.3	20.6	0	0	0	0.2	0.2	20.2	2.6	0	0.2	23	6.2	49.4	0.5	0.2	56.2	
Lights	0	320	24	6	350	0	0	0	3	3	355	44	0	3	402	109	855	9	3	976	1731
% Lights	0	98.2	63.2	100	94.6	0	0	0	100	100	98.1	95.7	0	75	97.6	98.2	96.6	100	100	96.8	96.5
Trucks	0	5	8	0	13	0	0	0	0	0	5	1	0	1	7	0	11	0	0	11	31
% Trucks	0	1.5	21.1	0	3.5	0	0	0	0	0	1.4	2.2	0	25	1.7	0	1.2	0	0	1.1	1.7
Buses	0	1	6	0	7	0	0	0	0	0	2	1	0	0	3	2	19	0	0	21	31
% Buses	0	0.3	15.8	0	1.9	0	0	0	0	0	0.6	2.2	0	0	0.7	1.8	2.1	0	0	2.1	1.7

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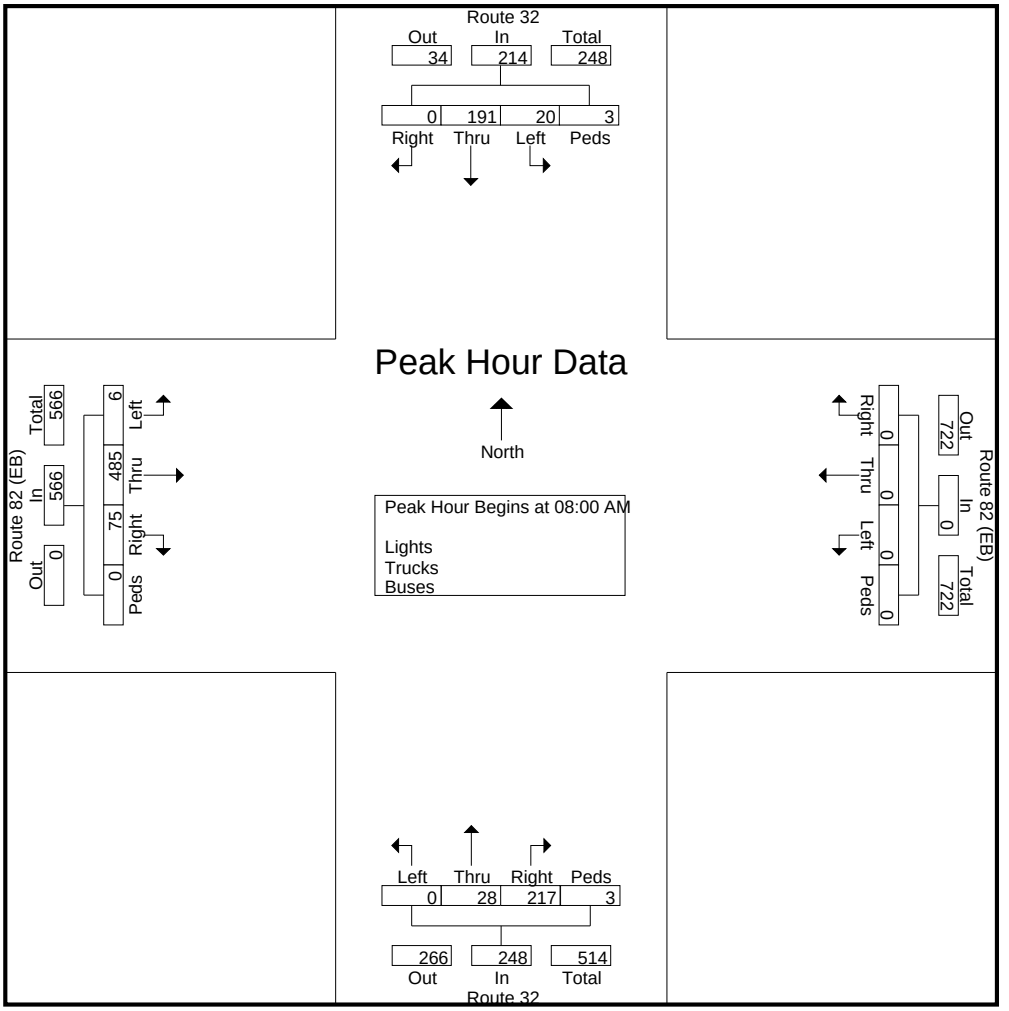
File Name : 24688
Site Code : 24688
Start Date : 6/8/2023
Page No : 2

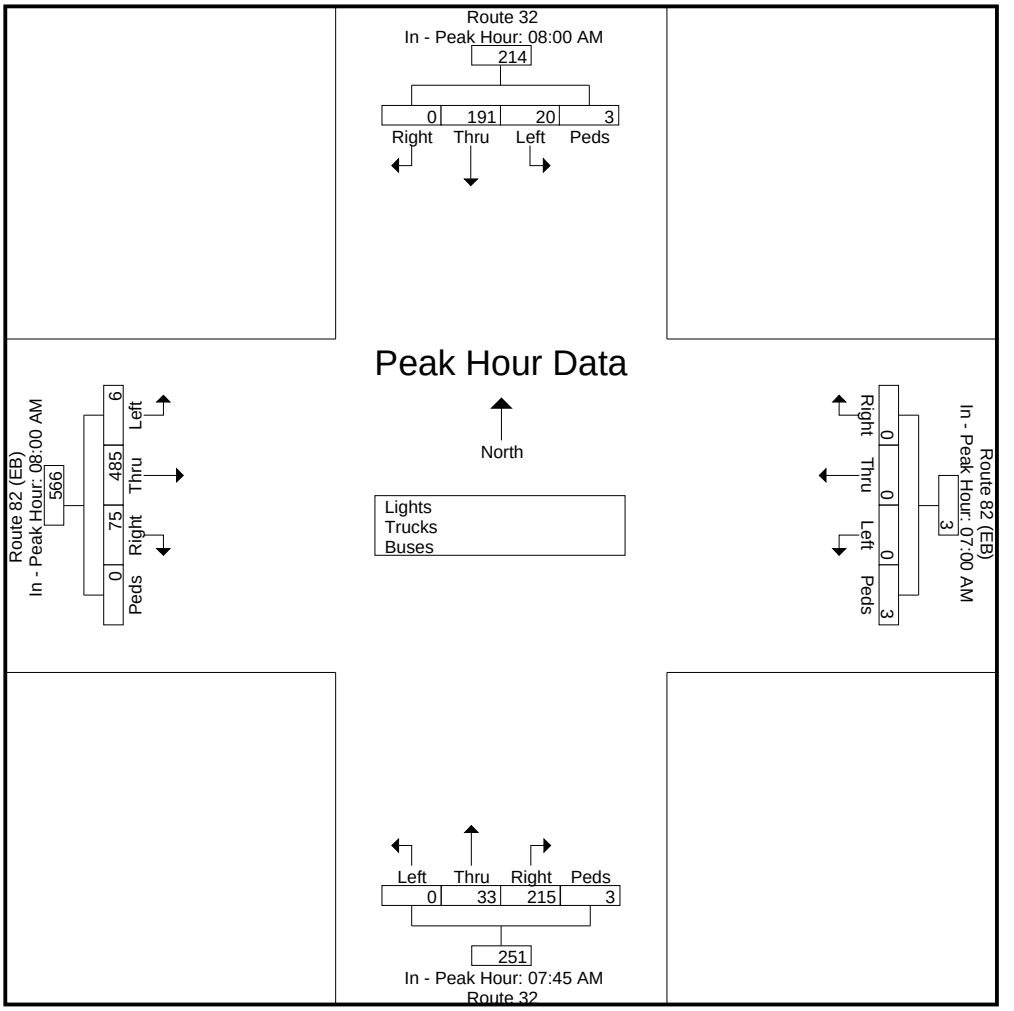
	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	47	5	3	55	0	0	0	0	0	60	7	0	2	69	24	117	1	0	142	266
08:15 AM	0	46	5	0	51	0	0	0	0	0	33	9	0	0	42	21	119	4	0	144	237
08:30 AM	0	46	4	0	50	0	0	0	0	0	69	8	0	0	77	17	127	0	0	144	271
08:45 AM	0	52	6	0	58	0	0	0	0	0	55	4	0	1	60	13	122	1	0	136	254
Total Volume	0	191	20	3	214	0	0	0	0	0	217	28	0	3	248	75	485	6	0	566	1028
% App. Total	0	89.3	9.3	1.4		0	0	0	0		87.5	11.3	0	1.2		13.3	85.7	1.1	0		
PHF	.000	.918	.833	.250	.922	.000	.000	.000	.000	.000	.786	.778	.000	.375	.805	.781	.955	.375	.000	.983	.948



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24688
Site Code : 24688
Start Date : 6/8/2023
Page No : 3

Start Time	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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:																					
	08:00 AM					07:00 AM					07:45 AM					08:00 AM					
+0 mins.	0	47	5	3	55	0	0	0	1	1	53	9	0	1	63	24	117	1	0	142	
+15 mins.	0	46	5	0	51	0	0	0	0	0	60	7	0	2	69	21	119	4	0	144	
+30 mins.	0	46	4	0	50	0	0	0	0	0	33	9	0	0	42	17	127	0	0	144	
+45 mins.	0	52	6	0	58	0	0	0	2	2	69	8	0	0	77	13	122	1	0	136	
Total Volume	0	191	20	3	214	0	0	0	3	3	215	33	0	3	251	75	485	6	0	566	
% App. Total	0	89.3	9.3	1.4		0	0	0	100		85.7	13.1	0	1.2		13.3	85.7	1.1	0		
PHF	.000	.918	.833	.250	.922	.000	.000	.000	.375	.375	.779	.917	.000	.375	.815	.781	.955	.375	.000	.983	



Connecticut Counts LLC
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Route 82 EB at Route 32
Norwich, Connecticut

File Name : 24690
Site Code : 24690
Start Date : 6/10/2023
Page No : 1

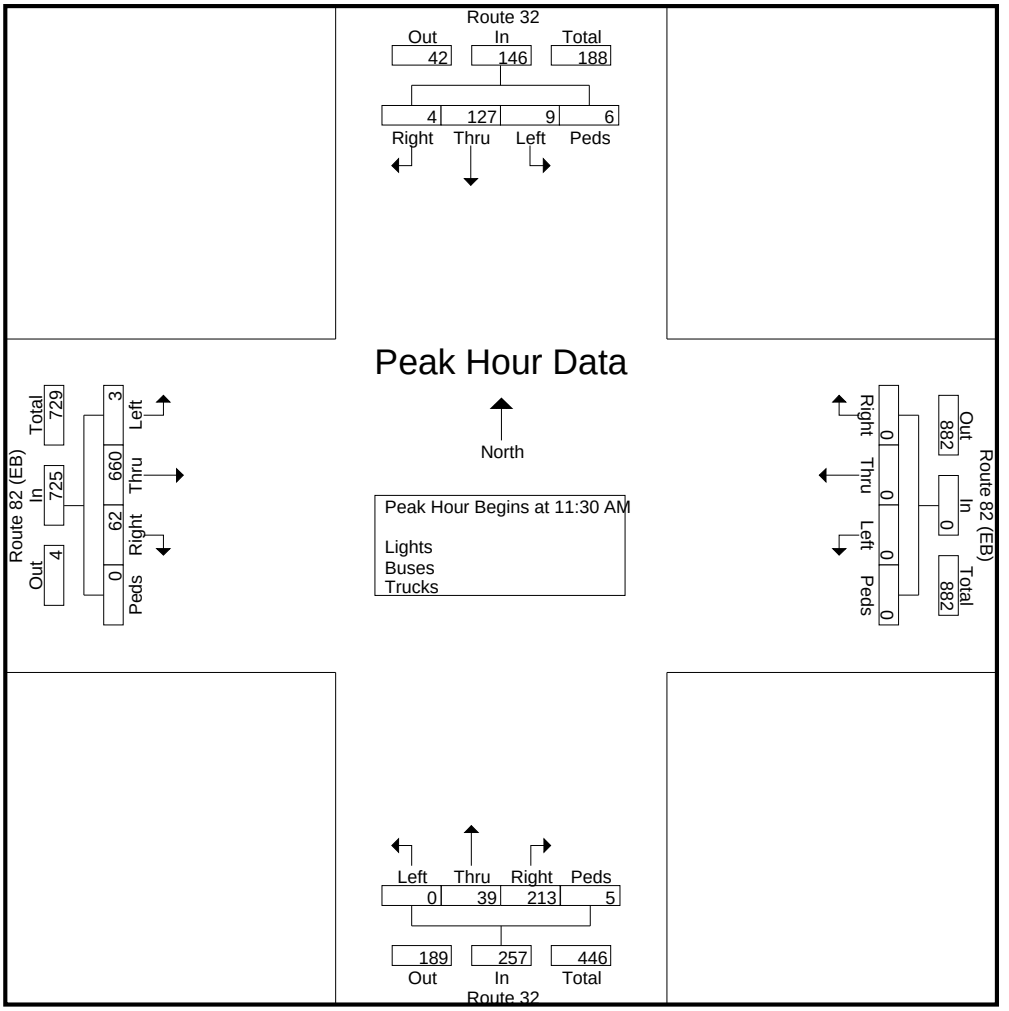
Groups Printed- Lights - Buses - Trucks

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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
11:00 AM	0	20	4	4	28	0	0	0	2	2	38	6	0	5	49	16	140	2	0	158	237
11:15 AM	0	22	1	2	25	0	0	0	0	0	35	7	0	3	45	14	139	1	0	154	224
11:30 AM	0	23	1	3	27	0	0	0	0	0	50	8	0	2	60	19	167	3	0	189	276
11:45 AM	0	43	4	1	48	0	0	0	0	0	50	18	0	0	68	12	140	0	0	152	268
Total	0	108	10	10	128	0	0	0	2	2	173	39	0	10	222	61	586	6	0	653	1005
12:00 PM	4	23	1	1	29	0	0	0	0	0	43	10	0	2	55	13	177	0	0	190	274
12:15 PM	0	38	3	1	42	0	0	0	0	0	70	3	0	1	74	18	176	0	0	194	310
12:30 PM	1	39	1	3	44	0	0	0	0	0	30	6	0	0	36	13	150	0	0	163	243
12:45 PM	0	24	9	0	33	0	0	0	0	0	42	11	0	0	53	17	126	1	0	144	230
Total	5	124	14	5	148	0	0	0	0	0	185	30	0	3	218	61	629	1	0	691	1057
Grand Total	5	232	24	15	276	0	0	0	2	2	358	69	0	13	440	122	1215	7	0	1344	2062
Apprch %	1.8	84.1	8.7	5.4		0	0	0	100		81.4	15.7	0	3		9.1	90.4	0.5	0		
Total %	0.2	11.3	1.2	0.7	13.4	0	0	0	0.1	0.1	17.4	3.3	0	0.6	21.3	5.9	58.9	0.3	0	65.2	
Lights	5	230	13	15	263	0	0	0	2	2	356	69	0	13	438	122	1208				
% Lights	100	99.1	54.2	100	95.3	0	0	0	100	100	99.4	100	0	100	99.5	100	99.4	100	0	99.5	98.9
Buses	0	2	10	0	12	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	18
% Buses	0	0.9	41.7	0	4.3	0	0	0	0	0	0.6	0	0	0	0.5	0	0.3	0	0	0.3	0.9
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
% Trucks	0	0	4.2	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24690
Site Code : 24690
Start Date : 6/10/2023
Page No : 2

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	23	1	3	27	0	0	0	0	0	50	8	0	2	60	19	167	3	0	189	276
11:45 AM	0	43	4	1	48	0	0	0	0	0	50	18	0	0	68	12	140	0	0	152	268
12:00 PM	4	23	1	1	29	0	0	0	0	0	43	10	0	2	55	13	177	0	0	190	274
12:15 PM	0	38	3	1	42	0	0	0	0	0	70	3	0	1	74	18	176	0	0	194	310
Total Volume	4	127	9	6	146	0	0	0	0	0	213	39	0	5	257	62	660	3	0	725	1128
% App. Total	2.7	87	6.2	4.1		0	0	0	0		82.9	15.2	0	1.9		8.6	91	0.4	0		
PHF	.250	.738	.563	.500	.760	.000	.000	.000	.000	.000	.761	.542	.000	.625	.868	.816	.932	.250	.000	.934	.910



Connecticut Counts LLC
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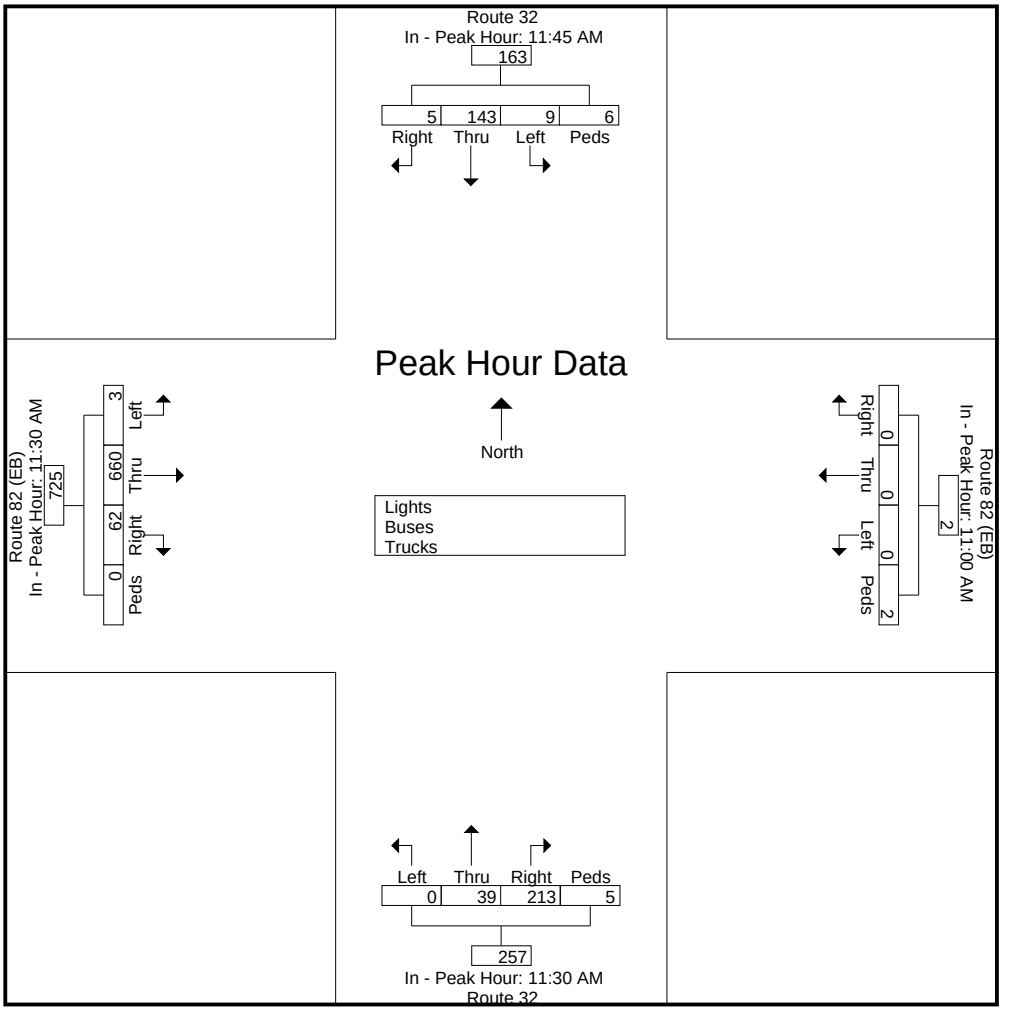
File Name : 24690
Site Code : 24690
Start Date : 6/10/2023
Page No : 3

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					11:30 AM					11:30 AM					
+0 mins.	0	43	4	1	48	0	0	0	2	2	50	8	0	2	60	19	167	3	0	189	
+15 mins.	4	23	1	1	29	0	0	0	0	0	50	18	0	0	68	12	140	0	0	152	
+30 mins.	0	38	3	1	42	0	0	0	0	0	43	10	0	2	55	13	177	0	0	190	
+45 mins.	1	39	1	3	44	0	0	0	0	0	70	3	0	1	74	18	176	0	0	194	
Total Volume	5	143	9	6	163	0	0	0	2	2	213	39	0	5	257	62	660	3	0	725	
% App. Total	3.1	87.7	5.5	3.7		0	0	0	100		82.9	15.2	0	1.9		8.6	91	0.4	0		
PHF	.313	.831	.563	.500	.849	.000	.000	.000	.250	.250	.761	.542	.000	.625	.868	.816	.932	.250	.000	.934	



Connecticut Counts LLC
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(860) 828-1693

Route 82 (EB) at Route 32
Norwich, Connecticut

File Name : 24689
Site Code : 24689
Start Date : 6/8/2023
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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	60	7	1	68	0	0	0	0	0	56	15	1	3	75	26	208	0	1	235	378
04:15 PM	0	32	1	0	33	0	0	0	0	0	55	11	0	6	72	14	180	1	0	195	300
04:30 PM	0	32	5	2	39	0	0	0	0	0	53	12	0	0	65	16	179	3	0	198	302
04:45 PM	0	46	1	1	48	0	0	0	0	0	58	10	0	2	70	20	194	2	1	217	335
Total	0	170	14	4	188	0	0	0	0	0	222	48	1	11	282	76	761	6	2	845	1315
05:00 PM	0	38	6	1	45	0	0	0	0	0	56	10	0	2	68	15	204	0	0	219	332
05:15 PM	0	37	3	1	41	0	0	0	0	0	53	12	0	2	67	14	217	2	0	233	341
05:30 PM	0	31	1	1	33	0	0	0	0	0	58	4	0	3	65	10	186	1	0	197	295
05:45 PM	0	23	3	2	28	0	0	0	0	0	48	3	0	3	54	10	189	1	0	200	282
Total	0	129	13	5	147	0	0	0	0	0	215	29	0	10	254	49	796	4	0	849	1250
Grand Total	0	299	27	9	335	0	0	0	0	0	437	77	1	21	536	125	1557	10	2	1694	2565
Apprch %	0	89.3	8.1	2.7		0	0	0	0		81.5	14.4	0.2	3.9		7.4	91.9	0.6	0.1		
Total %	0	11.7	1.1	0.4	13.1	0	0	0	0	0	17	3	0	0.8	20.9	4.9	60.7	0.4	0.1	66	
Lights	0	294	16	9	319	0	0	0	0	0	428	77	1	17	523	124	1536				
% Lights	0	98.3	59.3	100	95.2	0	0	0	0	0	97.9	100	100	81	97.6	99.2	98.7	100	100	98.7	98
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4	0	2	0	0	2	7
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	19	0.7	0	0.1	0	0	0.1	0.3
Buses	0	4	11	0	15	0	0	0	0	0	9	0	0	0	9	1	19	0	0	20	44
% Buses	0	1.3	40.7	0	4.5	0	0	0	0	0	2.1	0	0	0	1.7	0.8	1.2	0	0	1.2	1.7

Connecticut Counts LLC
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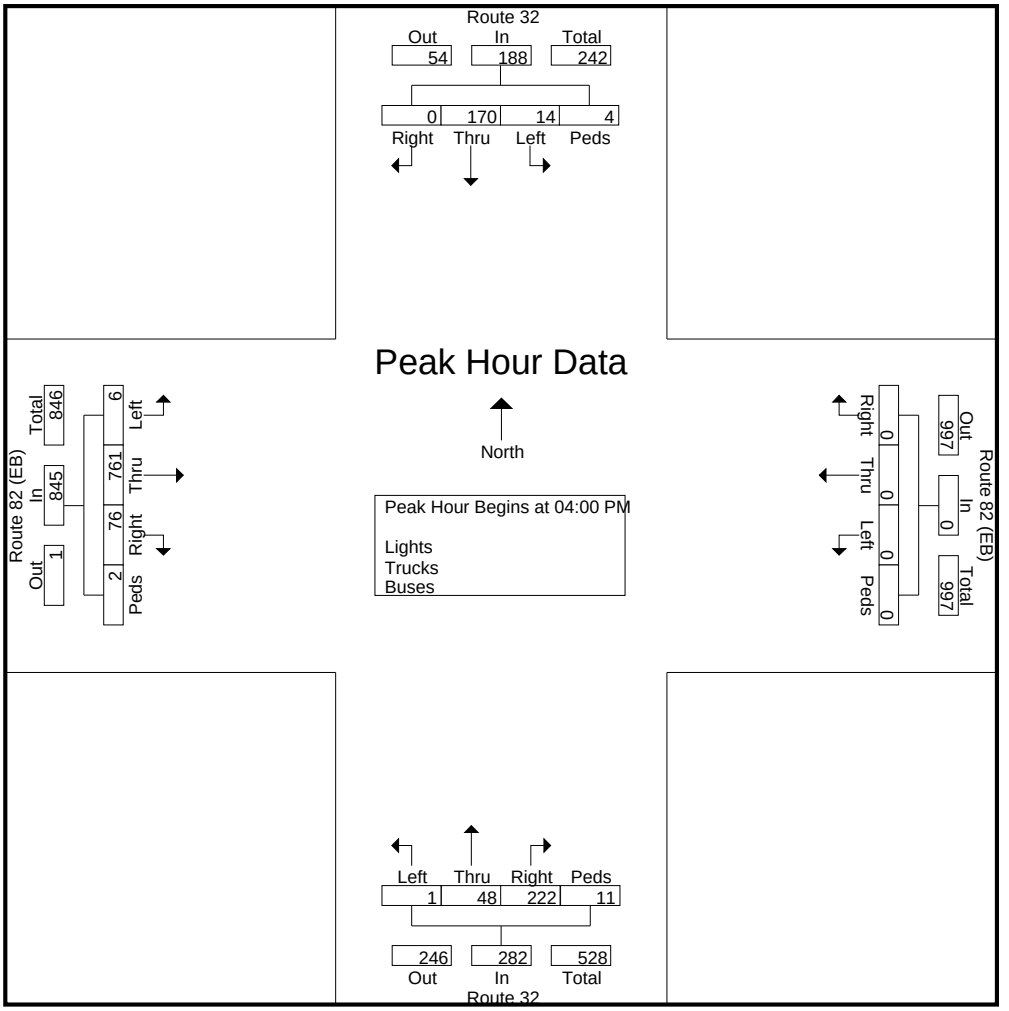
(860) 828-1693

File Name : 24689
Site Code : 24689
Start Date : 6/8/2023
Page No : 2

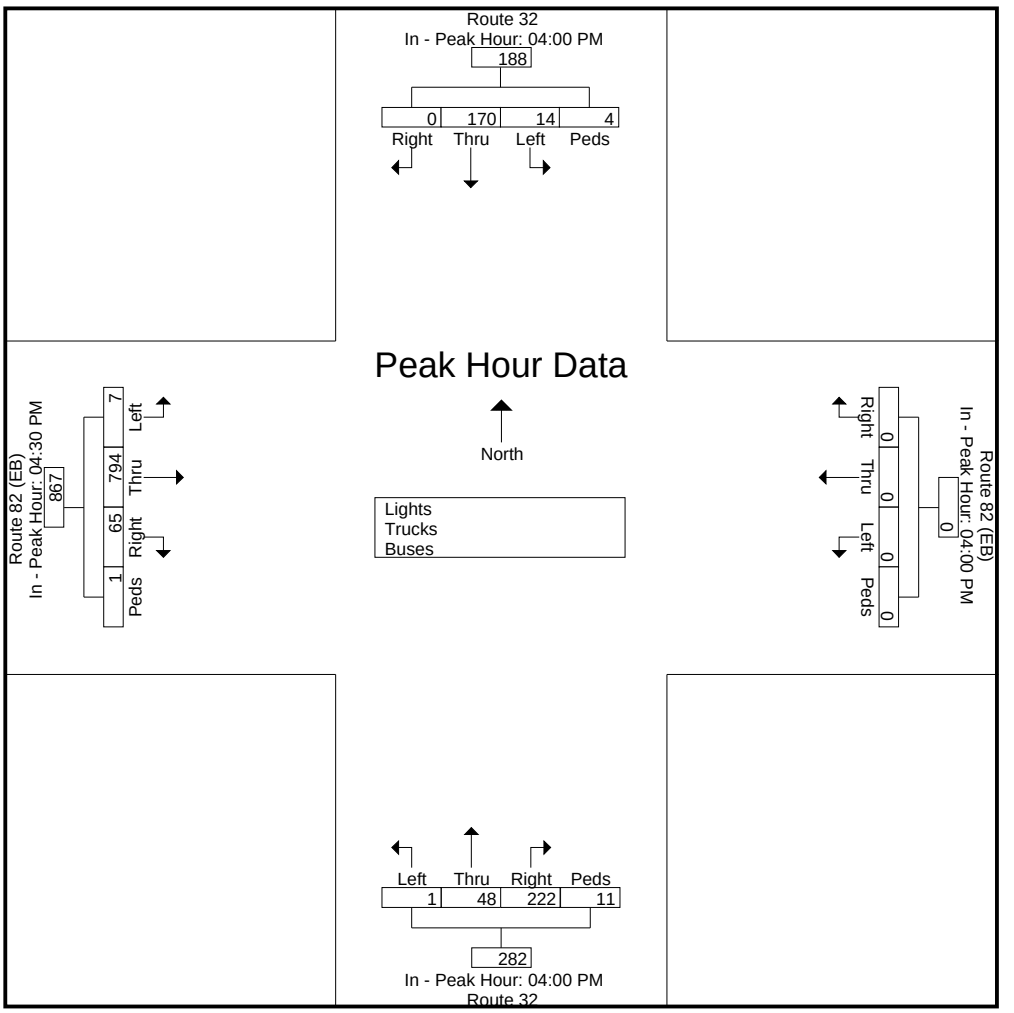
	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	60	7	1	68	0	0	0	0	0	56	15	1	3	75	26	208	0	1	235	378
04:15 PM	0	32	1	0	33	0	0	0	0	0	55	11	0	6	72	14	180	1	0	195	300
04:30 PM	0	32	5	2	39	0	0	0	0	0	53	12	0	0	65	16	179	3	0	198	302
04:45 PM	0	46	1	1	48	0	0	0	0	0	58	10	0	2	70	20	194	2	1	217	335
Total Volume	0	170	14	4	188	0	0	0	0	0	222	48	1	11	282	76	761	6	2	845	1315
% App. Total	0	90.4	7.4	2.1		0	0	0	0		78.7	17	0.4	3.9		9	90.1	0.7	0.2		
PHF	.000	.708	.500	.500	.691	.000	.000	.000	.000	.000	.957	.800	.250	.458	.940	.731	.915	.500	.500	.899	.870



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24689
Site Code : 24689
Start Date : 6/8/2023
Page No : 3

	Route 32 From North					Route 82 (EB) From East					Route 32 From South					Route 82 (EB) 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					04:00 PM					04:30 PM					
+0 mins.	0	60	7	1	68	0	0	0	0	0	56	15	1	3	75	16	179	3	0	198	
+15 mins.	0	32	1	0	33	0	0	0	0	0	55	11	0	6	72	20	194	2	1	217	
+30 mins.	0	32	5	2	39	0	0	0	0	0	53	12	0	0	65	15	204	0	0	219	
+45 mins.	0	46	1	1	48	0	0	0	0	0	58	10	0	2	70	14	217	2	0	233	
Total Volume	0	170	14	4	188	0	0	0	0	0	222	48	1	11	282	65	794	7	1	867	
% App. Total	0	90.4	7.4	2.1		0	0	0	0		78.7	17	0.4	3.9		7.5	91.6	0.8	0.1		
PHF	.000	.708	.500	.500	.691	.000	.000	.000	.000	.000	.957	.800	.250	.458	.940	.813	.915	.583	.250	.930	



Connecticut Counts LLC
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Route 82 at N. Thames Street
Norwich, Connecticut

File Name : 24685
Site Code : 24685
Start Date : 6/8/2023
Page No : 1

Groups Printed- Lights - Trucks - Buses

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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	2	2	32	120	8	1	161	11	0	1	0	12	3	117	0	0	120	295
07:15 AM	4	0	1	6	11	43	129	17	1	190	8	0	1	2	11	5	88	0	0	93	305
07:30 AM	2	0	0	0	2	42	130	21	0	193	9	0	0	0	9	3	90	0	0	93	297
07:45 AM	7	0	0	4	11	57	140	22	3	222	13	0	3	0	16	7	121	0	0	128	377
Total	13	0	1	12	26	174	519	68	5	766	41	0	5	2	48	18	416	0	0	434	1274
08:00 AM	11	0	1	1	13	68	159	28	0	255	9	0	0	1	10	5	157	0	0	162	440
08:15 AM	6	0	0	1	7	29	85	10	0	124	7	0	1	0	8	2	91	0	0	93	232
08:30 AM	6	1	0	2	9	48	184	16	0	248	12	0	0	1	13	0	139	0	0	139	409
08:45 AM	5	1	2	5	13	50	169	11	1	231	8	0	1	1	10	1	139	0	0	140	394
Total	28	2	3	9	42	195	597	65	1	858	36	0	2	3	41	8	526	0	0	534	1475
Grand Total	41	2	4	21	68	369	1116	133	6	1624	77	0	7	5	89	26	942	0	0	968	2749
Apprch %	60.3	2.9	5.9	30.9		22.7	68.7	8.2	0.4		86.5	0	7.9	5.6		2.7	97.3	0	0		
Total %	1.5	0.1	0.1	0.8	2.5	13.4	40.6	4.8	0.2	59.1	2.8	0	0.3	0.2	3.2	0.9	34.3	0	0	35.2	
Lights	40	2	3	21	66	343	1073														
% Lights	97.6	100	75	100	97.1	93	96.1	96.2	100	95.4	96.1	0	85.7	80	94.4	100	95.9	0	0	96	95.6
Trucks	0	0	1	0	1	5	9	0	0	14	2	0	1	1	4	0	8	0	0	8	27
% Trucks	0	0	25	0	1.5	1.4	0.8	0	0	0.9	2.6	0	14.3	20	4.5	0	0.8	0	0	0.8	1
Buses	1	0	0	0	1	21	34	5	0	60	1	0	0	0	1	0	31	0	0	31	93
% Buses	2.4	0	0	0	1.5	5.7	3	3.8	0	3.7	1.3	0	0	0	1.1	0	3.3	0	0	3.2	3.4

Connecticut Counts LLC
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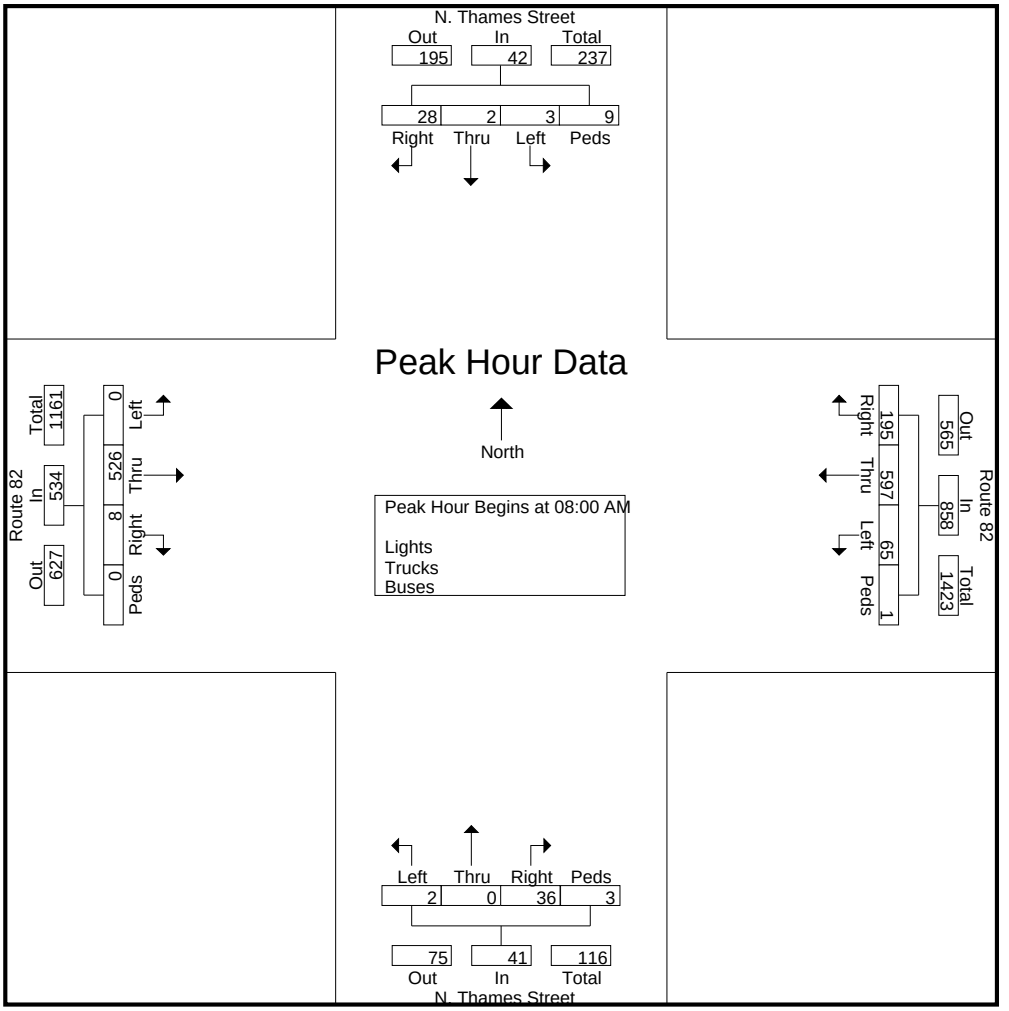
(860) 828-1693

File Name : 24685
Site Code : 24685
Start Date : 6/8/2023
Page No : 2

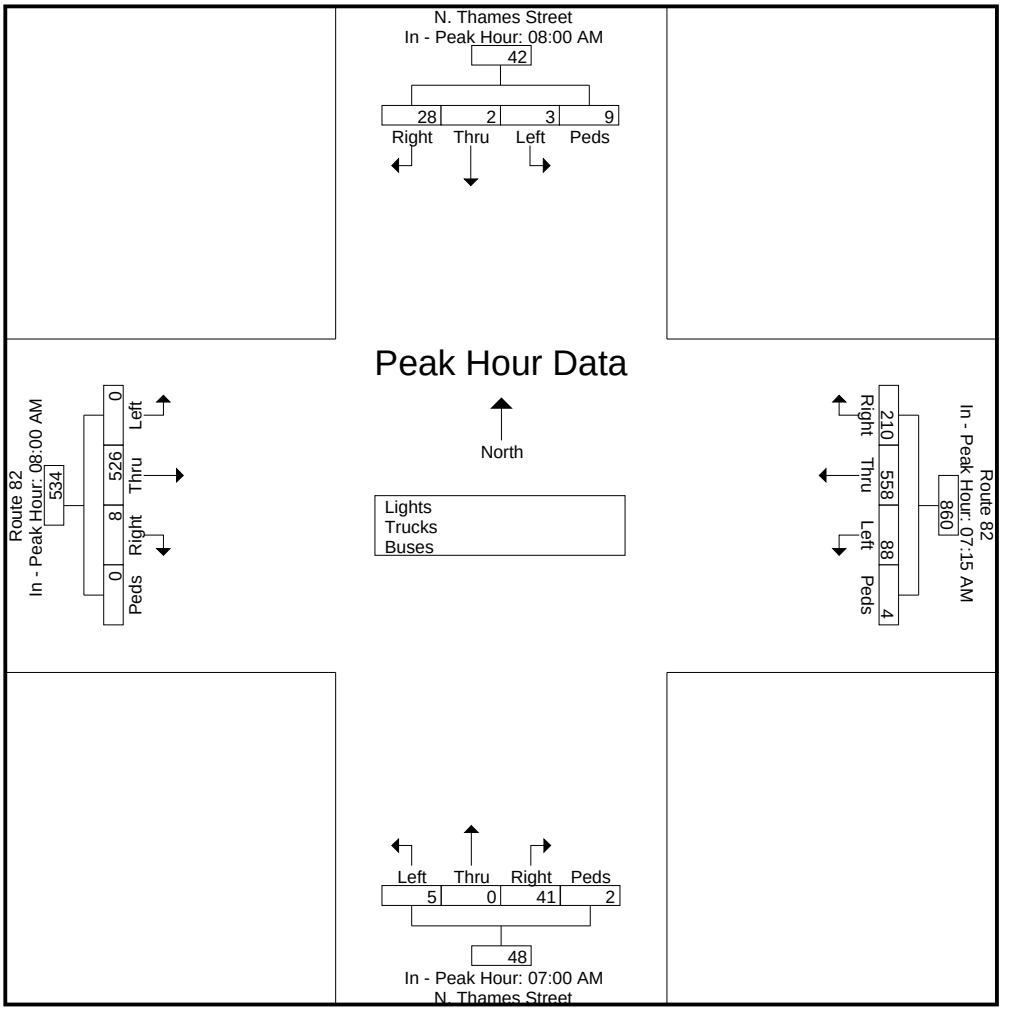
	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	11	0	1	1	13	68	159	28	0	255	9	0	0	1	10	5	157	0	0	162	440
08:15 AM	6	0	0	1	7	29	85	10	0	124	7	0	1	0	8	2	91	0	0	93	232
08:30 AM	6	1	0	2	9	48	184	16	0	248	12	0	0	1	13	0	139	0	0	139	409
08:45 AM	5	1	2	5	13	50	169	11	1	231	8	0	1	1	10	1	139	0	0	140	394
Total Volume	28	2	3	9	42	195	597	65	1	858	36	0	2	3	41	8	526	0	0	534	1475
% App. Total	66.7	4.8	7.1	21.4		22.7	69.6	7.6	0.1		87.8	0	4.9	7.3		1.5	98.5	0	0		
PHF	.636	.500	.375	.450	.808	.717	.811	.580	.250	.841	.750	.000	.500	.750	.788	.400	.838	.000	.000	.824	.838



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24685
Site Code : 24685
Start Date : 6/8/2023
Page No : 3

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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					07:15 AM					07:00 AM					08:00 AM					
+0 mins.	11	0	1	1	13	43	129	17	1	190	11	0	1	0	12	5	157	0	0	162	
+15 mins.	6	0	0	1	7	42	130	21	0	193	8	0	1	2	11	2	91	0	0	93	
+30 mins.	6	1	0	2	9	57	140	22	3	222	9	0	0	0	9	0	139	0	0	139	
+45 mins.	5	1	2	5	13	68	159	28	0	255	13	0	3	0	16	1	139	0	0	140	
Total Volume	28	2	3	9	42	210	558	88	4	860	41	0	5	2	48	8	526	0	0	534	
% App. Total	66.7	4.8	7.1	21.4		24.4	64.9	10.2	0.5		85.4	0	10.4	4.2		1.5	98.5	0	0		
PHF	.636	.500	.375	.450	.808	.772	.877	.786	.333	.843	.788	.000	.417	.250	.750	.400	.838	.000	.000	.824	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 at N. Thames Street
Norwich, Connecticut

File Name : 24687
Site Code : 24687
Start Date : 6/10/2023

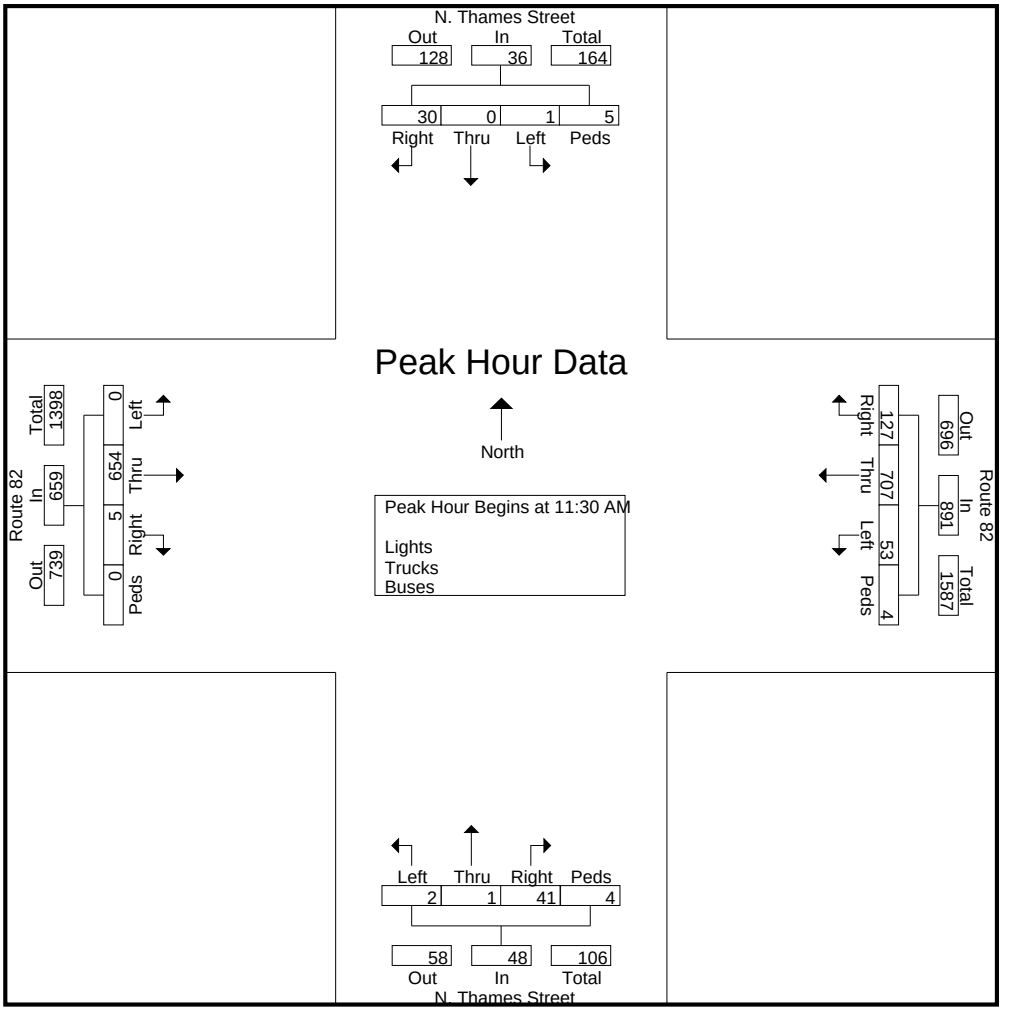
Groups Printed- Lights - Trucks - Buses

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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
11:00 AM	9	0	0	0	9	21	189	12	0	222	6	0	0	1	7	4	154	0	0	158	396
11:15 AM	9	0	0	1	10	19	174	9	2	204	10	1	4	2	17	2	156	0	0	158	389
11:30 AM	7	0	0	3	10	28	193	15	1	237	10	0	0	1	11	2	138	0	0	140	398
11:45 AM	11	0	1	0	12	42	189	4	1	236	10	0	2	0	12	1	168	0	0	169	429
Total	36	0	1	4	41	110	745	40	4	899	36	1	6	4	47	9	616	0	0	625	1612
12:00 PM	6	0	0	1	7	23	176	15	0	214	8	1	0	1	10	1	177	0	0	178	409
12:15 PM	6	0	0	1	7	34	149	19	2	204	13	0	0	2	15	1	171	0	0	172	398
12:30 PM	8	1	1	4	14	24	111	18	0	153	6	0	0	0	6	2	135	0	0	137	310
12:45 PM	10	0	0	0	10	29	128	5	1	163	6	0	0	1	7	0	165	0	1	166	346
Total	30	1	1	6	38	110	564	57	3	734	33	1	0	4	38	4	648	0	1	653	1463
Grand Total	66	1	2	10	79	220	1309	97	7	1633	69	2	6	8	85	13	1264	0	1	1278	3075
Apprch %	83.5	1.3	2.5	12.7		13.5	80.2	5.9	0.4		81.2	2.4	7.1	9.4		1	98.9	0	0.1		
Total %	2.1	0	0.1	0.3	2.6	7.2	42.6	3.2	0.2	53.1	2.2	0.1	0.2	0.3	2.8	0.4	41.1	0	0	41.6	
Lights	66	1	2	10	79	205	1302										1258				
% Lights	100	100	100	100	100	93.2	99.5	97.9	100	98.5	100	100	100	100	100	100	99.5	0	100	99.5	99
Trucks	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	2	0	0	2	10
% Trucks	0	0	0	0	0	1.4	0.4	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0.3
Buses	0	0	0	0	0	12	2	2	0	16	0	0	0	0	0	0	4	0	0	4	20
% Buses	0	0	0	0	0	5.5	0.2	2.1	0	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 : 24687
Site Code : 24687
Start Date : 6/10/2023
Page No : 2

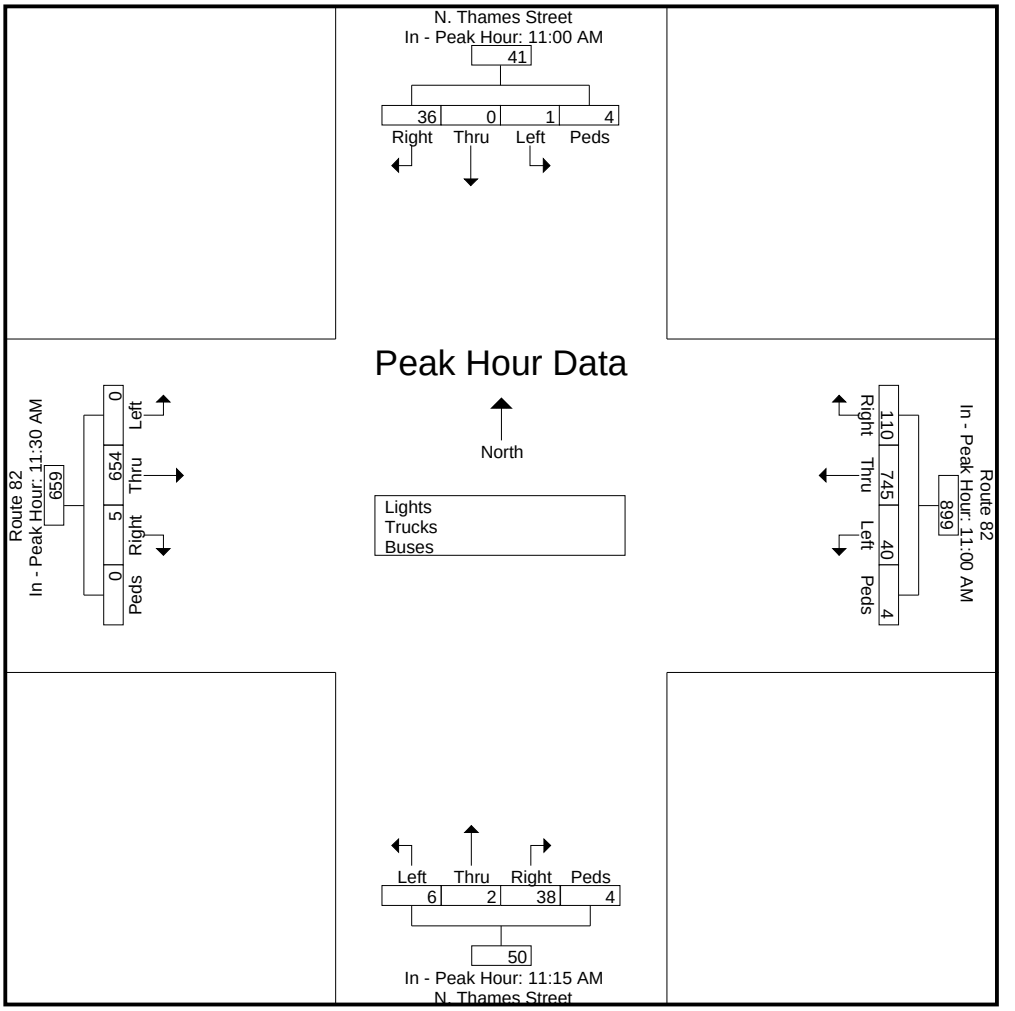
	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	7	0	0	3	10	28	193	15	1	237	10	0	0	1	11	2	138	0	0	140	398
11:45 AM	11	0	1	0	12	42	189	4	1	236	10	0	2	0	12	1	168	0	0	169	429
12:00 PM	6	0	0	1	7	23	176	15	0	214	8	1	0	1	10	1	177	0	0	178	409
12:15 PM	6	0	0	1	7	34	149	19	2	204	13	0	0	2	15	1	171	0	0	172	398
Total Volume	30	0	1	5	36	127	707	53	4	891	41	1	2	4	48	5	654	0	0	659	1634
% App. Total	83.3	0	2.8	13.9		14.3	79.3	5.9	0.4		85.4	2.1	4.2	8.3		0.8	99.2	0	0		
PHF	.682	.000	.250	.417	.750	.756	.916	.697	.500	.940	.788	.250	.250	.500	.800	.625	.924	.000	.000	.926	.952



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24687
Site Code : 24687
Start Date : 6/10/2023
Page No : 3

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:15 AM					11:30 AM					
+0 mins.	9	0	0	0	9	21	189	12	0	222	10	1	4	2	17	2	138	0	0	140	
+15 mins.	9	0	0	1	10	19	174	9	2	204	10	0	0	1	11	1	168	0	0	169	
+30 mins.	7	0	0	3	10	28	193	15	1	237	10	0	2	0	12	1	177	0	0	178	
+45 mins.	11	0	1	0	12	42	189	4	1	236	8	1	0	1	10	1	171	0	0	172	
Total Volume	36	0	1	4	41	110	745	40	4	899	38	2	6	4	50	5	654	0	0	659	
% App. Total	87.8	0	2.4	9.8		12.2	82.9	4.4	0.4		76	4	12	8		0.8	99.2	0	0		
PHF	.818	.000	.250	.333	.854	.655	.965	.667	.500	.948	.950	.500	.375	.500	.735	.625	.924	.000	.000	.926	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 at N. Thames Street
Norwich, Connecticut

File Name : 24686
Site Code : 24686
Start Date : 6/8/2023
Page No : 1

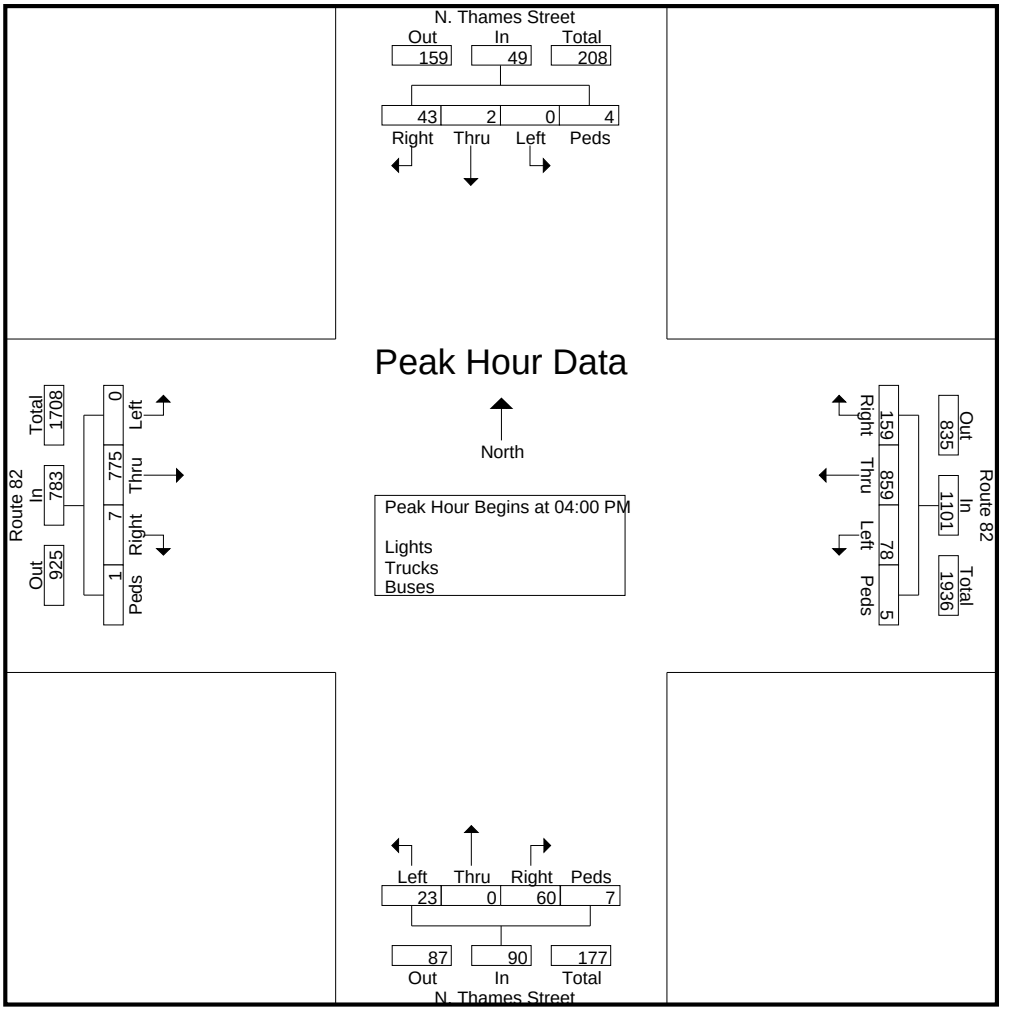
Groups Printed- Lights - Trucks - Buses

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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	14	1	0	2	17	36	206	17	0	259	17	0	4	2	23	1	175	0	0	176	475
04:15 PM	17	1	0	2	20	51	281	20	4	356	15	0	12	1	28	6	223	0	0	229	633
04:30 PM	5	0	0	0	5	29	177	18	0	224	14	0	6	0	20	0	171	0	1	172	421
04:45 PM	7	0	0	0	7	43	195	23	1	262	14	0	1	4	19	0	206	0	0	206	494
Total	43	2	0	4	49	159	859	78	5	1101	60	0	23	7	90	7	775	0	1	783	2023
05:00 PM	11	1	0	0	12	29	170	17	1	217	18	0	7	0	25	0	203	0	0	203	457
05:15 PM	11	1	1	0	13	36	182	14	1	233	16	0	2	2	20	3	193	0	0	196	462
05:30 PM	2	0	4	1	7	24	153	10	1	188	12	0	2	0	14	2	196	0	0	198	407
05:45 PM	8	0	0	1	9	29	132	19	0	180	9	0	0	3	12	0	161	0	2	163	364
Total	32	2	5	2	41	118	637	60	3	818	55	0	11	5	71	5	753	0	2	760	1690
Grand Total	75	4	5	6	90	277	1496	138	8	1919	115	0	34	12	161	12	1528	0	3	1543	3713
Apprch %	83.3	4.4	5.6	6.7		14.4	78	7.2	0.4		71.4	0	21.1	7.5		0.8	99	0	0.2		
Total %	2	0.1	0.1	0.2	2.4	7.5	40.3	3.7	0.2	51.7	3.1	0	0.9	0.3	4.3	0.3	41.2	0	0.1	41.6	
Lights	75	4	3	6	88	261	1482										1516				
% Lights	100	100	60	100	97.8	94.2	99.1	98.6	75	98.2	98.3	0	100	83.3	97.5	100	99.2	0	100	99.2	98.6
Trucks	0	0	2	0	2	2	1	0	2	5	0	0	0	1	1	0	1	0	0	1	9
% Trucks	0	0	40	0	2.2	0.7	0.1	0	25	0.3	0	0	0	8.3	0.6	0	0.1	0	0	0.1	0.2
Buses	0	0	0	0	0	14	13	2	0	29	2	0	0	1	3	0	11	0	0	11	43
% Buses	0	0	0	0	0	5.1	0.9	1.4	0	1.5	1.7	0	0	8.3	1.9	0	0.7	0	0	0.7	1.2

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24686
Site Code : 24686
Start Date : 6/8/2023
Page No : 2

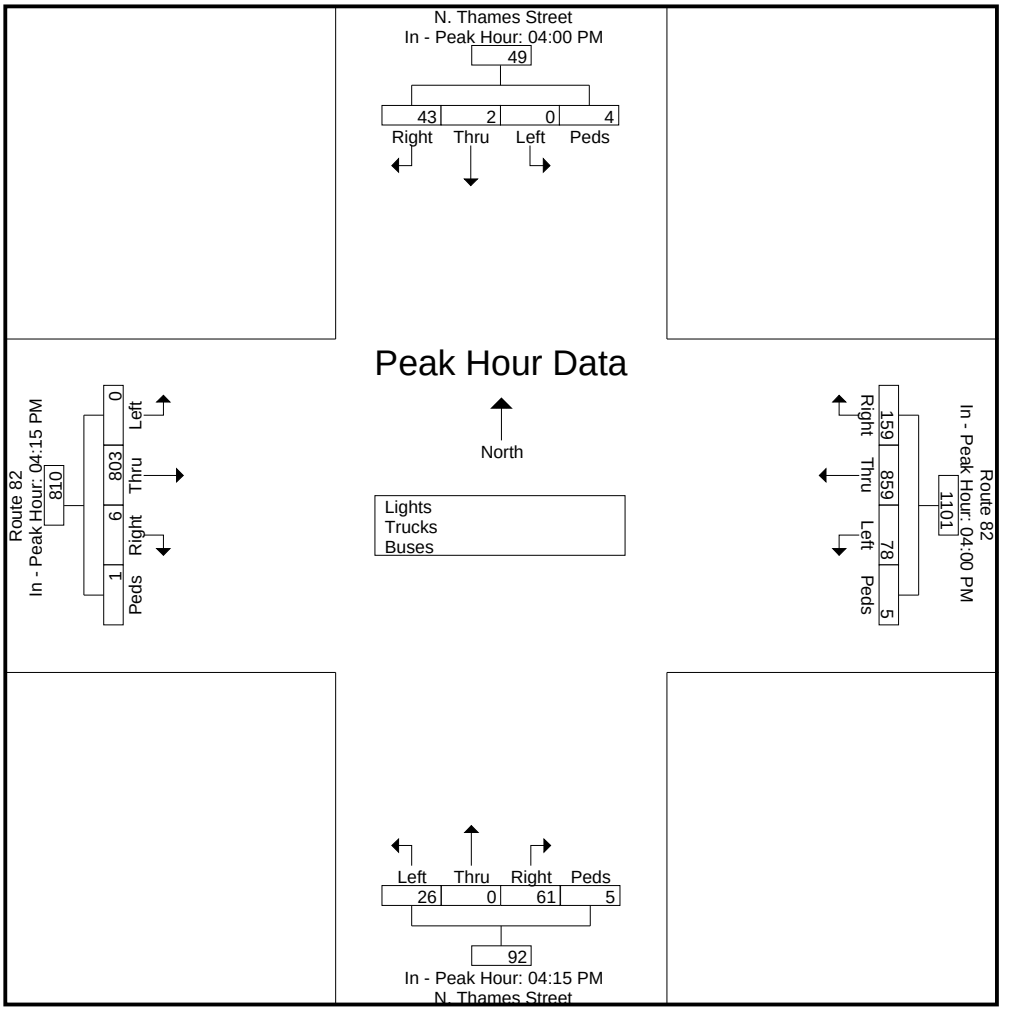
	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	14	1	0	2	17	36	206	17	0	259	17	0	4	2	23	1	175	0	0	176	475
04:15 PM	17	1	0	2	20	51	281	20	4	356	15	0	12	1	28	6	223	0	0	229	633
04:30 PM	5	0	0	0	5	29	177	18	0	224	14	0	6	0	20	0	171	0	1	172	421
04:45 PM	7	0	0	0	7	43	195	23	1	262	14	0	1	4	19	0	206	0	0	206	494
Total Volume	43	2	0	4	49	159	859	78	5	1101	60	0	23	7	90	7	775	0	1	783	2023
% App. Total	87.8	4.1	0	8.2		14.4	78	7.1	0.5		66.7	0	25.6	7.8		0.9	99	0	0.1		
PHF	.632	.500	.000	.500	.613	.779	.764	.848	.313	.773	.882	.000	.479	.438	.804	.292	.869	.000	.250	.855	.799



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 24686
Site Code : 24686
Start Date : 6/8/2023
Page No : 3

	N. Thames Street From North					Route 82 From East					N. Thames Street From South					Route 82 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					04:15 PM					
+0 mins.	14	1	0	2	17	36	206	17	0	259	15	0	12	1	28	6	223	0	0	229	
+15 mins.	17	1	0	2	20	51	281	20	4	356	14	0	6	0	20	0	171	0	1	172	
+30 mins.	5	0	0	0	5	29	177	18	0	224	14	0	1	4	19	0	206	0	0	206	
+45 mins.	7	0	0	0	7	43	195	23	1	262	18	0	7	0	25	0	203	0	0	203	
Total Volume	43	2	0	4	49	159	859	78	5	1101	61	0	26	5	92	6	803	0	1	810	
% App. Total	87.8	4.1	0	8.2		14.4	78	7.1	0.5		66.3	0	28.3	5.4		0.7	99.1	0	0.1		
PHF	.632	.500	.000	.500	.613	.779	.764	.848	.313	.773	.847	.000	.542	.313	.821	.250	.900	.000	.250	.884	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	6	191	18	0	4	1	0	0	0	0	0	0	0	0	220
15:00	4	296	34	1	6	0	0	0	0	0	0	0	0	0	341
16:00	5	332	21	0	7	0	0	0	0	0	0	0	0	0	365
17:00	4	256	15	1	6	0	0	0	0	0	0	0	0	0	282
18:00	0	179	10	1	2	0	0	0	0	0	0	0	0	0	192
19:00	2	136	16	1	0	0	0	0	0	0	0	0	0	0	155
20:00	1	106	9	1	1	0	0	0	0	0	0	0	0	0	118
21:00	0	79	5	1	0	0	0	1	0	0	0	0	0	0	86
22:00	1	54	4	1	0	0	0	0	0	0	0	0	0	0	60
23:00	2	55	4	0	0	1	0	0	0	0	0	0	0	0	62
Total	25	1684	136	7	26	2	0	1	0	0	0	0	0	0	1881
Percent	1.3%	89.5%	7.2%	0.4%	1.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	14:00	16:00	15:00	15:00	16:00	14:00		21:00							
Vol.	6	332	34	1	7	1		1							

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
06:00	0	59	13	2	3	0	0	0	0	0	0	0	0	0	77
07:00	6	143	18	1	6	2	0	0	0	0	0	0	0	0	176
08:00	3	146	23	1	8	1	0	0	0	0	0	0	0	0	182
09:00	5	150	31	1	6	0	0	0	0	0	0	0	0	0	193
10:00	1	158	19	1	1	0	0	0	0	0	0	0	0	0	180
11:00	1	186	22	1	3	2	0	1	0	0	0	0	0	0	216
12 PM	0	203	24	3	7	0	0	0	0	0	0	0	0	0	237
13:00	2	182	23	1	2	0	0	1	0	0	0	0	0	0	211
14:00	4	263	24	3	5	0	0	0	0	0	0	0	0	0	299
15:00	7	298	24	0	7	2	0	0	0	0	0	0	0	0	338
16:00	2	261	26	0	7	1	0	0	0	0	0	0	0	0	297
17:00	4	226	21	1	1	0	0	0	0	0	0	0	0	0	253
18:00	5	139	19	0	3	1	0	0	0	0	0	0	0	0	167
19:00	3	118	14	1	1	1	0	0	0	0	0	0	0	0	138
20:00	3	91	10	1	0	0	0	0	0	0	0	0	0	0	105
21:00	2	106	2	1	0	0	0	0	0	0	0	0	0	0	111
22:00	1	56	4	1	0	0	0	0	0	0	0	0	0	0	62
23:00	1	48	4	0	0	0	0	0	0	0	0	0	0	0	53
Total	50	2927	335	19	60	10	0	2	0	0	0	0	0	0	3403
Percent	1.5%	86.0%	9.8%	0.6%	1.8%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	06:00	08:00	07:00		11:00							
Vol.	6	186	31	2	8	2		1							
PM Peak	15:00	15:00	16:00	12:00	12:00	15:00		13:00							
Vol.	7	298	26	3	7	2		1							

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	21	2	0	1	0	0	0	0	0	0	0	0	0	24
06:00	0	68	13	1	3	0	0	0	0	0	0	0	0	0	85
07:00	2	111	20	2	6	2	0	1	0	0	0	0	0	0	144
08:00	0	156	28	0	7	1	0	0	0	0	0	0	0	0	192
09:00	1	166	30	2	3	2	0	0	0	0	0	0	0	0	204
10:00	0	169	26	1	1	0	0	0	0	0	0	0	0	0	197
11:00	2	185	26	1	2	0	0	0	0	0	0	0	0	0	216
12 PM	2	288	29	1	7	0	0	0	0	0	0	0	0	0	327
13:00	6	204	14	2	2	2	0	0	0	0	0	0	0	0	230
14:00	7	255	21	1	4	1	0	0	0	0	0	0	0	0	289
15:00	5	312	26	1	6	0	0	0	0	0	0	0	0	0	350
16:00	3	296	24	1	6	0	0	1	0	0	0	0	0	0	331
17:00	4	258	16	1	7	0	0	0	0	0	0	0	0	0	286
18:00	0	254	24	1	2	0	0	0	0	0	0	0	0	0	281
19:00	2	168	18	1	2	0	0	0	0	0	0	0	0	0	191
20:00	0	118	8	1	1	0	0	0	0	0	0	0	0	0	128
21:00	0	124	5	1	0	0	0	0	0	0	0	0	0	0	130
22:00	0	66	3	1	1	0	0	0	0	0	0	0	0	0	71
23:00	1	72	3	0	0	1	0	0	0	0	0	0	0	0	77
Total	35	3358	342	19	61	9	0	2	0	0	0	0	0	0	3826
Percent	0.9%	87.8%	8.9%	0.5%	1.6%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	07:00	08:00	07:00		07:00							
Vol.	2	185	30	2	7	2		1							
PM Peak	14:00	15:00	12:00	13:00	12:00	13:00		16:00							
Vol.	7	312	29	2	7	2		1							

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Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	36	2	0	1	0	0	0	0	0	0	0	0	0	39
01:00	1	35	3	0	0	0	0	0	0	0	0	0	0	0	39
02:00	1	20	2	0	0	0	0	0	0	0	0	0	0	0	23
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
04:00	1	14	2	0	0	0	0	0	0	0	0	0	0	0	17
05:00	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
06:00	1	41	6	1	0	0	0	0	0	0	0	0	0	0	49
07:00	0	85	5	2	2	1	0	0	1	0	0	0	0	0	96
08:00	3	107	17	2	2	0	0	0	0	0	0	0	0	0	131
09:00	4	161	10	1	2	0	0	1	0	0	0	1	0	0	180
10:00	8	175	23	2	1	1	0	0	0	0	0	0	0	0	210
11:00	6	224	25	1	2	0	0	0	0	0	0	0	0	0	258
12 PM	9	180	16	1	0	0	0	0	0	0	0	0	0	0	206
13:00	3	183	18	2	0	0	0	0	0	0	0	0	0	0	206
14:00	6	197	25	2	2	0	0	0	0	0	0	0	0	0	232
15:00	4	209	12	2	0	0	0	0	0	0	0	0	0	0	227
16:00	2	179	18	2	0	0	0	0	0	0	0	0	0	0	201
17:00	4	195	14	1	0	0	0	0	0	0	0	0	0	0	214
18:00	2	185	10	2	1	0	0	0	0	0	0	0	0	0	200
19:00	3	135	8	1	1	0	0	0	0	0	0	0	0	0	148
20:00	6	129	11	1	1	0	0	0	0	0	0	0	0	0	148
21:00	3	88	6	1	2	0	0	0	0	0	0	0	0	0	100
22:00	3	88	10	1	2	1	0	0	0	0	0	0	0	0	105
23:00	1	81	4	0	0	0	0	0	0	0	0	0	0	0	86
Total	71	2780	252	25	20	3	0	1	1	0	0	1	0	0	3154
Percent	2.3%	88.1%	8.0%	0.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	07:00	07:00	07:00		09:00	07:00			09:00			
Vol.	8	224	25	2	2	1		1	1			1			
PM Peak	12:00	15:00	14:00	13:00	14:00	22:00									
Vol.	9	209	25	2	2	1									

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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	1	45	2	0	0	0	0	0	0	0	0	0	0	0	48
01:00	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
02:00	1	25	0	0	0	0	0	0	0	0	0	0	0	0	26
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	34	7	0	0	0	0	0	0	0	0	0	0	0	41
07:00	1	62	7	0	0	0	0	0	0	0	0	0	0	0	70
08:00	0	91	7	0	0	0	0	0	0	0	0	0	0	0	98
09:00	3	110	8	0	1	0	0	0	0	0	0	0	0	0	122
10:00	7	152	10	1	0	0	0	0	0	0	0	0	0	0	170
11:00	7	136	16	0	1	0	0	0	0	0	0	0	0	0	160
12 PM	7	150	16	0	1	0	0	0	0	0	0	0	0	0	174
13:00	2	162	15	0	1	0	0	0	0	0	0	0	0	0	180
14:00	2	142	18	0	0	0	0	0	0	0	0	0	0	0	162
15:00	7	168	14	0	0	0	0	0	0	0	0	0	0	0	189
16:00	6	145	17	0	1	0	0	0	0	0	0	0	0	0	169
17:00	8	151	13	0	2	0	0	0	0	0	0	0	0	0	174
18:00	8	120	10	0	0	0	0	0	0	0	0	0	0	0	138
19:00	2	99	11	0	0	0	0	0	0	0	0	0	0	0	112
20:00	1	74	10	0	0	0	0	0	0	0	0	0	0	0	85
21:00	0	72	4	0	0	0	0	0	0	0	0	0	0	0	76
22:00	2	48	4	0	0	0	0	0	0	0	0	0	0	0	54
23:00	0	50	4	0	0	0	0	0	0	0	0	0	0	0	54
Total	65	2104	197	1	7	0	0	0	0	0	0	0	0	0	2374
Percent	2.7%	88.6%	8.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	11:00	10:00	09:00										
Vol.	7	152	16	1	1										
PM Peak	17:00	15:00	14:00		17:00										
Vol.	8	168	18		2										

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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	0	31	1	0	0	0	0	0	0	0	0	0	0	0	32
01:00	1	13	1	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	11	3	0	0	1	0	0	0	0	0	0	0	0	15
03:00	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
04:00	0	16	4	0	1	1	0	0	0	0	0	0	0	0	22
05:00	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
06:00	0	48	11	2	2	0	0	0	0	0	0	0	0	0	63
07:00	0	103	12	1	4	0	0	0	0	0	0	0	0	0	120
08:00	1	134	26	1	8	0	1	0	0	0	0	0	0	0	171
09:00	3	162	25	2	4	0	0	0	0	0	0	0	0	0	196
10:00	8	176	22	1	5	0	0	1	0	0	0	0	0	0	213
11:00	2	199	23	0	4	0	0	0	0	0	0	0	0	0	228
12 PM	1	195	23	1	8	1	0	0	0	0	0	0	0	0	229
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	1128	155	8	37	3	1	1	0	0	0	0	0	0	1349
Percent	1.2%	83.6%	11.5%	0.6%	2.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	06:00	08:00	02:00	08:00	10:00							
Vol.	8	199	26	2	8	1	1	1							
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00									
Vol.	1	195	23	1	8	1									
Grand Total	262	13981	1417	79	211	27	1	7	1	0	0	1	0	0	15987
Percent	1.6%	87.5%	8.9%	0.5%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	3	184	20	0	5	1	0	0	0	0	0	0	0	0	213
15:00	4	227	41	2	2	3	0	0	0	0	0	0	0	0	279
16:00	6	268	28	1	4	1	0	0	0	0	0	0	0	0	308
17:00	4	230	17	1	3	1	0	0	0	0	0	0	0	0	256
18:00	3	173	20	2	2	0	0	0	0	0	0	0	0	0	200
19:00	4	178	12	1	3	1	0	0	0	0	0	0	0	0	199
20:00	0	138	11	0	2	0	0	0	0	0	0	0	0	0	151
21:00	0	95	5	1	0	0	0	1	0	0	0	0	0	0	102
22:00	2	82	2	1	0	0	0	0	0	0	0	0	0	0	87
23:00	0	50	3	0	0	0	0	0	1	0	0	0	0	0	54
Total	26	1625	159	9	21	7	0	1	1	0	0	0	0	0	1849
Percent	1.4%	87.9%	8.6%	0.5%	1.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.															
PM Peak	16:00	16:00	15:00	15:00	14:00	15:00		21:00	23:00						
Vol.	6	268	41	2	5	3		1	1						

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	47	2	0	0	0	0	0	0	0	0	0	0	0	49
01:00	0	24	6	0	1	1	0	0	0	0	0	0	0	0	32
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	1	16	2	0	0	1	0	0	0	0	0	0	0	0	20
04:00	1	20	4	0	0	1	0	1	0	0	0	0	0	0	27
05:00	0	46	9	0	1	0	0	0	1	0	0	0	0	0	57
06:00	1	153	27	3	5	0	0	0	0	0	0	0	0	0	189
07:00	2	245	32	1	12	2	0	0	0	0	0	0	0	0	294
08:00	3	228	25	0	11	1	0	0	0	0	0	0	0	0	268
09:00	3	221	29	1	5	2	1	1	0	0	0	0	0	0	263
10:00	3	190	29	3	8	2	0	0	0	0	0	0	0	0	235
11:00	4	200	19	5	8	2	0	0	0	0	0	0	0	0	238
12 PM	4	211	33	0	7	1	0	1	0	0	0	0	0	0	257
13:00	0	218	18	2	8	3	0	1	0	0	0	0	0	0	250
14:00	4	233	25	2	4	3	0	1	0	0	0	0	0	0	272
15:00	8	220	29	1	8	3	0	0	0	0	0	0	0	0	269
16:00	3	262	23	2	10	1	0	0	0	0	0	0	0	0	301
17:00	10	233	11	1	2	0	0	0	1	0	0	0	0	0	258
18:00	2	167	21	2	3	0	0	0	0	0	0	0	0	0	195
19:00	1	146	13	0	3	1	0	0	0	0	0	0	0	0	164
20:00	5	124	11	0	2	1	0	0	0	0	0	0	0	0	143
21:00	1	113	9	0	1	1	0	0	0	0	0	0	0	0	125
22:00	3	61	5	1	0	0	0	1	0	0	0	0	0	0	71
23:00	0	50	5	0	1	0	0	0	0	0	0	0	0	0	56
Total	59	3434	389	24	100	26	1	6	2	0	0	0	0	0	4041
Percent	1.5%	85.0%	9.6%	0.6%	2.5%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	11:00	07:00	07:00	09:00	04:00	05:00						
Vol.	4	245	32	5	12	2	1	1	1						
PM Peak	17:00	16:00	12:00	13:00	16:00	13:00		12:00	17:00						
Vol.	10	262	33	2	10	3		1	1						

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Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	47	1	0	0	0	0	0	0	0	0	0	0	0	49
01:00	0	27	3	0	0	0	0	0	0	0	0	0	0	0	30
02:00	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
05:00	0	37	11	0	1	0	0	0	0	0	0	0	0	0	49
06:00	1	105	17	2	4	0	0	1	0	0	0	0	0	0	130
07:00	3	215	30	1	10	1	0	1	0	0	0	0	0	0	261
08:00	3	219	28	0	10	1	0	0	0	0	0	0	0	0	261
09:00	3	186	23	0	8	2	0	0	0	0	0	0	0	0	222
10:00	3	200	22	0	2	1	0	0	0	0	0	0	0	0	228
11:00	1	227	26	1	5	0	0	0	0	0	0	0	0	0	260
12 PM	4	214	28	2	11	1	0	1	0	0	0	0	0	0	261
13:00	6	252	35	0	9	1	0	0	0	0	0	0	0	0	303
14:00	9	276	40	1	4	2	0	0	0	0	0	0	0	0	332
15:00	6	305	26	0	3	3	0	0	0	0	0	0	0	0	343
16:00	3	265	27	3	9	3	0	0	0	0	0	0	0	0	310
17:00	2	227	24	1	3	1	0	0	0	0	0	0	0	0	258
18:00	5	191	20	1	2	0	0	0	0	0	0	0	0	0	219
19:00	3	150	15	1	1	0	0	0	0	0	0	0	0	0	170
20:00	1	140	10	1	2	0	0	0	0	0	0	0	0	0	154
21:00	0	148	11	1	1	0	0	0	0	0	0	0	0	0	161
22:00	0	144	8	1	0	1	0	0	0	0	0	0	0	0	154
23:00	1	85	7	0	0	0	0	0	0	0	0	0	0	0	93
Total	55	3712	417	16	87	17	0	3	0	0	0	0	0	0	4307
Percent	1.3%	86.2%	9.7%	0.4%	2.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	07:00	06:00	07:00	09:00		06:00							
Vol.	3	227	30	2	10	2		1							
PM Peak	14:00	15:00	14:00	16:00	12:00	15:00		12:00							
Vol.	9	305	40	3	11	3		1							

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	82	5	0	0	0	0	0	0	0	0	0	0	0	87
01:00	0	49	6	0	1	0	0	0	0	0	0	0	0	0	56
02:00	1	34	3	0	0	0	0	0	0	0	0	0	0	0	38
03:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
04:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
05:00	0	35	2	0	0	0	0	0	0	0	0	0	0	0	37
06:00	1	48	10	1	3	1	0	0	0	0	0	0	0	0	64
07:00	0	86	13	3	1	1	0	0	0	0	0	0	0	0	104
08:00	2	127	23	1	2	0	0	0	0	0	0	0	0	0	155
09:00	6	172	10	2	1	0	0	0	0	0	0	0	0	0	191
10:00	5	187	19	1	1	2	0	1	0	0	0	0	0	0	216
11:00	8	238	21	2	4	0	0	0	0	0	0	0	0	0	273
12 PM	18	188	23	3	5	0	0	1	0	0	0	0	0	0	238
13:00	15	197	32	2	2	0	0	1	0	0	0	0	0	0	249
14:00	6	192	25	2	2	0	0	0	0	0	0	0	0	0	227
15:00	10	208	15	2	0	1	0	0	0	0	0	0	0	0	236
16:00	6	196	38	2	0	0	0	0	0	0	0	0	0	0	242
17:00	3	179	14	2	0	0	0	1	0	0	0	0	0	0	199
18:00	6	165	16	2	2	0	0	0	0	0	0	0	0	0	191
19:00	5	175	15	1	1	1	0	0	0	0	0	0	0	0	198
20:00	2	151	11	1	0	1	0	0	0	0	0	0	0	0	166
21:00	4	131	7	1	1	0	0	0	0	0	0	0	0	0	144
22:00	2	152	5	1	2	1	0	0	0	0	0	0	0	0	163
23:00	4	125	6	0	0	0	0	0	0	0	0	0	0	0	135
Total	104	3163	326	29	28	8	0	4	0	0	0	0	0	0	3662
Percent	2.8%	86.4%	8.9%	0.8%	0.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	07:00	11:00	10:00		10:00							
Vol.	8	238	23	3	4	2		1							
PM Peak	12:00	15:00	16:00	12:00	12:00	15:00		12:00							
Vol.	18	208	38	3	5	1		1							

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	0	80	7	0	1	0	0	0	0	0	0	0	0	0	88
01:00	0	50	2	0	1	0	0	0	0	0	0	0	0	0	53
02:00	0	42	2	0	0	0	0	0	0	0	0	0	0	0	44
03:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
04:00	0	24	4	0	1	0	0	0	0	0	0	0	0	0	29
05:00	0	18	2	0	1	0	0	0	0	0	0	0	0	0	21
06:00	0	50	5	0	0	0	0	0	0	0	0	0	0	0	55
07:00	1	85	8	0	1	0	0	0	0	0	0	0	0	0	95
08:00	4	103	12	0	0	0	0	2	0	0	0	0	0	0	121
09:00	4	133	17	0	0	0	0	0	0	0	0	0	0	0	154
10:00	9	148	19	0	1	0	0	0	0	0	0	0	0	0	177
11:00	8	166	27	0	5	0	0	1	0	0	0	0	0	0	207
12 PM	6	142	12	0	3	0	0	0	0	0	0	0	0	0	163
13:00	4	168	22	0	0	0	0	0	0	0	0	0	0	0	194
14:00	12	205	11	0	0	0	0	0	0	0	0	0	0	0	228
15:00	16	216	22	2	4	1	0	0	0	0	0	0	0	0	261
16:00	9	224	20	0	1	0	0	0	0	0	0	0	0	0	254
17:00	11	210	22	0	0	1	0	0	0	0	0	0	0	0	244
18:00	9	208	11	0	2	1	0	0	0	0	0	0	0	0	231
19:00	5	155	15	0	0	0	0	1	0	0	0	0	0	0	176
20:00	6	141	9	0	1	0	0	0	0	0	0	0	0	0	157
21:00	2	88	10	0	0	0	0	0	0	0	0	0	0	0	100
22:00	2	82	1	0	0	0	0	0	0	0	0	0	0	0	85
23:00	1	54	2	0	0	0	0	0	0	0	0	0	0	0	57
Total	109	2816	264	2	22	3	0	4	0	0	0	0	0	0	3220
Percent	3.4%	87.5%	8.2%	0.1%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00		11:00			08:00							
Vol.	9	166	27		5			2							
PM Peak	15:00	16:00	13:00	15:00	15:00	15:00		19:00							
Vol.	16	224	22	2	4	1		1							

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	0	50	6	0	0	0	0	0	0	0	0	0	0	0	56
01:00	2	24	3	0	0	0	0	0	0	0	0	0	0	0	29
02:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
04:00	1	19	3	0	1	0	0	0	0	0	0	0	0	0	24
05:00	0	49	9	0	1	0	0	0	0	0	0	0	0	0	59
06:00	1	120	18	2	4	3	0	0	0	0	0	0	0	0	148
07:00	3	183	20	0	8	0	0	0	0	0	0	0	0	0	214
08:00	1	246	32	1	9	2	0	0	0	0	0	0	0	0	291
09:00	4	207	21	0	5	0	0	0	0	0	0	0	0	0	237
10:00	1	179	13	1	7	4	0	0	0	0	0	0	0	0	205
11:00	7	199	30	1	5	2	0	1	0	0	0	0	0	0	245
12 PM	5	190	28	1	4	1	0	0	0	0	0	0	0	0	229
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	25	1492	188	6	44	12	0	1	0	0	0	0	0	0	1768
Percent	1.4%	84.4%	10.6%	0.3%	2.5%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	06:00	08:00	10:00		11:00							
Vol.	7	246	32	2	9	4		1							
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00									
Vol.	5	190	28	1	4	1									
Grand Total	378	16242	1743	86	302	73	1	19	3	0	0	0	0	0	18847
Percent	2.0%	86.2%	9.2%	0.5%	1.6%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Main Street between Franklin St/E. Main Street
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Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	21	64	109	22	4	0	0	0	0	0	0	0	0	0	220	16-25	173
15:00	**69**	136	106	27	3	0	0	0	0	0	0	0	0	0	341	16-25	242
16:00	64	**144**	127	26	3	**1**	0	0	0	0	0	0	0	0	**365**	16-25	271
17:00	24	64	**145**	44	4	1	0	0	0	0	0	0	0	0	282	16-25	209
18:00	1	25	107	**51**	**7**	0	0	**1**	0	0	0	0	0	0	192	21-30	158
19:00	1	33	66	48	7	0	0	0	0	0	0	0	0	0	155	21-30	114
20:00	0	31	57	27	3	0	0	0	0	0	0	0	0	0	118	16-25	88
21:00	1	16	54	14	1	0	0	0	0	0	0	0	0	0	86	16-25	70
22:00	1	10	32	15	1	1	0	0	0	0	0	0	0	0	60	21-30	47
23:00	1	8	31	15	6	1	0	0	0	0	0	0	0	0	62	21-30	46
Total	183	531	834	289	39	4	0	1	0	0	0	0	0	0	1881		
Percent	9.7%	28.2%	44.3%	15.4%	2.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 69	16:00 144	17:00 145	18:00 51	18:00 7	16:00 1		18:00 1							16:00 365		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	1	1	11	12	0	0	0	0	0	0	0	0	0	0	25	21-30	23
01:00	0	3	8	3	2	0	0	0	0	0	0	0	0	0	16	21-30	11
02:00	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10	21-30	9
03:00	0	2	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
04:00	0	2	7	3	1	0	0	0	0	0	0	0	0	0	13	19-28	10
05:00	0	1	18	16	1	**2**	0	0	0	0	0	0	0	0	38	21-30	34
06:00	0	13	35	22	5	1	**1**	0	0	0	0	0	0	0	77	21-30	57
07:00	12	27	91	**37**	**8**	1	0	0	0	0	0	0	0	0	176	21-30	128
08:00	18	44	90	25	5	0	0	0	0	0	0	0	0	0	182	16-25	134
09:00	**26**	**72**	65	26	4	0	0	0	0	0	0	0	0	0	193	16-25	137
10:00	14	46	86	31	3	0	0	0	0	0	0	0	0	0	180	16-25	132
11:00	15	61	**110**	26	4	0	0	0	0	0	0	0	0	0	**216**	16-25	171
12 PM	39	70	96	30	2	0	0	0	0	0	0	0	0	0	237	16-25	166
13:00	17	67	100	26	1	0	0	0	0	0	0	0	0	0	211	16-25	167
14:00	29	117	**121**	31	1	0	0	0	0	0	0	0	0	0	299	16-25	238
15:00	60	**168**	89	19	2	0	0	0	0	0	0	0	0	0	**338**	16-25	257
16:00	**63**	110	104	20	0	0	0	0	0	0	0	0	0	0	297	16-25	214
17:00	18	64	118	**44**	**8**	0	**1**	0	0	0	0	0	0	0	253	16-25	182
18:00	2	22	96	40	6	1	0	0	0	0	0	0	0	0	167	21-30	136
19:00	0	18	72	41	7	0	0	0	0	0	0	0	0	0	138	21-30	113
20:00	0	10	62	27	4	**2**	0	0	0	0	0	0	0	0	105	21-30	89
21:00	4	26	55	23	3	0	0	0	0	0	0	0	0	0	111	16-25	81
22:00	0	6	35	19	2	0	0	0	0	0	0	0	0	0	62	21-30	54
23:00	0	5	27	16	5	0	0	0	0	0	0	0	0	0	53	21-30	43
Total	318	955	1501	544	76	7	2	0	0	0	0	0	0	0	3403		
Percent	9.3%	28.1%	44.1%	16.0%	2.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	11:00	07:00	07:00	05:00	06:00								11:00		
Vol.	26	72	110	37	8	2	1								216		
PM Peak	16:00	15:00	14:00	17:00	17:00	20:00	17:00								15:00		
Vol.	63	168	121	44	8	2	1								338		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	2	2	11	7	3	0	0	0	0	0	0	0	0	0	25	21-30	18
01:00	0	2	2	5	2	1	0	0	0	0	0	0	0	0	12	26-35	7
02:00	0	2	4	2	2	1	0	0	0	0	0	0	0	0	11	21-30	6
03:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
04:00	0	3	4	10	1	0	0	0	0	0	0	0	0	0	18	21-30	14
05:00	0	4	7	8	5	0	0	0	0	0	0	0	0	0	24	21-30	15
06:00	0	8	37	31	7	**2**	0	0	0	0	0	0	0	0	85	21-30	68
07:00	3	30	61	39	**11**	0	0	0	0	0	0	0	0	0	144	21-30	100
08:00	6	54	93	36	2	1	0	0	0	0	0	0	0	0	192	16-25	147
09:00	**25**	38	104	33	4	0	0	0	0	0	0	0	0	0	204	16-25	142
10:00	19	45	93	**40**	0	0	0	0	0	0	0	0	0	0	197	16-25	138
11:00	12	**58**	**111**	34	0	1	0	0	0	0	0	0	0	0	**216**	16-25	169
12 PM	**60**	**127**	117	22	1	0	0	0	0	0	0	0	0	0	327	16-25	244
13:00	31	83	89	24	3	0	0	0	0	0	0	0	0	0	230	16-25	172
14:00	37	118	103	27	4	0	0	0	0	0	0	0	0	0	289	16-25	221
15:00	59	120	**143**	27	1	0	0	0	0	0	0	0	0	0	**350**	16-25	263
16:00	35	116	137	40	3	0	0	0	0	0	0	0	0	0	331	16-25	253
17:00	19	78	136	45	**8**	0	0	0	0	0	0	0	0	0	286	16-25	214
18:00	26	76	118	**60**	1	0	0	0	0	0	0	0	0	0	281	16-25	194
19:00	1	39	90	57	4	0	0	0	0	0	0	0	0	0	191	21-30	147
20:00	1	23	68	29	7	0	0	0	0	0	0	0	0	0	128	21-30	97
21:00	4	31	64	29	2	0	0	0	0	0	0	0	0	0	130	16-25	95
22:00	0	10	35	25	1	0	0	0	0	0	0	0	0	0	71	21-30	60
23:00	0	12	39	19	6	0	**1**	0	0	0	0	0	0	0	77	21-30	58
Total	340	1080	1669	652	78	6	1	0	0	0	0	0	0	0	3826		
Percent	8.9%	28.2%	43.6%	17.0%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	10:00	07:00	06:00									11:00		
Vol.	25	58	111	40	11	2									216		
PM Peak	12:00	12:00	15:00	18:00	17:00		23:00								15:00		
Vol.	60	127	143	60	8		1								350		

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	1	5	18	11	4	0	0	0	0	0	0	0	0	0	39	21-30	29
01:00	4	5	17	8	4	**1**	0	0	0	0	0	0	0	0	39	21-30	25
02:00	0	2	11	9	0	1	0	0	0	0	0	0	0	0	23	21-30	20
03:00	0	0	3	10	2	0	0	0	0	0	0	0	0	0	15	21-30	13
04:00	0	2	6	7	2	0	0	0	0	0	0	0	0	0	17	21-30	13
05:00	0	3	8	9	4	0	0	0	0	0	0	0	0	0	24	21-30	17
06:00	2	4	24	12	4	1	**2**	0	0	0	0	0	0	0	49	21-30	36
07:00	3	13	45	31	4	0	0	0	0	0	0	0	0	0	96	21-30	76
08:00	9	17	53	**43**	**9**	0	0	0	0	0	0	0	0	0	131	21-30	96
09:00	9	45	79	41	5	1	0	0	0	0	0	0	0	0	180	16-25	124
10:00	19	65	83	39	3	0	1	0	0	0	0	0	0	0	210	16-25	148
11:00	**26**	**101**	**102**	28	1	0	0	0	0	0	0	0	0	0	**258**	16-25	203
12 PM	13	35	**110**	44	3	0	**1**	0	0	0	0	0	0	0	206	21-30	154
13:00	8	37	96	61	4	0	0	0	0	0	0	0	0	0	206	21-30	157
14:00	9	47	107	61	7	1	0	0	0	0	0	0	0	0	**232**	21-30	168
15:00	13	**51**	100	53	8	1	1	0	0	0	0	0	0	0	227	20-29	153
16:00	9	33	95	54	**10**	0	0	0	0	0	0	0	0	0	201	21-30	149
17:00	6	28	101	**73**	6	0	0	0	0	0	0	0	0	0	214	21-30	174
18:00	**16**	46	72	60	6	0	0	0	0	0	0	0	0	0	200	21-30	132
19:00	4	26	65	42	9	**2**	0	0	0	0	0	0	0	0	148	21-30	107
20:00	7	19	81	33	6	2	0	0	0	0	0	0	0	0	148	21-30	114
21:00	1	23	56	20	0	0	0	0	0	0	0	0	0	0	100	16-25	79
22:00	4	19	52	23	5	2	0	0	0	0	0	0	0	0	105	21-30	75
23:00	2	14	46	20	4	0	0	0	0	0	0	0	0	0	86	21-30	66
Total	165	640	1430	792	110	12	5	0	0	0	0	0	0	0	3154		
Percent	5.2%	20.3%	45.3%	25.1%	3.5%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	08:00	08:00	01:00	06:00								11:00		
Vol.	26	101	102	43	9	1	2								258		
PM Peak	18:00	15:00	12:00	17:00	16:00	19:00	12:00								14:00		
Vol.	16	51	110	73	10	2	1								232		

Main Street between Franklin St/E. Main Street
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Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	2	10	22	13	1	0	0	0	0	0	0	0	0	0	48	21-30	35
01:00	1	4	10	14	2	0	0	0	0	0	0	0	0	0	31	21-30	24
02:00	0	4	13	6	3	0	0	0	0	0	0	0	0	0	26	20-29	19
03:00	1	0	4	3	2	1	0	0	0	0	0	0	0	0	11	21-30	7
04:00	0	4	4	5	1	0	0	0	0	0	0	0	0	0	14	19-28	9
05:00	0	1	3	9	2	1	0	0	0	0	0	0	0	0	16	21-30	12
06:00	3	2	16	13	7	0	0	0	0	0	0	0	0	0	41	21-30	29
07:00	0	4	27	31	8	0	0	0	0	0	0	0	0	0	70	21-30	58
08:00	1	9	45	34	8	1	0	0	0	0	0	0	0	0	98	21-30	79
09:00	0	14	51	49	6	**2**	0	0	0	0	0	0	0	0	122	21-30	100
10:00	1	**26**	**79**	**54**	10	0	0	0	0	0	0	0	0	0	**170**	21-30	133
11:00	**4**	18	79	46	**13**	0	0	0	0	0	0	0	0	0	160	21-30	125
12 PM	**12**	**42**	71	42	7	0	0	0	0	0	0	0	0	0	174	21-30	113
13:00	8	21	91	49	**11**	0	0	0	0	0	0	0	0	0	180	21-30	140
14:00	4	32	82	34	10	0	0	0	0	0	0	0	0	0	162	20-29	116
15:00	8	27	83	**59**	11	1	0	0	0	0	0	0	0	0	**189**	21-30	142
16:00	6	24	79	48	11	1	0	0	0	0	0	0	0	0	169	21-30	127
17:00	3	27	**93**	48	3	0	0	0	0	0	0	0	0	0	174	21-30	141
18:00	5	14	66	42	9	**2**	0	0	0	0	0	0	0	0	138	21-30	108
19:00	2	11	46	41	11	1	0	0	0	0	0	0	0	0	112	21-30	87
20:00	2	9	43	25	6	0	0	0	0	0	0	0	0	0	85	21-30	68
21:00	1	17	36	20	2	0	0	0	0	0	0	0	0	0	76	21-30	56
22:00	0	12	26	15	1	0	0	0	0	0	0	0	0	0	54	21-30	41
23:00	0	13	25	11	3	1	**1**	0	0	0	0	0	0	0	54	16-25	38
Total	64	345	1094	711	148	11	1	0	0	0	0	0	0	0	2374		
Percent	2.7%	14.5%	46.1%	29.9%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	10:00	10:00	11:00	09:00									10:00		
Vol.	4	26	79	54	13	2									170		
PM Peak	12:00	12:00	17:00	15:00	13:00	18:00	23:00								15:00		
Vol.	12	42	93	59	11	2	1								189		

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	0	4	15	12	1	0	0	0	0	0	0	0	0	0	32	21-30	27
01:00	0	1	4	10	0	0	0	0	0	0	0	0	0	0	15	21-30	14
02:00	0	3	6	3	1	0	**2**	0	0	0	0	0	0	0	15	21-30	9
03:00	0	0	6	5	0	0	0	0	0	0	0	0	0	0	11	21-30	11
04:00	0	1	9	6	2	**3**	1	0	0	0	0	0	0	0	22	21-30	15
05:00	0	2	10	15	**7**	0	0	0	0	0	0	0	0	0	34	21-30	25
06:00	0	5	27	24	7	0	0	0	0	0	0	0	0	0	63	21-30	51
07:00	3	24	47	**41**	5	0	0	0	0	0	0	0	0	0	120	21-30	88
08:00	13	42	77	35	4	0	0	0	0	0	0	0	0	0	171	16-25	119
09:00	25	65	87	19	0	0	0	0	0	0	0	0	0	0	196	16-25	152
10:00	**34**	75	83	15	6	0	0	0	0	0	0	0	0	0	213	16-25	158
11:00	26	**88**	**93**	20	1	0	0	0	0	0	0	0	0	0	**228**	16-25	181
12 PM	**27**	**71**	**111**	**17**	**3**	0	0	0	0	0	0	0	0	0	**229**	16-25	182
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	128	381	575	222	37	3	3	0	0	0	0	0	0	0	1349		
Percent	9.5%	28.2%	42.6%	16.5%	2.7%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	07:00	05:00	04:00	02:00								11:00		
Vol.	34	88	93	41	7	3	2								228		
PM Peak	12:00	12:00	12:00	12:00	12:00										12:00		
Vol.	27	71	111	17	3										229		
Total	1198	3932	7103	3210	488	43	12	1	0	0	0	0	0	0	15987		
Percent	7.5%	24.6%	44.4%	20.1%	3.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	16 MPH
	50th Percentile :	22 MPH
	85th Percentile :	27 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	11035
	Percent in Pace :	69.0%
	Number of Vehicles > 25 MPH :	3754
	Percent of Vehicles > 25 MPH :	23.5%
	Mean Speed(Average) :	22 MPH

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	7	52	126	22	6	0	0	0	0	0	0	0	0	0	213	16-25	178
15:00	17	87	127	46	2	0	0	0	0	0	0	0	0	0	279	16-25	214
16:00	**19**	**95**	**143**	47	3	1	0	0	0	0	0	0	0	0	**308**	16-25	238
17:00	10	22	132	80	12	0	0	0	0	0	0	0	0	0	256	21-30	212
18:00	1	20	100	65	**13**	1	0	0	0	0	0	0	0	0	200	21-30	165
19:00	3	17	89	**81**	8	1	0	0	0	0	0	0	0	0	199	21-30	170
20:00	1	6	72	63	7	**2**	0	0	0	0	0	0	0	0	151	21-30	135
21:00	1	7	46	39	9	0	0	0	0	0	0	0	0	0	102	21-30	85
22:00	2	4	34	43	4	0	0	0	0	0	0	0	0	0	87	21-30	77
23:00	1	4	19	21	8	1	0	0	0	0	0	0	0	0	54	21-30	40
Total	62	314	888	507	72	6	0	0	0	0	0	0	0	0	1849		
Percent	3.4%	17.0%	48.0%	27.4%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 19	16:00 95	16:00 143	19:00 81	18:00 13	20:00 2									16:00 308		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	0	4	22	17	6	0	0	0	0	0	0	0	0	0	49	21-30	39
01:00	0	2	13	11	5	1	0	0	0	0	0	0	0	0	32	21-30	24
02:00	0	0	2	1	4	1	0	0	0	0	0	0	0	0	8	25-34	5
03:00	0	3	5	10	2	0	0	0	0	0	0	0	0	0	20	21-30	15
04:00	2	1	9	10	5	0	0	0	0	0	0	0	0	0	27	21-30	19
05:00	0	3	16	29	6	**3**	0	0	0	0	0	0	0	0	57	21-30	45
06:00	1	18	55	88	**24**	1	**1**	**1**	0	0	0	0	0	0	189	21-30	143
07:00	5	15	125	**128**	20	1	0	0	0	0	0	0	0	0	**294**	21-30	253
08:00	3	28	**126**	99	11	1	0	0	0	0	0	0	0	0	268	21-30	225
09:00	14	56	122	66	5	0	0	0	0	0	0	0	0	0	263	21-30	188
10:00	13	**64**	105	52	1	0	0	0	0	0	0	0	0	0	235	16-25	169
11:00	**15**	51	117	48	7	0	0	0	0	0	0	0	0	0	238	16-25	168
12 PM	22	69	118	42	4	2	0	0	0	0	0	0	0	0	257	16-25	187
13:00	14	75	121	35	3	2	0	0	0	0	0	0	0	0	250	16-25	196
14:00	26	63	**149**	30	4	0	0	0	0	0	0	0	0	0	272	16-25	212
15:00	18	78	129	33	11	0	0	0	0	0	0	0	0	0	269	16-25	207
16:00	**40**	**89**	137	31	4	0	0	0	0	0	0	0	0	0	**301**	16-25	226
17:00	3	32	122	**83**	16	2	0	0	0	0	0	0	0	0	258	21-30	205
18:00	2	10	94	68	14	**6**	0	**1**	0	0	0	0	0	0	195	21-30	162
19:00	0	8	57	76	**18**	3	**1**	1	0	0	0	0	0	0	164	21-30	133
20:00	1	9	67	50	15	1	0	0	0	0	0	0	0	0	143	21-30	117
21:00	2	5	79	33	6	0	0	0	0	0	0	0	0	0	125	21-30	112
22:00	3	5	28	27	8	0	0	0	0	0	0	0	0	0	71	21-30	55
23:00	1	4	30	20	1	0	0	0	0	0	0	0	0	0	56	21-30	50
Total	185	692	1848	1087	200	24	2	3	0	0	0	0	0	0	4041		
Percent	4.6%	17.1%	45.7%	26.9%	4.9%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	08:00	07:00	06:00	05:00	06:00	06:00							07:00		
Vol.	15	64	126	128	24	3	1	1							294		
PM Peak	16:00	16:00	14:00	17:00	19:00	18:00	19:00	18:00							16:00		
Vol.	40	89	149	83	18	6	1	1							301		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	0	5	18	23	3	0	0	0	0	0	0	0	0	0	49	21-30	41
01:00	0	2	13	13	2	0	0	0	0	0	0	0	0	0	30	21-30	26
02:00	0	0	5	7	0	0	0	0	0	0	0	0	0	0	12	21-30	12
03:00	0	0	5	5	4	1	0	0	0	0	0	0	0	0	15	21-30	10
04:00	0	0	14	14	4	0	0	0	0	0	0	0	0	0	32	21-30	28
05:00	0	0	14	24	9	**2**	0	0	0	0	0	0	0	0	49	21-30	38
06:00	3	3	40	61	22	1	0	0	0	0	0	0	0	0	130	21-30	101
07:00	3	23	92	**117**	**25**	1	0	0	0	0	0	0	0	0	**261**	21-30	209
08:00	10	37	128	79	7	0	0	0	0	0	0	0	0	0	261	21-30	207
09:00	16	34	98	67	6	1	0	0	0	0	0	0	0	0	222	21-30	165
10:00	**19**	37	115	50	6	1	0	0	0	0	0	0	0	0	228	21-30	165
11:00	17	**64**	**131**	43	5	0	0	0	0	0	0	0	0	0	260	16-25	195
12 PM	27	93	96	43	2	0	0	0	0	0	0	0	0	0	261	16-25	189
13:00	**37**	98	122	39	7	0	0	0	0	0	0	0	0	0	303	16-25	220
14:00	21	92	162	49	7	1	0	0	0	0	0	0	0	0	332	16-25	254
15:00	26	**120**	146	45	6	0	0	0	0	0	0	0	0	0	**343**	16-25	266
16:00	13	70	**163**	52	12	0	0	0	0	0	0	0	0	0	310	16-25	233
17:00	10	27	108	91	**19**	2	**1**	0	0	0	0	0	0	0	258	21-30	199
18:00	4	11	90	**93**	17	**3**	1	0	0	0	0	0	0	0	219	21-30	183
19:00	3	19	68	73	7	0	0	0	0	0	0	0	0	0	170	21-30	141
20:00	1	10	57	75	11	0	0	0	0	0	0	0	0	0	154	21-30	132
21:00	1	20	80	50	10	0	0	0	0	0	0	0	0	0	161	21-30	130
22:00	0	10	66	65	11	2	0	0	0	0	0	0	0	0	154	21-30	131
23:00	1	5	38	44	5	0	0	0	0	0	0	0	0	0	93	21-30	82
Total	212	780	1869	1222	207	15	2	0	0	0	0	0	0	0	4307		
Percent	4.9%	18.1%	43.4%	28.4%	4.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	07:00	07:00	05:00									07:00		
Vol.	19	64	131	117	25	2									261		
PM Peak	13:00	15:00	16:00	18:00	17:00	18:00	17:00								15:00		
Vol.	37	120	163	93	19	3	1								343		

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	0	4	42	34	6	1	0	0	0	0	0	0	0	0	87	21-30	76
01:00	1	4	20	22	8	1	0	0	0	0	0	0	0	0	56	21-30	42
02:00	1	3	16	17	1	0	0	0	0	0	0	0	0	0	38	21-30	33
03:00	0	2	5	8	4	1	0	0	0	0	0	0	0	0	20	21-30	13
04:00	0	1	11	15	5	1	0	0	0	0	0	0	0	0	33	21-30	26
05:00	0	3	11	16	5	1	**1**	0	0	0	0	0	0	0	37	21-30	27
06:00	1	2	13	36	10	1	1	0	0	0	0	0	0	0	64	21-30	49
07:00	1	10	35	39	18	1	0	0	0	0	0	0	0	0	104	21-30	74
08:00	8	9	51	**66**	**19**	1	1	0	0	0	0	0	0	0	155	21-30	117
09:00	4	25	104	49	7	**2**	0	0	0	0	0	0	0	0	191	21-30	153
10:00	24	46	106	38	1	1	0	0	0	0	0	0	0	0	216	16-25	152
11:00	**27**	**70**	**123**	46	5	2	0	0	0	0	0	0	0	0	**273**	16-25	193
12 PM	3	20	101	96	16	2	0	0	0	0	0	0	0	0	238	21-30	197
13:00	**8**	25	**108**	92	15	1	0	0	0	0	0	0	0	0	**249**	21-30	200
14:00	3	14	107	88	15	0	0	0	0	0	0	0	0	0	227	21-30	195
15:00	5	26	102	89	13	0	**1**	0	0	0	0	0	0	0	236	21-30	191
16:00	4	**28**	88	**102**	19	1	0	0	0	0	0	0	0	0	242	21-30	190
17:00	0	8	74	94	19	3	1	0	0	0	0	0	0	0	199	21-30	168
18:00	0	5	72	88	**20**	**4**	0	**1**	**1**	0	0	0	0	0	191	21-30	160
19:00	0	10	82	87	16	3	0	0	0	0	0	0	0	0	198	21-30	169
20:00	1	9	76	66	14	0	0	0	0	0	0	0	0	0	166	21-30	142
21:00	2	10	74	51	7	0	0	0	0	0	0	0	0	0	144	21-30	125
22:00	0	11	63	76	13	0	0	0	0	0	0	0	0	0	163	21-30	139
23:00	2	8	64	52	7	2	0	0	0	0	0	0	0	0	135	21-30	116
Total	95	353	1548	1367	263	29	5	1	1	0	0	0	0	0	3662		
Percent	2.6%	9.6%	42.3%	37.3%	7.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	08:00	08:00	09:00	05:00								11:00		
Vol.	27	70	123	66	19	2	1								273		
PM Peak	13:00	16:00	13:00	16:00	18:00	18:00	15:00	18:00	18:00						13:00		
Vol.	8	28	108	102	20	4	1	1	1						249		

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	0	8	34	39	7	0	0	0	0	0	0	0	0	0	88	21-30	73
01:00	1	1	24	22	5	0	0	0	0	0	0	0	0	0	53	21-30	46
02:00	0	3	12	26	2	**1**	0	0	0	0	0	0	0	0	44	21-30	38
03:00	0	1	10	10	5	0	0	0	0	0	0	0	0	0	26	21-30	20
04:00	0	3	10	12	4	0	0	0	0	0	0	0	0	0	29	21-30	22
05:00	0	2	6	10	3	0	0	0	0	0	0	0	0	0	21	21-30	16
06:00	0	0	13	27	14	1	0	0	0	0	0	0	0	0	55	24-33	41
07:00	1	2	22	58	12	0	0	0	0	0	0	0	0	0	95	21-30	80
08:00	1	5	36	66	13	0	0	0	0	0	0	0	0	0	121	21-30	102
09:00	**4**	5	63	66	15	1	0	0	0	0	0	0	0	0	154	21-30	129
10:00	0	3	71	85	17	1	0	0	0	0	0	0	0	0	177	21-30	156
11:00	0	**11**	**73**	**102**	**20**	0	**1**	0	0	0	0	0	0	0	**207**	21-30	175
12 PM	0	13	72	60	15	2	**1**	0	0	0	0	0	0	0	163	21-30	132
13:00	2	10	70	92	19	1	0	0	0	0	0	0	0	0	194	21-30	162
14:00	2	9	67	118	**31**	1	0	0	0	0	0	0	0	0	228	21-30	185
15:00	2	10	93	**130**	23	2	1	0	0	0	0	0	0	0	**261**	21-30	223
16:00	**4**	**17**	**110**	109	13	1	0	0	0	0	0	0	0	0	254	21-30	219
17:00	0	9	106	97	29	**3**	0	0	0	0	0	0	0	0	244	21-30	203
18:00	1	11	86	113	20	0	0	0	0	0	0	0	0	0	231	21-30	199
19:00	2	12	59	77	23	2	1	0	0	0	0	0	0	0	176	21-30	136
20:00	3	8	68	59	17	1	1	0	0	0	0	0	0	0	157	21-30	127
21:00	0	4	40	51	4	1	0	0	0	0	0	0	0	0	100	21-30	91
22:00	1	5	36	37	5	1	0	0	0	0	0	0	0	0	85	21-30	73
23:00	0	4	20	27	6	0	0	0	0	0	0	0	0	0	57	21-30	47
Total	24	156	1201	1493	322	19	5	0	0	0	0	0	0	0	3220		
Percent	0.7%	4.8%	37.3%	46.4%	10.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	02:00	11:00								11:00		
Vol.	4	11	73	102	20	1	1								207		
PM Peak	16:00	16:00	16:00	15:00	14:00	17:00	12:00								15:00		
Vol.	4	17	110	130	31	3	1								261		

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	0	1	18	32	5	0	0	0	0	0	0	0	0	0	56	21-30	50
01:00	0	2	11	11	3	**2**	0	0	0	0	0	0	0	0	29	21-30	22
02:00	0	2	3	13	2	0	0	0	0	0	0	0	0	0	20	21-30	16
03:00	0	0	2	5	4	0	0	0	0	0	0	0	0	0	11	25-34	9
04:00	0	1	8	10	5	0	0	0	0	0	0	0	0	0	24	21-30	18
05:00	0	1	18	26	12	2	0	0	0	0	0	0	0	0	59	21-30	44
06:00	1	5	41	77	24	0	0	0	0	0	0	0	0	0	148	21-30	118
07:00	4	16	79	86	**28**	1	0	0	0	0	0	0	0	0	214	21-30	165
08:00	6	29	**140**	**102**	13	1	0	0	0	0	0	0	0	0	**291**	21-30	242
09:00	22	69	115	30	1	0	0	0	0	0	0	0	0	0	237	16-25	184
10:00	30	58	93	21	3	0	0	0	0	0	0	0	0	0	205	16-25	151
11:00	**32**	**72**	108	32	1	0	0	0	0	0	0	0	0	0	245	16-25	180
12 PM	**22**	**58**	**117**	**29**	**3**	0	0	0	0	0	0	0	0	0	**229**	16-25	175
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	117	314	753	474	104	6	0	0	0	0	0	0	0	0	1768		
Percent	6.6%	17.8%	42.6%	26.8%	5.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	07:00	01:00									08:00		
Vol.	32	72	140	102	28	2									291		
PM Peak	12:00	12:00	12:00	12:00	12:00										12:00		
Vol.	22	58	117	29	3										229		
Total	695	2609	8107	6150	1168	99	14	4	1	0	0	0	0	0	18847		
Percent	3.7%	13.8%	43.0%	32.6%	6.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	19 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	14257
Percent in Pace :	75.6%
Number of Vehicles > 25 MPH :	7436
Percent of Vehicles > 25 MPH :	39.5%
Mean Speed(Average) :	24 MPH

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Start	05-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	25	49	25	49	39	87	48	88	34	68
01:00	*	*	*	*	*	*	16	32	12	30	39	56	31	53	24	43
02:00	*	*	*	*	*	*	10	8	11	12	23	38	26	44	18	26
03:00	*	*	*	*	*	*	6	20	7	15	15	20	11	26	10	20
04:00	*	*	*	*	*	*	13	27	18	32	17	33	14	29	16	30
05:00	*	*	*	*	*	*	38	57	24	49	24	37	16	21	26	41
06:00	*	*	*	*	*	*	77	189	85	130	49	64	41	55	63	110
07:00	*	*	*	*	*	*	176	**294**	144	**261**	96	104	70	95	122	188
08:00	*	*	*	*	*	*	182	268	192	261	131	155	98	121	151	201
09:00	*	*	*	*	*	*	193	263	204	222	180	191	122	154	175	208
10:00	*	*	*	*	*	*	180	235	197	228	210	216	**170**	177	189	214
11:00	*	*	*	*	*	*	**216**	238	**216**	260	**258**	**273**	160	**207**	**212**	**244**
12:00 PM	*	*	*	*	*	*	237	257	327	261	206	238	174	163	236	230
01:00	*	*	*	*	*	*	211	250	230	303	206	**249**	180	194	207	249
02:00	*	*	*	*	220	213	299	272	289	332	**232**	227	162	228	240	254
03:00	*	*	*	*	341	279	**338**	269	**350**	**343**	227	236	**189**	**261**	**289**	278
04:00	*	*	*	*	**365**	**308**	297	**301**	331	310	201	242	169	254	273	**283**
05:00	*	*	*	*	282	256	253	258	286	258	214	199	174	244	242	243
06:00	*	*	*	*	192	200	167	195	281	219	200	191	138	231	196	207
07:00	*	*	*	*	155	199	138	164	191	170	148	198	112	176	149	181
08:00	*	*	*	*	118	151	105	143	128	154	148	166	85	157	117	154
09:00	*	*	*	*	86	102	111	125	130	161	100	144	76	100	101	126
10:00	*	*	*	*	60	87	62	71	71	154	105	163	54	85	70	112
11:00	*	*	*	*	62	54	53	56	77	93	86	135	54	57	66	79
Lane	0	0	0	0	1881	1849	3403	4041	3826	4307	3154	3662	2374	3220	3226	3789
Day	0		0		3730		7444		8133		6816		5594		7015	
AM Peak	-	-	-	-	-	-	11:00	07:00	11:00	07:00	11:00	11:00	10:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	216	294	216	261	258	273	170	207	212	244
PM Peak	-	-	-	-	16:00	16:00	15:00	16:00	15:00	15:00	14:00	13:00	15:00	15:00	15:00	16:00
Vol.	-	-	-	-	365	308	338	301	350	343	232	249	189	261	289	283

Main Street between Franklin St/E. Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5862

Latitude: 0' 0.0000 Undefined

Start	12-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	32	56	*	*	*	*	*	*	*	*	*	*	*	*	32	56
01:00	15	29	*	*	*	*	*	*	*	*	*	*	*	*	15	29
02:00	15	20	*	*	*	*	*	*	*	*	*	*	*	*	15	20
03:00	11	11	*	*	*	*	*	*	*	*	*	*	*	*	11	11
04:00	22	24	*	*	*	*	*	*	*	*	*	*	*	*	22	24
05:00	34	59	*	*	*	*	*	*	*	*	*	*	*	*	34	59
06:00	63	148	*	*	*	*	*	*	*	*	*	*	*	*	63	148
07:00	120	214	*	*	*	*	*	*	*	*	*	*	*	*	120	214
08:00	171	**291**	*	*	*	*	*	*	*	*	*	*	*	*	171	**291**
09:00	196	237	*	*	*	*	*	*	*	*	*	*	*	*	196	237
10:00	213	205	*	*	*	*	*	*	*	*	*	*	*	*	213	205
11:00	**228**	245	*	*	*	*	*	*	*	*	*	*	*	*	**228**	245
12:00 PM	**229**	**229**	*	*	*	*	*	*	*	*	*	*	*	*	**229**	**229**
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	1349	1768	0	0	0	0	0	0	0	0	0	0	0	0	1349	1768
Day	3117		0		0		0		0		0		0		3117	
AM Peak	11:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	08:00
Vol.	228	291	-	-	-	-	-	-	-	-	-	-	-	-	228	291
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	12:00
Vol.	229	229	-	-	-	-	-	-	-	-	-	-	-	-	229	229

Comb. Total	3117	0	3730	7444	8133	6816	5594	10132

ADT ADT 7,788 AADT 7,788

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID: 5863

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	2	133	20	1	8	0	0	0	0	0	0	0	0	0	164
18:00	1	131	11	1	4	0	0	0	0	0	0	0	0	0	148
19:00	0	121	7	1	3	0	0	0	0	0	0	0	0	0	132
20:00	2	98	6	1	2	0	0	0	0	0	0	0	0	0	109
21:00	2	82	8	0	0	0	0	0	0	0	0	0	0	0	92
22:00	1	53	3	1	0	0	0	0	0	0	0	0	0	0	58
23:00	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
Total	8	647	59	5	18	0	0	0	0	0	0	0	0	0	737
Percent	1.1%	87.8%	8.0%	0.7%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	17:00	17:00	17:00	17:00	17:00										
Vol.	2	133	20	1	8										

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID: 5863

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	35	7	0	0	0	0	0	0	0	0	0	0	0	42
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
05:00	1	15	1	0	1	0	0	0	0	0	0	0	0	0	18
06:00	3	41	10	4	12	0	0	0	0	0	0	0	0	0	70
07:00	2	82	10	1	15	0	0	0	0	0	0	0	0	0	110
08:00	1	79	12	1	11	0	0	0	0	0	0	0	0	0	104
09:00	1	106	10	1	6	0	0	0	0	0	0	0	0	0	124
10:00	0	119	14	2	4	2	0	0	0	0	0	0	0	0	141
11:00	6	125	14	6	6	1	0	0	0	0	0	0	0	0	158
12 PM	2	140	24	2	7	1	0	0	0	0	0	0	0	0	176
13:00	4	148	18	3	6	3	0	0	0	0	0	0	0	0	182
14:00	4	146	21	2	13	0	0	2	0	0	0	0	0	0	188
15:00	8	180	19	0	12	0	0	0	0	0	0	0	0	0	219
16:00	7	178	18	1	11	2	0	0	0	0	0	0	0	0	217
17:00	4	154	19	2	8	0	0	1	0	0	0	0	0	0	188
18:00	3	102	14	1	2	1	0	0	0	0	0	0	0	0	123
19:00	2	110	7	1	1	0	0	0	0	0	0	0	0	0	121
20:00	2	96	14	1	1	1	0	0	0	0	0	0	0	0	115
21:00	2	89	9	0	0	0	0	0	0	0	0	0	0	0	100
22:00	2	55	4	1	0	0	0	0	0	0	0	0	0	0	62
23:00	0	46	1	0	1	0	0	0	0	0	0	0	0	0	48
Total	56	2068	248	29	117	12	0	3	0	0	0	0	0	0	2533
Percent	2.2%	81.6%	9.8%	1.1%	4.6%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	11:00	07:00	10:00									
Vol.	6	125	14	6	15	2									
PM Peak	15:00	15:00	12:00	13:00	14:00	13:00		14:00							
Vol.	8	180	24	3	13	3		2							

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	34	2	0	0	0	0	0	0	0	0	0	0	0	37
01:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
02:00	1	7	1	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
06:00	1	31	6	2	8	1	0	0	0	0	0	0	0	0	49
07:00	2	75	5	1	11	1	0	1	0	0	0	0	0	0	96
08:00	3	77	13	1	14	1	0	0	0	0	0	0	0	0	109
09:00	2	104	11	0	6	0	0	0	0	0	0	0	0	0	123
10:00	2	107	19	1	5	0	0	0	0	0	0	0	0	0	134
11:00	0	127	15	1	5	0	0	1	0	0	0	0	0	0	149
12 PM	3	129	20	2	8	0	0	0	0	0	0	0	0	0	162
13:00	2	155	23	1	8	1	0	0	0	0	0	0	0	0	190
14:00	4	187	23	1	13	1	0	0	0	0	0	0	0	0	229
15:00	3	188	16	2	18	3	0	0	0	0	0	0	0	0	230
16:00	4	185	22	2	14	2	0	0	0	0	0	0	0	0	229
17:00	6	172	18	1	9	3	0	0	0	0	0	0	0	0	209
18:00	8	143	6	1	3	1	0	0	0	0	0	0	0	0	162
19:00	1	115	9	1	2	0	0	0	0	0	0	0	0	0	128
20:00	1	112	8	1	1	0	0	0	0	0	0	0	0	0	123
21:00	2	110	6	1	1	0	0	0	0	0	0	0	0	0	120
22:00	0	77	2	1	1	0	0	0	0	0	0	0	0	0	81
23:00	1	68	6	0	0	0	0	0	0	0	0	0	0	0	75
Total	47	2261	234	20	127	14	0	2	0	0	0	0	0	0	2705
Percent	1.7%	83.6%	8.7%	0.7%	4.7%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	06:00	08:00	06:00		07:00							
Vol.	3	127	19	2	14	1		1							
PM Peak	18:00	15:00	13:00	12:00	15:00	15:00									
Vol.	8	188	23	2	18	3									

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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	45	3	0	1	0	0	0	0	0	0	0	0	0	49
01:00	0	35	2	0	0	0	0	0	0	0	0	0	0	0	37
02:00	2	25	2	0	0	0	0	0	0	0	0	0	0	0	29
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:00	1	15	1	0	0	0	0	1	0	0	0	0	0	0	18
06:00	0	15	4	1	2	0	0	0	0	0	0	0	0	0	22
07:00	2	39	3	1	1	1	0	0	0	0	0	0	0	0	47
08:00	0	75	9	2	2	0	0	0	0	0	0	0	0	0	88
09:00	2	76	6	2	3	1	0	0	0	0	0	0	0	0	90
10:00	2	106	14	3	2	0	0	0	0	0	0	0	0	0	127
11:00	6	137	13	2	8	0	0	0	0	0	0	0	0	0	166
12 PM	5	132	17	2	6	0	0	0	0	0	0	0	0	0	162
13:00	9	142	16	1	3	0	0	1	0	0	0	0	0	0	172
14:00	4	120	18	2	3	0	0	0	0	0	0	0	0	0	147
15:00	3	137	17	1	2	0	0	1	0	0	0	0	0	0	161
16:00	0	135	11	2	2	0	0	0	0	0	0	0	0	0	150
17:00	8	121	12	2	1	0	0	1	0	0	0	0	0	0	145
18:00	5	120	11	2	2	0	0	0	0	0	0	0	0	0	140
19:00	10	104	10	1	1	0	0	0	0	0	0	0	0	0	126
20:00	6	115	6	1	2	0	0	0	0	0	0	0	0	0	130
21:00	4	97	8	1	1	0	0	0	0	0	0	0	0	0	111
22:00	4	77	5	0	1	0	0	0	0	0	0	0	0	0	87
23:00	2	64	3	0	0	0	0	0	0	0	0	0	0	0	69
Total	75	1952	192	26	43	2	0	4	0	0	0	0	0	0	2294
Percent	3.3%	85.1%	8.4%	1.1%	1.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	10:00	11:00	07:00		05:00							
Vol.	6	137	14	3	8	1		1							
PM Peak	19:00	13:00	14:00	12:00	12:00			13:00							
Vol.	10	142	18	2	6			1							

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	1	43	6	0	0	0	0	0	0	0	0	0	0	0	50
01:00	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
02:00	4	22	1	0	0	0	0	0	0	0	0	0	0	0	27
03:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
07:00	3	31	3	0	0	0	0	0	0	0	0	0	0	0	37
08:00	0	44	5	0	0	0	0	0	0	0	0	0	0	0	49
09:00	4	74	9	0	0	0	0	0	0	0	0	0	0	0	87
10:00	7	79	12	0	0	0	0	0	0	0	0	0	0	0	98
11:00	7	96	11	0	4	0	0	0	0	0	0	0	0	0	118
12 PM	4	119	8	0	0	0	0	0	0	0	0	0	0	0	131
13:00	2	130	15	1	0	0	0	0	0	0	0	0	0	0	148
14:00	9	124	5	0	0	0	0	0	0	0	0	0	0	0	138
15:00	4	121	12	1	3	0	0	0	0	0	0	0	0	0	141
16:00	6	139	9	0	0	1	0	0	0	0	0	0	0	0	155
17:00	8	129	10	0	0	0	0	0	0	0	0	0	0	0	147
18:00	5	129	14	0	2	1	0	0	0	0	0	0	0	0	151
19:00	3	98	4	0	0	0	0	0	0	0	0	0	0	0	105
20:00	5	106	5	0	1	0	0	0	0	0	0	0	0	0	117
21:00	3	76	6	0	0	0	0	0	0	0	0	0	0	0	85
22:00	2	56	1	0	0	0	0	0	0	0	0	0	0	0	59
23:00	2	44	3	0	1	0	0	0	0	0	0	0	0	0	50
Total	80	1750	146	2	11	2	0	0	0	0	0	0	0	0	1991
Percent	4.0%	87.9%	7.3%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00		11:00										
Vol.	7	96	12		4										
PM Peak	14:00	16:00	13:00	13:00	15:00	16:00									
Vol.	9	139	15	1	3	1									

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32
01:00	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
02:00	1	16	1	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
06:00	2	33	9	2	10	0	0	0	0	0	0	0	0	0	56
07:00	0	53	14	1	13	0	0	0	0	0	0	0	0	0	81
08:00	1	90	10	1	11	1	0	0	0	0	0	0	0	0	114
09:00	0	84	14	1	6	1	1	0	0	0	0	0	0	0	107
10:00	4	104	15	1	9	1	0	0	0	0	0	0	0	0	134
11:00	2	91	11	0	7	0	0	0	0	0	0	0	0	0	111
12 PM	1	118	22	1	8	0	0	0	0	0	0	0	0	0	150
13:00	6	134	10	4	11	0	0	0	0	0	0	0	0	0	165
14:00	3	144	22	2	7	1	0	0	0	0	0	0	0	0	179
15:00	4	199	24	1	17	1	0	0	0	0	0	0	0	0	246
16:00	1	168	15	1	16	1	0	0	0	0	0	0	0	0	202
17:00	6	163	17	1	4	1	0	0	0	0	0	0	0	0	192
18:00	0	113	13	1	2	0	0	0	0	0	0	0	0	0	129
19:00	0	118	14	1	2	0	0	0	0	0	0	0	0	0	135
20:00	1	65	5	1	1	0	0	0	0	0	0	0	0	0	73
21:00	0	69	5	1	0	0	0	0	0	0	0	0	0	0	75
22:00	2	44	3	1	1	0	0	0	0	0	0	0	0	0	51
23:00	0	39	4	0	0	0	0	0	0	0	0	0	0	0	43
Total	34	1930	231	21	125	7	1	0	0	0	0	0	0	0	2349
Percent	1.4%	82.2%	9.8%	0.9%	5.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	06:00	07:00	08:00	09:00								
Vol.	4	104	15	2	13	1	1								
PM Peak	13:00	15:00	15:00	13:00	15:00	14:00									
Vol.	6	199	24	4	17	1									

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
01:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	1	8	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	17	3	0	0	1	0	0	0	0	0	0	0	0	21
06:00	1	36	8	1	7	0	0	0	0	0	0	0	0	0	53
07:00	2	72	5	1	13	1	0	0	0	0	0	0	0	0	94
08:00	1	89	17	1	12	2	0	0	0	0	0	0	0	0	122
09:00	1	93	12	1	7	0	0	0	0	0	0	0	0	0	114
10:00	2	95	6	1	4	0	0	0	0	0	0	0	0	0	108
11:00	5	124	15	0	6	0	0	0	0	0	0	0	0	0	150
12 PM	3	130	16	2	11	2	0	0	0	0	0	0	0	0	164
13:00	2	171	16	2	9	0	0	0	0	0	0	0	0	0	200
14:00	4	129	15	1	6	3	0	2	0	0	0	0	0	0	160
15:00	3	182	16	2	14	1	0	0	0	0	0	0	0	0	218
16:00	2	233	21	1	12	2	0	0	0	0	0	0	0	0	271
17:00	2	145	15	0	2	0	0	0	0	0	0	0	0	0	164
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	29	1595	168	13	103	12	0	2	0	0	0	0	0	0	1922
Percent	1.5%	83.0%	8.7%	0.7%	5.4%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	06:00	07:00	08:00									
Vol.	5	124	17	1	13	2									
PM Peak	14:00	16:00	16:00	12:00	15:00	14:00		14:00							
Vol.	4	233	21	2	14	3		2							
Grand Total	329	12203	1278	116	544	49	1	11	0	0	0	0	0	0	14531
Percent	2.3%	84.0%	8.8%	0.8%	3.7%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Site Code:
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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	2	168	10	0	5	0	0	0	0	0	0	0	0	0	185
18:00	0	125	13	0	3	0	0	0	0	0	0	0	0	0	141
19:00	1	132	7	0	3	0	0	0	0	0	0	0	0	0	143
20:00	1	75	7	0	1	0	0	0	0	0	0	0	0	0	84
21:00	1	80	5	0	2	0	0	0	0	0	0	0	0	0	88
22:00	2	51	2	0	0	0	0	0	0	0	0	0	0	0	55
23:00	0	52	2	0	0	0	0	0	0	0	0	0	0	0	54
Total	7	683	46	0	14	0	0	0	0	0	0	0	0	0	750
Percent	0.9%	91.1%	6.1%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	17:00	17:00	18:00		17:00										
Vol.	2	168	13		5										

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID: 5863

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
02:00	2	10	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	12	2	0	0	0	0	0	0	0	0	0	0	0	15
05:00	1	34	4	0	1	0	0	0	0	0	0	0	0	0	40
06:00	0	54	10	0	6	0	0	0	0	0	0	0	0	0	70
07:00	0	122	15	1	14	0	0	0	1	0	0	0	0	0	153
08:00	0	136	20	1	11	0	0	0	0	0	0	0	0	0	168
09:00	2	122	10	0	6	0	0	0	0	0	0	0	0	0	140
10:00	1	125	18	0	2	0	0	0	0	0	0	0	0	0	146
11:00	1	137	17	1	1	1	0	0	0	0	0	0	0	0	158
12 PM	4	188	17	4	5	0	0	0	0	0	0	0	0	0	218
13:00	1	145	15	0	2	0	0	0	0	0	0	0	0	0	163
14:00	8	158	13	2	5	0	0	1	0	0	0	0	0	0	187
15:00	1	185	19	0	8	0	0	0	0	0	0	0	0	0	213
16:00	1	152	14	0	8	1	0	0	0	0	0	0	0	0	176
17:00	3	143	12	0	2	0	0	0	0	0	0	0	0	0	160
18:00	3	125	7	0	3	0	0	0	0	0	0	0	0	0	138
19:00	4	99	7	0	3	0	0	0	0	0	0	0	0	0	113
20:00	2	91	10	0	1	0	0	0	0	0	0	0	0	0	104
21:00	2	83	4	0	1	0	0	0	0	0	0	0	0	0	90
22:00	2	60	1	0	0	0	0	0	0	0	0	0	0	0	63
23:00	1	32	0	0	0	0	0	0	0	0	0	0	0	0	33
Total	40	2252	220	9	79	2	0	1	1	0	0	0	0	0	2604
Percent	1.5%	86.5%	8.4%	0.3%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	11:00	08:00	07:00	07:00	11:00			07:00						
Vol.	2	137	20	1	14	1			1						
PM Peak	14:00	12:00	15:00	12:00	15:00	16:00		14:00							
Vol.	8	188	19	4	8	1		1							

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	22	0	0	0	0	0	0	0	0	0	0	0	0	23
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
05:00	1	39	4	0	1	0	0	0	0	0	0	0	0	0	45
06:00	0	63	5	1	4	0	0	0	0	0	0	0	0	0	73
07:00	1	130	14	1	15	0	0	0	0	0	0	0	0	0	161
08:00	0	137	17	0	14	0	0	1	0	0	0	0	0	0	169
09:00	2	125	17	1	8	0	0	0	0	0	0	0	0	0	153
10:00	2	123	13	0	2	0	0	0	0	0	0	0	0	0	140
11:00	2	130	19	0	1	0	0	0	0	0	0	0	0	0	152
12 PM	1	168	24	0	4	0	0	0	0	0	0	0	0	0	197
13:00	2	157	20	0	2	0	0	0	0	0	0	0	0	0	181
14:00	2	184	16	1	7	0	0	0	0	0	0	0	0	0	210
15:00	3	196	16	0	10	0	0	1	0	0	0	0	0	0	226
16:00	0	186	19	0	3	1	0	0	0	0	0	0	0	0	209
17:00	7	179	17	0	5	0	0	0	0	0	0	0	0	0	208
18:00	4	193	7	0	4	0	0	0	0	0	0	0	0	0	208
19:00	0	139	12	0	3	0	0	0	0	0	0	0	0	0	154
20:00	0	103	8	0	1	0	0	0	0	0	0	0	0	0	112
21:00	2	101	4	0	1	0	0	0	0	0	0	0	0	0	108
22:00	0	62	2	0	0	0	0	0	0	0	0	0	0	0	64
23:00	0	56	2	0	0	0	0	0	0	0	0	0	0	0	58
Total	31	2528	240	4	85	1	0	2	0	0	0	0	0	0	2891
Percent	1.1%	87.4%	8.3%	0.1%	2.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00	06:00	07:00			08:00							
Vol.	2	137	19	1	15			1							
PM Peak	17:00	15:00	12:00	14:00	15:00	16:00		15:00							
Vol.	7	196	24	1	10	1		1							

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	34	0	0	1	0	0	0	0	0	0	0	0	0	35
01:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
02:00	1	11	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	19	1	0	0	0	0	0	0	0	0	0	0	0	21
05:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	28
06:00	1	36	1	0	0	0	0	0	1	0	0	0	0	0	39
07:00	1	60	7	0	1	1	0	0	0	0	0	0	0	0	70
08:00	1	86	9	0	1	0	0	0	0	0	0	0	0	0	97
09:00	2	126	8	0	2	0	0	0	0	0	0	0	0	0	138
10:00	2	127	11	1	2	0	0	0	0	0	0	0	0	0	143
11:00	3	146	13	0	4	0	0	0	0	0	0	0	0	0	166
12 PM	1	125	13	0	5	0	0	0	0	0	0	0	0	0	144
13:00	0	136	13	0	1	1	0	0	0	0	0	0	0	0	151
14:00	2	127	12	0	4	0	0	0	0	0	0	0	0	0	145
15:00	0	118	13	0	3	0	0	0	0	0	0	0	0	0	134
16:00	0	140	10	0	1	0	0	0	0	0	0	0	0	0	151
17:00	3	128	8	0	0	0	0	0	0	0	0	0	0	0	139
18:00	0	125	9	0	1	0	0	0	0	0	0	0	0	0	135
19:00	4	104	3	0	1	0	0	0	0	0	0	0	0	0	112
20:00	10	84	8	0	1	0	0	0	0	0	0	0	0	0	103
21:00	2	96	3	0	1	0	0	0	0	0	0	0	0	0	102
22:00	1	77	7	0	1	0	0	0	0	0	0	0	0	0	86
23:00	1	55	4	0	0	0	0	0	0	0	0	0	0	0	60
Total	36	2013	158	1	30	2	0	0	1	0	0	0	0	0	2241
Percent	1.6%	89.8%	7.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	10:00	11:00	07:00			06:00						
Vol.	3	146	13	1	4	1			1						
PM Peak	20:00	16:00	12:00		12:00	13:00									
Vol.	10	140	13		5	1									

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
01:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
02:00	2	19	0	0	1	0	0	0	0	0	0	0	0	0	22
03:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
07:00	0	52	9	0	0	0	0	0	0	0	0	0	0	0	61
08:00	0	65	8	0	0	0	0	0	0	0	0	0	0	0	73
09:00	3	81	7	0	0	0	0	0	0	0	0	0	0	0	91
10:00	0	88	13	0	1	0	0	0	0	0	0	0	0	0	102
11:00	1	130	16	0	2	0	0	0	0	0	0	0	0	0	149
12 PM	1	131	6	0	0	0	0	0	0	0	0	0	0	0	138
13:00	1	125	15	0	1	0	0	0	0	0	0	0	0	0	142
14:00	2	131	8	0	1	0	0	0	0	0	0	0	0	0	142
15:00	1	96	14	0	0	0	0	0	0	0	0	0	0	0	111
16:00	0	102	8	0	1	0	0	0	0	0	0	0	0	0	111
17:00	0	132	9	0	1	0	0	0	0	0	0	0	0	0	142
18:00	0	84	8	0	1	0	0	0	0	0	0	0	0	0	93
19:00	0	88	7	0	1	0	0	0	0	0	0	0	0	0	96
20:00	0	86	8	0	0	0	0	0	0	0	0	0	0	0	94
21:00	0	72	5	0	0	0	0	0	0	0	0	0	0	0	77
22:00	1	47	1	0	0	1	0	0	0	0	0	0	0	0	50
23:00	0	42	0	0	0	0	0	0	0	0	0	0	0	0	42
Total	12	1702	151	0	10	1	0	0	0	0	0	0	0	0	1876
Percent	0.6%	90.7%	8.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		11:00										
Vol.	3	130	16		2										
PM Peak	14:00	17:00	13:00		13:00	22:00									
Vol.	2	132	15		1	1									

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
01:00	2	23	2	0	0	0	0	0	0	0	0	0	0	0	27
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	1	13	2	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	36	2	0	1	0	0	0	0	0	0	0	0	0	39
06:00	0	53	13	1	5	0	0	0	0	0	0	0	0	0	72
07:00	0	90	7	0	10	0	0	0	0	0	0	0	0	0	107
08:00	1	142	14	0	9	0	0	0	0	0	0	0	0	0	166
09:00	3	123	10	1	2	0	0	0	0	0	0	0	0	0	139
10:00	3	117	18	0	2	0	0	0	0	0	0	0	0	0	140
11:00	2	119	12	0	5	0	0	1	0	0	0	0	0	0	139
12 PM	0	117	12	0	7	0	0	0	0	0	0	0	0	0	136
13:00	2	142	17	0	2	0	0	0	0	0	0	0	0	0	163
14:00	3	168	14	2	6	0	0	0	0	0	0	0	0	0	193
15:00	2	189	15	0	7	0	0	0	0	0	0	0	0	0	213
16:00	2	159	13	0	5	0	0	1	0	0	0	0	0	0	180
17:00	0	174	16	0	1	0	0	0	0	0	0	0	0	0	191
18:00	1	134	13	0	1	0	0	0	0	0	0	0	0	0	149
19:00	0	109	9	0	2	0	0	0	0	0	0	0	0	0	120
20:00	1	76	4	0	1	0	0	0	0	0	0	0	0	0	82
21:00	0	84	2	0	1	0	0	0	0	0	0	0	0	0	87
22:00	0	57	5	0	0	0	0	1	0	0	0	0	0	0	63
23:00	0	42	2	0	0	0	0	0	0	0	0	0	0	0	44
Total	23	2201	204	4	68	0	0	3	0	0	0	0	0	0	2503
Percent	0.9%	87.9%	8.2%	0.2%	2.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	10:00	06:00	07:00			11:00							
Vol.	3	142	18	1	10			1							
PM Peak	14:00	15:00	13:00	14:00	12:00			16:00							
Vol.	3	189	17	2	7			1							

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
01:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
05:00	1	24	5	0	1	0	0	0	0	0	0	0	0	0	31
06:00	0	68	6	1	5	1	0	1	0	0	0	0	0	0	82
07:00	1	107	12	2	13	0	0	0	0	0	0	0	0	0	135
08:00	0	145	16	0	14	0	0	0	0	0	0	0	0	0	175
09:00	2	115	16	0	8	1	1	0	0	0	0	0	0	0	143
10:00	3	115	13	0	3	0	0	0	0	0	0	0	0	0	134
11:00	0	132	15	0	7	0	0	0	0	0	0	0	0	0	154
12 PM	1	132	29	0	4	0	0	0	0	0	0	0	0	0	166
13:00	0	136	13	0	2	0	0	0	0	0	0	0	0	0	151
14:00	1	142	19	2	6	0	0	0	0	0	0	0	0	0	170
15:00	1	168	12	0	10	0	0	0	0	0	0	0	0	0	191
16:00	0	158	10	0	3	0	0	0	0	0	0	0	0	0	171
17:00	0	130	13	1	1	0	0	0	0	0	0	0	0	0	145
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	1647	183	6	77	2	1	1	0	0	0	0	0	0	1927
Percent	0.5%	85.5%	9.5%	0.3%	4.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	07:00	08:00	06:00	09:00	06:00							
Vol.	3	145	16	2	14	1	1	1							
PM Peak	12:00	15:00	12:00	14:00	15:00										
Vol.	1	168	29	2	10										
Grand Total	159	13026	1202	24	363	8	1	7	2	0	0	0	0	0	14792
Percent	1.1%	88.1%	8.1%	0.2%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID:

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	27	**69**	**54**	12	**2**	0	0	0	0	0	0	0	0	0	**164**	16-25	123
18:00	46	52	38	12	0	0	0	0	0	0	0	0	0	0	148	16-25	90
19:00	**48**	49	28	7	0	0	0	0	0	0	0	0	0	0	132	16-25	77
20:00	23	47	29	9	1	0	0	0	0	0	0	0	0	0	109	16-25	76
21:00	6	40	32	**13**	1	0	0	0	0	0	0	0	0	0	92	16-25	72
22:00	2	14	31	8	2	0	**1**	0	0	0	0	0	0	0	58	16-25	45
23:00	3	10	14	6	1	0	0	0	0	0	0	0	0	0	34	16-25	24
Total	155	281	226	67	7	0	1	0	0	0	0	0	0	0	737		
Percent	21.0%	38.1%	30.7%	9.1%	0.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	19:00 48	17:00 69	17:00 54	21:00 13	17:00 2		22:00 1								17:00 164		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

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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	Pace Speed	Number in Pace
06/08/23	2	16	21	3	0	0	0	0	0	0	0	0	0	0	42	16-25	37
01:00	0	4	7	0	0	0	0	0	0	0	0	0	0	0	11	16-25	11
02:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7	19-28	6
03:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	15-24	3
04:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
05:00	1	4	8	3	2	0	0	0	0	0	0	0	0	0	18	16-25	12
06:00	1	14	37	16	2	0	0	0	0	0	0	0	0	0	70	20-29	53
07:00	5	22	46	**29**	6	**2**	0	0	0	0	0	0	0	0	110	21-30	75
08:00	7	27	51	17	2	0	0	0	0	0	0	0	0	0	104	16-25	78
09:00	10	44	50	13	**7**	0	0	0	0	0	0	0	0	0	124	16-25	94
10:00	9	54	**65**	12	1	0	0	0	0	0	0	0	0	0	141	16-25	119
11:00	**17**	**64**	57	17	3	0	0	0	0	0	0	0	0	0	**158**	16-25	121
12 PM	24	72	58	19	2	**1**	0	0	0	0	0	0	0	0	176	16-25	130
13:00	32	71	58	19	1	1	0	0	0	0	0	0	0	0	182	16-25	129
14:00	18	80	74	12	**4**	0	0	0	0	0	0	0	0	0	188	16-25	154
15:00	28	**84**	**77**	**25**	4	1	0	0	0	0	0	0	0	0	**219**	16-25	161
16:00	**43**	84	70	17	2	1	0	0	0	0	0	0	0	0	217	16-25	154
17:00	22	68	69	24	4	1	0	0	0	0	0	0	0	0	188	16-25	137
18:00	23	43	48	6	3	0	0	0	0	0	0	0	0	0	123	16-25	91
19:00	16	48	44	11	2	0	0	0	0	0	0	0	0	0	121	16-25	92
20:00	7	39	57	12	0	0	0	0	0	0	0	0	0	0	115	16-25	96
21:00	11	33	47	7	2	0	0	0	0	0	0	0	0	0	100	16-25	80
22:00	2	13	34	11	2	0	0	0	0	0	0	0	0	0	62	16-25	47
23:00	2	11	28	6	1	0	0	0	0	0	0	0	0	0	48	16-25	39
Total	281	899	1014	282	50	7	0	0	0	0	0	0	0	0	2533		
Percent	11.1%	35.5%	40.0%	11.1%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	07:00	09:00	07:00									11:00		
Vol.	17	64	65	29	7	2									158		
PM Peak	16:00	15:00	15:00	15:00	14:00	12:00									15:00		
Vol.	43	84	77	25	4	1									219		

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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	Pace Speed	Number in Pace
06/09/23	2	17	13	4	1	0	0	0	0	0	0	0	0	0	37	16-25	30
01:00	1	7	10	5	1	0	0	0	0	0	0	0	0	0	24	16-25	17
02:00	0	1	6	1	1	0	0	0	0	0	0	0	0	0	9	21-30	7
03:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6	18-27	5
04:00	1	1	6	1	1	0	0	0	0	0	0	0	0	0	10	21-30	7
05:00	0	5	10	6	0	0	0	0	0	0	0	0	0	0	21	19-28	16
06:00	1	13	22	11	2	0	0	0	0	0	0	0	0	0	49	16-25	35
07:00	4	23	40	**24**	**4**	1	0	0	0	0	0	0	0	0	96	19-28	64
08:00	5	43	43	16	2	0	0	0	0	0	0	0	0	0	109	16-25	86
09:00	12	37	57	14	1	**2**	0	0	0	0	0	0	0	0	123	16-25	94
10:00	9	**55**	48	19	3	0	0	0	0	0	0	0	0	0	134	16-25	103
11:00	**14**	52	**58**	19	2	1	**2**	**1**	0	0	0	0	0	0	**149**	16-25	110
12 PM	16	65	60	21	0	0	0	0	0	0	0	0	0	0	162	16-25	125
13:00	9	67	80	**31**	2	0	**1**	0	0	0	0	0	0	0	190	16-25	147
14:00	28	96	**91**	11	2	**1**	0	0	0	0	0	0	0	0	229	16-25	187
15:00	33	**121**	61	13	2	0	0	0	0	0	0	0	0	0	**230**	16-25	182
16:00	33	102	65	24	**3**	1	1	0	0	0	0	0	0	0	229	16-25	167
17:00	**55**	82	51	17	3	1	0	0	0	0	0	0	0	0	209	16-25	133
18:00	31	53	56	19	3	0	0	0	0	0	0	0	0	0	162	16-25	109
19:00	26	43	44	11	3	1	0	0	0	0	0	0	0	0	128	16-25	87
20:00	11	53	48	10	1	0	0	0	0	0	0	0	0	0	123	16-25	101
21:00	7	44	56	11	2	0	0	0	0	0	0	0	0	0	120	16-25	100
22:00	2	28	34	15	2	0	0	0	0	0	0	0	0	0	81	16-25	62
23:00	2	27	39	6	1	0	0	0	0	0	0	0	0	0	75	16-25	66
Total	302	1036	1002	310	42	8	4	1	0	0	0	0	0	0	2705		
Percent	11.2%	38.3%	37.0%	11.5%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	07:00	07:00	09:00	11:00	11:00							11:00		
Vol.	14	55	58	24	4	2	2	1							149		
PM Peak	17:00	15:00	14:00	13:00	16:00	14:00	13:00								15:00		
Vol.	55	121	91	31	3	1	1								230		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	3	10	27	8	1	0	0	0	0	0	0	0	0	0	49	16-25	37
01:00	2	10	12	10	**3**	0	0	0	0	0	0	0	0	0	37	21-30	22
02:00	1	8	13	5	0	**2**	0	0	0	0	0	0	0	0	29	16-25	21
03:00	0	2	7	1	0	0	0	0	0	0	0	0	0	0	10	16-25	9
04:00	0	3	6	1	1	0	0	0	0	0	0	0	0	0	11	16-25	9
05:00	0	3	10	4	1	0	0	0	0	0	0	0	0	0	18	19-28	14
06:00	2	4	10	6	0	0	0	0	0	0	0	0	0	0	22	20-29	16
07:00	3	9	23	12	0	0	0	0	0	0	0	0	0	0	47	21-30	35
08:00	3	30	42	11	2	0	0	0	0	0	0	0	0	0	88	16-25	72
09:00	11	29	35	11	3	0	**1**	0	0	0	0	0	0	0	90	16-25	64
10:00	**24**	45	44	**14**	0	0	0	0	0	0	0	0	0	0	127	16-25	89
11:00	21	**71**	**58**	14	2	0	0	0	0	0	0	0	0	0	**166**	16-25	129
12 PM	20	**69**	55	15	2	1	0	0	0	0	0	0	0	0	162	16-25	124
13:00	16	56	**76**	18	4	**2**	0	0	0	0	0	0	0	0	**172**	16-25	132
14:00	15	53	59	14	**6**	0	0	0	0	0	0	0	0	0	147	16-25	112
15:00	28	66	48	15	3	0	**1**	0	0	0	0	0	0	0	161	16-25	114
16:00	23	57	55	14	1	0	0	0	0	0	0	0	0	0	150	16-25	112
17:00	20	41	63	**19**	2	0	0	0	0	0	0	0	0	0	145	16-25	104
18:00	17	51	56	16	0	0	0	0	0	0	0	0	0	0	140	16-25	107
19:00	20	54	37	12	3	0	0	0	0	0	0	0	0	0	126	16-25	91
20:00	**36**	44	32	17	1	0	0	0	0	0	0	0	0	0	130	16-25	76
21:00	7	50	40	13	1	0	0	0	0	0	0	0	0	0	111	16-25	90
22:00	8	31	38	9	1	0	0	0	0	0	0	0	0	0	87	16-25	69
23:00	5	19	30	10	4	1	0	0	0	0	0	0	0	0	69	16-25	49
Total	285	815	876	269	41	6	2	0	0	0	0	0	0	0	2294		
Percent	12.4%	35.5%	38.2%	11.7%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	01:00	02:00	09:00								11:00		
Vol.	24	71	58	14	3	2	1								166		
PM Peak	20:00	12:00	13:00	17:00	14:00	13:00	15:00								13:00		
Vol.	36	69	76	19	6	2	1								172		

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06/11/23	5	14	20	11	0	0	0	0	0	0	0	0	0	0	50	16-25	34
01:00	2	12	16	3	3	0	0	0	0	0	0	0	0	0	36	16-25	28
02:00	1	5	10	7	2	**2**	0	0	0	0	0	0	0	0	27	21-30	17
03:00	0	5	8	4	1	0	0	0	0	0	0	0	0	0	18	16-25	13
04:00	0	4	6	0	0	0	0	0	0	0	0	0	0	0	10	16-25	10
05:00	0	4	7	3	0	0	0	0	0	0	0	0	0	0	14	16-25	11
06:00	0	3	11	5	1	0	0	0	0	0	0	0	0	0	20	20-29	16
07:00	2	1	18	12	3	0	**1**	0	0	0	0	0	0	0	37	21-30	30
08:00	1	11	20	13	4	0	0	0	0	0	0	0	0	0	49	21-30	33
09:00	7	11	47	**22**	0	0	0	0	0	0	0	0	0	0	87	21-30	69
10:00	5	25	44	18	**5**	1	0	0	0	0	0	0	0	0	98	16-25	69
11:00	**10**	**32**	**52**	22	2	0	0	0	0	0	0	0	0	0	**118**	16-25	84
12 PM	8	23	69	25	5	1	0	0	0	0	0	0	0	0	131	21-30	94
13:00	10	43	**71**	20	4	0	0	0	0	0	0	0	0	0	148	16-25	114
14:00	16	44	48	25	3	**2**	0	0	0	0	0	0	0	0	138	16-25	92
15:00	12	27	64	**33**	5	0	0	0	0	0	0	0	0	0	141	21-30	97
16:00	15	45	69	23	3	0	0	0	0	0	0	0	0	0	**155**	16-25	114
17:00	13	**58**	58	17	1	0	0	0	0	0	0	0	0	0	147	16-25	116
18:00	9	46	64	24	**6**	1	0	**1**	0	0	0	0	0	0	151	16-25	110
19:00	3	33	45	21	2	1	0	0	0	0	0	0	0	0	105	16-25	78
20:00	**18**	35	49	14	1	0	0	0	0	0	0	0	0	0	117	16-25	84
21:00	9	33	31	10	2	0	0	0	0	0	0	0	0	0	85	16-25	64
22:00	7	20	28	4	0	0	0	0	0	0	0	0	0	0	59	16-25	48
23:00	5	14	18	9	3	1	0	0	0	0	0	0	0	0	50	16-25	32
Total	158	548	873	345	56	9	1	1	0	0	0	0	0	0	1991		
Percent	7.9%	27.5%	43.8%	17.3%	2.8%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	09:00	10:00	02:00	07:00								11:00		
Vol.	10	32	52	22	5	2	1								118		
PM Peak	20:00	17:00	13:00	15:00	18:00	14:00		18:00							16:00		
Vol.	18	58	71	33	6	2		1							155		

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06/12/23	2	10	18	2	0	0	0	0	0	0	0	0	0	0	32	16-25	28
01:00	0	3	11	5	0	0	0	0	0	0	0	0	0	0	19	20-29	16
02:00	2	3	10	3	0	0	0	0	0	0	0	0	0	0	18	21-30	13
03:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	14-23	3
04:00	0	2	5	5	0	0	0	0	0	0	0	0	0	0	12	21-30	10
05:00	1	4	10	5	1	0	0	0	0	0	0	0	0	0	21	19-28	15
06:00	1	16	20	15	**3**	**1**	0	0	0	0	0	0	0	0	56	16-25	36
07:00	6	19	34	**21**	1	0	0	0	0	0	0	0	0	0	81	21-30	55
08:00	13	37	49	14	1	0	0	0	0	0	0	0	0	0	114	16-25	86
09:00	6	22	**58**	18	3	0	0	0	0	0	0	0	0	0	107	16-25	80
10:00	**17**	**49**	57	8	3	0	0	0	0	0	0	0	0	0	**134**	16-25	106
11:00	9	44	48	8	2	0	0	0	0	0	0	0	0	0	111	16-25	92
12 PM	18	55	70	7	0	0	0	0	0	0	0	0	0	0	150	16-25	125
13:00	9	78	58	16	**4**	0	0	0	0	0	0	0	0	0	165	16-25	136
14:00	17	70	69	20	1	**2**	0	0	0	0	0	0	0	0	179	16-25	139
15:00	29	**101**	**87**	**27**	1	1	0	0	0	0	0	0	0	0	**246**	16-25	188
16:00	**31**	77	74	17	2	1	0	0	0	0	0	0	0	0	202	16-25	151
17:00	20	67	79	24	1	0	**1**	0	0	0	0	0	0	0	192	16-25	146
18:00	13	55	49	12	0	0	0	0	0	0	0	0	0	0	129	16-25	104
19:00	7	51	58	17	2	0	0	0	0	0	0	0	0	0	135	16-25	109
20:00	5	16	37	10	3	2	0	0	0	0	0	0	0	0	73	16-25	53
21:00	5	20	40	8	2	0	0	0	0	0	0	0	0	0	75	16-25	60
22:00	1	15	24	10	1	0	0	0	0	0	0	0	0	0	51	16-25	39
23:00	3	14	19	7	0	0	0	0	0	0	0	0	0	0	43	16-25	33
Total	215	830	985	280	31	7	1	0	0	0	0	0	0	0	2349		
Percent	9.2%	35.3%	41.9%	11.9%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	09:00	07:00	06:00	06:00									10:00		
Vol.	17	49	58	21	3	1									134		
PM Peak	16:00	15:00	15:00	15:00	13:00	14:00	17:00								15:00		
Vol.	31	101	87	27	4	2	1								246		

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Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/13/23	4	6	12	5	0	0	0	0	0	0	0	0	0	0	27	16-25	18
01:00	3	8	6	7	1	**1**	0	0	0	0	0	0	0	0	26	16-25	14
02:00	2	5	4	1	0	0	0	0	0	0	0	0	0	0	12	16-25	9
03:00	0	0	7	2	0	0	0	0	0	0	0	0	0	0	9	20-29	9
04:00	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9	16-25	9
05:00	2	4	11	4	0	0	0	0	0	0	0	0	0	0	21	21-30	15
06:00	1	13	26	11	2	0	0	0	0	0	0	0	0	0	53	16-25	39
07:00	3	23	36	**29**	2	1	0	0	0	0	0	0	0	0	94	21-30	65
08:00	7	35	**60**	16	**4**	0	0	0	0	0	0	0	0	0	122	16-25	95
09:00	6	47	45	15	1	0	0	0	0	0	0	0	0	0	114	16-25	92
10:00	10	39	42	16	1	0	0	0	0	0	0	0	0	0	108	16-25	81
11:00	**16**	**69**	54	8	2	0	**1**	0	0	0	0	0	0	0	**150**	16-25	123
12 PM	14	45	74	**26**	**4**	**1**	0	0	0	0	0	0	0	0	164	16-25	119
13:00	**46**	74	65	10	4	1	0	0	0	0	0	0	0	0	200	16-25	139
14:00	7	62	72	18	1	0	0	0	0	0	0	0	0	0	160	16-25	134
15:00	18	87	**94**	16	2	1	0	0	0	0	0	0	0	0	218	16-25	181
16:00	44	**116**	94	15	1	0	0	**1**	0	0	0	0	0	0	**271**	16-25	210
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	183	635	709	199	25	5	1	1	0	0	0	0	0	0	1758		
Percent	10.4%	36.1%	40.3%	11.3%	1.4%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	07:00	08:00	01:00	11:00								11:00		
Vol.	16	69	60	29	4	1	1								150		
PM Peak	13:00	16:00	15:00	12:00	12:00	12:00		16:00							16:00		
Vol.	46	116	94	26	4	1		1							271		
Total	1579	5044	5685	1752	252	42	10	3	0	0	0	0	0	0	14367		
Percent	11.0%	35.1%	39.6%	12.2%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	24 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	10729
Percent in Pace :	74.7%
Number of Vehicles > 35 MPH :	55
Percent of Vehicles > 35 MPH :	0.4%
Mean Speed(Average) :	20 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID:

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	**33**	62	**78**	11	1	0	0	0	0	0	0	0	0	0	**185**	16-25	140
18:00	30	50	51	8	2	0	0	0	0	0	0	0	0	0	141	16-25	101
19:00	22	**65**	41	12	3	0	0	0	0	0	0	0	0	0	143	16-25	106
20:00	6	24	38	12	**4**	0	0	0	0	0	0	0	0	0	84	16-25	62
21:00	5	30	40	13	0	0	0	0	0	0	0	0	0	0	88	16-25	70
22:00	4	21	18	12	0	0	0	0	0	0	0	0	0	0	55	16-25	39
23:00	1	9	22	**19**	3	0	0	0	0	0	0	0	0	0	54	21-30	41
Total	101	261	288	87	13	0	0	0	0	0	0	0	0	0	750		
Percent	13.5%	34.8%	38.4%	11.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 33	19:00 65	17:00 78	23:00 19	20:00 4										17:00 185		

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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	Pace Speed	Number in Pace
06/08/23	0	8	10	4	0	0	0	0	0	0	0	0	0	0	22	16-25	18
01:00	1	3	7	5	0	0	0	0	0	0	0	0	0	0	16	21-30	12
02:00	0	1	6	4	1	0	0	0	0	0	0	0	0	0	12	21-30	10
03:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6	21-30	4
04:00	1	2	10	2	0	0	0	0	0	0	0	0	0	0	15	16-25	12
05:00	1	1	16	21	1	0	0	0	0	0	0	0	0	0	40	21-30	37
06:00	2	10	34	19	**4**	**1**	0	0	0	0	0	0	0	0	70	21-30	53
07:00	6	35	75	**33**	4	0	0	0	0	0	0	0	0	0	153	16-25	110
08:00	10	43	**81**	33	0	1	0	0	0	0	0	0	0	0	**168**	16-25	124
09:00	7	36	66	28	2	1	0	0	0	0	0	0	0	0	140	16-25	102
10:00	13	53	57	22	1	0	0	0	0	0	0	0	0	0	146	16-25	110
11:00	**22**	**58**	57	17	4	0	0	0	0	0	0	0	0	0	158	16-25	115
12 PM	11	**77**	**103**	23	4	0	0	0	0	0	0	0	0	0	**218**	16-25	180
13:00	21	63	63	15	1	0	0	0	0	0	0	0	0	0	163	16-25	126
14:00	22	67	70	25	1	**2**	0	0	0	0	0	0	0	0	187	16-25	137
15:00	18	75	88	**30**	2	0	0	0	0	0	0	0	0	0	213	16-25	163
16:00	**30**	60	72	11	3	0	0	0	0	0	0	0	0	0	176	16-25	132
17:00	29	48	67	15	1	0	0	0	0	0	0	0	0	0	160	16-25	115
18:00	24	44	56	11	3	0	0	0	0	0	0	0	0	0	138	16-25	100
19:00	8	37	45	21	2	0	0	0	0	0	0	0	0	0	113	16-25	82
20:00	10	36	34	20	4	0	0	0	0	0	0	0	0	0	104	16-25	70
21:00	3	26	40	20	1	0	0	0	0	0	0	0	0	0	90	16-25	66
22:00	2	17	29	15	0	0	0	0	0	0	0	0	0	0	63	16-25	46
23:00	1	6	13	7	**6**	0	0	0	0	0	0	0	0	0	33	19-28	20
Total	242	807	1101	403	46	5	0	0	0	0	0	0	0	0	2604		
Percent	9.3%	31.0%	42.3%	15.5%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	07:00	06:00	06:00									08:00		
Vol.	22	58	81	33	4	1									168		
PM Peak	16:00	12:00	12:00	15:00	23:00	14:00									12:00		
Vol.	30	77	103	30	6	2									218		

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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	Pace Speed	Number in Pace
06/09/23	4	2	10	4	2	**1**	0	0	0	0	0	0	0	0	23	21-30	14
01:00	1	0	5	4	0	0	0	0	0	0	0	0	0	0	10	21-30	9
02:00	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8	21-30	6
03:00	0	1	2	4	0	1	0	0	0	0	0	0	0	0	8	21-30	6
04:00	0	2	6	6	0	0	0	0	0	0	0	0	0	0	14	21-30	12
05:00	1	6	26	11	1	0	0	0	0	0	0	0	0	0	45	21-30	37
06:00	3	15	36	14	**5**	0	0	0	0	0	0	0	0	0	73	16-25	51
07:00	8	48	70	**32**	3	0	0	0	0	0	0	0	0	0	161	16-25	118
08:00	16	40	**83**	27	3	0	0	0	0	0	0	0	0	0	**169**	16-25	123
09:00	**21**	56	54	19	3	0	0	0	0	0	0	0	0	0	153	16-25	110
10:00	16	**61**	48	14	1	0	0	0	0	0	0	0	0	0	140	16-25	109
11:00	18	55	56	21	1	1	0	0	0	0	0	0	0	0	152	16-25	111
12 PM	22	78	71	22	4	0	0	0	0	0	0	0	0	0	197	16-25	149
13:00	10	47	78	**38**	**7**	1	0	0	0	0	0	0	0	0	181	16-25	125
14:00	24	85	76	22	2	1	0	0	0	0	0	0	0	0	210	16-25	161
15:00	36	**91**	75	22	2	0	0	0	0	0	0	0	0	0	**226**	16-25	166
16:00	38	67	76	25	1	**2**	0	0	0	0	0	0	0	0	209	16-25	143
17:00	**46**	78	62	21	1	0	0	0	0	0	0	0	0	0	208	16-25	140
18:00	25	81	**82**	17	3	0	0	0	0	0	0	0	0	0	208	16-25	163
19:00	19	64	55	13	2	1	0	0	0	0	0	0	0	0	154	16-25	119
20:00	10	32	54	16	0	0	0	0	0	0	0	0	0	0	112	16-25	86
21:00	5	27	54	19	3	0	0	0	0	0	0	0	0	0	108	16-25	81
22:00	1	14	32	13	3	1	0	0	0	0	0	0	0	0	64	16-25	46
23:00	2	9	21	24	2	0	0	0	0	0	0	0	0	0	58	21-30	45
Total	326	960	1135	411	50	9	0	0	0	0	0	0	0	0	2891		
Percent	11.3%	33.2%	39.3%	14.2%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	08:00	07:00	06:00	00:00									08:00		
Vol.	21	61	83	32	5	1									169		
PM Peak	17:00	15:00	18:00	13:00	13:00	16:00									15:00		
Vol.	46	91	82	38	7	2									226		

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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	Pace Speed	Number in Pace
06/10/23	0	8	15	9	3	0	0	0	0	0	0	0	0	0	35	21-30	24
01:00	1	5	8	8	2	0	0	0	0	0	0	0	0	0	24	21-30	16
02:00	0	1	4	7	0	0	0	0	0	0	0	0	0	0	12	21-30	11
03:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	21-30	6
04:00	1	3	12	4	1	0	0	0	0	0	0	0	0	0	21	19-28	16
05:00	0	3	12	12	0	**1**	0	0	0	0	0	0	0	0	28	21-30	24
06:00	1	5	15	15	2	1	0	0	0	0	0	0	0	0	39	21-30	30
07:00	0	9	30	25	**6**	0	0	0	0	0	0	0	0	0	70	21-30	55
08:00	4	29	40	22	1	0	**1**	0	0	0	0	0	0	0	97	16-25	69
09:00	9	30	63	**33**	3	0	0	0	0	0	0	0	0	0	138	21-30	96
10:00	10	28	**78**	25	2	0	0	0	0	0	0	0	0	0	143	16-25	106
11:00	**18**	**59**	59	28	2	0	0	0	0	0	0	0	0	0	**166**	16-25	118
12 PM	20	45	63	16	0	0	0	0	0	0	0	0	0	0	144	16-25	108
13:00	29	36	**68**	15	3	0	0	0	0	0	0	0	0	0	**151**	16-25	104
14:00	18	**57**	53	13	**4**	0	0	0	0	0	0	0	0	0	145	16-25	110
15:00	13	46	59	15	1	0	0	0	0	0	0	0	0	0	134	16-25	105
16:00	22	48	55	22	2	**2**	0	0	0	0	0	0	0	0	151	16-25	103
17:00	12	37	64	**23**	2	1	0	0	0	0	0	0	0	0	139	16-25	101
18:00	**31**	31	52	21	0	0	0	0	0	0	0	0	0	0	135	16-25	83
19:00	11	22	56	21	2	0	0	0	0	0	0	0	0	0	112	16-25	78
20:00	13	39	36	15	0	0	0	0	0	0	0	0	0	0	103	16-25	75
21:00	10	21	48	21	2	0	0	0	0	0	0	0	0	0	102	21-30	69
22:00	6	28	37	13	2	0	0	0	0	0	0	0	0	0	86	16-25	65
23:00	0	15	23	18	4	0	0	0	0	0	0	0	0	0	60	21-30	41
Total	229	605	953	404	44	5	1	0	0	0	0	0	0	0	2241		
Percent	10.2%	27.0%	42.5%	18.0%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	09:00	07:00	05:00	08:00								11:00		
Vol.	18	59	78	33	6	1	1								166		
PM Peak	18:00	14:00	13:00	17:00	14:00	16:00									13:00		
Vol.	31	57	68	23	4	2									151		

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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	Pace Speed	Number in Pace
06/11/23	3	6	18	8	0	0	0	0	0	0	0	0	0	0	35	21-30	26
01:00	0	4	9	7	1	0	0	0	0	0	0	0	0	0	21	21-30	16
02:00	0	6	8	4	3	**1**	0	0	0	0	0	0	0	0	22	16-25	14
03:00	2	2	6	4	0	0	0	0	0	0	0	0	0	0	14	20-29	10
04:00	0	1	9	3	1	0	0	0	0	0	0	0	0	0	14	21-30	12
05:00	1	5	4	7	1	0	0	0	0	0	0	0	0	0	18	20-29	11
06:00	0	7	19	11	1	0	0	0	0	0	0	0	0	0	38	21-30	30
07:00	2	6	33	16	4	0	0	0	0	0	0	0	0	0	61	21-30	49
08:00	2	14	29	24	3	0	**1**	0	0	0	0	0	0	0	73	21-30	53
09:00	1	13	54	19	3	1	0	0	0	0	0	0	0	0	91	21-30	73
10:00	**9**	20	39	28	**6**	0	0	0	0	0	0	0	0	0	102	21-30	67
11:00	4	**40**	**61**	**40**	4	0	0	0	0	0	0	0	0	0	**149**	16-25	101
12 PM	5	32	65	**32**	4	0	0	0	0	0	0	0	0	0	138	16-25	97
13:00	**14**	**45**	55	22	5	1	0	0	0	0	0	0	0	0	**142**	16-25	100
14:00	4	29	**78**	24	5	**2**	0	0	0	0	0	0	0	0	142	16-25	107
15:00	8	30	50	17	3	2	**1**	0	0	0	0	0	0	0	111	16-25	80
16:00	12	30	53	15	1	0	0	0	0	0	0	0	0	0	111	16-25	83
17:00	6	43	67	25	1	0	0	0	0	0	0	0	0	0	142	16-25	110
18:00	12	20	46	13	2	0	0	0	0	0	0	0	0	0	93	16-25	66
19:00	4	25	46	20	1	0	0	0	0	0	0	0	0	0	96	16-25	71
20:00	7	24	43	18	2	0	0	0	0	0	0	0	0	0	94	16-25	67
21:00	4	15	36	15	**7**	0	0	0	0	0	0	0	0	0	77	16-25	51
22:00	3	16	17	13	1	0	0	0	0	0	0	0	0	0	50	16-25	33
23:00	1	9	20	9	0	2	1	0	0	0	0	0	0	0	42	16-25	29
Total	104	442	865	394	59	9	3	0	0	0	0	0	0	0	1876		
Percent	5.5%	23.6%	46.1%	21.0%	3.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	10:00	02:00	08:00								11:00		
Vol.	9	40	61	40	6	1	1								149		
PM Peak	13:00	13:00	14:00	12:00	21:00	14:00	15:00								13:00		
Vol.	14	45	78	32	7	2	1								142		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID:

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/12/23	0	7	9	4	1	0	0	0	0	0	0	0	0	0	21	16-25	16
01:00	0	4	14	9	0	0	0	0	0	0	0	0	0	0	27	21-30	23
02:00	0	0	7	4	0	0	0	0	0	0	0	0	0	0	11	21-30	11
03:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	20-29	5
04:00	0	2	7	7	0	0	0	0	0	0	0	0	0	0	16	21-30	14
05:00	1	4	19	14	1	0	0	0	0	0	0	0	0	0	39	21-30	33
06:00	2	12	35	21	2	0	0	0	0	0	0	0	0	0	72	21-30	56
07:00	3	23	53	**24**	3	**1**	0	0	0	0	0	0	0	0	107	21-30	77
08:00	**27**	45	**65**	24	5	0	0	0	0	0	0	0	0	0	**166**	16-25	110
09:00	9	43	59	20	**7**	1	0	0	0	0	0	0	0	0	139	16-25	102
10:00	15	**50**	52	20	3	0	0	0	0	0	0	0	0	0	140	16-25	102
11:00	16	50	59	14	0	0	0	0	0	0	0	0	0	0	139	16-25	109
12 PM	16	53	48	18	1	0	0	0	0	0	0	0	0	0	136	16-25	101
13:00	14	64	62	23	0	0	0	0	0	0	0	0	0	0	163	16-25	126
14:00	15	73	**86**	17	1	**1**	0	0	0	0	0	0	0	0	193	16-25	159
15:00	**30**	**79**	82	20	1	1	0	0	0	0	0	0	0	0	**213**	16-25	161
16:00	22	48	84	**25**	1	0	0	0	0	0	0	0	0	0	180	16-25	132
17:00	24	74	74	16	3	0	0	0	0	0	0	0	0	0	191	16-25	148
18:00	13	40	73	20	1	1	**1**	0	0	0	0	0	0	0	149	16-25	113
19:00	11	34	58	17	0	0	0	0	0	0	0	0	0	0	120	16-25	92
20:00	1	13	39	25	**4**	0	0	0	0	0	0	0	0	0	82	21-30	64
21:00	4	17	47	18	1	0	0	0	0	0	0	0	0	0	87	21-30	65
22:00	7	13	31	11	1	0	0	0	0	0	0	0	0	0	63	16-25	44
23:00	1	9	20	12	2	0	0	0	0	0	0	0	0	0	44	21-30	32
Total	231	757	1086	385	38	5	1	0	0	0	0	0	0	0	2503		
Percent	9.2%	30.2%	43.4%	15.4%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	08:00	07:00	09:00	07:00									08:00		
Vol.	27	50	65	24	7	1									166		
PM Peak	15:00	15:00	14:00	16:00	20:00	14:00	18:00								15:00		
Vol.	30	79	86	25	4	1	1								213		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID:

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/13/23	1	4	13	8	0	0	0	0	0	0	0	0	0	0	26	21-30	21
01:00	1	3	8	3	0	0	0	0	0	0	0	0	0	0	15	16-25	11
02:00	1	3	6	5	1	0	0	0	0	0	0	0	0	0	16	21-30	11
03:00	0	2	5	2	1	0	0	0	0	0	0	0	0	0	10	21-30	7
04:00	0	0	8	4	0	0	0	0	0	0	0	0	0	0	12	21-30	12
05:00	0	2	17	10	2	0	0	0	0	0	0	0	0	0	31	21-30	27
06:00	2	17	34	23	**6**	0	0	0	0	0	0	0	0	0	82	21-30	57
07:00	8	27	72	27	1	0	0	0	0	0	0	0	0	0	135	21-30	99
08:00	13	45	**88**	**28**	1	0	0	0	0	0	0	0	0	0	**175**	16-25	133
09:00	13	50	60	19	1	0	0	0	0	0	0	0	0	0	143	16-25	110
10:00	7	43	63	20	1	0	0	0	0	0	0	0	0	0	134	16-25	106
11:00	**15**	**52**	63	24	0	0	0	0	0	0	0	0	0	0	154	16-25	115
12 PM	21	53	80	11	1	0	0	0	0	0	0	0	0	0	166	16-25	133
13:00	**28**	59	47	15	2	0	0	0	0	0	0	0	0	0	151	16-25	106
14:00	11	63	68	25	**3**	0	0	0	0	0	0	0	0	0	170	16-25	131
15:00	15	62	**82**	**30**	2	0	0	0	0	0	0	0	0	0	**191**	16-25	144
16:00	26	**71**	53	20	0	**1**	0	0	0	0	0	0	0	0	171	16-25	124
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	162	556	767	274	22	1	0	0	0	0	0	0	0	0	1782		
Percent	9.1%	31.2%	43.0%	15.4%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	08:00	08:00	06:00										08:00		
Vol.	15	52	88	28	6										175		
PM Peak	13:00	16:00	15:00	15:00	14:00	16:00									15:00		
Vol.	28	71	82	30	3	1									191		
Total	1395	4388	6195	2358	272	34	5	0	0	0	0	0	0	0	14647		
Percent	9.5%	30.0%	42.3%	16.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	21 MPH
85th Percentile :	26 MPH
95th Percentile :	29 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	10583
Percent in Pace :	72.3%
Number of Vehicles > 35 MPH :	39
Percent of Vehicles > 35 MPH :	0.3%
Mean Speed(Average) :	21 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Franklin Street North of Bath Street
Norwich, Connecticut

Site Code:
Station ID:

Latitude: 0' 0.0000 Undefined

Start	05-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	*	*	*	*	42	22	37	23	49	35	50	35	44	29
01:00	*	*	*	*	*	*	11	16	24	10	37	24	36	21	27	18
02:00	*	*	*	*	*	*	7	12	9	8	29	12	27	22	18	14
03:00	*	*	*	*	*	*	4	6	6	8	10	6	18	14	10	8
04:00	*	*	*	*	*	*	5	15	10	14	11	21	10	14	9	16
05:00	*	*	*	*	*	*	18	40	21	45	18	28	14	18	18	33
06:00	*	*	*	*	*	*	70	70	49	73	22	39	20	38	40	55
07:00	*	*	*	*	*	*	110	153	96	161	47	70	37	61	72	111
08:00	*	*	*	*	*	*	104	**168**	109	**169**	88	97	49	73	88	127
09:00	*	*	*	*	*	*	124	140	123	153	90	138	87	91	106	130
10:00	*	*	*	*	*	*	141	146	134	140	127	143	98	102	125	133
11:00	*	*	*	*	*	*	**158**	158	**149**	152	**166**	**166**	**118**	**149**	**148**	**156**
12:00 PM	*	*	*	*	*	*	176	**218**	162	197	162	144	131	138	158	**174**
01:00	*	*	*	*	*	*	182	163	190	181	**172**	**151**	148	**142**	173	159
02:00	*	*	*	*	*	*	188	187	229	210	147	145	138	142	176	171
03:00	*	*	*	*	*	*	**219**	213	**230**	**226**	161	134	141	111	**188**	171
04:00	*	*	*	*	*	*	217	176	229	209	150	151	**155**	111	188	162
05:00	*	*	*	*	**164**	**185**	188	160	209	208	145	139	147	142	171	167
06:00	*	*	*	*	148	141	123	138	162	208	140	135	151	93	145	143
07:00	*	*	*	*	132	143	121	113	128	154	126	112	105	96	122	124
08:00	*	*	*	*	109	84	115	104	123	112	130	103	117	94	119	99
09:00	*	*	*	*	92	88	100	90	120	108	111	102	85	77	102	93
10:00	*	*	*	*	58	55	62	63	81	64	87	86	59	50	69	64
11:00	*	*	*	*	34	54	48	33	75	58	69	60	50	42	55	49
Lane	0	0	0	0	737	750	2533	2604	2705	2891	2294	2241	1991	1876	2371	2406
Day	0		0		1487		5137		5596		4535		3867		4777	
AM Peak	-	-	-	-	-	-	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	158	168	149	169	166	166	118	149	148	156
PM Peak	-	-	-	-	17:00	17:00	15:00	12:00	15:00	15:00	13:00	13:00	16:00	13:00	15:00	12:00
Vol.	-	-	-	-	164	185	219	218	230	226	172	151	155	142	188	174

Franklin Street North of Bath Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID:

Latitude: 0' 0.0000 Undefined

Start	12-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	32	21	27	26	*	*	*	*	*	*	*	*	*	*	30	24
01:00	19	27	26	15	*	*	*	*	*	*	*	*	*	*	22	21
02:00	18	11	12	16	*	*	*	*	*	*	*	*	*	*	15	14
03:00	4	5	9	10	*	*	*	*	*	*	*	*	*	*	6	8
04:00	12	16	9	12	*	*	*	*	*	*	*	*	*	*	10	14
05:00	21	39	21	31	*	*	*	*	*	*	*	*	*	*	21	35
06:00	56	72	53	82	*	*	*	*	*	*	*	*	*	*	54	77
07:00	81	107	94	135	*	*	*	*	*	*	*	*	*	*	88	121
08:00	114	**166**	122	**175**	*	*	*	*	*	*	*	*	*	*	118	**170**
09:00	107	139	114	143	*	*	*	*	*	*	*	*	*	*	110	141
10:00	**134**	140	108	134	*	*	*	*	*	*	*	*	*	*	121	137
11:00	111	139	**150**	154	*	*	*	*	*	*	*	*	*	*	**130**	146
12:00 PM	150	136	164	166	*	*	*	*	*	*	*	*	*	*	157	151
01:00	165	163	200	151	*	*	*	*	*	*	*	*	*	*	182	157
02:00	179	193	160	170	*	*	*	*	*	*	*	*	*	*	170	182
03:00	**246**	**213**	218	**191**	*	*	*	*	*	*	*	*	*	*	232	**202**
04:00	202	180	**271**	171	*	*	*	*	*	*	*	*	*	*	**236**	176
05:00	192	191	*	*	*	*	*	*	*	*	*	*	*	*	192	191
06:00	129	149	*	*	*	*	*	*	*	*	*	*	*	*	129	149
07:00	135	120	*	*	*	*	*	*	*	*	*	*	*	*	135	120
08:00	73	82	*	*	*	*	*	*	*	*	*	*	*	*	73	82
09:00	75	87	*	*	*	*	*	*	*	*	*	*	*	*	75	87
10:00	51	63	*	*	*	*	*	*	*	*	*	*	*	*	51	63
11:00	43	44	*	*	*	*	*	*	*	*	*	*	*	*	43	44
Lane	2349	2503	1758	1782	0	0	0	0	0	0	0	0	0	0	2400	2512
Day	4852		3540		0		0		0		0		0		4912	
AM Peak	10:00	08:00	11:00	08:00	-	-	-	-	-	-	-	-	-	-	11:00	08:00
Vol.	134	166	150	175	-	-	-	-	-	-	-	-	-	-	130	170
PM Peak	15:00	15:00	16:00	15:00	-	-	-	-	-	-	-	-	-	-	16:00	15:00
Vol.	246	213	271	191	-	-	-	-	-	-	-	-	-	-	236	202

Comb. Total	4852	3540	1487	5137	5596	4535	3867	9689

ADT ADT 5,195 AADT 5,195

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	4	206	35	0	7	3	0	0	0	0	0	0	0	0	255
14:00	15	412	45	3	13	5	1	0	0	0	0	0	0	0	494
15:00	16	544	54	1	17	3	0	2	2	0	0	0	0	0	639
16:00	19	585	38	0	15	3	0	1	0	0	0	0	0	0	661
17:00	11	491	47	1	8	2	2	0	0	0	0	0	0	0	562
18:00	8	373	25	1	6	0	0	0	0	0	0	0	0	0	413
19:00	11	290	27	2	0	0	0	0	0	0	0	0	0	0	330
20:00	10	222	16	1	1	0	0	1	0	0	0	0	0	0	251
21:00	4	170	17	1	2	0	0	1	0	0	0	0	0	0	195
22:00	6	159	6	1	0	0	0	0	0	0	0	0	0	0	172
23:00	3	131	14	0	1	0	0	0	0	0	0	0	0	0	149
Total	107	3583	324	11	70	16	3	5	2	0	0	0	0	0	4121
Percent	2.6%	86.9%	7.9%	0.3%	1.7%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	16:00	16:00	15:00	14:00	15:00	14:00	17:00	15:00	15:00						
Vol.	19	585	54	3	17	5	2	2	2						

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	3	73	2	0	0	0	0	0	0	0	0	0	0	0	78
01:00	1	25	3	0	0	0	0	0	0	0	0	0	0	0	29
02:00	1	22	1	0	0	1	0	1	0	0	0	0	0	0	26
03:00	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
04:00	0	34	13	0	0	1	0	0	0	0	0	0	0	0	48
05:00	3	107	16	0	4	3	2	0	2	0	0	0	0	0	137
06:00	2	193	48	5	13	2	0	1	1	0	0	0	0	0	265
07:00	7	350	41	3	22	3	3	2	1	0	0	0	0	0	432
08:00	8	382	56	1	19	4	3	1	0	0	0	0	0	0	474
09:00	4	361	51	2	25	1	0	3	2	0	0	0	0	0	449
10:00	6	313	39	2	9	4	3	2	2	0	0	0	0	0	380
11:00	6	352	43	2	18	5	1	1	0	0	0	0	0	0	428
12 PM	8	371	50	7	17	3	3	1	1	0	0	0	0	0	461
13:00	11	378	32	1	9	2	2	3	1	0	0	0	0	0	439
14:00	16	468	52	2	14	2	2	1	3	0	0	0	0	0	560
15:00	18	532	43	1	17	2	0	0	0	0	0	0	0	0	613
16:00	12	526	36	1	12	1	0	1	0	0	0	0	0	0	589
17:00	8	472	35	0	10	1	0	1	0	0	1	0	0	0	528
18:00	9	363	33	1	4	3	0	0	0	0	0	0	0	0	413
19:00	7	322	26	1	3	1	0	1	0	0	0	0	0	0	361
20:00	11	239	27	1	2	1	0	0	0	0	0	0	0	0	281
21:00	11	222	16	1	1	0	0	0	0	0	0	0	0	0	251
22:00	2	161	13	1	1	0	0	0	1	0	0	0	0	0	179
23:00	0	154	13	0	3	0	0	0	1	0	0	0	0	0	171
Total	154	6448	690	32	203	40	19	19	15	0	1	0	0	0	7621
Percent	2.0%	84.6%	9.1%	0.4%	2.7%	0.5%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	06:00	09:00	11:00	07:00	09:00	05:00						
Vol.	8	382	56	5	25	5	3	3	2						
PM Peak	15:00	15:00	14:00	12:00	12:00	12:00	12:00	13:00	14:00		17:00				
Vol.	18	532	52	7	17	3	3	3	3		1				

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	57	3	0	1	0	0	0	0	0	0	0	0	0	62
01:00	2	32	2	0	0	1	0	0	0	0	0	0	0	0	37
02:00	1	24	1	0	1	0	0	1	0	0	0	0	0	0	28
03:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
04:00	0	42	11	0	0	1	0	0	0	0	0	0	0	0	54
05:00	1	105	17	1	5	1	2	2	0	0	0	0	0	0	134
06:00	3	211	43	3	13	3	0	1	1	0	0	0	0	0	278
07:00	9	287	33	2	16	6	1	0	0	0	0	0	0	0	354
08:00	6	348	52	3	21	6	1	0	0	0	0	0	0	0	437
09:00	15	401	52	3	26	8	0	0	0	0	0	0	0	0	505
10:00	3	349	42	6	11	7	1	2	1	0	0	0	0	0	422
11:00	9	406	49	1	9	7	1	0	1	0	0	0	0	0	483
12 PM	7	477	50	0	16	3	0	2	1	0	0	0	0	0	556
13:00	15	429	44	4	11	5	0	1	3	0	0	0	0	0	512
14:00	17	461	44	3	11	3	0	1	1	0	0	0	0	0	541
15:00	18	561	49	1	19	2	0	0	3	0	0	0	0	0	653
16:00	16	500	45	1	6	5	0	0	1	0	0	0	0	0	574
17:00	14	537	53	1	14	2	0	1	0	0	0	0	0	0	622
18:00	7	547	45	1	8	5	0	1	1	0	0	0	0	0	615
19:00	7	422	52	1	2	2	0	1	1	0	0	0	0	0	488
20:00	11	335	25	2	2	1	0	0	0	0	0	0	0	0	376
21:00	3	236	20	2	3	3	0	0	0	0	0	0	0	0	267
22:00	7	185	9	1	1	0	0	1	0	0	0	0	0	0	204
23:00	0	208	14	0	2	1	0	1	0	0	0	0	0	0	226
Total	172	7178	757	36	198	72	6	15	14	0	0	0	0	0	8448
Percent	2.0%	85.0%	9.0%	0.4%	2.3%	0.9%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	08:00	10:00	09:00	09:00	05:00	05:00	06:00						
Vol.	15	406	52	6	26	8	2	2	1						
PM Peak	15:00	15:00	17:00	13:00	15:00	13:00		12:00	13:00						
Vol.	18	561	53	4	19	5		2	3						

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	114	5	0	1	0	0	0	0	0	0	0	0	0	120
01:00	0	64	3	0	1	0	0	0	0	0	0	0	0	0	68
02:00	2	45	2	0	1	0	0	0	0	0	0	0	0	0	50
03:00	0	33	2	0	2	0	0	0	0	0	0	0	0	0	37
04:00	0	27	8	0	1	0	0	1	0	0	0	0	0	0	37
05:00	1	71	13	0	1	0	0	0	0	0	0	0	0	0	86
06:00	3	126	18	1	3	1	0	1	0	0	0	0	0	0	153
07:00	2	211	18	2	3	3	0	1	1	0	0	0	0	0	241
08:00	6	295	42	2	5	1	0	1	0	0	0	0	0	0	352
09:00	7	357	37	6	14	3	0	5	2	0	0	0	0	0	431
10:00	12	402	54	3	3	3	0	1	1	0	0	0	0	0	479
11:00	13	467	64	3	5	2	0	1	0	0	0	0	0	0	555
12 PM	16	444	42	2	6	0	0	0	0	0	0	0	0	0	510
13:00	12	466	51	2	4	0	0	0	0	0	0	0	0	0	535
14:00	11	487	48	2	8	3	0	0	0	0	0	0	0	0	559
15:00	16	513	45	2	3	1	0	2	0	0	0	0	0	0	582
16:00	11	484	29	1	7	4	0	0	1	0	0	0	0	0	537
17:00	15	468	40	2	5	3	0	1	0	0	0	0	0	0	534
18:00	8	465	34	2	4	2	0	0	1	0	0	0	0	0	516
19:00	9	405	31	1	2	0	0	1	1	0	0	0	0	0	450
20:00	2	301	23	1	4	1	0	0	0	0	0	0	0	0	332
21:00	3	257	18	1	2	1	0	1	0	0	0	0	0	0	283
22:00	3	194	16	0	1	1	0	0	0	0	0	0	0	0	215
23:00	4	220	11	0	3	0	0	0	0	0	0	0	0	0	238
Total	156	6916	654	33	89	29	0	16	7	0	0	0	0	0	7900
Percent	2.0%	87.5%	8.3%	0.4%	1.1%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	09:00	09:00	07:00		09:00	09:00						
Vol.	13	467	64	6	14	3		5	2						
PM Peak	12:00	15:00	13:00	12:00	14:00	16:00		15:00	16:00						
Vol.	16	513	51	2	8	4		2	1						

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	2	105	8	0	2	0	0	0	0	0	0	0	0	0	117
01:00	0	75	4	0	1	0	0	0	0	0	0	0	0	0	80
02:00	1	58	3	0	0	0	0	0	0	0	0	0	0	0	62
03:00	0	45	0	0	1	0	0	0	0	0	0	0	0	0	46
04:00	0	37	2	0	0	0	0	0	0	0	0	0	0	0	39
05:00	2	61	7	0	1	1	0	0	0	0	0	0	0	0	72
06:00	0	113	20	0	2	0	0	1	0	1	0	0	0	0	137
07:00	2	198	24	0	2	1	0	0	0	0	0	0	0	0	227
08:00	5	285	25	0	5	1	0	0	0	0	0	0	0	0	321
09:00	10	311	37	0	9	1	0	1	1	0	0	0	0	0	370
10:00	17	390	44	2	6	0	0	0	0	0	0	0	0	0	459
11:00	17	403	34	1	10	4	0	2	0	0	0	0	0	0	471
12 PM	9	433	34	1	4	3	0	0	0	0	0	0	0	0	484
13:00	18	428	38	1	5	1	0	0	2	0	0	0	0	0	493
14:00	10	410	31	0	5	1	0	0	0	0	0	0	0	0	457
15:00	20	427	33	1	4	2	0	1	0	0	0	0	0	0	488
16:00	15	369	34	0	3	4	0	0	0	0	0	0	0	0	425
17:00	10	360	26	1	1	1	0	0	0	0	0	0	0	0	399
18:00	10	298	25	0	5	1	0	0	1	0	0	0	0	0	340
19:00	3	278	30	0	0	0	0	0	0	0	0	0	0	0	311
20:00	7	211	18	0	2	0	0	0	0	0	0	0	0	0	238
21:00	3	193	10	0	0	0	0	0	0	0	0	0	0	0	206
22:00	0	143	7	0	1	1	0	0	0	0	0	0	0	0	152
23:00	0	136	5	0	1	1	0	0	0	0	0	0	0	0	143
Total	161	5767	499	7	70	23	0	5	4	1	0	0	0	0	6537
Percent	2.5%	88.2%	7.6%	0.1%	1.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	11:00	11:00		11:00	09:00	06:00					
Vol.	17	403	44	2	10	4		2	1	1					
PM Peak	15:00	12:00	13:00	12:00	13:00	16:00		15:00	13:00						
Vol.	20	433	38	1	5	4		1	2						

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Route 2 (East Main Street)
Norwich, Connecticut

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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	2	58	3	0	1	0	0	0	1	0	0	0	0	0	65
01:00	0	41	2	0	1	0	0	0	0	0	0	0	0	0	44
02:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
03:00	0	34	0	0	1	0	0	1	0	0	0	0	0	0	36
04:00	0	45	7	0	1	2	0	0	0	0	0	0	0	0	55
05:00	3	114	24	0	6	1	0	1	0	0	0	0	0	0	149
06:00	5	211	43	3	10	4	0	0	0	0	0	0	0	0	276
07:00	6	291	39	1	14	3	2	2	0	0	0	0	0	0	358
08:00	7	349	52	2	17	8	0	0	1	0	0	0	0	0	436
09:00	10	345	45	2	20	5	0	0	0	0	0	0	0	0	427
10:00	7	345	46	2	7	6	3	1	1	0	0	0	0	0	418
11:00	7	389	41	2	18	9	0	4	1	0	0	0	0	0	471
12 PM	9	358	47	0	18	7	2	2	2	0	0	0	0	0	445
13:00	8	351	34	2	11	2	2	1	0	0	0	0	0	0	411
14:00	10	405	46	3	17	2	0	1	0	0	0	0	0	0	484
15:00	12	514	46	1	11	3	0	0	0	0	0	0	0	0	587
16:00	14	506	43	1	13	1	0	1	1	0	0	0	0	0	580
17:00	14	445	42	1	9	2	0	0	0	0	0	0	0	0	513
18:00	1	399	43	1	3	0	0	1	0	0	0	0	0	0	448
19:00	5	455	32	0	4	0	0	0	1	0	0	0	0	0	497
20:00	4	221	17	1	2	0	0	0	0	0	0	0	0	0	245
21:00	3	147	14	1	2	1	0	1	0	0	0	0	0	0	169
22:00	3	120	9	1	0	0	0	0	0	0	0	0	0	0	133
23:00	0	133	9	0	1	0	0	0	0	0	0	0	0	0	143
Total	130	6301	685	24	187	56	9	16	8	0	0	0	0	0	7416
Percent	1.8%	85.0%	9.2%	0.3%	2.5%	0.8%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	08:00	06:00	09:00	11:00	10:00	11:00	00:00						
Vol.	10	389	52	3	20	9	3	4	1						
PM Peak	16:00	15:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00						
Vol.	14	514	47	3	18	7	2	2	2						

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Route 2 (East Main Street)
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Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	1	61	3	0	0	0	0	0	0	0	0	0	0	0	65
01:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
02:00	0	24	2	0	1	0	0	0	0	0	0	0	0	0	27
03:00	0	24	1	0	1	0	0	0	0	0	0	0	0	0	26
04:00	1	37	12	0	0	3	0	2	0	0	0	0	0	0	55
05:00	1	120	21	0	3	3	1	0	1	0	0	0	0	0	150
06:00	1	200	43	2	14	6	0	3	0	0	0	0	0	0	269
07:00	13	291	40	2	16	3	1	1	1	0	0	0	0	0	368
08:00	2	367	36	3	18	4	0	1	0	0	0	0	0	0	431
09:00	9	353	57	3	21	5	1	1	1	0	0	0	0	0	451
10:00	5	350	40	4	10	6	1	1	1	0	0	0	0	0	418
11:00	9	380	37	2	20	6	1	3	0	0	0	0	0	0	458
12 PM	8	362	39	1	18	3	1	1	1	0	0	0	0	0	434
13:00	9	373	40	1	11	6	0	3	1	0	0	0	0	0	444
14:00	13	416	45	2	10	3	1	1	2	0	0	0	0	0	493
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	72	3385	417	20	143	48	7	17	8	0	0	0	0	0	4117
Percent	1.7%	82.2%	10.1%	0.5%	3.5%	1.2%	0.2%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	10:00	09:00	06:00	05:00	06:00	05:00						
Vol.	13	380	57	4	21	6	1	3	1						
PM Peak	14:00	14:00	14:00	14:00	12:00	13:00	12:00	13:00	14:00						
Vol.	13	416	45	2	18	6	1	3	2						
Grand Total	952	39578	4026	163	960	284	44	93	58	1	1	0	0	0	46160
Percent	2.1%	85.7%	8.7%	0.4%	2.1%	0.6%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Route 2 (East Main Street)
Norwich, Connecticut

Connecticut Counts LLC
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(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	217	29	3	9	1	0	0	0	0	0	0	0	0	260
14:00	11	408	59	2	20	7	1	3	0	0	0	0	0	0	511
15:00	2	435	56	2	23	11	0	6	0	0	0	0	0	0	535
16:00	9	476	59	2	15	3	1	0	2	0	0	0	0	0	567
17:00	9	459	52	0	9	1	0	3	0	0	0	0	0	0	533
18:00	5	351	33	2	6	1	0	0	0	0	0	0	0	0	398
19:00	3	362	25	1	3	0	0	0	1	0	0	0	0	0	395
20:00	4	287	34	0	3	0	0	1	0	0	0	0	0	0	329
21:00	4	197	18	0	1	0	0	1	0	0	0	0	0	0	221
22:00	4	182	12	0	0	1	0	1	0	0	0	0	0	0	200
23:00	0	127	7	0	0	0	0	0	0	0	0	0	0	0	134
Total	52	3501	384	12	89	25	2	15	3	0	0	0	0	0	4083
Percent	1.3%	85.7%	9.4%	0.3%	2.2%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	14:00	16:00	14:00	13:00	15:00	15:00	14:00	15:00	16:00						
Vol.	11	476	59	3	23	11	1	6	2						

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	2	127	8	0	1	1	0	0	0	0	0	0	0	0	139
01:00	0	55	13	0	2	0	0	0	0	0	0	0	0	0	70
02:00	0	28	2	0	1	0	0	0	0	0	0	0	0	0	31
03:00	1	40	3	0	1	0	0	0	1	0	0	0	0	0	46
04:00	3	47	10	0	0	0	0	0	0	0	0	0	0	0	60
05:00	2	103	19	0	4	3	0	0	1	0	0	0	0	0	132
06:00	0	277	47	4	16	1	0	1	0	0	0	0	0	0	346
07:00	1	445	61	2	19	2	0	1	0	0	0	0	0	0	531
08:00	2	444	57	5	22	6	1	1	0	0	0	0	0	0	538
09:00	0	397	53	6	27	9	0	3	3	0	0	0	0	0	498
10:00	3	311	50	4	17	6	1	3	1	0	0	0	0	0	396
11:00	4	316	41	8	17	4	2	3	0	0	0	0	0	0	395
12 PM	14	344	42	4	32	9	2	1	1	0	0	0	0	0	449
13:00	5	361	36	3	10	5	0	3	2	0	0	0	0	0	425
14:00	4	394	58	3	17	3	0	5	2	0	0	0	0	0	486
15:00	12	462	55	4	27	4	1	2	2	0	0	0	0	0	569
16:00	10	467	61	3	21	4	0	0	1	0	0	0	0	0	567
17:00	8	458	40	0	11	0	0	0	0	0	0	0	0	0	517
18:00	5	331	44	1	8	1	0	0	0	0	0	0	0	0	390
19:00	2	281	27	0	7	0	0	0	0	0	0	0	0	0	317
20:00	5	251	22	0	3	1	0	1	0	0	0	0	0	0	283
21:00	3	216	22	0	3	0	0	0	0	0	0	0	0	0	244
22:00	2	182	8	0	1	0	0	1	0	0	0	0	0	0	194
23:00	0	117	11	0	1	0	0	0	1	0	0	0	0	0	130
Total	88	6454	790	47	268	59	7	25	15	0	0	0	0	0	7753
Percent	1.1%	83.2%	10.2%	0.6%	3.5%	0.8%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	11:00	09:00	09:00	11:00	09:00	09:00						
Vol.	4	445	61	8	27	9	2	3	3						
PM Peak	12:00	16:00	16:00	12:00	12:00	12:00	12:00	14:00	13:00						
Vol.	14	467	61	4	32	9	2	5	2						

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	123	5	0	2	1	0	0	1	0	0	0	0	0	133
01:00	2	50	6	0	1	0	0	0	0	0	0	0	0	0	59
02:00	0	28	2	0	3	0	0	0	1	0	0	0	0	0	34
03:00	1	44	5	0	0	0	0	0	0	0	0	0	0	0	50
04:00	0	57	10	0	1	0	0	0	0	0	0	0	0	0	68
05:00	2	100	25	0	7	2	0	0	1	0	0	0	0	0	137
06:00	2	226	31	4	12	1	0	0	2	0	0	0	0	0	278
07:00	4	408	56	2	21	2	0	1	2	0	0	0	0	0	496
08:00	0	393	58	2	20	4	1	0	1	0	0	0	0	0	479
09:00	4	339	53	2	23	3	1	1	3	0	0	0	0	0	429
10:00	5	336	47	3	16	4	0	3	3	0	0	0	0	0	417
11:00	2	378	57	3	9	1	1	1	1	0	0	0	0	0	453
12 PM	1	331	49	3	22	4	1	3	1	0	0	0	0	0	415
13:00	4	409	63	3	19	0	1	1	0	0	0	0	0	0	500
14:00	11	496	54	5	13	3	0	1	1	0	0	0	0	0	584
15:00	6	507	54	3	17	1	0	1	1	0	0	0	0	0	590
16:00	8	429	42	4	11	2	0	1	2	0	0	0	0	0	499
17:00	6	454	48	1	14	0	0	0	0	0	0	0	0	0	523
18:00	4	348	35	0	10	1	0	0	1	0	0	0	0	0	399
19:00	5	327	24	0	2	0	0	0	0	0	0	0	0	0	358
20:00	3	309	26	0	5	0	0	0	0	0	0	0	0	0	343
21:00	3	298	30	0	4	0	0	0	0	0	0	0	0	0	335
22:00	1	426	41	0	5	0	0	0	0	0	0	0	0	0	473
23:00	6	232	17	1	4	0	0	0	0	0	0	0	0	0	260
Total	81	7048	838	36	241	29	5	13	21	0	0	0	0	0	8312
Percent	1.0%	84.8%	10.1%	0.4%	2.9%	0.3%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	06:00	09:00	08:00	08:00	10:00	09:00						
Vol.	5	408	58	4	23	4	1	3	3						
PM Peak	14:00	15:00	13:00	14:00	12:00	12:00	12:00	12:00	16:00						
Vol.	11	507	63	5	22	4	1	3	2						

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	208	13	0	3	0	0	0	0	0	0	0	0	0	224
01:00	0	114	12	0	1	0	0	0	0	0	0	0	0	0	127
02:00	0	101	7	0	0	0	0	0	0	0	0	0	0	0	108
03:00	0	61	6	0	1	0	0	0	0	0	0	0	0	0	68
04:00	0	80	8	0	1	0	0	0	0	0	0	0	0	0	89
05:00	1	68	11	0	2	0	0	0	0	0	0	0	0	0	82
06:00	0	121	24	1	5	1	0	0	0	0	0	0	0	0	152
07:00	0	175	28	2	4	1	0	0	1	0	0	0	0	0	211
08:00	2	281	44	3	5	0	0	3	0	0	0	0	0	0	338
09:00	0	337	40	4	9	1	0	2	0	0	0	0	0	0	393
10:00	2	348	68	3	1	3	0	2	0	0	0	0	0	0	427
11:00	5	406	50	2	10	1	1	0	0	0	0	0	0	0	475
12 PM	9	391	47	4	12	0	0	1	0	0	0	0	1	0	465
13:00	10	409	50	3	9	0	0	3	0	0	0	0	0	0	484
14:00	8	385	54	2	7	2	0	1	0	0	0	0	0	0	459
15:00	13	426	33	3	6	0	0	1	0	0	0	0	0	0	482
16:00	10	461	57	0	9	0	0	0	0	0	0	0	0	0	537
17:00	10	404	46	2	4	0	0	1	0	0	0	0	0	0	467
18:00	6	385	42	4	9	1	0	0	0	0	0	0	0	0	447
19:00	6	346	30	0	4	0	0	0	0	0	0	0	0	0	386
20:00	4	352	30	0	2	0	0	0	1	0	0	0	0	0	389
21:00	4	333	19	0	1	0	0	0	0	0	0	0	0	0	357
22:00	2	402	20	0	5	0	0	1	0	0	0	0	0	0	430
23:00	4	358	12	1	1	2	0	0	0	0	0	0	0	0	378
Total	96	6952	751	34	111	12	1	15	2	0	0	0	1	0	7975
Percent	1.2%	87.2%	9.4%	0.4%	1.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	09:00	11:00	10:00	11:00	08:00	07:00						
Vol.	5	406	68	4	10	3	1	3	1						
PM Peak	15:00	16:00	16:00	12:00	12:00	14:00		13:00	20:00				12:00		
Vol.	13	461	57	4	12	2		3	1				1		

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Route 2 (East Main Street)
Norwich, Connecticut

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	1	206	23	1	4	0	0	0	0	0	0	0	0	0	235
01:00	1	161	10	0	0	0	0	0	0	0	0	0	0	0	172
02:00	0	125	3	0	1	0	0	0	1	0	0	0	0	0	130
03:00	0	69	7	0	0	0	0	0	0	0	0	0	0	0	76
04:00	0	71	10	0	0	0	0	0	0	0	0	0	0	0	81
05:00	1	54	5	0	1	0	0	0	0	0	0	0	0	0	61
06:00	0	95	19	0	0	0	0	0	0	0	0	0	0	0	114
07:00	3	149	30	0	3	0	0	1	0	0	0	0	0	0	186
08:00	4	255	39	0	3	0	0	2	0	0	0	0	0	0	303
09:00	3	273	31	0	1	0	0	0	1	0	0	0	0	0	309
10:00	14	316	42	0	8	1	0	2	0	0	0	0	0	0	383
11:00	4	363	37	0	5	2	0	3	1	0	0	0	0	0	415
12 PM	293	334	28	2	10	1	0	0	1	0	0	0	0	0	669
13:00	10	379	41	0	6	1	0	1	0	0	0	0	0	0	438
14:00	11	427	44	1	4	0	0	0	1	0	0	0	0	0	488
15:00	13	484	45	1	9	0	0	2	1	0	0	0	0	0	555
16:00	12	522	56	0	5	1	0	0	0	0	0	0	0	0	596
17:00	13	480	50	0	4	0	0	1	1	0	0	0	0	0	549
18:00	7	404	36	0	6	1	0	1	0	1	0	0	0	0	456
19:00	0	361	40	1	3	0	0	2	0	0	0	0	0	0	407
20:00	8	329	25	0	4	0	0	0	0	0	0	0	0	0	366
21:00	0	220	14	0	3	0	0	0	0	0	0	0	0	0	237
22:00	3	203	16	0	0	0	0	0	0	0	0	0	0	0	222
23:00	0	147	3	0	1	0	0	0	0	0	0	0	0	0	151
Total	401	6427	654	6	81	7	0	15	7	1	0	0	0	0	7599
Percent	5.3%	84.6%	8.6%	0.1%	1.1%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	00:00	10:00	11:00		11:00	02:00						
Vol.	14	363	42	1	8	2		3	1						
PM Peak	12:00	16:00	16:00	12:00	12:00	12:00		15:00	12:00	18:00					
Vol.	293	522	56	2	10	1		2	1	1					

Connecticut Counts LLC
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Route 2 (East Main Street)
Norwich, Connecticut

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	2	135	17	0	2	0	0	0	0	0	0	0	0	0	156
01:00	0	76	4	0	0	0	0	0	0	0	0	0	0	0	80
02:00	0	32	4	0	0	0	0	0	0	0	0	0	0	0	36
03:00	0	55	3	0	0	1	0	0	0	0	0	0	0	0	59
04:00	3	67	6	0	2	0	0	0	0	0	0	0	0	0	78
05:00	0	111	20	0	6	1	0	2	0	1	0	0	0	0	141
06:00	0	242	37	3	10	0	0	0	0	0	0	0	0	0	292
07:00	3	405	61	2	19	2	2	0	1	0	0	0	0	0	495
08:00	1	468	68	2	23	3	2	2	0	0	0	0	0	0	569
09:00	1	359	65	3	24	3	2	0	1	0	0	0	0	0	458
10:00	1	322	32	2	19	4	0	0	0	0	0	0	0	0	380
11:00	2	309	47	2	16	1	2	1	0	0	0	0	0	0	380
12 PM	4	343	54	6	21	4	2	1	2	0	0	0	0	0	437
13:00	3	338	51	4	17	3	1	3	1	0	0	0	0	0	421
14:00	14	393	69	4	20	1	1	2	1	0	0	0	0	0	505
15:00	2	451	66	2	35	6	0	4	2	0	0	0	0	0	568
16:00	4	488	59	2	25	0	0	1	1	0	0	0	0	0	580
17:00	5	463	55	1	13	0	0	0	1	0	0	0	0	0	538
18:00	0	282	30	0	7	0	0	0	0	0	0	0	0	0	319
19:00	0	48	6	1	10	0	0	0	0	0	0	0	0	0	65
20:00	0	196	40	0	14	0	0	2	0	0	0	0	0	0	252
21:00	1	164	14	0	1	0	0	0	0	0	0	0	0	0	180
22:00	1	144	13	0	0	0	0	0	0	0	0	0	0	0	158
23:00	0	115	9	0	1	0	0	0	0	0	0	0	0	0	125
Total	47	6006	830	34	285	29	12	18	10	1	0	0	0	0	7272
Percent	0.6%	82.6%	11.4%	0.5%	3.9%	0.4%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	08:00	08:00	06:00	09:00	10:00	07:00	05:00	07:00	05:00					
Vol.	3	468	68	3	24	4	2	2	1	1					
PM Peak	14:00	16:00	14:00	12:00	15:00	15:00	12:00	15:00	12:00						
Vol.	14	488	69	6	35	6	2	4	2						

Route 2 (East Main Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	0	86	7	0	1	0	0	0	0	0	0	0	0	0	94
01:00	0	43	3	0	2	0	0	0	0	0	0	0	0	0	48
02:00	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
03:00	0	31	7	0	1	0	0	0	0	0	0	0	0	0	39
04:00	0	51	9	0	2	0	0	0	0	0	0	0	0	0	62
05:00	1	98	21	0	2	3	0	0	0	0	0	0	0	0	125
06:00	0	229	44	2	6	1	1	0	0	0	0	0	0	0	283
07:00	6	382	64	5	25	1	1	0	0	0	0	0	0	0	484
08:00	2	454	68	2	23	4	1	1	1	0	0	0	0	0	556
09:00	3	355	50	3	27	4	0	2	2	0	0	0	0	0	446
10:00	0	288	60	7	21	3	1	2	0	0	0	0	0	0	382
11:00	1	314	50	6	15	5	1	1	2	0	0	0	0	0	395
12 PM	1	383	43	2	24	2	1	1	3	0	0	0	0	0	460
13:00	4	351	38	3	14	4	0	0	4	0	0	0	0	0	418
14:00	5	398	65	3	14	4	1	1	1	0	0	0	0	0	492
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	23	3488	531	33	177	31	7	8	13	0	0	0	0	0	4311
Percent	0.5%	80.9%	12.3%	0.8%	4.1%	0.7%	0.2%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	10:00	09:00	11:00	06:00	09:00	09:00						
Vol.	6	454	68	7	27	5	1	2	2						
PM Peak	14:00	14:00	14:00	13:00	12:00	13:00	12:00	12:00	13:00						
Vol.	5	398	65	3	24	4	1	1	4						
Grand Total	788	39876	4778	202	1252	192	34	109	71	2	0	0	1	0	47305
Percent	1.7%	84.3%	10.1%	0.4%	2.6%	0.4%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Connecticut Counts LLC
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Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	20	78	107	35	1	0	0	0	0	0	0	0	0	255	21-30	185
14:00	10	40	123	235	78	8	0	0	0	0	0	0	0	0	494	21-30	358
15:00	29	119	**251**	202	36	2	0	0	0	0	0	0	0	0	639	21-30	453
16:00	**38**	**123**	204	255	40	0	1	0	0	0	0	0	0	0	**661**	21-30	459
17:00	25	39	138	**280**	76	4	0	0	0	0	0	0	0	0	562	21-30	418
18:00	3	7	66	214	**114**	7	1	0	**1**	0	0	0	0	0	413	26-35	328
19:00	2	3	50	167	90	**17**	1	0	0	0	0	0	0	0	330	26-35	257
20:00	6	7	56	116	56	9	1	0	0	0	0	0	0	0	251	25-34	172
21:00	1	5	21	112	52	4	0	0	0	0	0	0	0	0	195	26-35	164
22:00	3	6	23	85	41	10	**3**	**1**	0	0	0	0	0	0	172	26-35	126
23:00	0	3	16	77	37	12	3	1	0	0	0	0	0	0	149	26-35	114
Total	131	372	1026	1850	655	74	10	2	1	0	0	0	0	0	4121		
Percent	3.2%	9.0%	24.9%	44.9%	15.9%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 38	16:00 123	15:00 251	17:00 280	18:00 114	19:00 17	22:00 3	22:00 1	18:00 1						16:00 661		

Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 2 (East Main Street)
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	0	3	9	39	22	5	0	0	0	0	0	0	0	0	78	26-35	61
01:00	0	1	3	7	14	2	2	0	0	0	0	0	0	0	29	26-35	21
02:00	0	2	1	14	7	2	0	0	0	0	0	0	0	0	26	26-35	21
03:00	0	0	0	12	10	5	2	0	0	0	0	0	0	0	29	26-35	22
04:00	0	0	4	12	24	5	**3**	0	0	0	0	0	0	0	48	26-35	36
05:00	0	3	10	45	60	18	1	0	0	0	0	0	0	0	137	26-35	105
06:00	4	3	29	99	104	**22**	3	**1**	0	0	0	0	0	0	265	26-35	203
07:00	**6**	13	66	219	119	9	0	0	0	0	0	0	0	0	432	26-35	338
08:00	4	**21**	77	228	**128**	16	0	0	0	0	0	0	0	0	**474**	26-35	356
09:00	5	21	101	**238**	72	11	1	0	0	0	0	0	0	0	449	21-30	339
10:00	0	17	55	199	98	10	1	0	0	0	0	0	0	0	380	26-35	297
11:00	4	21	**105**	238	58	2	0	0	0	0	0	0	0	0	428	21-30	343
12 PM	6	25	121	243	64	2	0	0	0	0	0	0	0	0	461	21-30	364
13:00	9	17	83	253	72	4	1	0	0	0	0	0	0	0	439	21-30	336
14:00	9	32	138	295	78	7	1	0	0	0	0	0	0	0	560	21-30	433
15:00	**41**	**58**	**191**	270	50	3	0	0	0	0	0	0	0	0	**613**	21-30	461
16:00	15	43	147	**324**	52	7	1	0	0	0	0	0	0	0	589	21-30	471
17:00	12	20	86	282	115	12	1	0	0	0	0	0	0	0	528	26-35	397
18:00	1	5	56	208	**124**	18	1	0	0	0	0	0	0	0	413	26-35	332
19:00	1	2	29	197	109	**21**	2	0	0	0	0	0	0	0	361	26-35	306
20:00	1	6	39	135	89	8	**3**	0	0	0	0	0	0	0	281	26-35	224
21:00	1	14	33	118	73	10	2	0	0	0	0	0	0	0	251	26-35	191
22:00	0	4	30	78	55	10	0	**2**	0	0	0	0	0	0	179	26-35	133
23:00	1	1	19	74	65	10	1	0	0	0	0	0	0	0	171	26-35	139
Total	120	332	1432	3827	1662	219	26	3	0	0	0	0	0	0	7621		
Percent	1.6%	4.4%	18.8%	50.2%	21.8%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00	09:00	08:00	06:00	04:00	06:00							08:00		
Vol.	6	21	105	238	128	22	3	1							474		
PM Peak	15:00	15:00	15:00	16:00	18:00	19:00	20:00	22:00							15:00		
Vol.	41	58	191	324	124	21	3	2							613		

Route 2 (East Main Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	1	0	3	29	24	4	1	0	0	0	0	0	0	0	62	26-35	53
01:00	2	12	17	5	0	1	0	0	0	0	0	0	0	0	37	16-25	29
02:00	0	1	3	11	7	5	1	0	0	0	0	0	0	0	28	26-35	18
03:00	0	1	0	14	4	1	0	0	0	0	0	0	0	0	20	26-35	18
04:00	0	0	2	21	25	6	0	0	0	0	0	0	0	0	54	26-35	46
05:00	0	2	9	50	52	20	1	0	0	0	0	0	0	0	134	26-35	102
06:00	3	2	21	103	125	**23**	1	0	0	0	0	0	0	0	278	26-35	228
07:00	3	12	46	168	103	22	0	0	0	0	0	0	0	0	354	26-35	271
08:00	2	11	80	204	123	15	**2**	0	0	0	0	0	0	0	437	26-35	327
09:00	**7**	15	95	249	**126**	12	1	0	0	0	0	0	0	0	**505**	26-35	375
10:00	6	23	85	216	84	6	1	0	0	0	0	**1**	0	0	422	21-30	301
11:00	2	**37**	**112**	**254**	73	5	0	0	0	0	0	0	0	0	483	21-30	366
12 PM	12	31	126	295	88	4	0	0	0	0	0	0	0	0	556	21-30	421
13:00	15	46	110	246	91	4	0	0	0	0	0	0	0	0	512	21-30	356
14:00	13	33	159	274	50	11	1	0	0	0	0	0	0	0	541	21-30	433
15:00	**51**	**116**	**180**	252	48	6	0	0	0	0	0	0	0	0	**653**	21-30	432
16:00	30	90	144	224	81	5	0	0	0	0	0	0	0	0	574	21-30	368
17:00	14	38	133	332	94	9	**2**	0	0	0	0	0	0	0	622	21-30	465
18:00	6	28	124	**339**	**107**	11	0	0	0	0	0	0	0	0	615	21-30	463
19:00	3	18	114	258	79	**15**	1	0	0	0	0	0	0	0	488	21-30	372
20:00	1	5	75	229	59	7	0	0	0	0	0	0	0	0	376	21-30	304
21:00	1	9	63	134	53	7	0	0	0	0	0	0	0	0	267	21-30	197
22:00	0	9	41	100	45	7	0	**2**	0	0	0	0	0	0	204	26-35	145
23:00	0	3	25	122	63	12	0	1	0	0	0	0	0	0	226	26-35	185
Total	172	542	1767	4129	1604	218	12	3	0	0	0	1	0	0	8448		
Percent	2.0%	6.4%	20.9%	48.9%	19.0%	2.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	09:00	06:00	08:00					10:00			09:00		
Vol.	7	37	112	254	126	23	2					1			505		
PM Peak	15:00	15:00	15:00	18:00	18:00	19:00	17:00	22:00							15:00		
Vol.	51	116	180	339	107	15	2	2							653		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	1	2	20	62	30	5	0	0	0	0	0	0	0	0	120	26-35	92
01:00	0	1	11	29	25	2	0	0	0	0	0	0	0	0	68	26-35	54
02:00	0	1	3	25	17	2	1	**1**	0	0	0	0	0	0	50	26-35	42
03:00	0	0	6	13	15	2	1	0	0	0	0	0	0	0	37	26-35	28
04:00	0	0	2	9	23	3	0	0	0	0	0	0	0	0	37	26-35	32
05:00	0	0	9	24	36	15	1	1	0	0	0	0	0	0	86	26-35	60
06:00	0	4	6	72	51	15	**5**	0	0	0	0	0	0	0	153	26-35	123
07:00	0	2	23	97	100	14	5	0	0	0	0	0	0	0	241	26-35	197
08:00	0	5	30	151	**139**	**24**	2	0	0	**1**	0	0	0	0	352	26-35	290
09:00	4	14	63	207	125	14	4	0	0	0	0	0	0	0	431	26-35	332
10:00	14	17	113	250	78	6	1	0	0	0	0	0	0	0	479	21-30	363
11:00	**15**	**33**	**157**	**294**	54	1	1	0	0	0	0	0	0	0	**555**	21-30	451
12 PM	7	31	120	273	75	4	0	0	0	0	0	0	0	0	510	21-30	393
13:00	6	21	106	268	120	**14**	0	0	0	0	0	0	0	0	535	26-35	388
14:00	5	21	108	303	113	9	0	0	0	0	0	0	0	0	559	26-35	416
15:00	9	29	**141**	**310**	83	8	2	0	0	0	0	0	0	0	**582**	21-30	451
16:00	5	27	102	285	105	11	2	0	0	0	0	0	0	0	537	26-35	390
17:00	4	23	61	301	**134**	7	**4**	0	0	0	0	0	0	0	534	26-35	435
18:00	**12**	**33**	106	267	91	7	0	0	0	0	0	0	0	0	516	21-30	373
19:00	6	20	90	201	120	13	0	0	0	0	0	0	0	0	450	26-35	321
20:00	4	7	58	171	83	9	0	0	0	0	0	0	0	0	332	26-35	254
21:00	9	22	55	136	54	7	0	0	0	0	0	0	0	0	283	21-30	191
22:00	0	8	49	105	49	2	2	0	0	0	0	0	0	0	215	26-35	154
23:00	5	6	34	116	60	14	1	**1**	0	**1**	0	0	0	0	238	26-35	176
Total	106	327	1473	3969	1780	208	32	3	0	2	0	0	0	0	7900		
Percent	1.3%	4.1%	18.6%	50.2%	22.5%	2.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	08:00	08:00	06:00	02:00		08:00					11:00		
Vol.	15	33	157	294	139	24	5	1		1					555		
PM Peak	18:00	18:00	15:00	15:00	17:00	13:00	17:00	23:00		23:00					15:00		
Vol.	12	33	141	310	134	14	4	1		1					582		

Connecticut Counts LLC
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(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	0	2	11	57	36	9	2	0	0	0	0	0	0	0	117	26-35	93
01:00	0	0	11	38	26	5	0	0	0	0	0	0	0	0	80	26-35	64
02:00	0	1	7	25	25	3	1	0	0	0	0	0	0	0	62	26-35	50
03:00	0	0	2	19	22	1	2	0	0	0	0	0	0	0	46	26-35	41
04:00	1	0	4	12	14	6	2	0	0	0	0	0	0	0	39	26-35	26
05:00	0	1	5	18	35	11	2	0	0	0	0	0	0	0	72	26-35	53
06:00	0	0	11	66	44	12	**4**	0	0	0	0	0	0	0	137	26-35	110
07:00	0	0	9	87	109	**19**	3	0	0	0	0	0	0	0	227	26-35	196
08:00	1	2	36	138	122	19	2	**1**	0	0	0	0	0	0	321	26-35	260
09:00	**3**	4	41	158	**145**	15	3	1	0	0	0	0	0	0	370	26-35	303
10:00	2	**15**	**76**	229	124	12	1	0	0	0	0	0	0	0	459	26-35	353
11:00	2	4	71	**275**	108	11	0	0	0	0	0	0	0	0	**471**	26-35	383
12 PM	17	25	**161**	188	83	10	0	0	0	0	0	0	0	0	484	21-30	349
13:00	**20**	**50**	78	220	112	12	1	0	0	0	0	0	0	0	**493**	26-35	332
14:00	3	10	57	**239**	140	7	1	0	0	0	0	0	0	0	457	26-35	379
15:00	7	20	62	238	**145**	14	1	0	0	0	0	0	0	0	487	26-35	383
16:00	1	13	41	213	141	13	**3**	0	0	0	0	0	0	0	425	26-35	354
17:00	3	12	47	194	129	14	0	0	0	0	0	0	0	0	399	26-35	323
18:00	2	2	38	164	126	8	0	0	0	0	0	0	0	0	340	26-35	290
19:00	9	4	25	135	121	**16**	1	0	0	0	0	0	0	0	311	26-35	256
20:00	0	7	21	137	69	4	0	0	0	0	0	0	0	0	238	26-35	206
21:00	3	2	33	108	54	4	2	0	0	0	0	0	0	0	206	26-35	162
22:00	0	4	32	76	33	4	2	**1**	0	0	0	0	0	0	152	26-35	109
23:00	0	6	14	72	40	10	1	0	0	0	0	0	0	0	143	26-35	112
Total	74	184	893	3106	2003	239	34	3	0	0	0	0	0	0	6536		
Percent	1.1%	2.8%	13.7%	47.5%	30.6%	3.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	11:00	09:00	07:00	06:00	08:00							11:00		
Vol.	3	15	76	275	145	19	4	1							471		
PM Peak	13:00	13:00	12:00	14:00	15:00	19:00	16:00	22:00							13:00		
Vol.	20	50	161	239	145	16	3	1							493		

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Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	0	1	3	35	16	8	1	**1**	0	0	0	0	0	0	65	26-35	51
01:00	0	1	3	16	20	2	0	1	0	**1**	0	0	0	0	44	26-35	36
02:00	0	0	4	9	7	4	**2**	0	0	0	0	0	0	0	26	26-35	16
03:00	0	0	5	15	12	3	1	0	0	0	0	0	0	0	36	26-35	27
04:00	0	0	8	24	14	9	0	0	0	0	0	0	0	0	55	26-35	38
05:00	1	1	5	52	73	15	2	0	0	0	0	0	0	0	149	26-35	125
06:00	1	7	28	126	92	**20**	2	0	0	0	0	0	0	0	276	26-35	218
07:00	7	17	48	164	**110**	11	1	0	0	0	0	0	0	0	358	26-35	274
08:00	6	24	67	219	101	17	2	0	0	0	0	0	0	0	436	26-35	320
09:00	**9**	17	80	217	97	7	0	0	0	0	0	0	0	0	427	26-35	314
10:00	3	6	111	219	66	12	1	0	0	0	0	0	0	0	418	21-30	330
11:00	6	**25**	**126**	**248**	62	3	1	0	0	0	0	0	0	0	**471**	21-30	374
12 PM	7	33	116	233	52	4	0	0	0	0	0	0	0	0	445	21-30	349
13:00	8	8	89	245	56	4	1	0	0	0	0	0	0	0	411	21-30	334
14:00	17	35	90	256	79	6	1	0	0	0	0	0	0	0	484	21-30	346
15:00	17	34	**161**	**307**	63	3	2	0	0	0	0	0	0	0	**587**	21-30	468
16:00	**19**	**53**	132	285	83	7	1	0	0	0	0	0	0	0	580	21-30	417
17:00	7	9	55	275	**149**	**15**	**3**	0	0	0	0	0	0	0	513	26-35	424
18:00	7	14	77	233	107	8	2	0	0	0	0	0	0	0	448	26-35	340
19:00	6	14	60	286	121	9	1	0	0	0	0	0	0	0	497	26-35	407
20:00	4	9	46	136	47	2	1	0	0	0	0	0	0	0	245	26-35	183
21:00	2	7	19	100	41	0	0	0	0	0	0	0	0	0	169	26-35	141
22:00	1	4	17	59	47	5	0	0	0	0	0	0	0	0	133	26-35	106
23:00	0	0	14	74	47	8	0	0	0	0	0	0	0	0	143	26-35	121
Total	128	319	1364	3833	1562	182	25	2	0	1	0	0	0	0	7416		
Percent	1.7%	4.3%	18.4%	51.7%	21.1%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	07:00	06:00	02:00	00:00		01:00					11:00		
Vol.	9	25	126	248	110	20	2	1		1					471		
PM Peak	16:00	16:00	15:00	15:00	17:00	17:00	17:00								15:00		
Vol.	19	53	161	307	149	15	3								587		

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Route 2 (East Main Street)
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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/23	2	4	9	24	22	4	0	0	0	0	0	0	0	0	65	26-35	46
01:00	0	1	0	6	15	5	1	0	0	0	0	0	0	0	28	26-35	21
02:00	0	0	5	13	7	1	1	0	0	0	0	0	0	0	27	25-34	20
03:00	0	0	3	10	11	2	0	0	0	0	0	0	0	0	26	26-35	21
04:00	0	1	5	18	29	1	1	0	0	0	0	0	0	0	55	26-35	47
05:00	0	2	5	54	72	15	**2**	0	0	0	0	0	0	0	150	26-35	126
06:00	0	1	30	111	105	20	2	0	0	0	0	0	0	0	269	26-35	216
07:00	4	19	60	155	105	**24**	1	0	0	0	0	0	0	0	368	26-35	260
08:00	1	11	50	232	**122**	14	1	0	0	0	0	0	0	0	431	26-35	354
09:00	9	**22**	84	222	102	11	1	0	0	0	0	0	0	0	451	26-35	324
10:00	3	15	81	216	94	9	0	0	0	0	0	0	0	0	418	26-35	310
11:00	**11**	20	**112**	**254**	50	9	1	**1**	0	0	0	0	0	0	**458**	21-30	366
12 PM	**18**	**27**	90	214	74	**10**	**1**	0	0	0	0	0	0	0	434	21-30	304
13:00	10	11	111	226	83	3	0	0	0	0	0	0	0	0	444	21-30	337
14:00	4	24	**119**	**254**	**90**	2	0	0	0	0	0	0	0	0	**493**	21-30	373
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	158	764	2009	981	130	12	1	0	0	0	0	0	0	4117		
Percent	1.5%	3.8%	18.6%	48.8%	23.8%	3.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	11:00	08:00	07:00	05:00	11:00							11:00		
Vol.	11	22	112	254	122	24	2	1							458		
PM Peak	12:00	12:00	14:00	14:00	14:00	12:00	12:00								14:00		
Vol.	18	27	119	254	90	10	1								493		
Total	793	2234	8719	22723	10247	1270	151	17	1	3	0	1	0	0	46159		
Percent	1.7%	4.8%	18.9%	49.2%	22.2%	2.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	32970
Percent in Pace :	71.4%
Number of Vehicles > 35 MPH :	1443
Percent of Vehicles > 35 MPH :	3.1%
Mean Speed(Average) :	28 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	19	73	118	49	0	1	0	0	0	0	0	0	0	260	21-30	191
14:00	0	16	113	**264**	109	9	0	0	0	0	0	0	0	0	511	21-30	377
15:00	**42**	**80**	**166**	192	47	8	0	0	0	0	0	0	0	0	535	21-30	358
16:00	11	76	151	243	78	8	0	0	0	0	0	0	0	0	**567**	21-30	394
17:00	4	34	92	259	130	10	3	**1**	0	0	0	0	0	0	533	26-35	389
18:00	2	8	21	203	125	**35**	3	1	0	0	0	0	0	0	398	26-35	328
19:00	1	2	39	171	**152**	28	2	0	0	0	0	0	0	0	395	26-35	323
20:00	0	1	27	164	108	25	**4**	0	0	0	0	0	0	0	329	26-35	272
21:00	1	0	10	101	83	24	2	0	0	0	0	0	0	0	221	26-35	184
22:00	1	2	14	68	97	16	2	0	0	0	0	0	0	0	200	26-35	165
23:00	0	2	7	41	65	17	2	0	0	0	0	0	0	0	134	26-35	106
Total	62	240	713	1824	1043	180	19	2	0	0	0	0	0	0	4083		
Percent	1.5%	5.9%	17.5%	44.7%	25.5%	4.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	15:00	15:00	15:00	14:00	19:00	18:00	20:00	17:00							16:00		
Vol.	42	80	166	264	152	35	4	1							567		

Connecticut Counts LLC
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(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	**3**	3	10	46	63	10	3	**1**	0	0	0	0	0	0	139	26-35	109
01:00	0	1	9	11	28	17	3	0	**1**	0	0	0	0	0	70	31-40	45
02:00	0	0	3	8	6	11	3	0	0	0	0	0	0	0	31	31-40	17
03:00	0	0	1	17	20	6	1	0	1	0	0	0	0	0	46	26-35	37
04:00	0	1	3	14	28	10	4	0	0	0	0	0	0	0	60	26-35	42
05:00	0	0	4	31	64	30	3	0	0	0	0	0	0	0	132	26-35	95
06:00	0	1	13	100	169	**55**	**8**	0	0	0	0	0	0	0	346	26-35	269
07:00	0	3	36	195	**236**	55	6	0	0	0	0	0	0	0	531	26-35	431
08:00	3	**12**	52	203	218	46	4	0	0	0	0	0	0	0	**538**	26-35	421
09:00	0	1	**58**	**284**	139	15	1	0	0	0	0	0	0	0	498	26-35	423
10:00	2	4	42	189	141	14	4	0	0	0	0	0	0	0	396	26-35	330
11:00	0	3	48	201	126	16	1	0	0	0	0	0	0	0	395	26-35	327
12 PM	1	12	97	230	100	9	0	0	0	0	0	0	0	0	449	26-35	330
13:00	0	9	79	231	92	14	0	0	0	0	0	0	0	0	425	26-35	323
14:00	6	19	107	242	103	9	0	0	0	0	0	0	0	0	486	21-30	349
15:00	**17**	**65**	**164**	255	62	6	0	0	0	0	0	0	0	0	**569**	21-30	419
16:00	3	18	102	**308**	123	12	1	0	0	0	0	0	0	0	567	26-35	431
17:00	0	8	79	187	**197**	**45**	1	0	0	0	0	0	0	0	517	26-35	384
18:00	0	0	10	143	195	36	**6**	0	0	0	0	0	0	0	390	26-35	338
19:00	0	0	8	113	153	39	4	0	0	0	0	0	0	0	317	26-35	266
20:00	0	1	14	114	119	32	3	0	0	0	0	0	0	0	283	26-35	233
21:00	0	1	15	109	101	14	4	0	0	0	0	0	0	0	244	26-35	210
22:00	0	1	14	58	93	24	3	**1**	0	0	0	0	0	0	194	26-35	151
23:00	0	0	13	57	53	7	0	0	0	0	0	0	0	0	130	26-35	110
Total	35	163	981	3346	2629	532	63	2	2	0	0	0	0	0	7753		
Percent	0.5%	2.1%	12.7%	43.2%	33.9%	6.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	08:00	09:00	09:00	07:00	06:00	06:00	00:00	01:00						08:00		
Vol.	3	12	58	284	236	55	8	1	1						538		
PM Peak	15:00	15:00	15:00	16:00	17:00	17:00	18:00	22:00							15:00		
Vol.	17	65	164	308	197	45	6	1							569		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	1	2	8	57	52	10	3	0	0	0	0	0	0	0	133	26-35	109
01:00	0	4	23	24	6	1	1	0	0	0	0	0	0	0	59	21-30	47
02:00	0	0	2	15	8	6	3	0	0	0	0	0	0	0	34	26-35	23
03:00	0	0	4	17	10	18	1	0	0	0	0	0	0	0	50	31-40	28
04:00	0	0	1	19	35	13	0	0	0	0	0	0	0	0	68	26-35	54
05:00	0	0	3	33	63	34	4	0	0	0	0	0	0	0	137	29-38	97
06:00	0	0	8	57	143	**59**	**9**	**2**	0	0	0	0	0	0	278	31-40	202
07:00	1	5	42	196	**192**	57	3	0	0	0	0	0	0	0	**496**	26-35	388
08:00	0	1	60	184	187	45	1	1	0	0	0	0	0	0	479	26-35	371
09:00	0	2	47	176	178	22	4	0	0	0	0	0	0	0	429	26-35	354
10:00	0	5	54	179	134	39	6	0	0	0	0	0	0	0	417	26-35	313
11:00	**2**	**7**	**64**	**257**	98	25	0	0	0	0	0	0	0	0	453	26-35	355
12 PM	1	7	59	198	129	20	1	0	0	0	0	0	0	0	415	26-35	327
13:00	1	13	80	260	124	21	1	0	0	0	0	0	0	0	500	26-35	384
14:00	4	23	126	**290**	130	10	0	**1**	0	0	0	0	0	0	584	26-35	420
15:00	28	**83**	**139**	247	81	12	0	0	0	0	0	0	0	0	**590**	21-30	386
16:00	**36**	62	122	173	90	16	0	0	0	0	0	0	0	0	499	21-30	295
17:00	1	4	55	276	163	22	**2**	0	0	0	0	0	0	0	523	26-35	439
18:00	0	10	49	206	110	21	2	1	0	0	0	0	0	0	399	26-35	316
19:00	0	5	48	168	113	**23**	1	0	0	0	0	0	0	0	358	26-35	281
20:00	0	2	27	170	130	14	0	0	0	0	0	0	0	0	343	26-35	300
21:00	0	6	39	170	101	19	0	0	0	0	0	0	0	0	335	26-35	271
22:00	0	1	44	235	**177**	16	0	0	0	0	0	0	0	0	473	26-35	412
23:00	0	1	25	108	104	21	0	1	0	0	0	0	0	0	260	26-35	212
Total	75	243	1129	3715	2558	544	42	6	0	0	0	0	0	0	8312		
Percent	0.9%	2.9%	13.6%	44.7%	30.8%	6.5%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	07:00	06:00	06:00	06:00							07:00		
Vol.	2	7	64	257	192	59	9	2							496		
PM Peak	16:00	15:00	15:00	14:00	22:00	19:00	17:00	14:00							15:00		
Vol.	36	83	139	290	177	23	2	1							590		

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(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	**1**	1	18	107	81	16	0	0	0	0	0	0	0	0	224	26-35	188
01:00	0	0	7	37	62	20	1	0	0	0	0	0	0	0	127	26-35	99
02:00	0	0	6	40	45	13	3	**1**	0	0	0	0	0	0	108	26-35	85
03:00	0	0	1	18	28	16	4	1	0	0	0	0	0	0	68	26-35	46
04:00	0	1	4	22	47	12	2	1	0	0	0	0	0	0	89	26-35	69
05:00	0	1	7	21	33	16	4	0	0	0	0	0	0	0	82	26-35	54
06:00	0	0	4	33	80	25	**10**	0	0	0	0	0	0	0	152	26-35	113
07:00	0	0	5	44	106	46	9	1	0	0	0	0	0	0	211	30-39	152
08:00	0	1	5	113	168	**47**	3	1	0	0	0	0	0	0	338	26-35	281
09:00	0	2	26	144	**193**	23	5	0	0	0	0	0	0	0	393	26-35	337
10:00	0	**4**	41	**234**	126	19	3	0	0	0	0	0	0	0	427	26-35	360
11:00	0	4	**87**	227	132	24	1	0	0	0	0	0	0	0	**475**	26-35	359
12 PM	1	3	**57**	246	137	21	0	0	0	0	0	0	0	0	465	26-35	383
13:00	0	7	47	248	164	16	1	**1**	0	0	0	0	0	0	484	26-35	412
14:00	0	3	19	252	165	18	2	0	0	0	0	0	0	0	459	26-35	417
15:00	1	4	40	243	171	22	1	0	0	0	0	0	0	0	482	26-35	414
16:00	2	7	55	**253**	**202**	17	1	0	0	0	0	0	0	0	**537**	26-35	455
17:00	0	7	39	201	198	22	0	0	0	0	0	0	0	0	467	26-35	399
18:00	0	2	53	214	154	18	**5**	1	0	0	0	0	0	0	447	26-35	368
19:00	0	**8**	23	195	140	20	0	0	0	0	0	0	0	0	386	26-35	335
20:00	0	6	27	181	145	**29**	1	0	0	0	0	0	0	0	389	26-35	326
21:00	0	3	42	183	117	11	0	1	0	0	0	0	0	0	357	26-35	300
22:00	1	1	27	219	167	11	4	0	0	0	0	0	0	0	430	26-35	386
23:00	**3**	3	36	185	142	9	0	0	0	0	0	0	0	0	378	26-35	327
Total	9	68	676	3660	3003	491	60	8	0	0	0	0	0	0	7975		
Percent	0.1%	0.9%	8.5%	45.9%	37.7%	6.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	10:00	11:00	10:00	09:00	08:00	06:00	02:00							11:00		
Vol.	1	4	87	234	193	47	10	1							475		
PM Peak	23:00	19:00	12:00	16:00	16:00	20:00	18:00	13:00							16:00		
Vol.	3	8	57	253	202	29	5	1							537		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	0	3	18	119	84	11	0	0	0	0	0	0	0	0	235	26-35	203
01:00	0	0	19	48	78	21	6	0	0	0	0	0	0	0	172	26-35	126
02:00	0	0	3	31	65	29	2	0	0	0	0	0	0	0	130	26-35	96
03:00	0	0	4	20	35	13	4	0	0	0	0	0	0	0	76	26-35	55
04:00	0	0	6	27	38	6	2	**2**	0	0	0	0	0	0	81	26-35	65
05:00	0	0	3	15	26	14	3	0	0	0	0	0	0	0	61	26-35	41
06:00	0	0	0	31	55	23	4	1	0	0	0	0	0	0	114	26-35	86
07:00	0	1	4	45	86	**41**	**9**	0	0	0	0	0	0	0	186	26-35	131
08:00	**2**	1	11	80	167	37	5	0	0	0	0	0	0	0	303	26-35	247
09:00	0	0	7	113	150	33	5	1	0	0	0	0	0	0	309	26-35	263
10:00	0	1	27	140	**173**	40	2	0	0	0	0	0	0	0	383	26-35	313
11:00	1	**6**	**41**	**181**	153	27	6	0	0	0	0	0	0	0	**415**	26-35	334
12 PM	0	**33**	**198**	**317**	110	9	2	0	0	0	0	0	0	0	**669**	21-30	515
13:00	**19**	26	60	179	133	21	0	0	0	0	0	0	0	0	438	26-35	312
14:00	0	0	33	223	199	32	1	0	0	0	0	0	0	0	488	26-35	422
15:00	0	1	29	236	257	30	2	0	0	0	0	0	0	0	555	26-35	493
16:00	1	1	19	271	**270**	32	1	**1**	0	0	0	0	0	0	596	26-35	541
17:00	0	6	21	236	247	36	3	0	0	0	0	0	0	0	549	26-35	483
18:00	2	3	19	171	213	43	5	0	0	0	0	0	0	0	456	26-35	384
19:00	0	1	14	118	217	**51**	**6**	0	0	0	0	0	0	0	407	26-35	335
20:00	0	1	21	150	166	26	2	0	0	0	0	0	0	0	366	26-35	316
21:00	1	2	14	109	93	16	2	0	0	0	0	0	0	0	237	26-35	202
22:00	1	3	20	96	83	19	0	0	0	0	0	0	0	0	222	26-35	179
23:00	0	0	13	72	52	14	0	0	0	0	0	0	0	0	151	26-35	124
Total	27	89	604	3028	3150	624	72	5	0	0	0	0	0	0	7599		
Percent	0.4%	1.2%	7.9%	39.8%	41.5%	8.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	10:00	07:00	07:00	04:00							11:00		
Vol.	2	6	41	181	173	41	9	2							415		
PM Peak	13:00	12:00	12:00	12:00	16:00	19:00	19:00	16:00							12:00		
Vol.	19	33	198	317	270	51	6	1							669		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	1	4	18	64	53	14	2	0	0	0	0	0	0	0	156	26-35	117
01:00	0	0	6	28	34	9	2	**1**	0	0	0	0	0	0	80	26-35	62
02:00	0	0	1	8	17	10	0	0	0	0	0	0	0	0	36	30-39	27
03:00	0	0	4	21	25	5	**4**	0	0	0	0	0	0	0	59	26-35	46
04:00	0	5	7	29	29	5	2	1	0	0	0	0	0	0	78	26-35	58
05:00	0	1	8	43	62	25	1	1	0	0	0	0	0	0	141	26-35	105
06:00	0	0	13	99	129	**47**	4	0	0	0	0	0	0	0	292	26-35	228
07:00	**3**	7	34	199	**214**	34	3	1	0	0	0	0	0	0	495	26-35	413
08:00	0	3	54	**283**	190	38	1	0	0	0	0	0	0	0	**569**	26-35	473
09:00	0	5	52	233	152	14	1	1	0	0	0	0	0	0	458	26-35	385
10:00	1	5	34	198	116	23	3	0	0	0	0	0	0	0	380	26-35	314
11:00	2	**14**	**62**	198	88	15	1	0	0	0	0	0	0	0	380	26-35	286
12 PM	1	7	64	217	123	20	5	0	0	0	0	0	0	0	437	26-35	340
13:00	1	10	42	212	141	14	1	0	0	0	0	0	0	0	421	26-35	353
14:00	4	12	114	253	108	11	2	1	0	0	0	0	0	0	505	21-30	367
15:00	6	18	**145**	272	114	12	1	0	0	0	0	0	0	0	568	21-30	417
16:00	**14**	**40**	85	**277**	147	15	1	0	1	0	0	0	0	0	**580**	26-35	424
17:00	7	13	66	212	**206**	**31**	3	0	0	0	0	0	0	0	538	26-35	418
18:00	0	0	27	129	131	29	3	0	0	0	0	0	0	0	319	26-35	260
19:00	1	0	6	30	16	3	4	3	1	0	**1**	0	0	0	65	26-35	46
20:00	3	0	21	114	75	25	**6**	**5**	**2**	**1**	0	0	0	0	252	26-35	189
21:00	0	2	11	84	70	12	1	0	0	0	0	0	0	0	180	26-35	154
22:00	0	2	19	69	52	13	3	0	0	0	0	0	0	0	158	26-35	121
23:00	0	2	11	55	41	12	3	0	0	1	0	0	0	0	125	26-35	96
Total	44	150	904	3327	2333	436	57	14	4	2	1	0	0	0	7272		
Percent	0.6%	2.1%	12.4%	45.8%	32.1%	6.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	08:00	07:00	06:00	03:00	01:00							08:00		
Vol.	3	14	62	283	214	47	4	1							569		
PM Peak	16:00	16:00	15:00	16:00	17:00	17:00	20:00	20:00	20:00	20:00	19:00				16:00		
Vol.	14	40	145	277	206	31	6	5	2	1	1				580		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/23	0	0	12	35	30	12	4	1	0	0	0	0	0	0	94	26-35	65
01:00	0	1	6	18	16	1	3	**3**	0	0	0	0	0	0	48	26-35	34
02:00	0	0	2	8	14	3	0	0	0	0	0	0	0	0	27	26-35	22
03:00	0	0	3	17	14	3	1	0	0	**1**	0	0	0	0	39	26-35	31
04:00	0	0	5	19	27	11	0	0	0	0	0	0	0	0	62	26-35	46
05:00	0	0	5	38	60	20	1	1	0	0	0	0	0	0	125	26-35	98
06:00	0	3	15	92	131	36	**6**	0	0	0	0	0	0	0	283	26-35	223
07:00	1	2	38	194	**192**	**54**	3	0	0	0	0	0	0	0	484	26-35	386
08:00	**3**	7	**89**	**238**	173	43	3	0	0	0	0	0	0	0	**556**	26-35	411
09:00	0	6	58	232	129	17	3	1	0	0	0	0	0	0	446	26-35	361
10:00	1	3	45	196	117	20	0	0	0	0	0	0	0	0	382	26-35	313
11:00	0	**9**	62	187	112	24	1	0	0	0	0	0	0	0	395	26-35	299
12 PM	1	6	59	**252**	**124**	16	**2**	0	0	0	0	0	0	0	460	26-35	376
13:00	**2**	6	61	223	107	**19**	0	0	0	0	0	0	0	0	418	26-35	330
14:00	2	**24**	**96**	248	114	8	0	0	0	0	0	0	0	0	**492**	26-35	362
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	67	556	1997	1360	287	27	6	0	1	0	0	0	0	4311		
Percent	0.2%	1.6%	12.9%	46.3%	31.5%	6.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	08:00	08:00	07:00	07:00	06:00	01:00		03:00					08:00		
Vol.	3	9	89	238	192	54	6	3		1					556		
PM Peak	13:00	14:00	14:00	12:00	12:00	13:00	12:00								14:00		
Vol.	2	24	96	252	124	19	2								492		
Total	262	1020	5563	20897	16076	3094	340	43	6	3	1	0	0	0	47305		
Percent	0.6%	2.2%	11.8%	44.2%	34.0%	6.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	25 MPH
50th Percentile :	29 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	36973
Percent in Pace :	78.2%
Number of Vehicles > 35 MPH :	3487
Percent of Vehicles > 35 MPH :	7.4%
Mean Speed(Average) :	30 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (East Main Street)
Norwich, Connecticut

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Start	05-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	78	139	62	133	120	224	117	235	94	183
01:00	*	*	*	*	*	*	29	70	37	59	68	127	80	172	54	107
02:00	*	*	*	*	*	*	26	31	28	34	50	108	62	130	42	76
03:00	*	*	*	*	*	*	29	46	20	50	37	68	46	76	33	60
04:00	*	*	*	*	*	*	48	60	54	68	37	89	39	81	44	74
05:00	*	*	*	*	*	*	137	132	134	137	86	82	72	61	107	103
06:00	*	*	*	*	*	*	265	346	278	278	153	152	137	114	208	222
07:00	*	*	*	*	*	*	432	531	354	**496**	241	211	227	186	314	356
08:00	*	*	*	*	*	*	**474**	**538**	437	479	352	338	321	303	396	414
09:00	*	*	*	*	*	*	449	498	**505**	429	431	393	370	309	439	407
10:00	*	*	*	*	*	*	380	396	422	417	479	427	459	383	435	406
11:00	*	*	*	*	*	*	428	395	483	453	**555**	**475**	**471**	**415**	**484**	**434**
12:00 PM	*	*	*	*	*	*	461	449	556	415	510	465	484	**669**	503	500
01:00	*	*	*	*	255	260	439	425	512	500	535	484	**493**	438	447	421
02:00	*	*	*	*	494	511	560	486	541	584	559	459	457	488	522	506
03:00	*	*	*	*	639	535	**613**	**569**	**653**	**590**	**582**	482	487	555	**595**	546
04:00	*	*	*	*	**661**	**567**	589	567	574	499	537	**537**	425	596	557	**553**
05:00	*	*	*	*	562	533	528	517	622	523	534	467	399	549	529	518
06:00	*	*	*	*	413	398	413	390	615	399	516	447	340	456	459	418
07:00	*	*	*	*	330	395	361	317	488	358	450	386	311	407	388	373
08:00	*	*	*	*	251	329	281	283	376	343	332	389	238	366	296	342
09:00	*	*	*	*	195	221	251	244	267	335	283	357	206	237	240	279
10:00	*	*	*	*	172	200	179	194	204	473	215	430	152	222	184	304
11:00	*	*	*	*	149	134	171	130	226	260	238	378	143	151	185	211
Lane	0	0	0	0	4121	4083	7621	7753	8448	8312	7900	7975	6536	7599	7555	7813
Day	0		0		8204		15374		16760		15875		14135		15368	
AM Peak	-	-	-	-	-	-	08:00	08:00	09:00	07:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	474	538	505	496	555	475	471	415	484	434
PM Peak	-	-	-	-	16:00	16:00	15:00	15:00	15:00	15:00	15:00	16:00	13:00	12:00	15:00	16:00
Vol.	-	-	-	-	661	567	613	569	653	590	582	537	493	669	595	553

Route 2 (East Main Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5864

Latitude: 0' 0.0000 Undefined

Start	12-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	65	156	65	94	*	*	*	*	*	*	*	*	*	*	65	125
01:00	44	80	28	48	*	*	*	*	*	*	*	*	*	*	36	64
02:00	26	36	27	27	*	*	*	*	*	*	*	*	*	*	26	32
03:00	36	59	26	39	*	*	*	*	*	*	*	*	*	*	31	49
04:00	55	78	55	62	*	*	*	*	*	*	*	*	*	*	55	70
05:00	149	141	150	125	*	*	*	*	*	*	*	*	*	*	150	133
06:00	276	292	269	283	*	*	*	*	*	*	*	*	*	*	272	288
07:00	358	495	368	484	*	*	*	*	*	*	*	*	*	*	363	490
08:00	436	**569**	431	**556**	*	*	*	*	*	*	*	*	*	*	434	**562**
09:00	427	458	451	446	*	*	*	*	*	*	*	*	*	*	439	452
10:00	418	380	418	382	*	*	*	*	*	*	*	*	*	*	418	381
11:00	**471**	380	**458**	395	*	*	*	*	*	*	*	*	*	*	**464**	388
12:00 PM	445	437	434	460	*	*	*	*	*	*	*	*	*	*	440	448
01:00	411	421	444	418	*	*	*	*	*	*	*	*	*	*	428	420
02:00	484	505	**493**	**492**	*	*	*	*	*	*	*	*	*	*	488	498
03:00	**587**	568	*	*	*	*	*	*	*	*	*	*	*	*	**587**	568
04:00	580	**580**	*	*	*	*	*	*	*	*	*	*	*	*	580	**580**
05:00	513	538	*	*	*	*	*	*	*	*	*	*	*	*	513	538
06:00	448	319	*	*	*	*	*	*	*	*	*	*	*	*	448	319
07:00	497	65	*	*	*	*	*	*	*	*	*	*	*	*	497	65
08:00	245	252	*	*	*	*	*	*	*	*	*	*	*	*	245	252
09:00	169	180	*	*	*	*	*	*	*	*	*	*	*	*	169	180
10:00	133	158	*	*	*	*	*	*	*	*	*	*	*	*	133	158
11:00	143	125	*	*	*	*	*	*	*	*	*	*	*	*	143	125
Lane	7416	7272	4117	4311	0	0	0	0	0	0	0	0	0	0	7424	7185
Day	14688		8428		0		0		0		0		0		14609	
AM Peak	11:00	08:00	11:00	08:00	-	-	-	-	-	-	-	-	-	-	11:00	08:00
Vol.	471	569	458	556	-	-	-	-	-	-	-	-	-	-	464	562
PM Peak	15:00	16:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	15:00	16:00
Vol.	587	580	493	492	-	-	-	-	-	-	-	-	-	-	587	580

Comb. Total	14688	8428	8204	15374	16760	15875	14135	29977

ADT ADT 15,607 AADT 15,607

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	427	34	2	10	1	0	0	0	0	0	0	0	0	474
19:00	6	435	30	2	3	0	0	0	1	0	0	0	0	0	477
20:00	4	338	27	1	8	0	0	1	0	0	0	0	0	0	379
21:00	3	310	21	1	4	0	0	1	0	0	0	0	0	0	340
22:00	2	212	8	2	0	0	0	1	0	0	0	0	0	0	225
23:00	3	157	5	0	0	1	0	0	0	0	0	0	0	0	166
Total	18	1879	125	8	25	2	0	3	1	0	0	0	0	0	2061
Percent	0.9%	91.2%	6.1%	0.4%	1.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	19:00	19:00	18:00	18:00	18:00	18:00		20:00	19:00						
Vol.	6	435	34	2	10	1		1	1						

Connecticut Counts LLC
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Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	1	111	14	0	1	0	0	0	0	0	0	0	0	0	127
01:00	0	55	5	0	0	0	0	0	0	0	0	0	0	0	60
02:00	2	34	1	0	1	0	0	0	0	0	0	0	0	0	38
03:00	0	43	3	0	1	0	0	0	0	1	0	0	0	0	48
04:00	0	73	5	0	0	1	0	0	0	0	0	0	0	0	79
05:00	2	143	15	2	7	3	0	0	2	1	0	0	0	0	175
06:00	3	286	42	4	22	2	0	1	0	0	0	0	0	0	360
07:00	4	519	62	1	28	3	0	1	0	0	0	0	0	0	618
08:00	13	592	51	5	28	5	1	1	1	1	0	0	0	0	698
09:00	2	494	63	5	25	5	1	4	1	0	0	0	1	0	601
10:00	6	487	60	3	15	6	1	2	1	0	0	0	0	0	581
11:00	6	514	67	4	14	3	2	3	0	0	0	0	0	0	613
12 PM	10	550	70	7	23	6	2	1	4	0	0	0	0	0	673
13:00	12	560	57	3	19	6	0	1	0	0	0	0	0	0	658
14:00	7	607	69	3	20	2	0	5	5	1	0	0	0	0	719
15:00	9	696	75	3	32	5	1	3	3	0	0	0	0	0	827
16:00	9	740	70	3	23	2	0	0	0	0	0	0	0	0	847
17:00	6	611	46	1	12	2	0	1	0	0	0	0	0	0	679
18:00	0	49	2	0	0	0	0	0	0	0	0	0	0	0	51
19:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
20:00	7	341	20	1	4	0	0	0	0	0	0	0	0	0	373
21:00	4	313	27	1	2	0	0	0	0	0	0	0	0	0	347
22:00	2	229	10	1	1	0	0	0	0	0	0	0	0	0	243
23:00	2	136	10	0	1	1	0	0	0	0	0	0	0	0	150
Total	107	8201	846	47	279	52	8	23	17	4	0	0	1	0	9585
Percent	1.1%	85.6%	8.8%	0.5%	2.9%	0.5%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	08:00	07:00	10:00	11:00	09:00	05:00	03:00			09:00		
Vol.	13	592	67	5	28	6	2	4	2	1			1		
PM Peak	13:00	16:00	15:00	12:00	15:00	12:00	12:00	14:00	14:00	14:00					
Vol.	12	740	75	7	32	6	2	5	5	1					

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	105	7	0	1	0	0	0	1	0	0	0	0	0	115
01:00	0	53	3	0	1	0	0	0	0	0	0	0	0	0	57
02:00	1	29	4	0	0	0	0	0	1	0	0	0	0	0	35
03:00	0	40	5	0	1	0	0	0	0	0	0	0	0	0	46
04:00	0	57	5	0	0	0	0	0	0	0	0	0	0	0	62
05:00	0	136	20	2	6	2	0	0	2	0	0	0	0	0	168
06:00	2	283	35	6	19	2	0	0	3	0	0	0	0	0	350
07:00	7	496	44	2	31	1	0	4	1	1	0	0	0	0	587
08:00	2	524	73	2	32	4	1	2	1	0	0	0	0	0	641
09:00	5	459	66	5	19	2	0	3	3	1	0	0	0	0	563
10:00	9	488	58	3	16	5	1	5	2	0	0	0	0	0	587
11:00	5	577	67	2	19	1	1	5	0	0	0	0	0	0	677
12 PM	11	589	87	2	19	3	1	4	2	0	0	0	0	0	718
13:00	4	635	92	5	17	0	1	1	1	0	0	0	0	0	756
14:00	9	628	70	2	18	0	0	3	1	0	0	0	0	0	731
15:00	12	701	82	1	27	5	2	1	0	1	0	0	0	0	832
16:00	12	648	70	3	21	2	0	2	1	0	0	0	0	0	759
17:00	4	673	43	1	9	1	0	0	0	0	0	0	0	0	731
18:00	8	588	45	2	15	0	0	2	1	0	0	0	0	0	661
19:00	4	497	30	1	2	0	0	0	0	0	0	0	0	0	534
20:00	4	434	35	1	2	1	0	1	0	0	0	0	0	0	478
21:00	5	341	25	1	2	0	0	0	0	0	0	0	0	0	374
22:00	0	503	38	1	4	0	0	0	0	0	0	0	0	0	546
23:00	1	277	7	0	4	0	0	0	0	0	0	0	0	0	289
Total	106	9761	1011	42	285	29	7	33	20	3	0	0	0	0	11297
Percent	0.9%	86.4%	8.9%	0.4%	2.5%	0.3%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	06:00	08:00	10:00	08:00	10:00	06:00	07:00					
Vol.	9	577	73	6	32	5	1	5	3	1					
PM Peak	15:00	15:00	13:00	13:00	15:00	15:00	15:00	12:00	12:00	15:00					
Vol.	12	701	92	5	27	5	2	4	2	1					

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	157	8	0	3	0	0	0	0	0	0	0	0	0	168
01:00	2	105	4	0	1	0	0	0	0	0	0	0	0	0	112
02:00	2	91	4	0	0	0	0	0	0	0	0	0	0	0	97
03:00	0	60	5	0	1	0	0	0	0	0	0	0	0	0	66
04:00	1	91	2	0	1	0	0	0	0	0	0	0	0	0	95
05:00	1	100	11	2	2	0	0	0	0	0	0	0	0	0	116
06:00	0	170	15	3	2	0	0	0	0	0	0	0	0	0	190
07:00	3	256	26	2	6	0	0	1	0	0	0	0	0	0	294
08:00	6	374	39	4	5	0	0	2	0	0	0	0	0	0	430
09:00	6	420	42	4	8	0	0	1	0	0	0	0	0	0	481
10:00	5	509	55	3	6	1	1	1	1	0	0	0	0	0	582
11:00	7	571	67	3	8	2	1	1	0	0	0	0	0	0	660
12 PM	25	524	65	2	9	0	0	1	0	0	0	0	0	0	626
13:00	12	497	45	2	7	0	1	3	0	0	0	0	0	0	567
14:00	11	476	56	3	6	1	0	2	0	0	0	0	0	0	555
15:00	21	566	34	2	7	0	0	0	0	0	0	0	0	0	630
16:00	10	589	50	3	8	0	0	0	0	1	0	0	0	0	661
17:00	7	553	42	2	5	0	0	2	0	0	0	0	0	0	611
18:00	7	476	44	6	4	0	0	0	0	0	0	0	0	0	537
19:00	10	454	36	1	4	0	0	0	0	0	0	0	0	0	505
20:00	10	428	30	1	1	0	0	0	1	0	0	0	0	0	471
21:00	12	387	22	1	4	1	0	0	0	0	0	0	0	0	427
22:00	4	379	17	1	6	1	0	1	0	0	0	0	0	0	409
23:00	5	364	12	1	0	1	0	0	0	0	0	0	0	0	383
Total	167	8597	731	46	104	7	3	15	2	1	0	0	0	0	9673
Percent	1.7%	88.9%	7.6%	0.5%	1.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	11:00	10:00	08:00	10:00						
Vol.	7	571	67	4	8	2	1	2	1						
PM Peak	12:00	16:00	12:00	18:00	12:00	14:00	13:00	13:00	20:00	16:00					
Vol.	25	589	65	6	9	1	1	3	1	1					

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	3	183	13	1	2	1	0	0	0	0	0	0	0	0	203
01:00	0	140	4	0	1	0	0	0	0	0	0	0	0	0	145
02:00	3	99	2	0	1	0	0	0	1	0	0	0	0	0	106
03:00	0	71	4	0	0	0	0	0	0	0	0	0	0	0	75
04:00	0	76	6	0	0	0	0	0	0	0	0	0	0	0	82
05:00	0	88	2	0	2	1	0	1	0	0	0	0	0	0	94
06:00	1	151	15	0	0	0	0	0	0	0	0	0	0	0	167
07:00	6	168	23	0	2	0	0	0	0	0	0	0	0	0	199
08:00	9	291	44	0	5	0	0	0	1	0	0	0	0	0	350
09:00	6	351	39	0	2	0	0	1	0	0	0	0	0	0	399
10:00	11	447	44	0	4	0	0	1	0	0	0	0	0	0	507
11:00	10	490	47	1	3	1	0	3	1	0	0	0	0	0	556
12 PM	20	472	34	0	5	0	0	1	1	0	0	0	0	0	533
13:00	16	539	54	0	5	0	0	1	4	0	0	1	0	0	620
14:00	36	548	43	1	2	1	0	1	2	0	0	0	0	0	634
15:00	25	565	47	0	10	0	0	2	1	0	0	0	0	0	650
16:00	21	577	43	0	1	0	0	0	0	0	0	0	0	0	642
17:00	15	526	48	0	3	0	0	1	1	0	0	0	0	0	594
18:00	11	493	42	0	7	1	0	1	0	0	0	0	0	0	555
19:00	13	464	37	1	2	0	1	0	0	0	0	0	0	0	518
20:00	7	382	30	0	1	1	0	0	0	0	0	0	0	0	421
21:00	0	303	13	0	2	0	0	0	0	0	0	0	0	0	318
22:00	3	254	13	0	0	0	0	0	0	0	0	0	0	0	270
23:00	3	176	7	0	0	0	0	0	0	0	0	0	0	0	186
Total	219	7854	654	4	60	6	1	13	12	0	0	1	0	0	8824
Percent	2.5%	89.0%	7.4%	0.0%	0.7%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	00:00	08:00	00:00		11:00	02:00						
Vol.	11	490	47	1	5	1		3	1						
PM Peak	14:00	16:00	13:00	14:00	15:00	14:00	19:00	15:00	13:00			13:00			
Vol.	36	577	54	1	10	1	1	2	4			1			

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Site Code:
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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	1	104	14	0	2	0	0	0	0	0	0	0	0	0	121
01:00	0	73	3	0	1	0	0	0	0	0	0	0	0	0	77
02:00	0	44	2	0	0	0	0	0	0	0	0	0	0	0	46
03:00	0	32	2	0	1	0	0	0	0	0	0	0	0	0	35
04:00	0	69	7	0	0	1	0	0	0	0	0	0	0	0	77
05:00	0	155	14	2	9	2	0	1	0	0	0	0	0	0	183
06:00	1	279	45	2	18	1	0	0	0	0	0	0	0	0	346
07:00	12	465	40	3	34	2	0	4	2	0	0	0	0	0	562
08:00	4	571	71	1	40	5	2	1	1	0	0	0	0	0	696
09:00	10	473	76	2	19	3	1	2	0	0	0	0	0	0	586
10:00	5	484	54	2	17	3	1	0	1	0	0	0	0	0	567
11:00	1	511	52	2	20	2	1	0	0	0	0	0	0	0	589
12 PM	10	527	58	4	21	4	0	1	2	0	0	0	0	0	627
13:00	11	554	69	2	25	5	1	4	1	0	0	0	0	0	672
14:00	21	578	73	4	32	3	1	2	2	0	0	0	0	0	716
15:00	8	663	85	2	47	3	0	5	1	0	0	1	0	0	815
16:00	6	747	79	2	23	3	0	2	1	0	0	0	0	0	863
17:00	12	682	70	3	7	1	0	2	0	1	0	0	0	0	778
18:00	2	489	47	1	10	1	0	1	0	0	0	0	0	0	551
19:00	1	365	34	1	5	0	0	0	0	0	0	0	0	0	406
20:00	3	311	23	1	4	0	0	2	1	0	0	0	0	0	345
21:00	2	245	15	1	0	0	0	0	0	0	0	0	0	0	263
22:00	1	206	10	1	3	1	0	1	0	0	0	0	0	0	223
23:00	0	148	5	0	0	0	0	0	0	0	0	0	0	0	153
Total	111	8775	948	36	338	40	7	28	12	1	0	1	0	0	10297
Percent	1.1%	85.2%	9.2%	0.3%	3.3%	0.4%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	07:00	08:00	08:00	08:00	07:00	07:00						
Vol.	12	571	76	3	40	5	2	4	2						
PM Peak	14:00	16:00	15:00	12:00	15:00	13:00	13:00	15:00	12:00	17:00		15:00			
Vol.	21	747	85	4	47	5	1	5	2	1		1			

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
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Site Code:
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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	1	88	8	0	1	0	0	0	0	0	0	0	0	0	98
01:00	0	54	2	0	1	0	0	0	0	0	0	0	0	0	57
02:00	0	33	1	0	1	0	0	0	0	0	0	0	0	0	35
03:00	1	40	3	0	0	0	0	0	0	0	0	0	0	0	44
04:00	0	59	5	0	0	0	0	0	0	0	0	0	0	0	64
05:00	2	128	17	2	5	1	0	1	2	0	0	0	0	0	158
06:00	4	295	36	4	16	4	0	2	0	0	0	0	0	0	361
07:00	5	495	58	3	40	8	0	4	0	1	0	0	0	0	614
08:00	7	542	70	5	31	5	0	4	1	0	0	0	0	0	665
09:00	2	472	67	2	25	2	0	2	1	0	0	0	0	0	573
10:00	5	466	68	6	26	1	1	0	0	0	0	0	0	0	573
11:00	3	519	57	4	22	2	1	2	1	1	0	0	0	0	612
12 PM	7	537	75	5	35	6	1	2	4	1	0	0	0	0	673
13:00	15	581	55	2	13	8	0	0	3	0	0	0	0	0	677
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	52	4309	522	33	216	37	3	17	12	3	0	0	0	0	5204
Percent	1.0%	82.8%	10.0%	0.6%	4.2%	0.7%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	10:00	07:00	07:00	10:00	07:00	05:00	07:00					
Vol.	7	542	70	6	40	8	1	4	2	1					
PM Peak	13:00	13:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00					
Vol.	15	581	75	5	35	8	1	2	4	1					
Grand Total	780	49376	4837	216	1307	173	29	132	76	12	0	2	1	0	56941
Percent	1.4%	86.7%	8.5%	0.4%	2.3%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	**10**	**57**	237	153	15	2	0	0	0	0	0	0	0	0	474	21-30	390
19:00	8	44	**241**	**159**	19	**5**	**1**	0	0	0	0	0	0	0	**477**	21-30	400
20:00	3	48	185	122	17	4	0	0	0	0	0	0	0	0	379	21-30	307
21:00	10	41	179	101	9	0	0	0	0	0	0	0	0	0	340	21-30	280
22:00	2	13	91	94	**22**	2	1	0	0	0	0	0	0	0	225	21-30	185
23:00	1	7	79	69	10	0	0	0	0	0	0	0	0	0	166	21-30	148
Total	34	210	1012	698	92	13	2	0	0	0	0	0	0	0	2061		
Percent	1.6%	10.2%	49.1%	33.9%	4.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	18:00	18:00	19:00	19:00	22:00	19:00	19:00								19:00		
Vol.	10	57	241	159	22	5	1								477		

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Site Code:
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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	1	11	65	48	2	0	0	0	0	0	0	0	0	0	127	21-30	113
01:00	1	9	27	17	5	0	**1**	0	0	0	0	0	0	0	60	21-30	44
02:00	0	2	15	14	7	0	0	0	0	0	0	0	0	0	38	21-30	29
03:00	0	4	19	21	4	0	0	0	0	0	0	0	0	0	48	21-30	40
04:00	0	3	30	38	7	1	0	0	0	0	0	0	0	0	79	21-30	68
05:00	0	9	80	72	13	1	0	0	0	0	0	0	0	0	175	21-30	152
06:00	0	13	86	203	51	7	0	0	0	0	0	0	0	0	360	21-30	289
07:00	1	31	199	**308**	**69**	**10**	0	0	0	0	0	0	0	0	618	21-30	507
08:00	17	56	291	278	53	2	1	0	0	0	0	0	0	0	**698**	21-30	569
09:00	8	70	277	212	33	0	0	**1**	0	0	0	0	0	0	601	21-30	489
10:00	2	62	**300**	190	24	3	0	0	0	0	0	0	0	0	581	21-30	490
11:00	**32**	**134**	281	138	25	3	0	0	0	0	0	0	0	0	613	21-30	419
12 PM	9	74	383	182	23	2	0	0	0	0	0	0	0	0	673	21-30	565
13:00	**12**	**101**	327	192	23	2	**1**	0	0	0	0	0	0	0	658	21-30	519
14:00	5	79	362	239	32	2	0	0	0	0	0	0	0	0	719	21-30	601
15:00	10	98	**423**	270	24	2	0	0	0	0	0	0	0	0	827	21-30	693
16:00	9	89	407	**292**	**48**	2	0	0	0	0	0	0	0	0	**847**	21-30	699
17:00	10	78	312	252	24	3	0	0	0	0	0	0	0	0	679	21-30	564
18:00	0	11	24	14	2	0	0	0	0	0	0	0	0	0	51	21-30	38
19:00	0	1	16	3	0	0	0	0	0	0	0	0	0	0	20	20-29	19
20:00	6	42	175	114	26	**8**	1	**1**	0	0	0	0	0	0	373	21-30	289
21:00	9	33	170	113	21	1	0	0	0	0	0	0	0	0	347	21-30	283
22:00	7	25	113	83	14	1	0	0	0	0	0	0	0	0	243	21-30	196
23:00	3	13	59	61	12	2	0	0	0	0	0	0	0	0	150	21-30	120
Total	142	1048	4441	3354	542	52	4	2	0	0	0	0	0	0	9585		
Percent	1.5%	10.9%	46.3%	35.0%	5.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	07:00	07:00	07:00	01:00	09:00							08:00		
Vol.	32	134	300	308	69	10	1	1							698		
PM Peak	13:00	13:00	15:00	16:00	16:00	20:00	13:00	20:00							16:00		
Vol.	12	101	423	292	48	8	1	1							847		

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	2	8	59	37	9	0	0	0	0	0	0	0	0	0	115	21-30	96
01:00	0	6	24	24	3	0	0	0	0	0	0	0	0	0	57	21-30	48
02:00	0	3	16	14	2	0	0	0	0	0	0	0	0	0	35	21-30	30
03:00	0	4	17	18	6	1	0	0	0	0	0	0	0	0	46	21-30	35
04:00	0	2	22	23	15	0	0	0	0	0	0	0	0	0	62	21-30	45
05:00	0	4	59	74	28	3	0	0	0	0	0	0	0	0	168	21-30	133
06:00	0	10	100	182	50	**8**	0	0	0	0	0	0	0	0	350	21-30	282
07:00	0	14	206	**301**	**63**	3	0	0	0	0	0	0	0	0	587	21-30	507
08:00	3	43	269	263	56	7	0	0	0	0	0	0	0	0	641	21-30	532
09:00	2	29	253	222	49	8	0	0	0	0	0	0	0	0	563	21-30	475
10:00	**8**	37	225	257	53	7	0	0	0	0	0	0	0	0	587	21-30	482
11:00	3	**52**	**304**	254	59	4	**1**	0	0	0	0	0	0	0	**677**	21-30	558
12 PM	8	71	327	274	33	**4**	**1**	0	0	0	0	0	0	0	718	21-30	601
13:00	19	87	354	258	35	3	0	0	0	0	0	0	0	0	756	21-30	612
14:00	4	64	338	275	**45**	4	1	0	0	0	0	0	0	0	731	21-30	613
15:00	8	81	409	**298**	33	3	0	0	0	0	0	0	0	0	**832**	21-30	707
16:00	27	98	383	217	33	1	0	0	0	0	0	0	0	0	759	21-30	600
17:00	19	122	**460**	113	14	3	0	0	0	0	0	0	0	0	731	16-25	582
18:00	**76**	**172**	301	107	4	1	0	0	0	0	0	0	0	0	661	16-25	473
19:00	22	148	263	93	7	1	0	0	0	0	0	0	0	0	534	16-25	411
20:00	21	130	230	90	7	0	0	0	0	0	0	0	0	0	478	16-25	360
21:00	10	77	188	86	12	1	0	0	0	0	0	0	0	0	374	21-30	274
22:00	6	105	303	116	16	0	0	0	0	0	0	0	0	0	546	21-30	419
23:00	20	45	157	64	3	0	0	0	0	0	0	0	0	0	289	21-30	221
Total	258	1412	5267	3660	635	62	3	0	0	0	0	0	0	0	11297		
Percent	2.3%	12.5%	46.6%	32.4%	5.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	07:00	07:00	06:00	11:00								11:00		
Vol.	8	52	304	301	63	8	1								677		
PM Peak	18:00	18:00	17:00	15:00	14:00	12:00	12:00								15:00		
Vol.	76	172	460	298	45	4	1								832		

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	1	20	83	53	11	0	0	0	0	0	0	0	0	0	168	21-30	136
01:00	**3**	14	50	40	4	1	0	0	0	0	0	0	0	0	112	21-30	90
02:00	0	11	44	35	6	1	0	0	0	0	0	0	0	0	97	21-30	79
03:00	0	2	24	35	5	0	0	0	0	0	0	0	0	0	66	21-30	59
04:00	0	6	33	43	13	0	0	0	0	0	0	0	0	0	95	21-30	76
05:00	0	3	49	55	6	2	1	0	0	0	0	0	0	0	116	21-30	104
06:00	1	4	66	86	27	6	0	0	0	0	0	0	0	0	190	21-30	152
07:00	0	7	86	151	43	7	0	0	0	0	0	0	0	0	294	21-30	237
08:00	0	12	168	202	48	0	0	0	0	0	0	0	0	0	430	21-30	370
09:00	2	24	159	245	42	8	1	0	0	0	0	0	0	0	481	21-30	404
10:00	1	12	219	276	63	9	**2**	0	0	0	0	0	0	0	582	21-30	495
11:00	1	**27**	**245**	**305**	**71**	**10**	1	0	0	0	0	0	0	0	**660**	21-30	550
12 PM	3	42	254	268	53	4	**2**	0	0	0	0	0	0	0	626	21-30	522
13:00	1	33	247	234	46	5	0	**1**	0	0	0	0	0	0	567	21-30	481
14:00	6	31	176	284	50	6	2	0	0	0	0	0	0	0	555	21-30	460
15:00	2	22	226	**312**	**58**	**8**	2	0	0	0	0	0	0	0	630	21-30	538
16:00	2	30	264	312	51	1	0	1	0	0	0	0	0	0	**661**	21-30	576
17:00	2	42	**282**	236	46	3	0	0	0	0	0	0	0	0	611	21-30	518
18:00	**11**	66	243	175	38	4	0	0	0	0	0	0	0	0	537	21-30	418
19:00	7	**76**	221	174	23	2	2	0	0	0	0	0	0	0	505	21-30	395
20:00	10	52	226	151	30	0	1	1	0	0	0	0	0	0	471	21-30	377
21:00	2	52	225	135	13	0	0	0	0	0	0	0	0	0	427	21-30	360
22:00	2	55	191	135	23	3	0	0	0	0	0	0	0	0	409	21-30	326
23:00	4	74	214	85	6	0	0	0	0	0	0	0	0	0	383	21-30	299
Total	61	717	3995	4027	776	80	14	3	0	0	0	0	0	0	9673		
Percent	0.6%	7.4%	41.3%	41.6%	8.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	01:00	11:00	11:00	11:00	11:00	11:00	10:00								11:00		
Vol.	3	27	245	305	71	10	2								660		
PM Peak	18:00	19:00	17:00	15:00	15:00	15:00	12:00	13:00							16:00		
Vol.	11	76	282	312	58	8	2	1							661		

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	1	11	85	97	7	2	0	0	0	0	0	0	0	0	203	21-30	182
01:00	0	10	71	49	11	3	**1**	0	0	0	0	0	0	0	145	21-30	120
02:00	0	8	53	37	8	0	0	0	0	0	0	0	0	0	106	21-30	90
03:00	0	1	36	31	6	1	0	0	0	0	0	0	0	0	75	21-30	67
04:00	0	4	30	35	13	0	0	0	0	0	0	0	0	0	82	21-30	65
05:00	0	2	30	47	13	2	0	0	0	0	0	0	0	0	94	21-30	77
06:00	1	4	43	92	25	1	1	0	0	0	0	0	0	0	167	21-30	135
07:00	1	5	46	102	41	3	0	**1**	0	0	0	0	0	0	199	21-30	148
08:00	**3**	8	93	185	54	6	1	0	0	0	0	0	0	0	350	21-30	278
09:00	0	8	117	208	62	4	0	0	0	0	0	0	0	0	399	21-30	325
10:00	0	16	156	262	**68**	5	0	0	0	0	0	0	0	0	507	21-30	418
11:00	2	**17**	**187**	**287**	55	**7**	1	0	0	0	0	0	0	0	**556**	21-30	474
12 PM	1	29	199	254	46	3	1	0	0	0	0	0	0	0	533	21-30	453
13:00	3	18	253	286	52	8	0	0	0	0	0	0	0	0	620	21-30	539
14:00	3	35	231	294	**57**	**12**	**2**	0	0	0	0	0	0	0	634	21-30	525
15:00	4	19	247	**322**	52	5	0	**1**	0	0	0	0	0	0	**650**	21-30	569
16:00	1	22	**255**	307	54	2	1	0	0	0	0	0	0	0	642	21-30	562
17:00	6	**55**	236	258	34	5	0	0	0	0	0	0	0	0	594	21-30	494
18:00	4	40	249	222	35	4	0	1	0	0	0	0	0	0	555	21-30	471
19:00	4	49	210	214	36	5	0	0	0	0	0	0	0	0	518	21-30	424
20:00	2	30	204	159	23	3	0	0	0	0	0	0	0	0	421	21-30	363
21:00	**8**	32	142	110	24	1	1	0	0	0	0	0	0	0	318	21-30	252
22:00	2	22	117	116	11	2	0	0	0	0	0	0	0	0	270	21-30	233
23:00	2	15	70	82	15	2	0	0	0	0	0	0	0	0	186	21-30	152
Total	48	460	3360	4056	802	86	9	3	0	0	0	0	0	0	8824		
Percent	0.5%	5.2%	38.1%	46.0%	9.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	10:00	11:00	01:00	07:00							11:00		
Vol.	3	17	187	287	68	7	1	1							556		
PM Peak	21:00	17:00	16:00	15:00	14:00	14:00	14:00	15:00							15:00		
Vol.	8	55	255	322	57	12	2	1							650		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	2	12	55	41	10	1	0	0	0	0	0	0	0	0	121	21-30	96
01:00	1	4	34	30	8	0	0	0	0	0	0	0	0	0	77	21-30	64
02:00	0	1	16	26	3	0	0	0	0	0	0	0	0	0	46	21-30	42
03:00	0	1	13	14	7	0	0	0	0	0	0	0	0	0	35	21-30	27
04:00	0	2	34	33	7	1	0	0	0	0	0	0	0	0	77	21-30	67
05:00	0	2	48	99	28	6	0	0	0	0	0	0	0	0	183	21-30	147
06:00	0	7	87	172	71	9	0	0	0	0	0	0	0	0	346	21-30	259
07:00	0	17	167	285	**80**	**12**	**1**	0	0	0	0	0	0	0	562	21-30	452
08:00	10	46	285	**302**	48	4	1	0	0	0	0	0	0	0	**696**	21-30	587
09:00	6	50	309	201	15	5	0	0	0	0	0	0	0	0	586	21-30	510
10:00	1	60	285	194	24	3	0	0	0	0	0	0	0	0	567	21-30	479
11:00	**15**	**97**	**329**	128	19	1	0	0	0	0	0	0	0	0	589	21-30	457
12 PM	3	75	342	185	22	0	0	0	0	0	0	0	0	0	627	21-30	527
13:00	**63**	**150**	299	142	17	1	0	0	0	0	0	0	0	0	672	16-25	449
14:00	12	115	380	191	17	1	0	0	0	0	0	0	0	0	716	21-30	571
15:00	7	81	**411**	271	45	0	0	0	0	0	0	0	0	0	815	21-30	682
16:00	11	53	388	**356**	53	2	0	0	0	0	0	0	0	0	**863**	21-30	744
17:00	5	64	366	282	**57**	3	**1**	0	0	0	0	0	0	0	778	21-30	648
18:00	5	46	258	208	30	3	1	0	0	0	0	0	0	0	551	21-30	466
19:00	3	36	194	145	28	0	0	0	0	0	0	0	0	0	406	21-30	339
20:00	5	27	163	125	22	3	0	0	0	0	0	0	0	0	345	21-30	288
21:00	11	28	126	80	14	**4**	0	0	0	0	0	0	0	0	263	21-30	206
22:00	17	42	76	69	17	2	0	0	0	0	0	0	0	0	223	21-30	145
23:00	2	9	56	66	19	1	0	0	0	0	0	0	0	0	153	21-30	122
Total	179	1025	4721	3645	661	62	4	0	0	0	0	0	0	0	10297		
Percent	1.7%	10.0%	45.8%	35.4%	6.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	08:00	07:00	07:00	07:00								08:00		
Vol.	15	97	329	302	80	12	1								696		
PM Peak	13:00	13:00	15:00	16:00	17:00	21:00	17:00								16:00		
Vol.	63	150	411	356	57	4	1								863		

Route 2 (Water St) in Downtown
Norwich, Connecticut

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Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/23	0	8	47	35	8	0	0	0	0	0	0	0	0	0	98	21-30	82
01:00	0	4	28	23	2	0	0	0	0	0	0	0	0	0	57	21-30	51
02:00	0	2	18	15	0	0	0	0	0	0	0	0	0	0	35	21-30	33
03:00	1	3	18	19	3	0	0	0	0	0	0	0	0	0	44	21-30	37
04:00	0	0	26	34	4	0	0	0	0	0	0	0	0	0	64	21-30	60
05:00	0	5	56	80	16	1	0	0	0	0	0	0	0	0	158	21-30	136
06:00	1	6	117	181	49	**6**	1	0	0	0	0	0	0	0	361	21-30	298
07:00	6	31	216	**289**	**63**	6	**3**	0	0	0	0	0	0	0	614	21-30	505
08:00	44	250	**310**	59	2	0	0	0	0	0	0	0	0	0	**665**	16-25	560
09:00	97	338	129	9	0	0	0	0	0	0	0	0	0	0	573	16-25	467
10:00	**144**	**351**	74	4	0	0	0	0	0	0	0	0	0	0	573	16-25	425
11:00	95	264	188	54	10	1	1	0	0	0	0	0	0	0	613	16-25	452
12 PM	8	**108**	359	**178**	20	0	0	0	0	0	0	0	0	0	673	21-30	537
13:00	**10**	91	**378**	172	**25**	**1**	0	0	0	0	0	0	0	0	**677**	21-30	550
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	406	1461	1964	1152	202	15	5	0	0	0	0	0	0	0	5205		
Percent	7.8%	28.1%	37.7%	22.1%	3.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	07:00	07:00	06:00	07:00								08:00		
Vol.	144	351	310	289	63	6	3								665		
PM Peak	13:00	12:00	13:00	12:00	13:00	13:00									13:00		
Vol.	10	108	378	178	25	1									677		
Total	1128	6333	24760	20592	3710	370	41	8	0	0	0	0	0	0	56942		
Percent	2.0%	11.1%	43.5%	36.2%	6.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	20 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	45352
Percent in Pace :	79.6%
Number of Vehicles > 25 MPH :	24721
Percent of Vehicles > 25 MPH :	43.4%
Mean Speed(Average) :	25 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 2 (Water St) in Downtown
Norwich, Connecticut

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	127	115	121	168	203	153
01:00	*	*	*	60	57	58	112	145	94
02:00	*	*	*	38	35	36	97	106	69
03:00	*	*	*	48	46	47	66	75	59
04:00	*	*	*	79	62	70	95	82	80
05:00	*	*	*	175	168	172	116	94	138
06:00	*	*	*	360	350	355	190	167	267
07:00	*	*	*	618	587	602	294	199	424
08:00	*	*	*	698	641	670	430	350	530
09:00	*	*	*	601	563	582	481	399	511
10:00	*	*	*	581	587	584	582	507	564
11:00	*	*	*	613	677	645	660	556	626
12:00 PM	*	*	*	673	718	696	626	533	638
01:00	*	*	*	658	756	707	567	620	650
02:00	*	*	*	719	731	725	555	634	660
03:00	*	*	*	827	832	830	630	650	735
04:00	*	*	*	847	759	803	661	642	727
05:00	*	*	*	679	731	705	611	594	654
06:00	*	*	474	51	661	395	537	555	456
07:00	*	*	477	20	534	344	505	518	411
08:00	*	*	379	373	478	410	471	421	424
09:00	*	*	340	347	374	354	427	318	361
10:00	*	*	225	243	546	338	409	270	339
11:00	*	*	166	150	289	202	383	186	235
Total	0	0	2061	9585	11297	10451	9673	8824	9805

Date	Daily Total
07-Jun-23	9849
08-Jun-23	9585
09-Jun-23	11297
10-Jun-23	9673
11-Jun-23	8824
Average	9846

Route 2 (Water St) in Downtown
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5865

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	121	98	*	*	*	110	*	*	110
01:00	77	57	*	*	*	67	*	*	67
02:00	46	35	*	*	*	40	*	*	40
03:00	35	44	*	*	*	40	*	*	40
04:00	77	64	*	*	*	70	*	*	70
05:00	183	158	*	*	*	170	*	*	170
06:00	346	361	*	*	*	354	*	*	354
07:00	562	614	*	*	*	588	*	*	588
08:00	696	665	*	*	*	680	*	*	680
09:00	586	573	*	*	*	580	*	*	580
10:00	567	573	*	*	*	570	*	*	570
11:00	589	613	*	*	*	601	*	*	601
12:00 PM	627	673	*	*	*	650	*	*	650
01:00	672	677	*	*	*	674	*	*	674
02:00	716	*	*	*	*	716	*	*	716
03:00	815	*	*	*	*	815	*	*	815
04:00	863	*	*	*	*	863	*	*	863
05:00	778	*	*	*	*	778	*	*	778
06:00	551	*	*	*	*	551	*	*	551
07:00	406	*	*	*	*	406	*	*	406
08:00	345	*	*	*	*	345	*	*	345
09:00	263	*	*	*	*	263	*	*	263
10:00	223	*	*	*	*	223	*	*	223
11:00	153	*	*	*	*	153	*	*	153
Total	10297	5205	0	0	0	10307	0	0	10307

Date	Daily Total
12-Jun-23	10297
13-Jun-23	10240
Average	10268

Grand Total	10297	5205	2061	9585	11297	20758	9673	8824	20112

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	1	67	6	0	0	0	0	0	0	0	0	0	0	0	74
22:00	3	275	15	0	2	0	0	0	0	0	0	0	0	0	295
23:00	5	229	17	0	1	0	0	0	0	0	0	0	0	0	252
Total	9	571	38	0	3	0	0	0	0	0	0	0	0	0	621
Percent	1.4%	91.9%	6.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	23:00	22:00	23:00		22:00										
Vol.	5	275	17		2										

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	170	12	0	0	0	0	0	0	0	0	0	0	0	182
01:00	0	82	7	0	1	0	0	0	0	0	0	0	0	0	90
02:00	2	31	3	0	0	0	0	0	0	0	0	0	0	0	36
03:00	0	34	2	0	0	0	0	0	0	0	0	0	0	0	36
04:00	0	29	2	0	1	0	0	0	1	0	0	0	0	0	33
05:00	2	92	12	0	1	2	0	0	0	0	0	0	0	0	109
06:00	6	231	27	0	8	0	0	0	0	0	0	0	0	0	272
07:00	10	459	41	2	24	1	0	0	0	1	0	0	0	0	538
08:00	11	564	69	0	27	1	1	1	0	0	0	0	0	0	674
09:00	9	610	64	3	17	2	0	1	0	1	0	0	0	0	707
10:00	13	606	72	2	12	3	0	1	2	0	1	0	0	0	712
11:00	13	651	67	4	14	3	1	4	0	0	0	0	0	0	757
12 PM	17	677	76	2	16	4	0	2	2	0	0	0	0	0	796
13:00	15	699	77	1	23	5	0	1	0	1	0	0	0	0	822
14:00	14	764	67	3	15	2	0	3	1	0	1	0	0	0	870
15:00	18	798	68	0	20	1	0	1	0	0	0	0	0	0	906
16:00	13	868	71	1	13	0	0	0	0	0	1	0	0	0	967
17:00	23	809	65	0	20	1	0	2	0	0	1	0	0	0	921
18:00	13	679	58	0	1	0	0	0	0	0	0	0	0	0	751
19:00	7	593	42	0	7	0	0	0	0	0	0	1	0	0	650
20:00	8	539	48	0	2	0	0	1	0	0	0	0	0	0	598
21:00	4	432	39	0	2	0	0	0	0	0	0	0	0	0	477
22:00	6	359	27	0	2	0	0	0	0	0	0	0	0	0	394
23:00	4	228	16	0	0	0	0	0	0	0	0	0	0	0	248
Total	208	11004	1032	18	226	25	2	17	6	3	4	1	0	0	12546
Percent	1.7%	87.7%	8.2%	0.1%	1.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	08:00	10:00	08:00	11:00	10:00	07:00	10:00				
Vol.	13	651	72	4	27	3	1	4	2	1	1				
PM Peak	17:00	16:00	13:00	14:00	13:00	13:00		14:00	12:00	13:00	14:00	19:00			
Vol.	23	868	77	3	23	5		3	2	1	1	1			

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	145	3	0	0	0	0	0	0	0	0	0	0	0	149
01:00	2	74	3	0	1	0	0	0	0	0	0	0	0	0	80
02:00	2	36	4	0	0	0	0	0	0	0	0	0	0	0	42
03:00	0	33	3	0	1	0	0	0	0	0	0	0	0	0	37
04:00	0	39	5	0	0	0	0	0	0	0	0	0	0	0	44
05:00	1	97	12	0	3	0	0	0	0	0	0	0	0	0	113
06:00	3	201	28	1	6	0	0	0	1	0	1	0	0	0	241
07:00	12	373	45	2	10	0	0	1	0	1	0	0	0	0	444
08:00	12	556	64	0	32	3	0	0	3	0	0	0	0	0	670
09:00	4	531	81	3	23	2	1	1	0	0	0	0	0	0	646
10:00	5	618	72	2	8	1	0	1	0	0	0	0	0	0	707
11:00	8	646	62	4	11	3	0	1	1	0	0	0	0	0	736
12 PM	7	701	75	0	18	1	1	0	1	1	0	0	0	0	805
13:00	11	738	86	3	12	2	0	3	0	0	0	0	0	0	855
14:00	11	802	71	2	17	0	0	3	0	0	0	0	0	0	906
15:00	19	800	63	1	19	2	0	3	0	1	0	0	0	0	908
16:00	9	816	63	0	16	2	0	3	0	0	0	0	0	0	909
17:00	11	817	68	0	23	0	0	0	0	0	2	0	0	0	921
18:00	13	736	53	0	8	2	0	1	0	0	0	0	0	0	813
19:00	8	683	51	0	6	0	0	1	0	1	0	0	0	0	750
20:00	7	570	42	0	1	1	1	0	0	0	0	0	0	0	622
21:00	4	469	32	0	4	1	0	0	0	0	0	0	0	0	510
22:00	4	357	11	0	2	1	0	0	0	0	0	0	0	0	375
23:00	4	327	18	0	1	0	0	0	0	0	0	0	0	0	350
Total	158	11165	1015	18	222	21	3	18	6	4	3	0	0	0	12633
Percent	1.3%	88.4%	8.0%	0.1%	1.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	11:00	08:00	08:00	09:00	07:00	08:00	07:00	06:00				
Vol.	12	646	81	4	32	3	1	1	3	1	1				
PM Peak	15:00	17:00	13:00	13:00	17:00	13:00	12:00	13:00	12:00	12:00	17:00				
Vol.	19	817	86	3	23	2	1	3	1	1	2				

Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	3	192	12	0	3	0	0	0	0	0	0	0	0	0	210
01:00	5	134	5	0	2	0	0	0	0	0	0	0	0	0	146
02:00	2	87	7	0	1	0	0	0	0	0	0	0	0	0	97
03:00	1	60	2	0	2	0	0	0	0	0	0	0	0	0	65
04:00	0	31	3	0	1	0	0	0	0	0	0	0	0	0	35
05:00	0	72	6	0	0	0	0	2	0	0	0	0	0	0	80
06:00	3	136	12	0	1	0	0	1	0	0	0	0	0	0	153
07:00	6	211	18	1	3	1	0	0	0	0	0	0	0	0	240
08:00	6	394	42	1	5	0	0	0	0	0	0	0	0	0	448
09:00	8	479	45	0	4	1	0	1	0	0	1	0	0	0	539
10:00	8	545	67	0	4	1	0	0	0	0	0	0	0	0	625
11:00	8	630	74	1	10	2	0	0	1	1	0	0	0	0	727
12 PM	13	680	68	1	12	0	0	1	0	0	1	0	0	0	776
13:00	8	677	58	0	4	0	0	1	1	1	0	0	0	0	750
14:00	6	657	48	0	6	0	0	1	0	0	0	0	0	0	718
15:00	10	616	49	0	5	0	0	2	0	0	0	0	0	0	682
16:00	12	710	57	0	7	0	1	0	0	0	0	0	0	0	787
17:00	7	625	54	0	5	1	0	1	0	1	0	0	0	0	694
18:00	8	589	46	0	3	0	0	0	0	0	0	0	0	0	646
19:00	16	524	41	0	2	0	1	1	0	1	0	0	0	0	586
20:00	7	508	41	1	3	1	0	0	0	0	0	0	0	0	561
21:00	5	427	30	0	4	1	0	0	0	0	0	0	0	0	467
22:00	9	346	26	0	6	2	0	0	0	0	0	0	0	0	389
23:00	3	317	14	0	1	0	0	0	0	0	0	0	0	0	335
Total	154	9647	825	5	94	10	2	11	2	4	2	0	0	0	10756
Percent	1.4%	89.7%	7.7%	0.0%	0.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	07:00	11:00	11:00		05:00	11:00	11:00	09:00				
Vol.	8	630	74	1	10	2		2	1	1	1				
PM Peak	19:00	16:00	12:00	12:00	12:00	22:00	16:00	15:00	13:00	13:00	12:00				
Vol.	16	710	68	1	12	2	1	2	1	1	1				

Connecticut Counts LLC
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(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	3	217	17	1	2	0	0	0	0	0	0	0	0	0	240
01:00	3	139	6	0	0	0	0	0	0	0	0	0	0	0	148
02:00	4	151	5	0	0	0	0	0	0	0	0	0	0	0	160
03:00	1	65	2	0	1	0	0	0	0	0	0	0	0	0	69
04:00	0	36	3	0	1	0	0	0	0	0	0	0	0	0	40
05:00	0	58	5	0	2	0	0	0	0	0	0	0	0	0	65
06:00	1	96	12	0	1	0	0	1	0	0	0	0	0	0	111
07:00	4	195	22	0	3	0	0	0	0	0	0	0	0	0	224
08:00	5	292	25	0	3	0	0	2	0	0	0	0	0	0	327
09:00	6	399	48	0	5	1	0	0	0	0	0	0	0	0	459
10:00	7	450	51	1	3	0	0	0	0	0	0	0	0	0	512
11:00	11	514	44	0	5	1	0	1	0	0	0	0	0	0	576
12 PM	3	541	50	1	6	1	0	1	1	0	0	0	0	0	604
13:00	4	606	37	0	4	2	0	0	0	0	0	0	0	0	653
14:00	7	596	47	0	5	0	0	0	1	0	0	1	0	0	657
15:00	16	603	38	0	3	0	0	0	0	0	0	0	0	0	660
16:00	5	612	52	2	5	1	0	0	0	0	0	0	0	0	677
17:00	9	626	62	1	8	2	0	0	0	0	0	0	0	0	708
18:00	28	587	41	0	10	1	0	0	0	0	0	0	0	0	667
19:00	16	533	38	1	2	0	0	0	0	0	0	1	0	0	591
20:00	13	494	32	0	2	1	0	0	0	0	0	0	0	0	542
21:00	10	393	18	0	4	0	0	0	0	0	0	0	0	0	425
22:00	2	286	18	0	2	0	0	0	0	0	0	0	0	0	308
23:00	2	251	13	0	0	0	0	0	0	0	0	0	0	0	266
Total	160	8740	686	7	77	10	0	5	2	0	0	2	0	0	9689
Percent	1.7%	90.2%	7.1%	0.1%	0.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	00:00	09:00	09:00		08:00							
Vol.	11	514	51	1	5	1		2							
PM Peak	18:00	17:00	17:00	16:00	18:00	13:00		12:00	12:00			14:00			
Vol.	28	626	62	2	10	2		1	1			1			

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Route 82 East of Thames Street
Norwich, Connecticut

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Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	2	146	10	0	0	0	0	0	0	0	0	0	0	0	158
01:00	1	80	3	0	1	0	0	0	0	0	0	0	0	0	85
02:00	0	51	3	0	0	0	0	0	0	0	0	0	0	0	54
03:00	1	36	1	0	0	0	0	0	0	0	0	0	0	0	38
04:00	1	41	5	0	0	0	0	0	0	0	0	0	0	0	47
05:00	1	89	14	0	4	1	0	0	0	0	0	0	0	0	109
06:00	4	197	27	0	4	0	0	0	0	0	0	0	0	0	232
07:00	7	361	45	1	9	1	0	1	0	0	1	0	0	0	426
08:00	7	607	65	3	23	2	0	0	0	0	0	0	0	0	707
09:00	11	572	72	0	24	3	0	2	0	0	0	0	0	0	684
10:00	9	549	79	2	13	5	0	2	2	0	0	0	0	0	661
11:00	10	584	51	0	13	2	1	2	1	0	0	0	0	0	664
12 PM	9	660	78	1	12	4	0	0	3	0	0	0	0	0	767
13:00	13	704	63	0	26	5	0	3	0	0	1	0	0	0	815
14:00	7	691	74	1	20	1	0	1	0	0	0	0	0	0	795
15:00	17	881	66	1	22	0	0	1	2	1	1	0	0	0	992
16:00	16	855	70	3	18	6	0	1	2	0	0	0	0	0	971
17:00	16	834	51	0	5	2	0	1	1	0	0	0	0	0	910
18:00	11	684	47	0	6	1	0	0	0	0	0	0	0	0	749
19:00	6	601	31	0	1	2	0	0	0	0	0	0	0	0	641
20:00	6	448	33	0	3	0	1	0	0	0	0	0	0	0	491
21:00	8	391	22	0	1	0	0	0	0	0	0	0	0	0	422
22:00	4	250	19	0	2	1	0	1	0	0	0	0	0	0	277
23:00	4	199	17	1	0	0	0	0	0	0	0	0	0	0	221
Total	171	10511	946	13	207	36	2	15	11	1	3	0	0	0	11916
Percent	1.4%	88.2%	7.9%	0.1%	1.7%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	10:00	08:00	09:00	10:00	11:00	09:00	10:00		07:00				
Vol.	11	607	79	3	24	5	1	2	2		1				
PM Peak	15:00	15:00	12:00	16:00	13:00	16:00	20:00	13:00	12:00	15:00	13:00				
Vol.	17	881	78	3	26	6	1	3	3	1	1				

Route 82 East of Thames Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	1	166	11	0	0	2	0	0	0	0	0	0	0	0	180
01:00	0	60	3	0	0	0	0	0	0	0	0	0	0	0	63
02:00	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
03:00	0	27	3	0	1	0	0	0	0	0	0	0	0	0	31
04:00	0	32	6	0	0	1	0	0	0	0	0	0	0	0	39
05:00	3	86	10	0	2	0	0	1	0	0	0	0	0	0	102
06:00	3	197	22	0	3	1	0	1	0	0	0	0	0	0	227
07:00	6	351	35	1	14	3	0	2	0	0	0	0	0	0	412
08:00	7	605	77	2	25	0	1	1	0	0	0	0	0	0	718
09:00	12	600	77	0	18	6	0	1	0	0	0	0	0	0	714
10:00	8	597	66	1	18	4	0	2	0	0	0	0	0	0	696
11:00	4	648	71	2	14	7	0	1	1	0	0	0	0	0	748
12 PM	8	655	76	0	24	2	0	0	1	3	1	0	0	0	770
13:00	10	689	73	0	17	2	0	2	0	0	0	0	0	0	793
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	4748	533	6	136	28	1	11	2	3	1	0	0	0	5531
Percent	1.1%	85.8%	9.6%	0.1%	2.5%	0.5%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	08:00	08:00	08:00	11:00	08:00	07:00	11:00						
Vol.	12	648	77	2	25	7	1	2	1						
PM Peak	13:00	13:00	12:00		12:00	12:00		13:00	12:00	12:00	12:00				
Vol.	10	689	76		24	2		2	1	3	1				
Grand Total	922	56386	5075	67	965	130	10	77	29	15	13	3	0	0	63692
Percent	1.4%	88.5%	8.0%	0.1%	1.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	0	1	3	24	34	12	0	0	0	0	0	0	0	0	74	26-35	58
22:00	0	**3**	**8**	69	**134**	**59**	**16**	**6**	0	0	0	0	0	0	**295**	26-35	203
23:00	**1**	1	5	**72**	115	48	9	0	**1**	0	0	0	0	0	252	26-35	187
Total	1	5	16	165	283	119	25	6	1	0	0	0	0	0	621		
Percent	0.2%	0.8%	2.6%	26.6%	45.6%	19.2%	4.0%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	23:00	22:00	22:00	23:00	22:00	22:00	22:00	22:00	23:00						22:00		
Vol.	1	3	8	72	134	59	16	6	1						295		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	0	4	6	55	75	35	7	0	0	0	0	0	0	0	182	26-35	130
01:00	0	2	3	27	32	17	8	0	**1**	0	0	0	0	0	90	26-35	59
02:00	0	0	0	8	13	9	5	1	0	0	0	0	0	0	36	29-38	22
03:00	0	0	1	13	17	4	1	0	0	0	0	0	0	0	36	26-35	30
04:00	0	0	0	5	19	8	1	0	0	0	0	0	0	0	33	31-40	27
05:00	1	0	3	18	51	28	8	0	0	0	0	0	0	0	109	31-40	79
06:00	2	5	5	62	124	58	13	3	0	0	0	0	0	0	272	26-35	186
07:00	5	4	39	150	215	**95**	**25**	**5**	0	0	0	0	0	0	538	26-35	365
08:00	10	12	82	253	239	64	10	4	0	0	0	0	0	0	674	26-35	492
09:00	**34**	**67**	**143**	253	159	43	7	1	0	0	0	0	0	0	707	26-35	412
10:00	12	30	114	244	**247**	55	9	1	0	0	0	0	0	0	712	26-35	491
11:00	34	51	133	**260**	224	45	9	1	0	0	0	0	0	0	**757**	26-35	484
12 PM	43	102	147	267	170	56	9	2	0	0	0	0	0	0	796	26-35	437
13:00	27	70	183	290	194	43	9	4	**1**	**1**	0	0	0	0	822	26-35	484
14:00	52	85	188	339	170	31	5	0	0	0	0	0	0	0	870	21-30	527
15:00	**99**	**146**	**212**	257	149	39	3	0	1	0	0	0	0	0	906	21-30	469
16:00	96	128	179	326	189	39	5	5	0	0	0	0	0	0	**967**	26-35	515
17:00	69	99	140	**350**	205	54	4	0	0	0	0	0	0	0	921	26-35	555
18:00	4	8	72	287	**274**	78	**20**	**8**	0	0	0	0	0	0	751	26-35	561
19:00	4	10	42	208	267	**98**	18	3	0	0	0	0	0	0	650	26-35	475
20:00	2	0	28	222	257	73	11	5	0	0	0	0	0	0	598	26-35	479
21:00	1	3	26	182	198	57	8	2	0	0	0	0	0	0	477	26-35	380
22:00	1	1	13	125	178	62	12	2	0	0	0	0	0	0	394	26-35	303
23:00	3	4	13	80	103	33	10	1	1	0	0	0	0	0	248	26-35	183
Total	499	831	1772	4281	3769	1124	217	48	4	1	0	0	0	0	12546		
Percent	4.0%	6.6%	14.1%	34.1%	30.0%	9.0%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	11:00	10:00	07:00	07:00	07:00	01:00						11:00		
Vol.	34	67	143	260	247	95	25	5	1						757		
PM Peak	15:00	15:00	15:00	17:00	18:00	19:00	18:00	18:00	13:00	13:00					16:00		
Vol.	99	146	212	350	274	98	20	8	1	1					967		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	0	1	7	43	63	27	8	0	0	0	0	0	0	0	149	26-35	106
01:00	0	0	7	31	28	11	3	0	0	0	0	0	0	0	80	26-35	59
02:00	0	1	2	11	22	4	1	0	**1**	0	0	0	0	0	42	26-35	33
03:00	0	1	0	8	15	11	2	0	0	0	0	0	0	0	37	31-40	26
04:00	0	0	2	11	17	10	4	0	0	0	0	0	0	0	44	26-35	28
05:00	0	0	7	21	44	29	10	**2**	0	0	0	0	0	0	113	31-40	73
06:00	1	3	11	64	104	48	9	1	0	0	0	0	0	0	241	26-35	168
07:00	4	3	24	116	196	**77**	**22**	2	0	0	0	0	0	0	444	26-35	312
08:00	11	26	76	256	213	74	13	1	0	0	0	0	0	0	670	26-35	469
09:00	5	16	**107**	259	196	57	6	0	0	0	0	0	0	0	646	26-35	455
10:00	**20**	**43**	97	**296**	189	52	9	1	0	0	0	0	0	0	707	26-35	485
11:00	17	34	105	284	**232**	54	7	2	1	0	0	0	0	0	**736**	26-35	516
12 PM	40	82	185	287	165	40	5	1	0	0	0	0	0	0	805	21-30	472
13:00	36	39	154	**357**	223	38	7	1	0	0	0	0	0	0	855	26-35	580
14:00	40	92	163	356	200	46	9	0	0	0	0	0	0	0	906	26-35	556
15:00	**95**	**205**	**231**	271	87	17	2	0	0	0	0	0	0	0	908	21-30	502
16:00	90	168	213	261	140	29	6	**2**	0	0	0	0	0	0	909	21-30	474
17:00	63	82	188	325	213	47	2	1	0	0	0	0	0	0	**921**	26-35	538
18:00	41	55	119	295	**237**	**59**	6	1	0	0	0	0	0	0	813	26-35	532
19:00	23	41	137	331	166	47	5	0	0	0	0	0	0	0	750	26-35	497
20:00	3	13	72	253	231	45	5	0	0	0	0	0	0	0	622	26-35	484
21:00	3	13	30	212	193	51	8	0	0	0	0	0	0	0	510	26-35	405
22:00	0	5	15	147	152	43	**11**	2	0	0	0	0	0	0	375	26-35	299
23:00	1	5	36	141	127	33	6	1	0	0	0	0	0	0	350	26-35	268
Total	493	928	1988	4636	3453	949	166	18	2	0	0	0	0	0	12633		
Percent	3.9%	7.3%	15.7%	36.7%	27.3%	7.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	09:00	10:00	11:00	07:00	07:00	05:00	02:00						11:00		
Vol.	20	43	107	296	232	77	22	2	1						736		
PM Peak	15:00	15:00	15:00	13:00	18:00	18:00	22:00	16:00							17:00		
Vol.	95	205	231	357	237	59	11	2							921		

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06/10/23	2	6	20	90	61	25	5	1	0	0	0	0	0	0	210	26-35	151
01:00	1	2	15	62	48	14	4	0	0	0	0	0	0	0	146	26-35	110
02:00	0	0	9	36	32	17	3	0	0	0	0	0	0	0	97	26-35	68
03:00	0	0	1	27	25	12	0	0	0	0	0	0	0	0	65	26-35	52
04:00	0	0	1	5	24	3	2	0	0	0	0	0	0	0	35	26-35	29
05:00	0	0	2	26	26	21	4	1	0	0	0	0	0	0	80	26-35	52
06:00	1	2	4	41	70	28	6	1	0	0	0	0	0	0	153	26-35	111
07:00	2	1	9	62	107	45	**12**	2	0	0	0	0	0	0	240	26-35	169
08:00	4	2	14	176	193	51	7	1	0	0	0	0	0	0	448	26-35	369
09:00	4	3	39	189	227	62	12	**3**	0	0	0	0	0	0	539	26-35	416
10:00	9	17	83	231	207	64	11	3	0	0	0	0	0	0	625	26-35	438
11:00	**13**	**29**	**112**	**247**	**238**	**78**	8	2	0	0	0	0	0	0	**727**	26-35	485
12 PM	**26**	**41**	80	300	**250**	71	6	2	0	0	0	0	0	0	776	26-35	550
13:00	16	36	111	275	226	65	**20**	1	0	0	0	0	0	0	750	26-35	501
14:00	8	24	105	281	214	**76**	10	0	0	0	0	0	0	0	718	26-35	495
15:00	5	19	73	260	234	73	16	2	0	0	0	0	0	0	682	26-35	494
16:00	19	39	**112**	**340**	223	44	8	1	**1**	0	0	0	0	0	**787**	26-35	563
17:00	10	31	84	270	211	67	15	4	1	**1**	0	0	0	0	694	26-35	481
18:00	6	14	62	244	231	65	17	**6**	1	0	0	0	0	0	646	26-35	475
19:00	4	7	43	240	206	76	9	1	0	0	0	0	0	0	586	26-35	446
20:00	1	8	44	241	194	64	7	2	0	0	0	0	0	0	561	26-35	435
21:00	0	1	21	195	189	54	6	1	0	0	0	0	0	0	467	26-35	384
22:00	2	2	19	156	162	41	7	0	0	0	0	0	0	0	389	26-35	318
23:00	0	2	23	147	128	26	6	1	1	1	0	0	0	0	335	26-35	275
Total	133	286	1086	4141	3726	1142	201	35	4	2	0	0	0	0	10756		
Percent	1.2%	2.7%	10.1%	38.5%	34.6%	10.6%	1.9%	0.3%	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	07:00	09:00							11:00		
Vol.	13	29	112	247	238	78	12	3							727		
PM Peak	12:00	12:00	16:00	16:00	12:00	14:00	13:00	18:00	16:00	17:00					16:00		
Vol.	26	41	112	340	250	76	20	6	1	1					787		

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06/11/23	1	2	13	99	92	28	5	0	0	0	0	0	0	0	240	26-35	191
01:00	0	0	5	61	54	26	1	0	0	**1**	0	0	0	0	148	26-35	115
02:00	0	0	11	64	62	17	3	1	**2**	0	0	0	0	0	160	26-35	126
03:00	0	0	8	23	20	14	4	0	0	0	0	0	0	0	69	26-35	43
04:00	0	0	2	18	12	7	1	0	0	0	0	0	0	0	40	26-35	30
05:00	0	0	2	14	28	16	5	0	0	0	0	0	0	0	65	31-40	44
06:00	0	0	2	30	47	28	4	0	0	0	0	0	0	0	111	26-35	77
07:00	1	3	2	55	103	50	9	1	0	0	0	0	0	0	224	26-35	158
08:00	0	6	12	102	128	**68**	8	**3**	0	0	0	0	0	0	327	26-35	230
09:00	2	1	22	163	193	62	15	1	0	0	0	0	0	0	459	26-35	356
10:00	1	7	39	150	**232**	67	**16**	0	0	0	0	0	0	0	512	26-35	382
11:00	**3**	**10**	**62**	**218**	205	65	12	1	0	0	0	0	0	0	**576**	26-35	423
12 PM	0	11	42	197	269	64	18	2	0	**1**	0	0	0	0	604	26-35	466
13:00	1	7	54	227	249	**96**	16	**3**	0	0	0	0	0	0	653	26-35	476
14:00	3	**21**	58	237	268	63	7	0	0	0	0	0	0	0	657	26-35	505
15:00	**12**	20	47	248	245	71	16	1	0	0	0	0	0	0	660	26-35	493
16:00	6	10	63	266	237	75	**19**	1	0	0	0	0	0	0	677	26-35	503
17:00	11	21	65	**270**	251	73	14	2	1	0	0	0	0	0	**708**	26-35	521
18:00	8	14	**73**	202	**285**	65	17	1	1	1	0	0	0	0	667	26-35	487
19:00	3	10	41	191	244	88	12	1	1	0	0	0	0	0	591	26-35	435
20:00	1	13	32	177	229	79	10	0	1	0	0	0	0	0	542	26-35	406
21:00	6	12	18	140	183	52	13	1	0	0	0	0	0	0	425	26-35	323
22:00	0	2	18	104	127	40	12	1	**3**	1	0	0	0	0	308	26-35	231
23:00	0	1	16	99	123	18	9	0	0	0	0	0	0	0	266	26-35	222
Total	59	171	707	3355	3886	1232	246	20	9	4	0	0	0	0	9689		
Percent	0.6%	1.8%	7.3%	34.6%	40.1%	12.7%	2.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	10:00	08:00	02:00	01:00					11:00		
Vol.	3	10	62	218	232	68	16	3	2	1					576		
PM Peak	15:00	14:00	18:00	17:00	18:00	13:00	16:00	13:00	22:00	12:00					17:00		
Vol.	12	21	73	270	285	96	19	3	3	1					708		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	1	1	13	54	54	27	7	0	0	**1**	0	0	0	0	158	26-35	108
01:00	0	0	2	32	40	9	2	0	0	0	0	0	0	0	85	26-35	72
02:00	0	2	5	19	19	5	3	1	0	0	0	0	0	0	54	26-35	38
03:00	0	1	0	16	14	5	2	0	0	0	0	0	0	0	38	26-35	30
04:00	0	1	2	14	21	9	0	0	0	0	0	0	0	0	47	26-35	35
05:00	0	0	5	27	37	29	9	1	**1**	0	0	0	0	0	109	30-39	66
06:00	1	2	12	64	111	36	4	2	0	0	0	0	0	0	232	26-35	175
07:00	2	2	30	141	177	**60**	**14**	0	0	0	0	0	0	0	426	26-35	318
08:00	8	25	**129**	264	216	52	10	**3**	0	0	0	0	0	0	**707**	26-35	480
09:00	**29**	**35**	113	243	214	45	4	0	1	0	0	0	0	0	684	26-35	457
10:00	5	24	84	**265**	**228**	51	4	0	0	0	0	0	0	0	661	26-35	493
11:00	13	33	108	241	216	45	6	2	0	0	0	0	0	0	664	26-35	457
12 PM	9	23	122	337	207	54	**13**	2	0	0	0	0	0	0	767	26-35	544
13:00	41	73	175	314	170	35	6	1	0	0	0	0	0	0	815	21-30	489
14:00	23	62	166	313	191	30	7	**3**	0	0	0	0	0	0	795	26-35	504
15:00	**78**	**131**	**248**	323	175	32	4	1	0	0	0	0	0	0	**992**	21-30	571
16:00	72	125	201	326	197	38	11	1	0	0	0	0	0	0	971	21-30	527
17:00	24	57	144	**378**	244	**60**	3	0	0	0	0	0	0	0	910	26-35	622
18:00	6	32	118	261	**281**	38	11	2	0	0	0	0	0	0	749	26-35	542
19:00	13	17	117	307	163	20	4	0	0	0	0	0	0	0	641	26-35	470
20:00	2	7	45	193	182	59	3	0	0	0	0	0	0	0	491	26-35	375
21:00	3	1	24	176	158	51	9	0	0	0	0	0	0	0	422	26-35	334
22:00	1	6	12	94	124	33	6	0	**1**	0	0	0	0	0	277	26-35	218
23:00	2	1	10	73	85	42	8	0	0	0	0	0	0	0	221	26-35	158
Total	333	661	1885	4475	3524	865	150	19	3	1	0	0	0	0	11916		
Percent	2.8%	5.5%	15.8%	37.6%	29.6%	7.3%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	08:00	10:00	10:00	07:00	07:00	08:00	05:00	00:00					08:00		
Vol.	29	35	129	265	228	60	14	3	1	1					707		
PM Peak	15:00	15:00	15:00	17:00	18:00	17:00	12:00	14:00	22:00						15:00		
Vol.	78	131	248	378	281	60	13	3	1						992		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/23	0	1	18	70	73	15	3	0	0	0	0	0	0	0	180	26-35	143
01:00	1	0	5	17	25	11	4	0	0	0	0	0	0	0	63	26-35	42
02:00	0	0	3	17	14	3	1	0	0	0	0	0	0	0	38	26-35	31
03:00	0	0	2	13	7	7	2	0	0	0	0	0	0	0	31	26-35	20
04:00	0	0	2	13	18	5	1	0	0	0	0	0	0	0	39	26-35	31
05:00	0	0	3	25	41	27	6	0	0	0	0	0	0	0	102	31-40	68
06:00	1	1	14	70	95	40	6	0	0	0	0	0	0	0	227	26-35	165
07:00	6	9	39	140	170	40	7	**1**	0	0	0	0	0	0	412	26-35	310
08:00	**13**	28	99	300	206	**61**	10	1	0	0	0	0	0	0	718	26-35	506
09:00	13	28	**113**	308	205	40	6	1	0	0	0	0	0	0	714	26-35	513
10:00	7	25	75	**316**	203	58	**11**	1	0	0	0	0	0	0	696	26-35	519
11:00	7	**29**	107	315	**222**	61	7	0	0	0	0	0	0	0	**748**	26-35	537
12 PM	11	35	142	300	**225**	**45**	11	**1**	0	0	0	0	0	0	770	26-35	525
13:00	**24**	**43**	**160**	**317**	191	45	**12**	0	0	**1**	0	0	0	0	**793**	26-35	508
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	83	199	782	2221	1695	458	87	5	0	1	0	0	0	0	5531		
Percent	1.5%	3.6%	14.1%	40.2%	30.6%	8.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	09:00	10:00	11:00	08:00	10:00	07:00							11:00		
Vol.	13	29	113	316	222	61	11	1							748		
PM Peak	13:00	13:00	13:00	13:00	12:00	12:00	13:00	12:00		13:00					13:00		
Vol.	24	43	160	317	225	45	12	1		1					793		
Total	1601	3081	8236	23274	20336	5889	1092	151	23	9	0	0	0	0	63692		
Percent	2.5%	4.8%	12.9%	36.5%	31.9%	9.2%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	29 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	43610
Percent in Pace :	68.5%
Number of Vehicles > 35 MPH :	7164
Percent of Vehicles > 35 MPH :	11.2%
Mean Speed(Average) :	29 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
Norwich, Connecticut

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	182	149	166	210	240	195
01:00	*	*	*	90	80	85	146	148	116
02:00	*	*	*	36	42	39	97	160	84
03:00	*	*	*	36	37	36	65	69	52
04:00	*	*	*	33	44	38	35	40	38
05:00	*	*	*	109	113	111	80	65	92
06:00	*	*	*	272	241	256	153	111	194
07:00	*	*	*	538	444	491	240	224	362
08:00	*	*	*	674	670	672	448	327	530
09:00	*	*	*	707	646	676	539	459	588
10:00	*	*	*	712	707	710	625	512	639
11:00	*	*	*	757	736	746	727	576	699
12:00 PM	*	*	*	796	805	800	776	604	745
01:00	*	*	*	822	855	838	750	653	770
02:00	*	*	*	870	906	888	718	657	788
03:00	*	*	*	906	908	907	682	660	789
04:00	*	*	*	967	909	938	787	677	835
05:00	*	*	*	921	921	921	694	708	811
06:00	*	*	*	751	813	782	646	667	719
07:00	*	*	*	650	750	700	586	591	644
08:00	*	*	*	598	622	610	561	542	581
09:00	*	*	74	477	510	354	467	425	391
10:00	*	*	295	394	375	355	389	308	352
11:00	*	*	252	248	350	283	335	266	290
Total	0	0	621	12546	12633	12402	10756	9689	11304

Date	Daily Total
08-Jun-23	12546
09-Jun-23	12633
Average	12590

Route 82 East of Thames Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5866

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	158	180	*	*	*	169	*	*	169
01:00	85	63	*	*	*	74	*	*	74
02:00	54	38	*	*	*	46	*	*	46
03:00	38	31	*	*	*	34	*	*	34
04:00	47	39	*	*	*	43	*	*	43
05:00	109	102	*	*	*	106	*	*	106
06:00	232	227	*	*	*	230	*	*	230
07:00	426	412	*	*	*	419	*	*	419
08:00	707	718	*	*	*	712	*	*	712
09:00	684	714	*	*	*	699	*	*	699
10:00	661	696	*	*	*	678	*	*	678
11:00	664	748	*	*	*	706	*	*	706
12:00 PM	767	770	*	*	*	768	*	*	768
01:00	815	793	*	*	*	804	*	*	804
02:00	795	*	*	*	*	795	*	*	795
03:00	992	*	*	*	*	992	*	*	992
04:00	971	*	*	*	*	971	*	*	971
05:00	910	*	*	*	*	910	*	*	910
06:00	749	*	*	*	*	749	*	*	749
07:00	641	*	*	*	*	641	*	*	641
08:00	491	*	*	*	*	491	*	*	491
09:00	422	*	*	*	*	422	*	*	422
10:00	277	*	*	*	*	277	*	*	277
11:00	221	*	*	*	*	221	*	*	221
Total	11916	5531	0	0	0	11957	0	0	11957
Date	Daily Total								
12-Jun-23	11916								
Grand Total	11916	5531	621	12546	12633	24359	10756	9689	23261

Route 2 between bridges
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	0	302	32	2	6	2	1	15	2	8	0	4	5	35	414
21:00	4	297	25	2	4	3	3	7	1	3	0	1	2	19	371
22:00	4	238	23	2	0	1	1	5	0	1	0	0	2	10	287
23:00	1	151	15	0	0	1	1	4	2	2	0	0	0	10	187
Total	9	988	95	6	10	7	6	31	5	14	0	5	9	74	1259
Percent	0.7%	78.5%	7.5%	0.5%	0.8%	0.6%	0.5%	2.5%	0.4%	1.1%	0.0%	0.4%	0.7%	5.9%	
AM Peak Vol.															
PM Peak Vol.	21:00 4	20:00 302	20:00 32	20:00 2	20:00 6	21:00 3	21:00 3	20:00 15	20:00 2	20:00 8		20:00 4	20:00 5	20:00 35	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/08/23	0	131	13	0	3	0	0	1	0	0	0	0	0	7	155
01:00	1	46	12	2	2	1	0	1	0	0	0	0	0	0	65
02:00	2	40	2	0	0	0	0	1	0	0	0	0	0	0	45
03:00	0	44	11	0	0	0	1	0	1	0	0	0	0	0	57
04:00	0	78	9	0	1	1	1	3	0	1	0	0	0	2	96
05:00	1	171	24	5	5	1	4	6	3	1	0	0	2	19	242
06:00	0	306	43	6	30	2	3	14	1	8	0	0	7	27	447
07:00	6	346	62	8	30	2	10	25	2	15	3	6	34	54	603
08:00	3	339	56	6	25	8	7	26	6	14	1	6	20	71	588
09:00	4	364	70	4	17	9	14	28	2	17	2	6	24	44	605
10:00	5	408	74	9	17	2	8	19	5	11	2	6	24	47	637
11:00	2	374	75	8	17	2	9	31	4	14	1	9	33	66	645
12 PM	11	395	77	8	22	6	15	33	6	11	1	3	35	57	680
13:00	3	433	59	5	24	9	14	24	5	16	3	6	29	69	699
14:00	7	431	75	5	16	6	11	28	3	19	1	10	34	64	710
15:00	6	406	76	4	26	8	10	34	3	27	3	12	56	89	760
16:00	5	474	73	3	11	7	5	28	5	20	0	9	44	81	765
17:00	5	449	50	3	12	6	11	13	1	13	1	3	25	64	656
18:00	2	368	55	1	4	6	8	18	0	12	2	5	18	55	554
19:00	4	376	36	2	8	3	9	18	2	12	1	3	7	48	529
20:00	5	353	31	2	3	4	3	15	0	3	1	4	7	45	476
21:00	2	307	34	3	3	0	2	7	0	4	0	1	2	29	394
22:00	4	202	21	8	2	0	3	4	1	0	1	0	0	17	263
23:00	1	161	15	2	1	1	1	5	0	0	0	0	0	6	193
Total	79	7002	1053	94	279	84	149	382	50	218	23	89	401	961	10864
Percent	0.7%	64.5%	9.7%	0.9%	2.6%	0.8%	1.4%	3.5%	0.5%	2.0%	0.2%	0.8%	3.7%	8.8%	
AM Peak	07:00	10:00	11:00	10:00	06:00	09:00	09:00	11:00	08:00	09:00	07:00	11:00	07:00	08:00	
Vol.	6	408	75	9	30	9	14	31	6	17	3	9	34	71	
PM Peak	12:00	16:00	12:00	12:00	15:00	13:00	12:00	15:00	12:00	15:00	13:00	15:00	15:00	15:00	
Vol.	11	474	77	8	26	9	15	34	6	27	3	12	56	89	

Connecticut Counts LLC
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Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/09/23	3	97	8	1	5	0	0	0	1	0	0	1	0	5	121
01:00	0	55	8	0	2	0	0	0	0	0	0	0	0	1	66
02:00	1	44	6	1	2	0	0	0	1	0	0	0	0	0	55
03:00	0	39	10	1	1	1	0	0	0	0	0	0	0	1	53
04:00	0	62	5	3	3	0	0	1	0	0	0	0	0	3	77
05:00	1	165	34	4	15	2	2	9	3	0	0	1	0	8	244
06:00	3	265	46	23	28	2	2	15	4	2	2	3	2	17	414
07:00	6	372	61	14	30	6	10	34	2	12	3	6	25	44	625
08:00	3	350	64	13	24	3	9	24	3	18	3	4	23	42	583
09:00	0	337	75	8	19	4	5	24	2	10	0	4	30	54	572
10:00	6	375	76	4	10	3	10	28	12	16	1	2	21	47	611
11:00	4	426	80	7	11	3	9	34	3	16	2	5	43	51	694
12 PM	7	428	86	4	13	1	12	35	4	19	3	9	32	63	716
13:00	7	390	67	4	15	6	16	41	8	23	2	9	30	65	683
14:00	4	470	80	4	12	4	19	35	3	25	4	5	38	84	787
15:00	6	489	74	2	21	8	9	32	8	21	3	11	42	84	810
16:00	3	501	66	4	15	6	14	26	5	23	3	6	38	77	787
17:00	7	496	53	2	13	2	14	26	3	13	1	6	30	61	727
18:00	4	400	45	5	14	5	9	23	1	17	0	5	18	68	614
19:00	3	382	48	1	8	1	3	15	3	12	3	2	12	46	539
20:00	4	369	46	3	6	1	10	16	1	5	0	4	9	45	519
21:00	2	347	41	11	7	1	7	24	2	8	1	3	7	31	492
22:00	4	326	39	13	7	0	5	17	2	6	2	1	5	43	470
23:00	3	226	25	7	1	1	6	8	0	2	0	0	2	16	297
Total	81	7411	1143	139	282	60	171	467	71	248	33	87	407	956	11556
Percent	0.7%	64.1%	9.9%	1.2%	2.4%	0.5%	1.5%	4.0%	0.6%	2.1%	0.3%	0.8%	3.5%	8.3%	
AM Peak	07:00	11:00	11:00	06:00	07:00	07:00	07:00	07:00	10:00	08:00	07:00	07:00	11:00	09:00	
Vol.	6	426	80	23	30	6	10	34	12	18	3	6	43	54	
PM Peak	12:00	16:00	12:00	22:00	15:00	15:00	14:00	13:00	13:00	14:00	14:00	15:00	15:00	14:00	
Vol.	7	501	86	13	21	8	19	41	8	25	4	11	42	84	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/10/23	1	135	13	4	9	0	0	7	0	2	0	0	0	13	184
01:00	0	111	15	4	5	0	0	0	0	0	1	0	0	6	142
02:00	2	97	10	3	3	0	0	1	0	0	0	0	0	2	118
03:00	1	63	9	2	4	1	1	1	0	1	0	0	0	0	83
04:00	1	77	8	5	3	0	0	0	0	0	0	0	0	4	98
05:00	2	110	20	4	5	1	0	4	0	1	0	0	0	6	153
06:00	4	164	27	14	13	2	2	10	1	2	0	0	1	7	247
07:00	4	266	45	13	12	2	5	8	3	3	0	0	2	22	385
08:00	5	327	53	19	15	0	4	15	1	10	1	1	13	31	495
09:00	6	367	48	6	7	6	11	16	2	8	1	1	12	48	539
10:00	7	430	68	4	5	5	6	32	3	15	3	3	12	52	645
11:00	4	439	64	5	10	9	16	25	4	16	3	7	23	64	689
12 PM	11	406	57	3	11	3	6	26	0	12	0	8	22	55	620
13:00	10	425	55	3	7	0	7	35	2	15	1	6	15	57	638
14:00	9	389	55	3	10	5	4	14	6	14	4	5	21	62	601
15:00	8	466	42	3	9	4	7	19	5	18	2	4	21	45	653
16:00	5	416	62	1	9	6	7	13	2	19	2	4	29	72	647
17:00	8	363	42	2	6	4	6	34	2	6	0	2	26	46	547
18:00	5	388	43	5	7	1	11	17	0	12	2	2	8	57	558
19:00	9	360	50	2	5	0	5	24	1	9	0	2	11	48	526
20:00	3	372	49	1	5	1	5	19	0	6	0	2	6	32	501
21:00	7	305	31	1	5	0	2	16	0	9	1	2	5	31	415
22:00	3	362	40	1	5	4	5	17	3	8	0	2	5	37	492
23:00	6	278	29	3	2	3	3	14	1	5	0	0	1	20	365
Total	121	7116	935	111	172	57	113	367	36	191	21	51	233	817	10341
Percent	1.2%	68.8%	9.0%	1.1%	1.7%	0.6%	1.1%	3.5%	0.3%	1.8%	0.2%	0.5%	2.3%	7.9%	
AM Peak	10:00	11:00	10:00	08:00	08:00	11:00	11:00	10:00	11:00	11:00	10:00	11:00	11:00	11:00	
Vol.	7	439	68	19	15	9	16	32	4	16	3	7	23	64	
PM Peak	12:00	15:00	16:00	18:00	12:00	16:00	18:00	13:00	14:00	16:00	14:00	12:00	16:00	16:00	
Vol.	11	466	62	5	11	6	11	35	6	19	4	8	29	72	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/11/23	0	172	26	1	5	0	1	3	1	0	0	0	0	14	223
01:00	0	156	6	2	1	0	0	3	0	1	0	0	1	5	175
02:00	3	107	8	5	2	0	0	2	1	0	0	0	0	2	130
03:00	0	75	6	3	4	0	2	1	0	0	0	0	0	0	91
04:00	1	75	7	1	2	0	0	1	0	0	0	0	0	1	88
05:00	0	101	11	6	2	0	0	2	0	1	0	0	0	3	126
06:00	1	147	13	8	3	1	1	3	0	2	0	0	0	3	182
07:00	3	202	33	8	8	0	3	4	0	1	0	0	1	12	275
08:00	10	256	59	2	7	2	7	10	1	7	0	0	4	30	395
09:00	6	334	55	0	11	3	6	12	3	4	1	1	5	37	478
10:00	10	355	50	0	3	2	10	22	0	6	1	3	16	48	526
11:00	11	370	54	0	9	5	6	17	4	11	1	5	17	44	554
12 PM	16	424	58	0	7	2	3	10	5	14	1	4	15	55	614
13:00	14	414	57	0	4	8	10	23	1	9	0	3	18	69	630
14:00	17	390	53	1	10	7	11	17	4	13	0	9	21	59	612
15:00	19	418	53	0	5	2	7	29	4	13	1	3	24	56	634
16:00	14	471	51	0	7	3	6	18	3	18	1	5	22	59	678
17:00	12	405	48	0	7	3	8	18	3	10	2	4	21	49	590
18:00	9	403	52	0	6	5	8	19	5	10	1	1	18	48	585
19:00	15	368	53	0	2	3	4	19	2	5	0	3	12	38	524
20:00	9	348	33	0	2	1	7	16	0	6	1	1	6	32	462
21:00	3	307	26	0	4	0	4	15	0	1	0	0	0	17	377
22:00	1	232	24	0	1	1	3	6	1	4	1	1	2	16	293
23:00	1	177	19	1	1	2	1	2	0	4	0	1	0	8	217
Total	175	6707	855	38	113	50	108	272	38	140	11	44	203	705	9459
Percent	1.9%	70.9%	9.0%	0.4%	1.2%	0.5%	1.1%	2.9%	0.4%	1.5%	0.1%	0.5%	2.1%	7.5%	
AM Peak	11:00	11:00	08:00	06:00	09:00	11:00	10:00	10:00	11:00	11:00	09:00	11:00	11:00	10:00	
Vol.	11	370	59	8	11	5	10	22	4	11	1	5	17	48	
PM Peak	15:00	16:00	12:00	14:00	14:00	13:00	14:00	15:00	12:00	16:00	17:00	14:00	15:00	13:00	
Vol.	19	471	58	1	10	8	11	29	5	18	2	9	24	69	

Route 2 between bridges
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/12/23	2	124	10	1	3	0	2	0	0	0	0	0	0	4	146
01:00	0	78	7	0	1	0	0	1	0	0	0	0	0	0	87
02:00	0	46	3	0	0	0	0	0	0	0	0	0	0	0	49
03:00	0	48	8	0	2	0	0	0	0	0	0	0	0	0	58
04:00	0	81	7	1	1	2	0	2	0	0	0	0	2	1	97
05:00	2	168	29	9	14	2	3	7	0	2	0	1	0	7	244
06:00	3	263	53	4	17	5	3	7	2	4	1	2	5	26	395
07:00	5	365	67	5	30	7	10	24	1	16	2	5	23	61	621
08:00	4	321	67	8	23	8	6	25	2	19	0	3	33	77	596
09:00	8	335	77	5	20	5	10	20	5	3	1	4	21	54	568
10:00	1	391	71	3	17	3	11	29	4	9	2	3	17	58	619
11:00	2	378	74	6	23	5	8	18	1	6	0	8	25	54	608
12 PM	6	406	77	5	18	7	13	35	2	14	3	8	27	56	677
13:00	8	369	65	4	21	4	9	23	7	23	3	3	31	61	631
14:00	11	383	87	4	21	6	9	40	6	15	2	9	35	81	709
15:00	5	482	76	4	23	5	17	32	3	23	0	8	49	72	799
16:00	8	471	69	2	8	9	19	39	8	38	2	7	44	77	801
17:00	10	420	52	3	11	3	10	30	5	26	2	6	26	59	663
18:00	14	383	42	2	11	2	9	28	3	11	1	4	11	54	575
19:00	14	323	58	2	8	5	3	13	4	13	0	2	4	36	485
20:00	4	294	38	2	5	0	3	11	1	5	1	0	1	28	393
21:00	2	252	26	2	2	0	6	8	0	1	0	0	0	21	320
22:00	1	204	21	1	3	1	1	3	0	0	0	0	1	15	251
23:00	3	156	5	0	1	3	1	3	0	2	0	1	0	4	179
Total	113	6741	1089	73	283	82	153	398	54	230	20	74	355	906	10571
Percent	1.1%	63.8%	10.3%	0.7%	2.7%	0.8%	1.4%	3.8%	0.5%	2.2%	0.2%	0.7%	3.4%	8.6%	
AM Peak	09:00	10:00	09:00	05:00	07:00	08:00	10:00	10:00	09:00	08:00	07:00	11:00	08:00	08:00	
Vol.	8	391	77	9	30	8	11	29	5	19	2	8	33	77	
PM Peak	18:00	15:00	14:00	12:00	15:00	16:00	16:00	14:00	16:00	16:00	12:00	14:00	15:00	14:00	
Vol.	14	482	87	5	23	9	19	40	8	38	3	9	49	81	

Route 2 between bridges
Norwich, Connecticut

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Kensington, Connecticut 06037
(860) 828-1693

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/13/23	1	109	10	0	2	0	0	0	0	0	0	0	0	3	125
01:00	0	52	2	0	2	0	0	0	0	0	0	0	0	0	56
02:00	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
03:00	0	39	7	0	0	1	0	1	0	0	0	0	0	0	48
04:00	1	71	8	0	1	0	0	0	0	0	0	0	0	3	84
05:00	2	149	28	4	4	1	0	3	1	4	0	0	2	9	207
06:00	1	280	40	6	21	1	6	14	4	3	1	2	5	28	412
07:00	3	358	57	8	36	7	12	26	8	12	0	3	32	45	607
08:00	4	343	53	7	23	3	10	22	2	19	3	4	23	56	572
09:00	3	360	72	5	26	3	12	20	3	5	3	6	17	47	582
10:00	8	370	81	8	22	6	11	25	5	14	2	4	21	51	628
11:00	6	377	80	5	16	9	15	25	4	25	3	3	31	66	665
12 PM	1	278	69	3	25	3	8	36	6	16	1	4	16	49	515
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	30	2823	512	46	179	34	74	172	33	98	13	26	147	357	4544
Percent	0.7%	62.1%	11.3%	1.0%	3.9%	0.7%	1.6%	3.8%	0.7%	2.2%	0.3%	0.6%	3.2%	7.9%	
AM Peak	10:00	11:00	10:00	07:00	07:00	11:00	11:00	07:00	07:00	11:00	08:00	09:00	07:00	11:00	
Vol.	8	377	81	8	36	9	15	26	8	25	3	6	32	66	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
Vol.	1	278	69	3	25	3	8	36	6	16	1	4	16	49	
Grand Total	608	38788	5682	507	1318	374	774	2089	287	1139	121	376	1755	4776	58594
Percent	1.0%	66.2%	9.7%	0.9%	2.2%	0.6%	1.3%	3.6%	0.5%	1.9%	0.2%	0.6%	3.0%	8.2%	

Connecticut Counts LLC
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Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	**2**	**13**	**141**	**189**	54	11	**4**	0	0	0	0	0	0	0	**414**	21-30	330
21:00	1	5	91	175	**82**	14	3	0	0	0	0	0	0	0	371	21-30	266
22:00	0	4	74	132	57	**17**	1	**1**	0	0	0	0	0	0	286	21-30	206
23:00	0	3	41	82	57	3	1	0	0	0	0	0	0	0	187	26-35	139
Total	3	25	347	578	250	45	9	1	0	0	0	0	0	0	1258		
Percent	0.2%	2.0%	27.6%	45.9%	19.9%	3.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	20:00 2	20:00 13	20:00 141	20:00 189	21:00 82	22:00 17	20:00 4	22:00 1							20:00 414		

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Route 2 between bridges
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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	Pace Speed	Number in Pace
06/08/23	0	0	34	84	30	7	0	0	0	0	0	0	0	0	155	21-30	118
01:00	0	3	13	32	12	4	1	0	0	0	0	0	0	0	65	21-30	45
02:00	0	0	4	25	9	7	0	0	0	0	0	0	0	0	45	26-35	34
03:00	0	1	11	28	16	1	0	0	0	0	0	0	0	0	57	26-35	44
04:00	0	0	8	44	32	12	0	0	0	0	0	0	0	0	96	26-35	76
05:00	0	2	43	95	71	25	4	1	0	0	0	0	**1**	0	242	26-35	166
06:00	2	8	108	162	**122**	**38**	4	1	0	0	**1**	1	0	0	447	26-35	284
07:00	**22**	41	161	232	101	34	**7**	1	0	0	0	**3**	0	0	602	21-30	394
08:00	9	27	189	232	101	26	3	1	0	0	0	0	0	0	588	21-30	421
09:00	3	24	**212**	252	94	15	5	0	0	0	0	0	0	0	605	21-30	464
10:00	4	11	181	**316**	100	22	1	**2**	0	0	0	0	0	0	637	21-30	497
11:00	6	**51**	208	259	102	17	2	0	0	0	0	0	0	0	**645**	21-30	467
12 PM	0	31	253	284	82	29	1	0	0	0	0	0	0	0	680	21-30	537
13:00	5	30	210	325	109	17	3	0	0	0	0	0	0	0	699	21-30	535
14:00	5	35	**257**	289	96	25	3	0	0	0	0	0	0	0	710	21-30	546
15:00	**30**	**44**	243	314	105	19	4	0	**1**	0	0	0	0	0	760	21-30	558
16:00	9	26	242	**327**	**121**	**35**	5	0	0	0	0	0	0	0	**765**	21-30	569
17:00	6	19	194	292	121	20	3	0	1	0	0	0	0	0	656	21-30	486
18:00	2	9	164	246	106	26	0	**1**	0	0	0	0	0	0	554	21-30	410
19:00	5	15	141	246	91	25	**6**	0	0	0	0	0	0	0	529	21-30	387
20:00	2	26	131	204	93	18	1	0	0	0	1	0	0	0	476	21-30	335
21:00	0	6	100	179	89	16	3	0	0	0	0	1	0	0	394	21-30	279
22:00	1	3	67	115	55	12	1	0	0	**1**	**3**	**4**	**1**	0	263	21-30	182
23:00	0	2	44	88	48	6	1	0	0	0	1	1	1	0	192	26-35	136
Total	111	414	3218	4670	1906	456	58	7	2	1	6	10	3	0	10862		
Percent	1.0%	3.8%	29.6%	43.0%	17.5%	4.2%	0.5%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%			
AM Peak	07:00	11:00	09:00	10:00	06:00	06:00	07:00	10:00			06:00	07:00	05:00		11:00		
Vol.	22	51	212	316	122	38	7	2			1	3	1		645		
PM Peak	15:00	15:00	14:00	16:00	16:00	16:00	19:00	18:00	15:00	22:00	22:00	22:00	22:00		16:00		
Vol.	30	44	257	327	121	35	6	1	1	1	3	4	1		765		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/09/23	0	4	27	62	16	8	0	0	0	0	1	0	1	0	119	21-30	89
01:00	0	1	18	28	15	3	1	0	0	0	0	0	0	0	66	21-30	46
02:00	0	0	11	30	10	3	0	0	0	0	1	0	0	0	55	21-30	41
03:00	0	0	6	29	15	2	0	0	0	0	1	0	0	0	53	26-35	44
04:00	0	0	6	36	26	5	1	0	0	0	1	1	0	0	76	26-35	62
05:00	0	1	27	94	88	23	3	0	**1**	0	2	3	1	0	243	26-35	182
06:00	0	2	81	136	**131**	**44**	2	0	0	2	**7**	**4**	**4**	0	413	26-35	267
07:00	7	**38**	156	243	123	37	**5**	1	0	2	6	2	2	0	622	21-30	399
08:00	8	30	181	229	98	23	4	**2**	0	**3**	2	0	3	0	583	21-30	410
09:00	6	19	184	236	97	26	3	1	0	0	0	0	0	0	572	21-30	420
10:00	3	27	176	250	115	34	5	1	0	0	0	0	0	0	611	21-30	426
11:00	**18**	38	**212**	**285**	118	19	3	1	0	0	0	0	0	0	**694**	21-30	498
12 PM	3	22	209	329	120	26	**6**	**1**	0	0	0	0	0	0	716	21-30	538
13:00	10	23	167	327	118	**35**	3	0	0	0	0	0	0	0	683	21-30	494
14:00	14	29	237	343	131	27	5	1	0	0	0	0	0	0	787	21-30	581
15:00	**15**	**38**	**248**	**350**	**143**	14	2	0	0	0	0	0	0	0	**810**	21-30	599
16:00	9	36	246	328	137	29	1	1	0	0	0	0	0	0	787	21-30	574
17:00	3	29	206	325	132	28	3	1	0	0	0	0	0	0	727	21-30	531
18:00	7	27	171	277	101	30	1	0	0	0	0	0	0	0	614	21-30	448
19:00	5	18	145	258	96	16	1	0	0	0	0	0	0	0	539	21-30	403
20:00	3	18	162	229	78	24	5	0	0	0	0	0	0	0	519	21-30	391
21:00	0	15	128	229	93	12	4	0	0	0	4	5	**2**	0	492	21-30	357
22:00	1	7	114	213	100	19	2	0	0	0	**6**	**8**	0	0	470	21-30	327
23:00	1	18	83	147	32	9	0	0	0	0	3	3	1	0	297	21-30	230
Total	113	440	3201	5013	2133	496	60	10	1	7	34	26	14	0	11548		
Percent	1.0%	3.8%	27.7%	43.4%	18.5%	4.3%	0.5%	0.1%	0.0%	0.1%	0.3%	0.2%	0.1%	0.0%			
AM Peak	11:00	07:00	11:00	11:00	06:00	06:00	07:00	08:00	05:00	08:00	06:00	06:00	06:00		11:00		
Vol.	18	38	212	285	131	44	5	2	1	3	7	4	4		694		
PM Peak	15:00	15:00	15:00	15:00	15:00	13:00	12:00	12:00			22:00	22:00	21:00		15:00		
Vol.	15	38	248	350	143	35	6	1			6	8	2		810		

Route 2 between bridges
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/10/23	0	10	44	85	35	4	0	0	0	0	2	2	1	0	183	21-30	129
01:00	1	4	26	69	29	6	2	0	0	0	0	4	0	0	141	26-35	98
02:00	0	4	22	46	33	8	1	0	0	0	1	2	0	0	117	26-35	79
03:00	0	1	9	33	27	9	0	0	0	0	1	2	1	0	83	26-35	60
04:00	0	0	9	49	26	8	0	0	0	0	2	0	3	0	97	26-35	75
05:00	0	2	28	52	50	16	1	0	0	0	1	1	1	0	152	26-35	102
06:00	0	4	38	95	67	26	6	0	0	0	**5**	1	**5**	0	247	26-35	162
07:00	0	9	79	140	102	37	**7**	**1**	0	1	3	4	1	0	384	26-35	242
08:00	0	7	110	194	132	31	3	0	0	**3**	4	**7**	2	0	493	26-35	326
09:00	2	9	132	244	114	35	2	0	0	0	0	0	0	0	538	21-30	376
10:00	2	20	179	255	**142**	**43**	4	0	0	0	0	0	0	0	645	21-30	434
11:00	**10**	**27**	**194**	**311**	127	18	2	0	0	0	0	0	0	0	**689**	21-30	505
12 PM	3	**20**	168	**292**	97	34	6	0	0	0	0	0	0	0	620	21-30	460
13:00	3	15	156	289	138	29	7	1	0	0	0	0	0	0	638	21-30	445
14:00	6	18	160	259	123	32	3	0	0	0	0	0	0	0	601	21-30	419
15:00	3	12	152	289	**145**	**45**	6	1	0	0	0	0	0	0	**653**	21-30	441
16:00	**10**	14	**190**	283	114	28	**8**	0	0	0	0	0	0	0	647	21-30	473
17:00	9	12	124	248	116	29	7	1	**1**	0	0	0	0	0	547	21-30	372
18:00	0	11	144	237	134	27	3	1	1	0	0	0	0	0	558	21-30	381
19:00	3	9	120	232	119	39	4	0	0	0	0	0	0	0	526	21-30	352
20:00	2	14	134	218	102	26	2	**2**	1	0	0	0	0	0	501	21-30	352
21:00	0	10	91	191	105	15	3	0	0	0	0	0	0	0	415	26-35	296
22:00	0	13	99	244	104	27	3	1	0	0	0	0	**1**	0	492	26-35	348
23:00	0	2	82	156	94	24	3	1	0	**1**	0	**2**	0	0	365	26-35	250
Total	54	247	2490	4511	2275	596	83	9	3	5	19	25	15	0	10332		
Percent	0.5%	2.4%	24.1%	43.7%	22.0%	5.8%	0.8%	0.1%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	07:00	07:00		08:00	06:00	08:00	06:00		11:00		
Vol.	10	27	194	311	142	43	7	1		3	5	7	5		689		
PM Peak	16:00	12:00	16:00	12:00	15:00	15:00	16:00	20:00	17:00	23:00		23:00	22:00		15:00		
Vol.	10	20	190	292	145	45	8	2	1	1		2	1		653		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/11/23	0	3	51	108	53	7	1	0	0	0	0	0	0	0	223	26-35	161
01:00	0	0	36	77	47	13	0	0	0	0	1	0	0	0	174	26-35	124
02:00	0	3	27	54	29	9	1	1	0	0	2	**4**	0	0	130	26-35	83
03:00	0	0	13	34	36	3	0	0	0	0	2	2	1	0	91	26-35	70
04:00	0	1	9	31	35	11	0	0	0	0	0	0	1	0	88	26-35	66
05:00	0	2	9	51	38	20	0	0	0	0	**4**	1	0	0	125	26-35	89
06:00	0	1	16	66	65	23	2	0	**1**	0	3	3	**2**	0	182	26-35	131
07:00	0	1	35	109	79	34	7	**2**	1	0	2	3	0	0	273	26-35	188
08:00	0	3	71	155	132	25	5	1	0	0	1	1	1	0	395	26-35	287
09:00	1	7	93	199	118	**49**	**11**	0	0	0	0	0	0	0	478	26-35	317
10:00	0	8	114	**244**	127	29	4	0	0	0	0	0	0	0	526	26-35	371
11:00	**2**	**12**	**122**	240	**135**	38	5	0	0	0	0	0	0	0	**554**	26-35	375
12 PM	**8**	**18**	133	277	149	25	3	1	0	0	0	0	0	0	614	26-35	426
13:00	4	18	**154**	285	133	33	3	0	0	0	0	0	0	0	630	21-30	439
14:00	3	12	122	273	**161**	28	**10**	**3**	0	0	0	0	0	0	612	26-35	434
15:00	2	12	131	293	141	44	8	2	**1**	0	0	0	0	0	634	26-35	434
16:00	0	13	148	**301**	160	**47**	9	0	0	0	0	0	0	0	**678**	26-35	461
17:00	1	2	128	300	132	23	4	0	0	0	0	0	0	0	590	26-35	432
18:00	1	7	144	258	140	33	1	1	0	0	0	0	0	0	585	21-30	402
19:00	2	16	123	213	140	23	6	1	0	0	0	0	0	0	524	26-35	353
20:00	1	6	113	220	95	25	1	0	1	0	0	0	0	0	462	21-30	333
21:00	0	4	95	170	84	21	3	0	0	0	0	0	0	0	377	21-30	265
22:00	1	8	55	138	69	19	3	0	0	0	0	0	0	0	293	26-35	207
23:00	0	4	52	104	44	11	1	0	0	0	**1**	0	0	0	217	21-30	156
Total	26	161	1994	4200	2342	593	88	12	4	0	16	14	5	0	9455		
Percent	0.3%	1.7%	21.1%	44.4%	24.8%	6.3%	0.9%	0.1%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	11:00	09:00	09:00	07:00	06:00		05:00	02:00	06:00		11:00		
Vol.	2	12	122	244	135	49	11	2	1		4	4	2		554		
PM Peak	12:00	12:00	13:00	16:00	14:00	16:00	14:00	14:00	15:00		23:00				16:00		
Vol.	8	18	154	301	161	47	10	3	1		1				678		

Connecticut Counts LLC
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Route 2 between bridges
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Site Code:
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Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/12/23	1	3	25	69	39	7	1	0	0	0	0	0	**1**	0	146	26-35	108
01:00	0	4	11	41	22	9	0	0	0	0	0	0	0	0	87	26-35	63
02:00	0	0	4	23	16	6	0	0	0	0	0	0	0	0	49	26-35	39
03:00	0	0	5	30	19	4	0	0	0	0	0	0	0	0	58	26-35	49
04:00	0	0	18	36	32	10	0	0	0	0	0	0	1	0	97	26-35	68
05:00	0	2	28	101	77	27	4	0	0	**1**	**3**	0	1	0	244	26-35	178
06:00	0	11	64	171	106	35	**7**	**1**	0	0	0	0	0	0	395	26-35	277
07:00	11	**38**	136	246	**148**	**38**	4	0	0	0	0	0	0	0	**621**	26-35	394
08:00	**12**	27	**171**	243	113	27	3	0	0	0	0	0	0	0	596	21-30	415
09:00	7	22	148	246	113	27	4	1	0	0	0	0	0	0	568	21-30	394
10:00	6	36	153	**281**	118	22	3	0	0	0	0	0	0	0	619	21-30	434
11:00	7	23	161	269	123	25	0	0	0	0	0	0	0	0	608	21-30	430
12 PM	11	18	214	300	104	25	4	1	0	0	0	0	0	0	677	21-30	515
13:00	5	15	176	286	112	28	**7**	**2**	0	0	0	0	0	0	631	21-30	462
14:00	**19**	30	215	310	115	18	2	0	0	0	0	0	0	0	709	21-30	526
15:00	8	**42**	**255**	341	127	23	3	0	0	0	0	0	0	0	799	21-30	596
16:00	3	22	187	**401**	**146**	**33**	6	1	**1**	**1**	0	0	0	0	**801**	21-30	588
17:00	6	24	155	304	139	31	3	1	0	0	0	0	0	0	663	21-30	459
18:00	0	19	157	263	111	23	2	0	0	0	0	0	0	0	575	21-30	420
19:00	1	14	129	224	93	23	1	0	0	0	0	0	0	0	485	21-30	353
20:00	2	12	103	190	67	16	3	0	0	0	0	0	0	0	393	21-30	293
21:00	0	9	75	157	55	23	0	1	0	0	0	0	0	0	320	21-30	232
22:00	1	2	53	119	58	15	3	0	0	0	0	0	0	0	251	26-35	177
23:00	0	4	42	84	43	6	0	0	0	0	0	0	0	0	179	24-33	127
Total	100	377	2685	4735	2096	501	60	8	1	2	3	0	3	0	10571		
Percent	0.9%	3.6%	25.4%	44.8%	19.8%	4.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	10:00	07:00	07:00	06:00	06:00		05:00	05:00		00:00		07:00		
Vol.	12	38	171	281	148	38	7	1		1	3		1		621		
PM Peak	14:00	15:00	15:00	16:00	16:00	16:00	13:00	13:00	16:00	16:00					16:00		
Vol.	19	42	255	401	146	33	7	2	1	1					801		

Connecticut Counts LLC
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(860) 828-1693

Route 2 between bridges
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Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/13/23	0	1	33	62	28	1	0	0	0	0	0	0	0	0	125	21-30	95
01:00	0	2	10	26	16	2	0	0	0	0	0	0	0	0	56	26-35	42
02:00	0	0	9	18	14	2	0	0	0	0	0	0	0	0	43	26-35	32
03:00	0	2	9	25	10	2	0	0	0	0	0	0	0	0	48	24-33	35
04:00	0	0	9	41	24	6	3	**1**	0	0	0	0	0	0	84	26-35	65
05:00	0	5	34	75	69	22	2	0	0	0	0	0	0	0	207	26-35	144
06:00	0	3	75	172	121	**34**	**6**	1	0	0	0	0	0	0	412	26-35	293
07:00	**14**	43	166	220	**129**	33	2	0	0	0	0	0	0	0	607	21-30	387
08:00	14	**44**	151	250	81	29	3	0	0	0	0	0	0	0	572	21-30	402
09:00	2	22	188	253	94	19	4	0	0	0	0	0	0	0	582	21-30	441
10:00	12	39	206	264	95	10	1	1	0	0	0	0	0	0	628	21-30	471
11:00	12	29	**210**	**277**	110	21	5	1	0	0	0	0	0	0	**665**	21-30	488
12 PM	**8**	**25**	**150**	**223**	**93**	**15**	**1**	0	0	0	0	0	0	0	**515**	21-30	373
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	215	1250	1906	884	196	27	4	0	0	0	0	0	0	4544		
Percent	1.4%	4.7%	27.5%	41.9%	19.5%	4.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00	11:00	07:00	06:00	06:00	04:00							11:00		
Vol.	14	44	210	277	129	34	6	1							665		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00								12:00		
Vol.	8	25	150	223	93	15	1								515		
Total	469	1879	15185	25613	11886	2883	385	51	11	15	78	75	40	0	58570		
Percent	0.8%	3.2%	25.9%	43.7%	20.3%	4.9%	0.7%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	36 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	40818
Percent in Pace :	69.7%
Number of Vehicles > 35 MPH :	3538
Percent of Vehicles > 35 MPH :	6.0%
Mean Speed(Average) :	28 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	155	119	137	183	223	170
01:00	*	*	*	65	66	66	141	174	112
02:00	*	*	*	45	55	50	117	130	87
03:00	*	*	*	57	53	55	83	91	71
04:00	*	*	*	96	76	86	97	88	89
05:00	*	*	*	242	243	242	152	125	190
06:00	*	*	*	447	413	430	247	182	322
07:00	*	*	*	602	622	612	384	273	470
08:00	*	*	*	588	583	586	493	395	515
09:00	*	*	*	605	572	588	538	478	548
10:00	*	*	*	637	611	624	645	526	605
11:00	*	*	*	645	694	670	689	554	646
12:00 PM	*	*	*	680	716	698	620	614	658
01:00	*	*	*	699	683	691	638	630	662
02:00	*	*	*	710	787	748	601	612	678
03:00	*	*	*	760	810	785	653	634	714
04:00	*	*	*	765	787	776	647	678	719
05:00	*	*	*	656	727	692	547	590	630
06:00	*	*	*	554	614	584	558	585	578
07:00	*	*	*	529	539	534	526	524	530
08:00	*	*	414	476	519	470	501	462	474
09:00	*	*	371	394	492	419	415	377	410
10:00	*	*	286	263	470	340	492	293	361
11:00	*	*	187	192	297	225	365	217	252
Total	0	0	1258	10862	11548	11108	10332	9455	10491

Date	Daily Total
08-Jun-23	10862
09-Jun-23	11548
Average	11205

Route 2 between bridges
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5867

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	146	125	*	*	*	136	*	*	136
01:00	87	56	*	*	*	72	*	*	72
02:00	49	43	*	*	*	46	*	*	46
03:00	58	48	*	*	*	53	*	*	53
04:00	97	84	*	*	*	90	*	*	90
05:00	244	207	*	*	*	226	*	*	226
06:00	395	412	*	*	*	404	*	*	404
07:00	621	607	*	*	*	614	*	*	614
08:00	596	572	*	*	*	584	*	*	584
09:00	568	582	*	*	*	575	*	*	575
10:00	619	628	*	*	*	624	*	*	624
11:00	608	665	*	*	*	636	*	*	636
12:00 PM	677	515	*	*	*	596	*	*	596
01:00	631	*	*	*	*	631	*	*	631
02:00	709	*	*	*	*	709	*	*	709
03:00	799	*	*	*	*	799	*	*	799
04:00	801	*	*	*	*	801	*	*	801
05:00	663	*	*	*	*	663	*	*	663
06:00	575	*	*	*	*	575	*	*	575
07:00	485	*	*	*	*	485	*	*	485
08:00	393	*	*	*	*	393	*	*	393
09:00	320	*	*	*	*	320	*	*	320
10:00	251	*	*	*	*	251	*	*	251
11:00	179	*	*	*	*	179	*	*	179
Total	10571	4544	0	0	0	10462	0	0	10462
Date	Daily Total								
12-Jun-23	10571								
Grand Total	10571	4544	1258	10862	11548	21570	10332	9455	20953

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Route 2 between bridges
Norwich, Connecticut

Site Code:
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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
19:00	2	123	11	0	0	0	0	0	0	0	0	0	0	0	136
20:00	2	93	6	0	1	0	0	0	0	0	0	0	0	0	102
21:00	0	67	6	0	1	0	0	0	0	0	0	0	0	0	74
22:00	0	55	3	0	0	0	0	0	0	0	0	0	0	0	58
23:00	1	44	1	0	0	0	0	0	0	0	0	0	0	0	46
Total	5	393	27	0	2	0	0	0	0	0	0	0	0	0	427
Percent	1.2%	92.0%	6.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	19:00	19:00	19:00		20:00										
Vol.	2	123	11		1										

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	1	13	1	0	0	0	0	1	0	0	0	0	0	0	16
03:00	0	18	0	0	0	1	0	0	0	0	0	0	0	0	19
04:00	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
05:00	0	55	8	0	5	2	2	0	1	0	0	0	0	0	73
06:00	2	93	29	0	5	1	0	0	0	0	0	0	0	0	130
07:00	2	192	15	3	10	2	3	2	0	0	0	0	0	0	229
08:00	1	176	24	1	7	0	3	1	0	0	0	0	0	0	213
09:00	2	165	23	0	8	1	0	1	2	2	0	0	0	0	204
10:00	2	148	13	1	2	0	3	0	0	0	0	0	0	0	169
11:00	8	143	14	0	3	2	1	0	0	0	0	0	0	0	171
12 PM	1	164	19	0	5	1	1	1	0	0	0	0	0	0	192
13:00	0	137	8	1	2	1	0	0	2	0	0	0	0	0	151
14:00	0	180	20	1	11	0	3	1	2	0	0	0	0	0	218
15:00	5	163	16	0	5	0	0	0	0	0	0	0	0	0	189
16:00	1	180	17	1	1	0	0	0	0	0	1	0	0	0	201
17:00	7	208	17	0	5	0	0	1	0	0	0	0	0	0	238
18:00	3	142	11	0	2	0	1	0	0	0	0	0	0	0	159
19:00	1	117	10	0	1	0	0	1	0	0	0	0	0	0	130
20:00	1	109	11	0	3	0	0	0	0	0	0	0	0	0	124
21:00	1	67	7	0	1	0	0	0	0	0	0	0	0	0	76
22:00	1	57	2	0	0	1	0	0	0	0	0	0	0	0	61
23:00	0	44	6	0	1	1	0	0	1	0	0	0	0	0	53
Total	39	2624	277	8	77	13	17	9	8	2	1	0	0	0	3075
Percent	1.3%	85.3%	9.0%	0.3%	2.5%	0.4%	0.6%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	07:00	07:00	05:00	07:00	07:00	09:00	09:00					
Vol.	8	192	29	3	10	2	3	2	2	2					
PM Peak	17:00	17:00	14:00	13:00	14:00	12:00	14:00	12:00	13:00		16:00				
Vol.	7	208	20	1	11	1	3	1	2		1				

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06/09/23	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
04:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
05:00	1	57	12	0	3	1	2	4	0	0	0	0	0	0	80
06:00	0	93	30	1	6	3	0	1	0	0	0	0	0	0	134
07:00	2	177	17	2	3	2	1	0	0	0	0	0	0	0	204
08:00	0	174	23	1	3	2	2	2	0	0	0	0	0	0	207
09:00	1	166	24	0	10	2	0	1	1	0	0	0	0	0	205
10:00	6	170	10	0	3	3	1	1	0	0	0	0	0	0	194
11:00	6	190	23	0	3	2	1	1	0	0	0	0	0	0	226
12 PM	1	201	14	2	4	0	0	1	0	0	0	0	0	0	223
13:00	1	193	20	2	2	1	0	2	0	1	0	0	0	0	222
14:00	3	168	17	0	4	0	1	0	1	0	0	0	0	0	194
15:00	1	187	19	1	4	0	0	0	2	0	0	0	0	0	214
16:00	1	224	16	1	3	0	0	0	0	0	0	0	0	0	245
17:00	7	209	22	1	3	0	0	2	0	1	0	0	0	0	245
18:00	2	287	21	0	2	1	0	1	0	0	0	0	0	0	314
19:00	3	179	25	0	2	2	0	0	0	0	0	0	0	0	211
20:00	3	165	12	0	1	0	0	0	0	0	0	0	0	0	181
21:00	0	111	4	0	0	0	0	0	0	0	0	0	0	0	115
22:00	2	79	1	0	0	0	0	1	0	0	0	0	0	0	83
23:00	0	69	3	0	1	1	0	2	0	0	0	0	0	0	76
Total	40	3169	319	11	58	20	8	20	4	2	0	0	0	0	3651
Percent	1.1%	86.8%	8.7%	0.3%	1.6%	0.5%	0.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	06:00	07:00	09:00	06:00	05:00	05:00	09:00						
Vol.	6	190	30	2	10	3	2	4	1						
PM Peak	17:00	18:00	19:00	12:00	12:00	19:00	14:00	13:00	15:00	13:00					
Vol.	7	287	25	2	4	2	1	2	2	1					

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06/10/23	0	42	2	0	0	1	0	0	0	0	0	0	0	0	45
01:00	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	16	6	0	1	0	0	1	0	0	0	0	0	0	24
05:00	0	37	7	0	0	0	0	0	0	0	0	0	0	0	44
06:00	1	45	6	0	1	1	0	0	0	0	0	0	0	0	54
07:00	0	76	5	0	1	0	0	1	0	0	0	0	0	0	83
08:00	1	125	12	0	1	0	0	1	0	0	0	0	0	0	140
09:00	5	147	12	2	6	0	0	0	0	0	0	0	0	0	172
10:00	2	180	21	0	3	2	0	0	0	0	0	0	0	0	208
11:00	5	181	22	0	2	1	0	0	0	0	0	0	0	0	211
12 PM	6	202	16	0	1	0	1	2	0	0	0	0	0	0	228
13:00	4	213	16	0	0	0	0	0	0	0	0	0	0	0	233
14:00	5	218	27	0	1	0	0	0	0	0	0	0	0	0	251
15:00	5	216	11	2	0	0	0	0	0	0	0	0	0	0	234
16:00	2	191	9	0	2	0	0	0	0	0	0	1	0	0	205
17:00	5	247	17	0	2	2	0	1	0	0	0	0	0	0	274
18:00	1	221	12	0	4	1	1	0	1	0	0	0	0	0	241
19:00	3	205	10	0	0	1	0	0	1	1	0	0	0	0	221
20:00	1	146	9	1	2	0	0	0	0	0	0	0	0	0	159
21:00	0	99	4	0	0	0	0	0	0	0	0	0	0	0	103
22:00	0	84	5	0	0	1	0	0	0	0	0	0	0	0	90
23:00	1	76	2	0	1	0	0	0	0	0	0	0	0	0	80
Total	47	3004	234	5	30	10	2	6	2	1	0	1	0	0	3342
Percent	1.4%	89.9%	7.0%	0.1%	0.9%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	09:00	10:00		04:00							
Vol.	5	181	22	2	6	2		1							
PM Peak	12:00	17:00	14:00	15:00	18:00	17:00	12:00	12:00	18:00	19:00		16:00			
Vol.	6	247	27	2	4	2	1	2	1	1		1			

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06/11/23	1	34	4	0	1	0	0	0	0	0	0	0	0	0	40
01:00	0	23	0	0	1	0	0	0	0	0	0	0	0	0	24
02:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	26	7	0	1	0	0	0	0	0	0	0	0	0	34
06:00	0	26	8	0	0	0	0	0	0	0	0	0	0	0	34
07:00	3	79	9	0	1	1	0	1	0	0	0	0	0	0	94
08:00	2	100	8	0	5	0	0	1	0	0	0	0	0	0	116
09:00	1	156	13	0	3	0	0	0	0	0	0	0	0	0	173
10:00	7	176	14	0	3	0	0	0	1	0	0	0	0	0	201
11:00	13	166	12	0	1	1	0	2	0	0	0	0	0	0	195
12 PM	5	176	14	0	5	0	0	0	0	0	0	0	0	0	200
13:00	5	176	16	2	0	0	0	0	1	1	0	0	0	0	201
14:00	12	166	11	0	0	0	0	0	0	0	0	0	0	0	189
15:00	14	160	6	0	4	0	0	0	0	0	0	0	0	0	184
16:00	3	163	13	0	1	0	0	1	1	0	0	0	0	0	182
17:00	4	154	9	0	1	1	0	0	0	0	0	0	0	0	169
18:00	2	124	8	0	2	0	0	0	1	0	0	0	0	0	137
19:00	1	115	13	0	0	0	0	0	0	0	0	0	0	0	129
20:00	4	89	7	0	2	0	0	0	0	0	0	0	0	0	102
21:00	2	74	4	0	0	0	0	0	0	0	0	0	0	0	80
22:00	0	67	5	0	0	0	0	0	0	0	0	0	0	0	72
23:00	0	42	1	0	0	0	0	0	0	0	0	0	0	0	43
Total	79	2337	184	2	31	3	0	5	4	1	0	0	0	0	2646
Percent	3.0%	88.3%	7.0%	0.1%	1.2%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00		08:00	07:00		11:00	10:00						
Vol.	13	176	14		5	1		2	1						
PM Peak	15:00	12:00	13:00	13:00	12:00	17:00		16:00	13:00	13:00					
Vol.	14	176	16	2	5	1		1	1	1					

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06/12/23	0	17	1	0	1	0	0	0	1	0	0	0	0	0	20
01:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
04:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
05:00	2	46	17	0	5	0	0	1	0	0	0	0	0	0	71
06:00	0	98	28	0	5	5	0	0	0	1	0	0	0	0	137
07:00	2	173	15	1	6	1	3	3	0	0	0	0	0	0	204
08:00	1	186	23	0	6	1	0	4	0	0	0	0	0	0	221
09:00	4	167	28	0	5	2	0	0	1	0	0	0	0	0	207
10:00	2	189	20	2	3	1	1	1	0	1	0	1	0	0	221
11:00	3	177	19	0	7	2	0	0	1	0	1	0	0	0	210
12 PM	3	137	12	1	3	0	2	1	0	0	0	0	0	0	159
13:00	3	144	17	1	5	1	0	0	1	0	0	0	0	0	172
14:00	1	156	21	1	8	1	0	1	0	0	0	0	0	0	189
15:00	1	178	20	0	4	1	0	0	0	1	0	0	0	0	205
16:00	0	157	18	2	1	0	0	0	1	0	0	0	0	0	179
17:00	2	167	12	0	0	0	0	0	0	0	0	0	0	0	181
18:00	5	123	8	0	0	0	0	0	0	0	0	0	0	0	136
19:00	0	93	16	1	2	0	0	0	1	0	0	0	0	0	113
20:00	1	48	9	12	19	0	0	1	0	0	0	0	0	0	90
21:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	30	2338	289	21	80	16	6	13	6	3	1	1	0	0	2804
Percent	1.1%	83.4%	10.3%	0.7%	2.9%	0.6%	0.2%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	06:00	10:00	11:00	06:00	07:00	08:00	00:00	06:00	11:00	10:00			
Vol.	4	189	28	2	7	5	3	4	1	1	1	1			
PM Peak	18:00	15:00	14:00	20:00	20:00	13:00	12:00	12:00	13:00	15:00					
Vol.	5	178	21	12	19	1	2	1	1	1					

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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	73	0	0	0	0	0	0	0	0	0	0	0	0	73
Percent	0.0%	100.0%	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		05:00													
Vol.		14													
PM Peak		12:00													
Vol.		8													
Grand Total	240	13938	1330	47	278	62	33	53	24	9	2	2	0	0	16018
Percent	1.5%	87.0%	8.3%	0.3%	1.7%	0.4%	0.2%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5868

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	1	3	6	1	0	0	0	0	0	0	0	0	0	0	11	16-25	9
19:00	9	**13**	**54**	46	12	2	0	0	0	0	0	0	0	0	**136**	21-30	100
20:00	4	2	31	**49**	**14**	2	0	0	0	0	0	0	0	0	102	21-30	80
21:00	**11**	3	17	35	8	0	0	0	0	0	0	0	0	0	74	21-30	52
22:00	2	2	13	28	10	**3**	0	0	0	0	0	0	0	0	58	21-30	41
23:00	0	2	11	17	14	1	**1**	0	0	0	0	0	0	0	46	26-35	31
Total	27	25	132	176	58	8	1	0	0	0	0	0	0	0	427		
Percent	6.3%	5.9%	30.9%	41.2%	13.6%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	21:00 11	19:00 13	19:00 54	20:00 49	20:00 14	22:00 3	23:00 1								19:00 136		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5868

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/08/23	1	3	6	12	6	3	0	0	0	0	0	0	0	0	31	21-30	18
01:00	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6	21-30	6
02:00	1	0	3	10	2	0	0	0	0	0	0	0	0	0	16	21-30	13
03:00	0	0	4	11	4	0	0	0	0	0	0	0	0	0	19	26-35	15
04:00	0	0	2	13	7	0	0	0	0	0	0	0	0	0	22	26-35	20
05:00	3	0	10	35	17	7	**1**	0	0	0	0	0	0	0	73	26-35	52
06:00	1	0	8	60	**43**	**17**	1	0	0	0	0	0	0	0	130	26-35	103
07:00	17	11	56	**106**	32	6	1	0	0	0	0	0	0	0	**229**	21-30	162
08:00	13	16	69	89	22	3	0	**1**	0	0	0	0	0	0	213	21-30	158
09:00	17	7	62	95	20	3	0	0	0	0	0	0	0	0	204	21-30	157
10:00	**19**	**22**	**74**	40	11	3	0	0	0	0	0	0	0	0	169	21-30	114
11:00	11	18	54	69	17	1	1	0	0	0	0	0	0	0	171	21-30	123
12 PM	**25**	21	74	52	19	1	0	0	0	0	0	0	0	0	192	21-30	126
13:00	17	12	55	49	16	1	**1**	0	0	0	0	0	0	0	151	21-30	104
14:00	20	32	**76**	72	16	2	0	0	0	0	0	0	0	0	218	21-30	148
15:00	23	33	65	47	19	2	0	0	0	0	0	0	0	0	189	21-30	112
16:00	15	26	71	71	13	**4**	1	0	0	0	0	0	0	0	201	21-30	142
17:00	23	**52**	66	**81**	13	3	0	0	0	0	0	0	0	0	**238**	21-30	147
18:00	10	9	43	74	**23**	0	0	0	0	0	0	0	0	0	159	21-30	117
19:00	20	3	23	73	11	0	0	0	0	0	0	0	0	0	130	21-30	96
20:00	4	4	33	65	17	1	0	0	0	0	0	0	0	0	124	21-30	98
21:00	2	4	6	50	13	1	0	0	0	0	0	0	0	0	76	26-35	63
22:00	4	2	15	28	11	0	1	0	0	0	0	0	0	0	61	21-30	43
23:00	1	1	11	24	12	3	1	0	0	0	0	0	0	0	53	24-33	36
Total	247	276	888	1230	364	61	8	1	0	0	0	0	0	0	3075		
Percent	8.0%	9.0%	28.9%	40.0%	11.8%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	07:00	06:00	06:00	05:00	08:00							07:00		
Vol.	19	22	74	106	43	17	1	1							229		
PM Peak	12:00	17:00	14:00	17:00	18:00	16:00	13:00								17:00		
Vol.	25	52	76	81	23	4	1								238		

Connecticut Counts LLC
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Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5868

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/09/23	1	1	5	13	2	0	0	0	0	0	0	0	0	0	22	21-30	18
01:00	2	0	3	6	0	1	0	0	0	0	0	0	0	0	12	21-30	9
02:00	0	0	3	1	2	0	0	0	0	0	0	0	0	0	6	19-28	4
03:00	0	0	5	8	3	1	0	0	0	0	0	0	0	0	17	21-30	13
04:00	0	0	3	13	4	1	0	0	0	0	0	0	0	0	21	24-33	17
05:00	0	4	16	32	25	3	0	0	0	0	0	0	0	0	80	26-35	57
06:00	3	1	21	61	**34**	**13**	0	**1**	0	0	0	0	0	0	134	26-35	95
07:00	16	17	46	90	30	5	0	0	0	0	0	0	0	0	204	21-30	136
08:00	5	13	64	**92**	27	6	0	0	0	0	0	0	0	0	207	21-30	156
09:00	18	14	66	84	18	4	**1**	0	0	0	0	0	0	0	205	21-30	150
10:00	25	17	72	62	15	2	1	0	0	0	0	0	0	0	194	21-30	134
11:00	**27**	**23**	**91**	67	15	3	0	0	0	0	0	0	0	0	**226**	21-30	158
12 PM	23	28	85	64	22	1	0	0	0	0	0	0	0	0	223	21-30	149
13:00	15	18	90	79	18	2	0	0	0	0	0	0	0	0	222	21-30	169
14:00	24	34	72	57	7	0	0	0	0	0	0	0	0	0	194	21-30	129
15:00	17	**49**	85	51	12	0	0	0	0	0	0	0	0	0	214	21-30	136
16:00	27	20	98	84	16	0	0	0	0	0	0	0	0	0	245	21-30	182
17:00	23	46	71	85	19	1	0	0	0	0	0	0	0	0	245	21-30	156
18:00	**29**	33	**102**	**121**	**28**	1	0	0	0	0	0	0	0	0	**314**	21-30	223
19:00	10	12	74	96	18	1	0	0	0	0	0	0	0	0	211	21-30	170
20:00	9	12	53	77	26	**4**	0	0	0	0	0	0	0	0	181	21-30	130
21:00	4	3	32	55	21	0	0	0	0	0	0	0	0	0	115	21-30	87
22:00	5	4	12	45	14	3	0	0	0	0	0	0	0	0	83	25-34	59
23:00	2	3	19	39	12	1	0	0	0	0	0	0	0	0	76	21-30	58
Total	285	352	1188	1382	388	53	2	1	0	0	0	0	0	0	3651		
Percent	7.8%	9.6%	32.5%	37.9%	10.6%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	08:00	06:00	06:00	09:00	06:00							11:00		
Vol.	27	23	91	92	34	13	1	1							226		
PM Peak	18:00	15:00	18:00	18:00	18:00	20:00									18:00		
Vol.	29	49	102	121	28	4									314		

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Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/10/23	1	5	13	22	4	0	0	0	0	0	0	0	0	0	45	21-30	35
01:00	0	1	9	6	2	0	0	0	0	0	0	0	0	0	18	21-30	15
02:00	0	0	4	10	1	1	0	0	0	0	0	0	0	0	16	21-30	14
03:00	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8	21-30	6
04:00	0	0	4	20	0	0	0	0	0	0	0	0	0	0	24	21-30	24
05:00	1	1	6	24	7	5	0	0	0	0	0	0	0	0	44	24-33	31
06:00	1	1	3	33	12	3	**1**	0	0	0	0	0	0	0	54	26-35	45
07:00	3	2	9	44	21	4	0	0	0	0	0	0	0	0	83	26-35	65
08:00	11	7	29	69	20	4	0	0	0	0	0	0	0	0	140	21-30	98
09:00	**12**	8	45	84	20	3	0	0	0	0	0	0	0	0	172	21-30	129
10:00	10	8	54	**98**	**34**	4	0	0	0	0	0	0	0	0	208	21-30	152
11:00	11	**17**	**74**	82	20	**7**	0	0	0	0	0	0	0	0	**211**	21-30	156
12 PM	10	25	64	99	26	4	0	0	0	0	0	0	0	0	228	21-30	163
13:00	19	15	78	96	20	**5**	0	0	0	0	0	0	0	0	233	21-30	174
14:00	15	28	75	114	18	1	0	0	0	0	0	0	0	0	251	21-30	189
15:00	**27**	14	60	102	27	4	0	0	0	0	0	0	0	0	234	21-30	162
16:00	26	**33**	53	70	21	1	**1**	0	0	0	0	0	0	0	205	21-30	123
17:00	10	14	**92**	**129**	27	1	1	0	0	0	0	0	0	0	**274**	21-30	221
18:00	11	7	71	113	**36**	3	0	0	0	0	0	0	0	0	241	21-30	184
19:00	17	23	66	97	16	1	0	**1**	0	0	0	0	0	0	221	21-30	163
20:00	11	10	37	81	19	1	0	0	0	0	0	0	0	0	159	21-30	118
21:00	3	3	21	55	15	5	1	0	0	0	0	0	0	0	103	21-30	76
22:00	2	1	11	52	23	1	0	0	0	0	0	0	0	0	90	26-35	75
23:00	0	4	13	40	21	2	0	0	0	0	0	0	0	0	80	26-35	61
Total	201	227	894	1543	412	60	4	1	0	0	0	0	0	0	3342		
Percent	6.0%	6.8%	26.8%	46.2%	12.3%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	10:00	10:00	11:00	06:00								11:00		
Vol.	12	17	74	98	34	7	1								211		
PM Peak	15:00	16:00	17:00	17:00	18:00	13:00	16:00	19:00							17:00		
Vol.	27	33	92	129	36	5	1	1							274		

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Route 2 between bridges
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Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/11/23	1	2	11	21	4	1	0	0	0	0	0	0	0	0	40	21-30	32
01:00	1	1	4	14	2	2	0	0	0	0	0	0	0	0	24	21-30	18
02:00	0	0	6	10	5	0	0	0	0	0	0	0	0	0	21	21-30	16
03:00	0	0	2	6	2	0	0	0	0	0	0	0	0	0	10	26-35	8
04:00	0	0	5	9	1	1	0	0	0	0	0	0	0	0	16	21-30	14
05:00	1	0	6	18	7	1	**1**	0	0	0	0	0	0	0	34	24-33	25
06:00	0	1	4	22	4	2	1	0	0	0	0	0	0	0	34	21-30	26
07:00	2	3	14	46	**26**	3	0	0	0	0	0	0	0	0	94	26-35	72
08:00	3	6	15	63	25	4	0	0	0	0	0	0	0	0	116	26-35	88
09:00	4	4	40	**94**	24	**6**	1	0	0	0	0	0	0	0	173	21-30	134
10:00	**12**	**17**	57	88	25	2	0	0	0	0	0	0	0	0	**201**	21-30	145
11:00	12	16	**68**	80	16	3	0	0	0	0	0	0	0	0	195	21-30	148
12 PM	4	8	55	92	**38**	3	0	0	0	0	0	0	0	0	200	21-30	147
13:00	8	7	49	**105**	30	2	0	0	0	0	0	0	0	0	**201**	21-30	154
14:00	15	23	38	85	27	1	0	0	0	0	0	0	0	0	189	21-30	123
15:00	**19**	**26**	55	70	14	0	0	0	0	0	0	0	0	0	184	21-30	125
16:00	13	20	**79**	56	11	3	0	0	0	0	0	0	0	0	182	21-30	135
17:00	18	21	40	68	22	0	0	0	0	0	0	0	0	0	169	21-30	108
18:00	14	8	38	56	19	2	0	0	0	0	0	0	0	0	137	21-30	94
19:00	3	10	35	66	12	3	0	0	0	0	0	0	0	0	129	21-30	101
20:00	5	5	26	51	14	1	0	0	0	0	0	0	0	0	102	21-30	77
21:00	1	3	15	38	19	**4**	0	0	0	0	0	0	0	0	80	26-35	57
22:00	2	5	11	35	17	2	0	0	0	0	0	0	0	0	72	26-35	52
23:00	0	4	7	26	6	0	0	0	0	0	0	0	0	0	43	21-30	33
Total	138	190	680	1219	370	46	3	0	0	0	0	0	0	0	2646		
Percent	5.2%	7.2%	25.7%	46.1%	14.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	09:00	07:00	09:00	05:00								10:00		
Vol.	12	17	68	94	26	6	1								201		
PM Peak	15:00	15:00	16:00	13:00	12:00	21:00									13:00		
Vol.	19	26	79	105	38	4									201		

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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	Pace Speed	Number in Pace
06/12/23	0	3	3	9	3	2	0	0	0	0	0	0	0	0	20	26-35	12
01:00	0	1	4	9	2	0	0	0	0	0	0	0	0	0	16	21-30	13
02:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	21-30	7
03:00	0	1	3	6	1	0	0	0	0	0	0	0	0	0	11	21-30	9
04:00	0	0	5	10	3	0	0	0	0	0	0	0	0	0	18	21-30	15
05:00	0	1	7	32	22	**8**	**1**	0	0	0	0	0	0	0	71	26-35	54
06:00	0	1	24	68	**36**	7	1	0	0	0	0	0	0	0	137	26-35	104
07:00	11	6	55	**96**	31	5	0	0	0	0	0	0	0	0	204	21-30	151
08:00	**21**	**18**	67	86	26	2	1	0	0	0	0	0	0	0	**221**	21-30	153
09:00	12	18	67	94	16	0	0	0	0	0	0	0	0	0	207	21-30	161
10:00	19	16	**97**	76	13	0	0	0	0	0	0	0	0	0	221	21-30	173
11:00	14	15	75	85	19	2	0	0	0	0	0	0	0	0	210	21-30	160
12 PM	18	18	64	50	9	0	0	0	0	0	0	0	0	0	159	21-30	114
13:00	**25**	**39**	60	37	11	0	0	0	0	0	0	0	0	0	172	16-25	99
14:00	19	30	62	**64**	12	2	0	0	0	0	0	0	0	0	189	21-30	126
15:00	19	38	**72**	59	15	2	0	0	0	0	0	0	0	0	**205**	21-30	131
16:00	19	21	50	63	**23**	**3**	0	0	0	0	0	0	0	0	179	21-30	113
17:00	25	23	62	59	10	2	0	0	0	0	0	0	0	0	181	21-30	121
18:00	9	11	46	58	10	1	**1**	0	0	0	0	0	0	0	136	21-30	104
19:00	5	3	34	48	23	0	0	0	0	0	0	0	0	0	113	21-30	82
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	216	263	861	1012	285	36	4	0	0	0	0	0	0	0	2677		
Percent	8.1%	9.8%	32.2%	37.8%	10.6%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	10:00	07:00	06:00	05:00	05:00								08:00		
Vol.	21	18	97	96	36	8	1								221		
PM Peak	13:00	13:00	15:00	14:00	16:00	16:00	18:00								15:00		
Vol.	25	39	72	64	23	3	1								205		
Total	1114	1333	4643	6562	1877	264	22	3	0	0	0	0	0	0	15818		
Percent	7.0%	8.4%	29.4%	41.5%	11.9%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	11205
Percent in Pace :	70.8%
Number of Vehicles > 35 MPH :	289
Percent of Vehicles > 35 MPH :	1.8%
Mean Speed(Average) :	25 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 2 between bridges
Norwich, Connecticut

Site Code:
Station ID: 5868

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	31	22	26	45	40	34
01:00	*	*	*	6	12	9	18	24	15
02:00	*	*	*	16	6	11	16	21	15
03:00	*	*	*	19	17	18	8	10	14
04:00	*	*	*	22	21	22	24	16	21
05:00	*	*	*	73	80	76	44	34	58
06:00	*	*	*	130	134	132	54	34	88
07:00	*	*	*	229	204	216	83	94	152
08:00	*	*	*	213	207	210	140	116	169
09:00	*	*	*	204	205	204	172	173	188
10:00	*	*	*	169	194	182	208	201	193
11:00	*	*	*	171	226	198	211	195	201
12:00 PM	*	*	*	192	223	208	228	200	211
01:00	*	*	*	151	222	186	233	201	202
02:00	*	*	*	218	194	206	251	189	213
03:00	*	*	*	189	214	202	234	184	205
04:00	*	*	*	201	245	223	205	182	208
05:00	*	*	*	238	245	242	274	169	232
06:00	*	*	11	159	314	161	241	137	172
07:00	*	*	136	130	211	159	221	129	165
08:00	*	*	102	124	181	136	159	102	134
09:00	*	*	74	76	115	88	103	80	90
10:00	*	*	58	61	83	67	90	72	73
11:00	*	*	46	53	76	58	80	43	60
Total	0	0	427	3075	3651	3240	3342	2646	3113

Date	Daily Total
08-Jun-23	3075
09-Jun-23	3651
Average	3363

Route 2 between bridges
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5868

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	20	*	*	*	*	20	*	*	20
01:00	16	*	*	*	*	16	*	*	16
02:00	7	*	*	*	*	7	*	*	7
03:00	11	*	*	*	*	11	*	*	11
04:00	18	*	*	*	*	18	*	*	18
05:00	71	*	*	*	*	71	*	*	71
06:00	137	*	*	*	*	137	*	*	137
07:00	204	*	*	*	*	204	*	*	204
08:00	221	*	*	*	*	221	*	*	221
09:00	207	*	*	*	*	207	*	*	207
10:00	221	*	*	*	*	221	*	*	221
11:00	210	*	*	*	*	210	*	*	210
12:00 PM	159	*	*	*	*	159	*	*	159
01:00	172	*	*	*	*	172	*	*	172
02:00	189	*	*	*	*	189	*	*	189
03:00	205	*	*	*	*	205	*	*	205
04:00	179	*	*	*	*	179	*	*	179
05:00	181	*	*	*	*	181	*	*	181
06:00	136	*	*	*	*	136	*	*	136
07:00	113	*	*	*	*	113	*	*	113
08:00	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*
Total	2677	0	0	0	0	2677	0	0	2677
Grand Total	2677	0	427	3075	3651	5917	3342	2646	5790

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	4	312	49	0	6	3	2	6	2	2	1	0	1	0	388
13:00	4	330	61	1	11	2	1	7	3	2	1	1	2	0	426
14:00	3	289	61	3	18	3	3	9	2	6	0	3	7	0	407
15:00	4	311	44	0	9	0	4	9	2	4	0	4	11	0	402
16:00	3	333	39	0	14	0	4	9	1	4	0	1	16	0	424
17:00	5	350	46	0	8	2	7	7	1	2	1	3	1	0	433
18:00	2	310	30	1	4	0	3	4	0	1	0	1	0	0	356
19:00	4	265	24	0	3	2	1	2	1	1	0	0	0	0	303
20:00	1	220	17	0	2	0	0	2	0	1	0	1	0	0	244
21:00	0	196	12	0	3	0	1	2	0	0	0	0	0	0	214
22:00	3	150	5	0	1	0	0	0	0	0	0	1	0	0	160
23:00	2	140	17	0	1	0	0	0	0	0	1	0	0	0	161
Total	35	3206	405	5	80	12	26	57	12	23	4	15	38	0	3918
Percent	0.9%	81.8%	10.3%	0.1%	2.0%	0.3%	0.7%	1.5%	0.3%	0.6%	0.1%	0.4%	1.0%	0.0%	
AM Peak Vol.															
PM Peak	17:00	17:00	13:00	14:00	14:00	12:00	17:00	14:00	13:00	14:00	12:00	15:00	16:00		
Vol.	5	350	61	3	18	3	7	9	3	6	1	4	16		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/08/23	0	69	4	0	0	0	0	1	0	0	0	0	0	0	74
01:00	0	25	0	0	1	0	0	0	0	0	0	0	1	0	27
02:00	0	21	1	0	0	0	0	2	0	0	0	0	0	0	24
03:00	0	28	4	0	0	2	0	0	0	0	0	0	0	0	34
04:00	0	64	9	0	2	1	1	0	1	0	0	0	0	0	78
05:00	1	98	23	0	8	2	0	1	1	0	0	0	0	0	134
06:00	4	171	44	2	7	1	2	7	1	1	0	1	0	0	241
07:00	2	221	32	4	15	2	3	11	1	4	0	1	4	0	300
08:00	2	293	61	0	13	1	5	12	3	2	0	2	4	0	398
09:00	1	293	58	3	19	1	4	13	1	3	0	1	0	0	397
10:00	5	296	50	0	13	2	5	8	2	2	0	0	1	0	384
11:00	5	295	47	2	10	3	3	8	1	0	1	2	1	0	378
12 PM	6	278	42	1	13	3	5	5	4	2	0	2	6	0	367
13:00	5	344	55	1	13	1	3	8	4	1	0	0	2	0	437
14:00	7	304	43	0	7	3	6	6	3	2	0	4	12	0	397
15:00	7	310	38	1	15	0	5	14	2	0	0	5	7	0	404
16:00	6	265	34	1	12	2	5	9	4	5	1	3	23	0	370
17:00	2	350	39	1	9	1	5	8	1	2	0	1	2	0	421
18:00	2	312	25	0	8	0	2	7	0	0	0	1	0	0	357
19:00	4	280	29	0	1	0	2	5	0	0	0	0	3	0	324
20:00	6	267	33	0	3	0	0	1	0	0	0	0	0	0	310
21:00	2	216	22	0	2	1	0	1	0	0	0	1	0	0	245
22:00	0	182	14	0	2	0	1	0	1	0	0	0	0	0	200
23:00	2	127	24	0	2	1	0	0	1	0	0	0	0	0	157
Total	69	5109	731	16	175	27	57	127	31	24	2	24	66	0	6458
Percent	1.1%	79.1%	11.3%	0.2%	2.7%	0.4%	0.9%	2.0%	0.5%	0.4%	0.0%	0.4%	1.0%	0.0%	
AM Peak	10:00	10:00	08:00	07:00	09:00	11:00	08:00	09:00	08:00	07:00	11:00	08:00	07:00		
Vol.	5	296	61	4	19	3	5	13	3	4	1	2	4		
PM Peak	14:00	17:00	13:00	12:00	15:00	12:00	14:00	15:00	12:00	16:00	16:00	15:00	16:00		
Vol.	7	350	55	1	15	3	6	14	4	5	1	5	23		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/09/23	2	67	2	0	1	0	0	0	0	0	0	0	0	0	72
01:00	0	37	1	0	0	0	0	0	0	0	0	0	0	0	38
02:00	0	32	0	0	2	0	0	2	0	0	0	0	0	0	36
03:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
04:00	1	71	10	0	1	0	0	1	0	0	0	0	0	0	84
05:00	2	104	24	1	6	2	3	3	0	1	0	0	0	0	146
06:00	2	181	43	2	9	2	1	5	0	2	0	1	0	0	248
07:00	1	242	39	1	16	1	6	4	0	3	1	2	2	0	318
08:00	1	249	47	0	26	1	1	6	4	3	0	2	9	0	349
09:00	1	284	61	2	10	0	2	9	2	1	0	0	5	0	377
10:00	2	291	52	4	12	4	4	4	4	2	0	0	2	0	381
11:00	3	322	48	0	9	3	3	13	1	2	0	5	1	0	410
12 PM	2	347	47	0	16	2	3	10	3	3	1	2	5	0	441
13:00	3	296	62	2	12	4	4	9	2	2	0	0	15	0	411
14:00	3	292	51	1	15	4	7	13	2	2	1	4	23	0	418
15:00	3	322	51	2	15	4	6	9	1	2	1	4	1	0	421
16:00	4	279	34	2	7	2	5	10	3	6	0	4	24	0	380
17:00	2	358	42	0	11	3	7	8	2	3	0	3	6	0	445
18:00	0	378	43	0	6	1	3	7	1	1	0	0	0	0	440
19:00	3	346	52	1	6	1	0	3	0	1	0	0	0	0	413
20:00	2	284	22	0	4	0	1	5	0	2	0	0	0	0	320
21:00	2	246	23	0	2	0	1	3	0	0	0	0	0	0	277
22:00	2	189	13	0	2	1	0	1	0	0	0	0	1	0	209
23:00	0	193	25	0	2	0	0	2	0	0	0	0	0	0	222
Total	41	5427	794	18	190	35	57	127	25	36	4	27	94	0	6875
Percent	0.6%	78.9%	11.5%	0.3%	2.8%	0.5%	0.8%	1.8%	0.4%	0.5%	0.1%	0.4%	1.4%	0.0%	
AM Peak	11:00	11:00	09:00	10:00	08:00	10:00	07:00	11:00	08:00	07:00	07:00	11:00	08:00		
Vol.	3	322	61	4	26	4	6	13	4	3	1	5	9		
PM Peak	16:00	18:00	13:00	13:00	12:00	13:00	14:00	14:00	12:00	16:00	12:00	14:00	16:00		
Vol.	4	378	62	2	16	4	7	13	3	6	1	4	24		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
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Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/10/23	1	114	3	0	4	0	0	0	0	0	0	0	0	0	122
01:00	0	57	3	0	0	1	0	0	0	0	0	0	0	0	61
02:00	0	49	3	0	1	0	0	0	0	0	0	0	0	0	53
03:00	0	28	0	0	2	0	0	0	0	0	0	0	0	0	30
04:00	1	43	8	0	0	0	0	1	0	0	0	0	0	0	53
05:00	0	72	12	0	0	0	0	1	0	0	0	1	0	0	86
06:00	2	112	11	0	1	2	0	2	2	0	0	0	0	0	132
07:00	1	198	22	0	6	2	2	3	1	0	0	0	0	0	235
08:00	5	256	53	0	4	2	0	5	0	2	0	1	0	0	328
09:00	4	265	40	1	6	0	2	9	4	2	0	0	2	0	335
10:00	10	345	44	1	5	2	2	8	2	2	0	3	1	0	425
11:00	5	335	60	0	7	1	3	3	0	1	0	3	4	0	422
12 PM	5	356	46	1	5	1	4	11	0	2	0	0	1	0	432
13:00	8	364	49	0	4	2	4	5	0	1	0	1	3	0	441
14:00	9	369	47	0	8	3	2	4	0	1	0	0	2	0	445
15:00	9	350	42	1	3	1	2	8	0	1	0	2	0	0	419
16:00	4	359	36	2	3	1	0	3	0	3	0	3	3	0	417
17:00	8	371	42	0	7	1	2	6	0	0	0	1	2	0	440
18:00	9	352	40	0	3	1	5	8	1	0	0	0	2	0	421
19:00	1	301	22	0	2	0	2	5	1	1	0	1	1	0	337
20:00	3	267	23	1	5	0	2	5	0	4	0	1	1	0	312
21:00	6	236	21	0	1	0	1	1	0	1	0	2	0	0	269
22:00	3	175	11	0	1	0	1	4	0	2	0	1	0	0	198
23:00	0	180	16	0	2	0	0	1	0	0	0	2	0	0	201
Total	94	5554	654	7	80	20	34	93	11	23	0	22	22	0	6614
Percent	1.4%	84.0%	9.9%	0.1%	1.2%	0.3%	0.5%	1.4%	0.2%	0.3%	0.0%	0.3%	0.3%	0.0%	
AM Peak	10:00	10:00	11:00	09:00	11:00	06:00	11:00	09:00	09:00	08:00		10:00	11:00		
Vol.	10	345	60	1	7	2	3	9	4	2		3	4		
PM Peak	14:00	17:00	13:00	16:00	14:00	14:00	18:00	12:00	18:00	20:00		16:00	13:00		
Vol.	9	371	49	2	8	3	5	11	1	4		3	3		

Connecticut Counts LLC
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Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/11/23	1	98	14	0	4	0	0	1	0	1	0	0	0	0	119
01:00	0	75	6	0	0	0	0	1	0	0	0	0	0	0	82
02:00	0	68	2	0	0	0	0	1	0	0	0	0	0	0	71
03:00	0	53	1	0	0	0	0	1	0	0	0	0	0	0	55
04:00	0	34	2	0	1	0	0	0	0	0	0	0	0	0	37
05:00	2	57	15	0	2	0	0	0	0	1	0	0	0	0	77
06:00	2	89	19	0	3	0	0	2	0	0	0	0	0	0	115
07:00	3	168	20	0	4	0	1	2	1	0	0	0	0	0	199
08:00	13	233	28	0	7	0	2	2	0	0	1	0	1	0	287
09:00	13	277	48	0	3	1	2	8	2	1	0	1	0	0	356
10:00	21	286	31	1	6	0	2	10	2	0	0	2	2	0	363
11:00	3	364	29	0	6	0	2	5	3	2	1	1	1	0	417
12 PM	9	292	37	1	5	0	0	3	5	2	0	0	4	0	358
13:00	7	326	31	1	8	0	2	8	0	0	1	1	1	0	386
14:00	8	326	25	0	5	1	1	2	1	1	0	1	3	0	374
15:00	15	303	36	0	5	1	3	2	1	1	0	1	1	0	369
16:00	8	307	38	0	2	1	3	7	2	1	0	1	4	0	374
17:00	6	294	31	1	7	1	3	1	0	0	0	1	0	0	345
18:00	6	286	26	0	2	0	2	4	1	0	0	0	0	0	327
19:00	8	253	28	0	3	0	1	0	1	1	0	2	0	0	297
20:00	3	234	18	0	2	0	1	3	0	0	0	0	0	0	261
21:00	2	188	15	0	0	1	0	3	0	0	0	1	0	0	210
22:00	1	160	4	0	1	0	0	0	0	0	0	0	1	0	167
23:00	3	110	9	0	2	0	0	0	1	0	0	0	0	0	125
Total	134	4881	513	4	78	6	25	66	20	11	3	12	18	0	5771
Percent	2.3%	84.6%	8.9%	0.1%	1.4%	0.1%	0.4%	1.1%	0.3%	0.2%	0.1%	0.2%	0.3%	0.0%	
AM Peak	10:00	11:00	09:00	10:00	08:00	09:00	08:00	10:00	11:00	11:00	08:00	10:00	10:00		
Vol.	21	364	48	1	7	1	2	10	3	2	1	2	2		
PM Peak	15:00	13:00	16:00	12:00	13:00	14:00	15:00	13:00	12:00	12:00	13:00	19:00	12:00		
Vol.	15	326	38	1	8	1	3	8	5	2	1	2	4		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/12/23	0	73	7	0	0	0	0	0	0	0	0	0	0	0	80
01:00	0	34	0	0	0	1	0	0	0	0	0	0	0	0	35
02:00	0	29	2	0	0	1	0	1	0	0	0	0	0	0	33
03:00	0	32	1	0	0	0	0	1	0	0	0	0	0	0	34
04:00	0	45	8	0	1	0	0	0	0	0	0	0	0	0	54
05:00	1	92	22	0	7	0	0	6	0	2	0	0	0	0	130
06:00	4	184	31	1	5	1	2	7	1	1	0	3	1	0	241
07:00	0	219	39	1	14	1	3	12	0	0	0	1	4	0	294
08:00	2	269	47	2	21	2	1	7	1	1	0	2	5	0	360
09:00	2	276	49	0	21	2	2	6	4	1	0	3	1	0	367
10:00	2	292	49	2	10	3	6	5	0	2	0	3	4	0	378
11:00	1	295	50	1	20	4	1	12	4	1	0	2	1	0	392
12 PM	6	291	43	0	8	5	5	13	2	3	0	0	2	0	378
13:00	7	309	51	1	15	1	6	14	0	4	0	1	1	0	410
14:00	1	303	59	0	17	3	4	13	0	5	0	3	3	0	411
15:00	7	293	38	1	12	3	6	7	2	4	0	2	17	0	392
16:00	10	338	54	2	7	4	6	6	1	5	0	1	5	0	439
17:00	5	347	43	0	8	1	4	6	1	4	0	2	1	0	422
18:00	3	279	48	1	5	1	1	12	0	1	0	0	2	0	353
19:00	1	261	34	0	6	0	1	8	0	0	0	1	0	0	312
20:00	0	232	21	0	1	0	0	1	0	0	0	1	0	0	256
21:00	4	164	14	0	1	1	0	2	0	0	0	0	0	0	186
22:00	1	126	9	0	1	0	1	1	0	0	0	0	0	0	139
23:00	1	133	15	0	1	1	0	0	0	0	0	0	0	0	151
Total	58	4916	734	12	181	35	49	140	16	34	0	25	47	0	6247
Percent	0.9%	78.7%	11.7%	0.2%	2.9%	0.6%	0.8%	2.2%	0.3%	0.5%	0.0%	0.4%	0.8%	0.0%	
AM Peak	06:00	11:00	11:00	08:00	08:00	11:00	10:00	07:00	09:00	05:00		06:00	08:00		
Vol.	4	295	50	2	21	4	6	12	4	2		3	5		
PM Peak	16:00	17:00	14:00	16:00	14:00	12:00	13:00	13:00	12:00	14:00		14:00	15:00		
Vol.	10	347	59	2	17	5	6	14	2	5		3	17		

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Route 2 (Viaduct Street)
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Site Code:
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Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/13/23	0	77	7	0	0	0	0	1	0	0	0	0	0	0	85
01:00	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
02:00	0	20	1	0	1	0	0	1	1	0	0	0	0	0	24
03:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
04:00	0	62	7	0	1	2	0	2	0	0	0	0	0	0	74
05:00	0	96	30	1	7	0	0	3	2	0	0	0	0	0	139
06:00	0	160	33	0	8	4	1	6	0	1	1	1	3	0	218
07:00	1	223	50	6	16	0	2	8	2	3	0	1	5	0	317
08:00	0	249	47	6	20	1	2	9	2	4	0	0	3	0	343
09:00	1	264	48	4	20	4	2	12	2	1	0	0	1	0	359
10:00	2	312	54	2	17	4	1	6	3	3	0	0	2	0	406
11:00	3	297	49	1	20	5	4	10	2	2	2	1	0	0	396
12 PM	10	337	52	1	13	3	7	1	1	3	0	4	4	0	436
13:00	6	304	50	2	10	4	2	15	2	7	0	2	4	0	408
14:00	6	220	33	0	12	2	3	11	0	4	0	3	3	0	297
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	29	2670	466	23	145	29	24	85	17	28	3	12	25	0	3556
Percent	0.8%	75.1%	13.1%	0.6%	4.1%	0.8%	0.7%	2.4%	0.5%	0.8%	0.1%	0.3%	0.7%	0.0%	
AM Peak	11:00	10:00	10:00	07:00	08:00	11:00	11:00	09:00	10:00	08:00	11:00	06:00	07:00		
Vol.	3	312	54	6	20	5	4	12	3	4	2	1	5		
PM Peak	12:00	12:00	12:00	13:00	12:00	13:00	12:00	13:00	13:00	13:00		12:00	12:00		
Vol.	10	337	52	2	13	4	7	15	2	7		4	4		
Grand Total	460	31763	4297	85	929	164	272	695	132	179	16	137	310	0	39439
Percent	1.2%	80.5%	10.9%	0.2%	2.4%	0.4%	0.7%	1.8%	0.3%	0.5%	0.0%	0.3%	0.8%	0.0%	

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Route 2 (Viaduct Street)
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Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	7	311	54	4	15	2	3	18	6	0	0	3	1	0	424
13:00	5	312	40	2	15	1	2	12	2	3	0	3	4	0	401
14:00	4	335	46	1	19	5	4	12	5	3	0	4	2	0	440
15:00	4	327	47	0	25	1	2	15	1	4	0	2	3	0	431
16:00	4	317	55	1	13	0	4	16	1	5	1	2	2	0	421
17:00	1	335	39	1	5	0	4	11	0	3	1	2	4	0	406
18:00	2	261	22	1	9	0	2	5	0	4	0	3	1	0	310
19:00	5	281	23	1	0	3	2	5	1	1	0	0	0	0	322
20:00	3	191	23	1	1	0	0	7	0	1	0	0	0	0	227
21:00	1	153	7	0	2	1	0	2	0	0	0	0	0	0	166
22:00	2	125	8	0	0	0	0	0	0	0	0	0	0	0	135
23:00	1	113	5	0	0	1	0	0	0	0	0	0	0	0	120
Total	39	3061	369	12	104	14	23	103	16	24	2	19	17	0	3803
Percent	1.0%	80.5%	9.7%	0.3%	2.7%	0.4%	0.6%	2.7%	0.4%	0.6%	0.1%	0.5%	0.4%	0.0%	
AM Peak Vol.															
PM Peak Vol.	12:00 7	14:00 335	16:00 55	12:00 4	15:00 25	14:00 5	14:00 4	12:00 18	12:00 6	16:00 5	16:00 1	14:00 4	13:00 4		

Route 2 (Viaduct Street)
Norwich, Connecticut

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Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/08/23	0	65	9	0	1	0	0	1	0	0	0	0	0	0	76
01:00	0	29	5	0	1	0	0	0	0	0	0	0	0	0	35
02:00	0	28	4	0	0	0	0	0	0	0	0	0	0	0	32
03:00	0	38	4	0	1	1	0	0	1	0	0	0	0	0	45
04:00	1	73	18	0	1	0	0	0	1	0	0	0	0	0	94
05:00	4	191	34	0	4	5	1	2	1	0	0	0	2	0	244
06:00	3	254	45	2	26	3	3	7	1	1	0	1	1	0	347
07:00	7	357	67	2	23	4	1	12	3	9	1	5	6	0	497
08:00	1	342	50	3	20	1	6	14	2	2	1	2	0	0	444
09:00	4	290	57	3	13	2	2	15	2	2	1	1	2	0	394
10:00	4	272	48	3	12	2	1	5	3	6	0	1	0	0	357
11:00	4	297	49	2	11	1	2	11	2	3	1	0	3	0	386
12 PM	4	283	51	4	17	5	2	14	3	3	0	4	3	0	393
13:00	3	322	43	2	11	2	4	12	3	1	1	0	1	0	405
14:00	4	315	48	2	17	3	3	12	5	5	1	4	2	0	421
15:00	3	365	49	5	20	3	3	20	3	8	0	3	6	0	488
16:00	2	332	51	2	6	2	4	3	3	5	0	2	2	0	414
17:00	4	329	43	1	9	0	0	2	0	2	0	0	3	0	393
18:00	2	285	36	0	9	0	2	9	1	4	1	2	1	0	352
19:00	4	233	18	2	4	0	2	6	0	1	0	1	2	0	273
20:00	1	216	15	0	4	0	1	2	0	1	0	0	0	0	240
21:00	3	177	12	0	1	0	0	3	0	2	0	0	0	0	198
22:00	2	125	4	0	1	1	1	0	1	0	0	0	0	0	135
23:00	1	80	6	0	0	0	0	0	0	0	1	0	0	0	88
Total	61	5298	766	33	212	35	38	150	35	55	8	26	34	0	6751
Percent	0.9%	78.5%	11.3%	0.5%	3.1%	0.5%	0.6%	2.2%	0.5%	0.8%	0.1%	0.4%	0.5%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	06:00	05:00	08:00	09:00	07:00	07:00	07:00	07:00	07:00		
Vol.	7	357	67	3	26	5	6	15	3	9	1	5	6		
PM Peak	12:00	15:00	12:00	15:00	15:00	12:00	13:00	15:00	14:00	15:00	13:00	12:00	15:00		
Vol.	4	365	51	5	20	5	4	20	5	8	1	4	6		

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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/09/23	0	82	3	0	1	0	0	0	1	0	0	0	0	0	87
01:00	0	34	9	0	1	0	0	0	0	0	0	0	0	0	44
02:00	0	29	3	0	1	0	0	0	1	0	0	0	0	0	34
03:00	0	33	6	0	0	0	0	1	0	0	0	0	0	0	40
04:00	0	72	13	0	2	0	0	0	0	0	0	0	0	0	87
05:00	4	188	30	0	3	2	3	2	2	1	0	0	0	0	235
06:00	1	224	47	2	25	5	2	4	4	2	0	1	2	0	319
07:00	4	371	39	2	18	4	1	11	5	2	0	3	3	0	463
08:00	1	306	55	4	13	1	5	14	2	1	0	2	2	0	406
09:00	2	262	57	4	12	2	2	14	6	2	0	1	2	0	366
10:00	4	289	47	2	7	3	5	10	4	1	1	1	2	0	376
11:00	3	316	60	2	11	6	1	9	2	4	1	0	1	0	416
12 PM	1	312	42	1	11	2	4	15	2	6	1	1	2	0	400
13:00	1	309	47	5	16	2	0	8	2	3	3	3	1	0	400
14:00	5	331	46	1	20	1	0	8	3	3	2	2	6	0	428
15:00	5	381	55	2	19	3	2	9	5	5	0	4	5	0	495
16:00	7	305	36	2	8	0	2	14	2	5	0	2	4	0	387
17:00	1	311	40	0	7	2	4	4	1	3	0	2	2	0	377
18:00	7	298	28	0	5	1	3	8	1	2	0	0	3	0	356
19:00	4	256	30	0	5	5	2	4	0	0	0	1	1	0	308
20:00	2	250	22	0	3	2	1	2	0	1	0	0	1	0	284
21:00	1	252	32	0	4	0	4	4	0	0	0	1	0	0	298
22:00	2	291	26	0	3	1	0	0	0	1	0	0	0	0	324
23:00	0	183	7	0	2	0	1	1	0	0	0	0	0	0	194
Total	55	5685	780	27	197	42	42	142	43	42	8	24	37	0	7124
Percent	0.8%	79.8%	10.9%	0.4%	2.8%	0.6%	0.6%	2.0%	0.6%	0.6%	0.1%	0.3%	0.5%	0.0%	
AM Peak	05:00	07:00	11:00	08:00	06:00	11:00	08:00	08:00	09:00	11:00	10:00	07:00	07:00		
Vol.	4	371	60	4	25	6	5	14	6	4	1	3	3		
PM Peak	16:00	15:00	15:00	13:00	14:00	19:00	12:00	12:00	15:00	12:00	13:00	15:00	14:00		
Vol.	7	381	55	5	20	5	4	15	5	6	3	4	6		

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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/10/23	0	89	5	0	3	0	0	2	0	0	0	0	0	0	99
01:00	0	80	8	0	1	0	0	0	0	0	0	0	0	0	89
02:00	0	61	5	0	0	0	0	0	0	0	0	0	0	0	66
03:00	0	51	6	0	2	0	0	0	0	0	0	0	0	0	59
04:00	2	65	5	0	0	0	0	1	0	0	0	0	0	0	73
05:00	1	91	13	0	0	0	0	1	0	0	0	0	0	0	106
06:00	1	151	24	0	4	0	0	2	0	1	0	0	0	0	183
07:00	1	189	29	0	8	0	0	4	2	0	0	0	1	0	234
08:00	4	254	40	1	5	0	0	5	0	2	0	1	0	0	312
09:00	6	295	39	4	6	5	3	8	0	4	0	3	0	0	373
10:00	5	307	59	0	10	0	1	4	0	0	0	2	3	0	391
11:00	7	363	53	1	11	2	5	14	0	4	2	1	1	0	464
12 PM	8	322	40	0	3	1	2	13	1	4	0	3	0	0	397
13:00	5	328	34	1	7	1	2	4	1	2	0	4	0	0	389
14:00	9	337	34	0	5	2	3	12	1	2	3	0	0	0	408
15:00	12	381	45	1	11	2	1	11	0	1	0	2	1	0	468
16:00	9	376	48	1	4	2	2	6	1	5	1	1	1	0	457
17:00	5	315	37	0	7	4	1	7	0	2	0	1	2	0	381
18:00	6	285	28	3	6	1	2	4	1	3	0	0	4	0	343
19:00	5	286	19	0	0	0	2	5	0	2	0	0	0	0	319
20:00	5	253	22	0	2	2	1	3	1	1	0	0	0	0	290
21:00	4	246	20	1	2	1	0	2	0	0	0	1	0	0	277
22:00	1	296	19	0	3	3	0	5	0	1	0	1	3	0	332
23:00	1	209	16	0	1	0	1	2	0	1	0	0	0	0	231
Total	97	5630	648	13	101	26	26	115	8	35	6	20	16	0	6741
Percent	1.4%	83.5%	9.6%	0.2%	1.5%	0.4%	0.4%	1.7%	0.1%	0.5%	0.1%	0.3%	0.2%	0.0%	
AM Peak	11:00	11:00	10:00	09:00	11:00	09:00	11:00	11:00	07:00	09:00	11:00	09:00	10:00		
Vol.	7	363	59	4	11	5	5	14	2	4	2	3	3		
PM Peak	15:00	15:00	16:00	18:00	15:00	17:00	14:00	12:00	12:00	16:00	14:00	13:00	18:00		
Vol.	12	381	48	3	11	4	3	13	1	5	3	4	4		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/11/23	1	112	9	1	2	0	1	1	0	0	0	0	0	0	127
01:00	0	101	4	0	1	0	0	0	1	0	0	0	0	0	107
02:00	1	68	3	0	0	0	0	0	1	0	0	0	0	0	73
03:00	0	54	8	0	0	0	0	0	0	0	0	0	0	0	62
04:00	0	60	5	0	0	0	0	0	0	0	0	0	0	0	65
05:00	3	82	11	0	1	0	0	1	0	1	0	0	0	0	99
06:00	2	108	23	0	0	0	1	2	0	0	0	0	0	0	136
07:00	0	139	32	0	2	0	1	1	0	0	0	0	1	0	176
08:00	7	204	35	0	4	1	1	2	1	0	0	1	0	0	256
09:00	5	248	26	0	2	0	0	5	1	0	0	3	2	0	292
10:00	5	291	40	0	4	0	1	9	0	0	1	2	3	0	356
11:00	5	303	37	1	3	1	1	4	2	4	0	0	3	0	364
12 PM	11	337	31	0	4	3	6	7	2	2	0	3	1	0	407
13:00	18	349	34	1	4	3	2	9	2	3	0	0	0	0	425
14:00	25	360	40	2	6	4	1	10	3	1	0	0	0	0	452
15:00	7	379	36	0	8	4	0	8	3	3	0	3	0	0	451
16:00	16	395	43	3	3	0	5	3	0	3	0	1	2	0	474
17:00	8	328	38	0	8	1	3	8	2	3	2	2	2	0	405
18:00	8	297	35	0	4	1	1	3	1	3	0	0	0	0	353
19:00	4	279	27	0	5	1	0	3	0	1	0	0	2	0	322
20:00	1	267	24	1	2	1	1	3	0	2	0	0	0	0	302
21:00	3	194	13	0	1	1	0	3	0	1	0	0	0	0	216
22:00	1	158	14	0	0	0	0	2	0	1	0	0	0	0	176
23:00	0	126	9	0	0	0	0	0	0	0	0	0	0	0	135
Total	131	5239	577	9	64	21	25	84	19	28	3	15	16	0	6231
Percent	2.1%	84.1%	9.3%	0.1%	1.0%	0.3%	0.4%	1.3%	0.3%	0.4%	0.0%	0.2%	0.3%	0.0%	
AM Peak	08:00	11:00	10:00	00:00	08:00	08:00	00:00	10:00	11:00	11:00	10:00	09:00	10:00		
Vol.	7	303	40	1	4	1	1	9	2	4	1	3	3		
PM Peak	14:00	16:00	16:00	16:00	15:00	14:00	12:00	14:00	14:00	13:00	17:00	12:00	16:00		
Vol.	25	395	43	3	8	4	6	10	3	3	2	3	2		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
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(860) 828-1693

Site Code:
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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/12/23	1	63	6	0	2	0	0	0	0	0	0	0	0	0	72
01:00	0	44	3	0	0	0	0	0	0	0	0	0	0	0	47
02:00	0	25	2	0	0	1	0	0	0	0	0	0	0	0	28
03:00	0	44	9	0	1	0	0	0	0	0	0	0	0	0	54
04:00	2	85	14	0	1	1	0	0	0	0	0	0	0	0	103
05:00	4	196	42	0	8	4	0	3	0	1	0	0	0	0	258
06:00	4	239	47	2	18	0	1	10	2	0	1	2	0	0	326
07:00	5	389	59	2	27	3	5	10	2	4	1	3	3	0	513
08:00	4	336	57	3	23	2	4	16	1	6	0	2	1	0	455
09:00	3	283	47	2	9	1	4	14	1	2	0	2	2	0	370
10:00	2	288	44	1	19	3	4	5	4	5	0	1	2	0	378
11:00	6	280	40	3	15	2	4	8	1	2	0	1	1	0	363
12 PM	5	310	47	2	13	7	3	11	3	2	1	2	1	0	407
13:00	11	296	45	3	15	5	4	12	2	1	1	1	1	0	397
14:00	6	330	63	0	26	4	9	12	3	7	0	5	3	0	468
15:00	3	358	46	0	22	5	2	4	1	6	2	2	4	0	455
16:00	4	396	59	1	13	4	2	17	2	3	0	0	3	0	504
17:00	3	335	53	1	7	2	1	14	0	0	0	4	3	0	423
18:00	1	259	34	1	2	0	0	9	0	2	0	1	1	0	310
19:00	2	195	18	0	4	3	0	0	0	2	0	0	0	0	224
20:00	1	181	23	0	2	0	1	3	0	1	0	0	0	0	212
21:00	1	160	13	0	0	0	0	2	0	1	0	0	0	0	177
22:00	1	122	9	0	2	0	0	1	0	0	0	0	0	0	135
23:00	0	83	2	0	0	0	0	1	0	0	0	0	0	0	86
Total	69	5297	782	21	229	47	44	152	22	45	6	26	25	0	6765
Percent	1.0%	78.3%	11.6%	0.3%	3.4%	0.7%	0.7%	2.2%	0.3%	0.7%	0.1%	0.4%	0.4%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	05:00	07:00	08:00	10:00	08:00	06:00	07:00	07:00		
Vol.	6	389	59	3	27	4	5	16	4	6	1	3	3		
PM Peak	13:00	16:00	14:00	13:00	14:00	12:00	14:00	16:00	12:00	14:00	15:00	14:00	15:00		
Vol.	11	396	63	3	26	7	9	17	3	7	2	5	4		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
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Site Code:
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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/13/23	1	61	6	0	1	0	0	0	0	0	0	0	0	0	69
01:00	0	31	3	0	1	0	0	0	0	0	0	0	0	0	35
02:00	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
03:00	0	35	7	0	0	0	0	0	0	0	0	0	0	0	42
04:00	1	76	17	0	0	0	0	0	0	0	0	0	0	0	94
05:00	3	189	38	1	4	3	2	3	2	0	0	0	0	0	245
06:00	4	293	56	2	18	0	5	8	0	4	0	3	1	0	394
07:00	2	412	58	2	25	2	3	15	4	4	0	1	3	0	531
08:00	2	311	47	2	22	5	4	21	1	7	0	3	6	0	431
09:00	2	297	56	4	8	3	4	5	2	1	0	1	1	0	384
10:00	3	248	47	5	15	6	4	9	3	3	0	0	2	0	345
11:00	9	314	44	3	15	3	1	9	3	0	0	0	1	0	402
12 PM	3	295	45	2	17	5	1	9	4	2	0	0	3	0	386
13:00	4	336	60	1	11	1	4	2	4	7	0	2	3	0	435
14:00	5	262	39	2	11	2	3	9	2	1	0	4	4	0	344
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	39	3185	526	24	148	30	31	90	25	29	0	14	24	0	4165
Percent	0.9%	76.5%	12.6%	0.6%	3.6%	0.7%	0.7%	2.2%	0.6%	0.7%	0.0%	0.3%	0.6%	0.0%	
AM Peak	11:00	07:00	07:00	10:00	07:00	10:00	06:00	08:00	07:00	08:00		06:00	08:00		
Vol.	9	412	58	5	25	6	5	21	4	7		3	6		
PM Peak	14:00	13:00	13:00	12:00	12:00	12:00	13:00	12:00	12:00	13:00		14:00	14:00		
Vol.	5	336	60	2	17	5	4	9	4	7		4	4		
Grand Total	491	33395	4448	139	1055	215	229	836	168	258	33	144	169	0	41580
Percent	1.2%	80.3%	10.7%	0.3%	2.5%	0.5%	0.6%	2.0%	0.4%	0.6%	0.1%	0.3%	0.4%	0.0%	

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Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	1	2	32	158	**166**	27	1	0	0	0	0	0	0	389	31-40	324
13:00	0	2	12	76	173	127	35	2	0	0	**1**	0	0	0	428	31-40	300
14:00	39	**26**	**41**	86	125	77	12	2	1	0	0	0	0	0	409	26-35	212
15:00	40	19	40	**96**	131	59	19	0	0	0	1	0	0	0	405	26-35	228
16:00	**54**	8	23	87	143	102	8	0	0	**1**	0	0	**1**	0	427	31-40	247
17:00	0	1	17	63	**175**	144	28	**4**	1	1	1	0	0	0	**435**	31-40	319
18:00	2	0	0	31	157	138	28	1	0	1	0	0	0	0	358	31-40	295
19:00	1	0	0	17	101	145	**39**	1	1	0	0	0	0	0	305	31-40	246
20:00	0	0	4	29	109	82	18	1	**2**	0	0	0	0	0	245	31-40	191
21:00	0	0	0	15	87	91	18	4	1	0	0	0	0	0	216	31-40	178
22:00	1	0	2	22	65	51	18	1	0	0	0	0	0	0	160	31-40	116
23:00	0	0	1	25	64	59	11	1	0	0	0	0	0	0	161	31-40	123
Total	139	57	142	579	1488	1241	261	18	6	3	3	0	1	0	3938		
Percent	3.5%	1.4%	3.6%	14.7%	37.8%	31.5%	6.6%	0.5%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 54	14:00 26	14:00 41	15:00 96	17:00 175	12:00 166	19:00 39	17:00 4	20:00 2	16:00 1	13:00 1		16:00 1		17:00 435		

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Route 2 (Viaduct Street)
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Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/08/23	0	0	0	10	29	24	10	1	0	0	0	0	0	0	74	31-40	53
01:00	0	0	1	2	8	9	6	1	0	0	0	0	0	0	27	31-40	17
02:00	0	0	0	2	10	11	1	0	0	0	0	0	0	0	24	31-40	21
03:00	0	0	0	7	6	15	5	1	0	0	0	0	0	0	34	31-40	21
04:00	0	0	0	4	21	34	18	1	0	0	0	0	0	0	78	31-40	55
05:00	1	0	3	22	37	54	15	3	0	0	0	0	0	0	135	31-40	91
06:00	2	**5**	6	7	52	112	**46**	**7**	**3**	0	0	0	0	0	240	31-40	164
07:00	**6**	1	3	29	107	115	26	7	1	**1**	**4**	0	0	0	300	31-40	222
08:00	4	2	**7**	**65**	**177**	122	20	1	1	1	0	0	0	0	**400**	31-40	299
09:00	3	3	6	58	136	**156**	32	3	0	0	1	0	0	0	398	31-40	292
10:00	0	1	2	33	171	146	27	3	0	1	0	0	0	0	384	31-40	317
11:00	2	0	7	54	161	123	31	1	1	0	0	**1**	0	0	381	31-40	284
12 PM	3	2	15	44	155	126	21	0	0	0	**1**	0	0	0	367	31-40	281
13:00	5	1	0	48	**206**	156	18	2	**1**	**1**	1	0	0	0	**439**	31-40	362
14:00	21	20	**40**	**111**	144	50	11	2	0	1	1	0	0	0	401	26-35	256
15:00	42	20	37	107	136	57	7	0	0	0	0	0	0	0	406	26-35	245
16:00	**78**	**23**	39	54	94	67	13	2	1	0	0	0	**1**	0	372	31-40	163
17:00	17	19	29	76	151	112	18	1	0	0	0	0	0	0	423	31-40	264
18:00	0	0	1	34	110	**170**	**39**	4	1	0	0	0	0	0	359	31-40	280
19:00	2	0	2	26	102	159	33	2	0	0	0	0	0	0	326	31-40	261
20:00	0	0	4	23	121	134	23	**5**	1	0	1	0	0	0	312	31-40	255
21:00	0	0	3	43	105	77	15	2	0	1	0	0	0	0	246	31-40	182
22:00	1	0	0	14	66	85	30	3	0	0	0	**1**	0	0	200	31-40	151
23:00	1	1	0	12	56	59	23	3	0	1	0	0	0	0	156	31-40	115
Total	188	98	205	885	2361	2173	488	55	10	7	9	2	1	0	6482		
Percent	2.9%	1.5%	3.2%	13.7%	36.4%	33.5%	7.5%	0.8%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	08:00	08:00	08:00	09:00	06:00	06:00	06:00	07:00	07:00	11:00			08:00		
Vol.	6	5	7	65	177	156	46	7	3	1	4	1			400		
PM Peak	16:00	16:00	14:00	14:00	13:00	18:00	18:00	20:00	13:00	13:00	12:00	22:00	16:00		13:00		
Vol.	78	23	40	111	206	170	39	5	1	1	1	1	1		439		

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Site Code:
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Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/09/23	1	0	0	6	29	30	6	0	0	0	0	0	0	0	72	31-40	59
01:00	0	0	1	6	15	13	3	0	0	0	0	0	0	0	38	31-40	28
02:00	0	0	1	5	15	10	5	0	0	0	0	0	0	0	36	31-40	25
03:00	0	0	1	4	5	7	1	1	0	0	0	0	0	0	19	31-40	12
04:00	0	0	1	9	29	40	4	1	0	0	0	0	0	0	84	31-40	69
05:00	**4**	0	3	18	58	46	16	1	0	0	0	0	0	0	146	31-40	104
06:00	1	**5**	3	7	71	111	**45**	**6**	1	0	0	0	0	0	250	31-40	182
07:00	3	0	1	42	127	109	35	2	1	0	0	0	0	0	320	31-40	236
08:00	3	1	**5**	**51**	121	130	36	4	0	0	0	0	0	0	351	31-40	251
09:00	3	0	3	46	144	155	20	2	**3**	0	0	0	0	0	376	31-40	299
10:00	4	0	4	37	**150**	162	26	1	0	0	0	0	0	0	384	31-40	312
11:00	3	0	5	30	148	**184**	34	5	0	0	**1**	0	0	0	**410**	31-40	332
12 PM	3	6	29	74	157	153	19	2	0	**1**	0	0	0	0	444	31-40	310
13:00	53	21	29	70	106	109	22	1	0	0	0	0	0	0	411	31-40	217
14:00	115	**29**	27	83	102	58	5	1	0	1	0	0	0	0	421	26-35	188
15:00	2	12	40	**103**	**168**	81	14	0	0	0	**2**	0	0	0	422	26-35	271
16:00	**124**	27	**47**	66	81	35	4	0	0	0	0	0	0	0	384	26-35	150
17:00	17	6	37	88	137	126	32	**4**	1	1	1	0	0	0	**450**	31-40	264
18:00	0	0	0	48	168	**180**	**44**	3	0	0	1	0	0	0	444	31-40	348
19:00	0	0	5	34	161	173	40	1	0	0	0	0	0	0	414	31-40	334
20:00	0	0	2	33	143	122	21	2	0	0	0	0	0	0	323	31-40	265
21:00	2	0	2	61	123	80	11	0	0	0	0	**1**	0	0	280	31-40	203
22:00	1	0	0	27	87	79	10	3	**2**	0	0	0	0	0	209	31-40	166
23:00	0	0	1	24	106	72	17	3	0	0	0	0	0	0	223	31-40	178
Total	339	107	247	972	2451	2265	470	43	8	3	5	1	0	0	6911		
Percent	4.9%	1.5%	3.6%	14.1%	35.5%	32.8%	6.8%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	05:00	06:00	08:00	08:00	10:00	11:00	06:00	06:00	09:00		11:00				11:00		
Vol.	4	5	5	51	150	184	45	6	3		1				410		
PM Peak	16:00	14:00	16:00	15:00	15:00	18:00	18:00	17:00	22:00	12:00	15:00	21:00			17:00		
Vol.	124	29	47	103	168	180	44	4	2	1	2	1			450		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/10/23	0	0	1	9	56	44	8	4	0	0	0	0	0	0	122	31-40	100
01:00	0	0	0	12	20	21	8	0	0	0	0	0	0	0	61	31-40	41
02:00	0	0	0	9	20	22	2	0	0	0	0	0	0	0	53	31-40	42
03:00	0	0	0	3	12	10	5	0	0	0	0	0	0	0	30	31-40	22
04:00	1	0	0	4	16	23	8	1	0	0	0	0	0	0	53	31-40	39
05:00	0	0	0	7	23	41	13	1	**1**	0	0	0	0	0	86	31-40	64
06:00	1	0	0	4	35	58	28	4	1	0	0	0	0	0	131	31-40	93
07:00	0	0	1	15	54	116	44	3	0	**3**	0	0	0	0	236	31-40	170
08:00	1	0	1	11	104	152	54	5	1	1	0	0	0	0	330	31-40	256
09:00	2	0	1	19	104	165	38	**7**	1	0	0	0	0	0	337	31-40	269
10:00	**3**	0	0	25	156	**175**	**61**	5	0	0	0	0	0	0	**425**	31-40	331
11:00	3	**3**	**3**	**47**	**186**	151	29	2	0	1	0	0	0	0	425	31-40	337
12 PM	**3**	**1**	1	**42**	171	177	32	5	0	0	0	0	0	0	432	31-40	348
13:00	3	0	1	28	157	203	45	3	0	1	0	0	0	0	441	31-40	360
14:00	3	0	2	29	163	199	45	5	0	0	0	0	0	0	**446**	31-40	362
15:00	3	0	1	18	147	198	45	5	**2**	2	0	0	0	0	421	31-40	345
16:00	1	0	1	27	155	184	45	3	0	0	0	0	0	0	416	31-40	339
17:00	2	0	1	31	126	**207**	**65**	6	2	1	0	**1**	0	0	442	31-40	333
18:00	2	0	0	31	**172**	166	45	3	0	**3**	0	0	0	0	422	31-40	338
19:00	2	0	0	29	125	132	43	**8**	1	0	0	0	0	0	340	31-40	257
20:00	1	0	1	34	98	137	41	3	0	0	0	0	0	0	315	31-40	235
21:00	3	0	**3**	29	107	114	11	2	0	0	0	0	0	0	269	31-40	221
22:00	1	0	0	36	76	68	15	1	1	0	**1**	1	0	0	200	31-40	144
23:00	0	0	3	21	69	87	22	1	0	1	0	0	0	0	204	31-40	156
Total	35	4	21	520	2352	2850	752	77	10	13	1	2	0	0	6637		
Percent	0.5%	0.1%	0.3%	7.8%	35.4%	42.9%	11.3%	1.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	11:00	10:00	10:00	09:00	05:00	07:00					10:00		
Vol.	3	3	3	47	186	175	61	7	1	3					425		
PM Peak	12:00	12:00	21:00	12:00	18:00	17:00	17:00	19:00	15:00	18:00	22:00	17:00			14:00		
Vol.	3	1	3	42	172	207	65	8	2	3	1	1			446		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/11/23	0	0	0	17	42	42	17	1	0	0	0	0	0	0	119	31-40	84
01:00	0	0	0	11	28	31	11	0	**1**	0	0	0	0	0	82	31-40	59
02:00	0	0	**3**	5	27	30	5	0	1	0	0	0	0	0	71	31-40	57
03:00	0	0	1	7	20	20	7	0	0	0	0	0	0	0	55	31-40	40
04:00	0	0	0	1	11	17	5	2	0	**1**	0	0	0	0	37	31-40	28
05:00	0	0	0	1	24	31	17	3	1	0	0	0	0	0	77	31-40	55
06:00	0	0	1	0	30	59	21	4	0	0	0	0	0	0	115	31-40	89
07:00	0	0	0	9	34	95	51	11	1	0	0	0	0	0	201	36-45	146
08:00	**2**	0	0	7	75	131	**62**	11	1	0	0	0	0	0	289	31-40	206
09:00	0	0	1	6	113	166	56	**12**	1	1	0	0	0	0	356	31-40	279
10:00	2	0	0	12	129	168	46	6	1	0	0	0	**1**	0	365	31-40	297
11:00	1	0	1	**31**	**152**	**179**	51	2	1	0	0	0	0	0	**418**	31-40	331
12 PM	**39**	**6**	**7**	**27**	111	136	32	2	0	0	0	0	0	0	360	31-40	249
13:00	1	0	1	24	134	179	**45**	3	0	0	**1**	0	0	0	**388**	31-40	313
14:00	3	0	0	21	136	171	44	2	0	0	0	0	0	0	377	31-40	307
15:00	3	0	1	16	128	167	44	**8**	**2**	0	0	0	0	0	369	31-40	295
16:00	1	0	1	10	**137**	**181**	42	3	1	0	1	0	0	0	377	31-40	318
17:00	4	0	2	19	124	148	38	7	1	1	0	0	0	0	344	31-40	272
18:00	1	0	0	18	115	155	39	2	1	0	0	0	0	0	331	31-40	270
19:00	2	0	1	15	102	140	36	3	0	0	0	0	0	0	299	31-40	242
20:00	0	0	0	24	98	117	19	3	1	0	0	0	0	0	262	31-40	215
21:00	1	0	0	21	81	77	28	2	0	**2**	0	0	0	0	212	31-40	158
22:00	2	0	0	9	64	74	17	1	0	0	1	0	0	0	168	31-40	138
23:00	1	0	1	12	43	62	5	2	0	0	0	0	0	0	126	31-40	105
Total	63	6	21	323	1958	2576	738	90	14	5	3	0	1	0	5798		
Percent	1.1%	0.1%	0.4%	5.6%	33.8%	44.4%	12.7%	1.6%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00		02:00	11:00	11:00	11:00	08:00	09:00	01:00	04:00			10:00		11:00		
Vol.	2		3	31	152	179	62	12	1	1			1		418		
PM Peak	12:00	12:00	12:00	12:00	16:00	16:00	13:00	15:00	15:00	21:00	13:00				13:00		
Vol.	39	6	7	27	137	181	45	8	2	2	1				388		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/12/23	0	0	0	12	30	29	8	1	0	0	0	0	0	0	80	31-40	59
01:00	0	0	0	5	11	15	3	1	0	0	0	0	0	0	35	31-40	26
02:00	0	0	0	2	16	8	4	2	**1**	0	0	0	0	0	33	31-40	24
03:00	0	0	1	4	15	10	4	0	0	0	0	0	0	0	34	31-40	25
04:00	0	0	0	1	18	25	7	3	0	0	0	0	0	0	54	31-40	43
05:00	3	1	1	8	37	54	23	3	0	0	0	0	0	0	130	31-40	91
06:00	4	**6**	3	14	68	101	**38**	**5**	1	**1**	0	0	0	0	241	31-40	169
07:00	5	0	5	37	91	127	24	4	1	1	0	0	0	0	295	31-40	218
08:00	4	1	**12**	46	145	129	23	2	0	0	0	0	**1**	0	363	31-40	274
09:00	1	0	1	39	137	**157**	31	2	0	0	0	0	1	0	369	31-40	294
10:00	**6**	0	12	**58**	143	140	17	0	0	0	0	0	0	0	376	31-40	283
11:00	1	0	8	47	**177**	133	27	2	0	0	0	0	0	0	**395**	31-40	310
12 PM	0	0	5	61	176	114	22	1	0	0	0	0	0	0	379	31-40	290
13:00	1	2	5	82	185	111	23	3	0	0	0	0	0	0	412	31-40	296
14:00	5	2	6	65	160	157	15	2	0	0	**1**	**1**	0	0	414	31-40	317
15:00	**67**	**15**	**27**	**89**	129	61	5	1	0	**2**	0	0	0	0	396	26-35	220
16:00	11	5	20	86	**192**	106	20	1	0	0	0	0	0	0	**441**	31-40	298
17:00	9	1	1	36	183	154	33	**5**	**1**	0	0	0	0	0	423	31-40	337
18:00	4	3	2	38	115	**158**	**34**	1	0	0	0	0	0	0	355	31-40	273
19:00	3	0	6	52	143	83	25	0	0	0	0	0	0	0	312	31-40	226
20:00	0	0	1	38	118	83	15	2	0	0	0	0	0	0	257	31-40	201
21:00	0	0	1	22	72	78	10	3	0	0	0	0	0	0	186	31-40	150
22:00	1	0	0	10	47	60	19	2	0	0	0	0	0	0	139	31-40	107
23:00	0	0	1	13	67	54	14	1	0	1	0	0	0	0	151	31-40	121
Total	125	36	118	865	2475	2147	444	47	4	5	1	1	2	0	6270		
Percent	2.0%	0.6%	1.9%	13.8%	39.5%	34.2%	7.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	08:00	10:00	11:00	09:00	06:00	06:00	02:00	06:00			08:00		11:00		
Vol.	6	6	12	58	177	157	38	5	1	1			1		395		
PM Peak	15:00	15:00	15:00	15:00	16:00	18:00	18:00	17:00	17:00	15:00	14:00	14:00			16:00		
Vol.	67	15	27	89	192	158	34	5	1	2	1	1			441		

Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
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Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/13/23	0	0	0	17	33	26	7	2	0	0	0	0	0	0	85	31-40	59
01:00	0	0	1	5	11	9	0	2	0	0	0	0	0	0	28	31-40	20
02:00	0	0	0	4	11	4	4	1	0	0	0	0	0	0	24	31-40	15
03:00	0	0	0	4	14	7	1	0	0	0	0	0	0	0	26	31-40	21
04:00	0	0	0	9	25	28	9	3	0	0	0	0	0	0	74	31-40	53
05:00	0	1	1	8	54	55	18	2	0	0	0	0	0	0	139	31-40	109
06:00	1	2	3	20	81	86	21	**5**	0	0	**1**	0	0	0	220	31-40	167
07:00	6	**3**	**7**	38	103	128	30	2	0	0	0	0	0	0	317	31-40	231
08:00	**9**	1	3	**67**	112	132	16	4	0	0	0	0	0	0	344	31-40	244
09:00	0	0	7	40	128	**154**	30	1	0	0	0	0	0	0	360	31-40	282
10:00	1	0	4	45	**181**	145	**32**	1	0	0	0	0	0	0	**409**	31-40	326
11:00	4	0	6	47	168	145	26	2	**1**	0	0	0	0	0	399	31-40	313
12 PM	**15**	**13**	**32**	**83**	146	127	**19**	2	1	0	0	0	0	0	**438**	31-40	274
13:00	1	0	5	81	**160**	**142**	18	1	**2**	0	0	0	0	0	410	31-40	302
14:00	3	1	17	36	137	86	15	**3**	0	0	0	0	0	0	298	31-40	223
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	40	21	86	504	1364	1274	246	31	4	0	1	0	0	0	3571		
Percent	1.1%	0.6%	2.4%	14.1%	38.2%	35.7%	6.9%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	08:00	10:00	09:00	10:00	06:00	11:00		06:00				10:00		
Vol.	9	3	7	67	181	154	32	5	1		1				409		
PM Peak	12:00	12:00	12:00	12:00	13:00	13:00	12:00	14:00	13:00						12:00		
Vol.	15	13	32	83	160	142	19	3	2						438		
Total	929	329	840	4648	14449	14526	3399	361	56	36	23	6	5	0	39607		
Percent	2.3%	0.8%	2.1%	11.7%	36.5%	36.7%	8.6%	0.9%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	34 MPH
	85th Percentile :	39 MPH
	95th Percentile :	42 MPH

Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	29018
	Percent in Pace :	73.3%
	Number of Vehicles > 35 MPH :	18412
	Percent of Vehicles > 35 MPH :	46.5%
	Mean Speed(Average) :	34 MPH

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Site Code:
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Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	0	7	68	**229**	93	25	0	1	**2**	**1**	0	0	0	427	31-40	322
13:00	1	1	2	61	186	122	**29**	2	0	0	0	0	0	0	404	31-40	308
14:00	12	**5**	**32**	80	181	104	25	2	0	1	0	0	0	0	**442**	31-40	285
15:00	11	0	25	**116**	157	102	20	0	**2**	0	0	0	0	0	433	26-35	273
16:00	**16**	2	19	83	198	86	17	1	0	0	0	**1**	0	0	423	31-40	285
17:00	3	0	11	63	173	**129**	26	2	0	0	0	0	0	0	407	31-40	302
18:00	1	0	3	49	111	124	17	**4**	0	0	0	0	0	0	309	31-40	235
19:00	0	2	5	52	128	105	25	4	2	0	0	0	0	0	323	31-40	233
20:00	2	0	4	39	107	59	14	4	0	0	0	0	0	0	229	31-40	166
21:00	1	1	1	28	63	60	12	2	0	0	0	0	0	0	168	31-40	123
22:00	0	0	4	24	59	42	6	0	0	0	0	0	0	0	135	31-40	101
23:00	0	0	2	21	35	51	9	2	0	0	0	0	0	0	120	31-40	86
Total	48	11	115	684	1627	1077	225	23	5	3	1	1	0	0	3820		
Percent	1.3%	0.3%	3.0%	17.9%	42.6%	28.2%	5.9%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 16	14:00 5	14:00 32	15:00 116	12:00 229	17:00 129	13:00 29	18:00 4	15:00 2	12:00 2	12:00 1	16:00 1			14:00 442		

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Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/08/23	0	0	1	15	27	26	6	1	0	0	0	0	0	0	76	31-40	53
01:00	0	0	1	4	10	14	5	0	0	0	0	0	0	0	34	31-40	24
02:00	0	0	1	7	9	7	8	0	0	0	0	0	0	0	32	26-35	16
03:00	0	0	0	9	16	18	2	0	0	0	0	0	0	0	45	31-40	34
04:00	0	0	2	10	35	37	10	0	0	0	0	0	0	0	94	31-40	72
05:00	0	0	1	40	100	77	25	3	0	0	0	0	0	0	246	31-40	177
06:00	1	2	20	56	138	110	17	4	0	0	0	0	0	0	348	31-40	248
07:00	**7**	**7**	**22**	**101**	**204**	137	20	0	**1**	0	**1**	0	0	0	**500**	31-40	341
08:00	1	1	18	89	168	**139**	20	**6**	0	**1**	0	0	0	0	443	31-40	307
09:00	2	0	7	79	166	113	25	4	0	0	0	0	0	0	396	31-40	279
10:00	1	2	5	49	150	114	**27**	3	1	1	0	0	**1**	0	354	31-40	264
11:00	3	1	12	88	154	104	23	3	1	0	0	0	0	0	389	31-40	258
12 PM	3	1	15	70	158	133	12	2	0	**1**	0	0	0	0	395	31-40	291
13:00	2	**5**	7	68	166	109	**39**	**8**	**1**	0	0	0	0	0	405	31-40	275
14:00	4	2	**21**	78	196	102	15	2	1	0	**1**	0	0	0	422	31-40	298
15:00	12	1	17	**132**	**197**	113	18	0	0	0	0	0	0	0	**490**	26-35	330
16:00	**23**	4	11	80	155	122	20	1	0	0	0	0	0	0	416	31-40	278
17:00	9	2	10	52	156	**142**	23	1	0	0	0	0	0	0	395	31-40	298
18:00	0	0	4	33	155	129	31	4	0	0	0	0	0	0	356	31-40	284
19:00	3	2	3	38	110	91	23	3	1	0	0	0	0	0	274	31-40	201
20:00	0	0	10	38	107	73	12	0	1	0	0	0	0	0	241	31-40	180
21:00	2	2	3	21	93	61	12	3	0	1	0	0	0	0	198	31-40	154
22:00	0	0	4	20	48	52	11	1	0	0	0	0	0	0	136	31-40	100
23:00	0	0	1	6	27	43	7	4	0	0	0	0	0	0	88	31-40	70
Total	73	32	196	1183	2745	2066	411	53	7	4	2	0	1	0	6773		
Percent	1.1%	0.5%	2.9%	17.5%	40.5%	30.5%	6.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	10:00	08:00	07:00	08:00	07:00		10:00		07:00		
Vol.	7	7	22	101	204	139	27	6	1	1	1		1		500		
PM Peak	16:00	13:00	14:00	15:00	15:00	17:00	13:00	13:00	13:00	12:00	14:00				15:00		
Vol.	23	5	21	132	197	142	39	8	1	1	1				490		

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/09/23	0	0	4	16	36	24	6	0	0	0	0	**1**	0	0	87	31-40	60
01:00	0	0	0	8	18	15	2	1	0	0	0	0	0	0	44	31-40	33
02:00	0	0	0	3	14	11	4	1	1	0	0	0	0	0	34	31-40	25
03:00	0	0	3	18	13	5	1	0	0	0	0	0	0	0	40	26-35	31
04:00	0	0	1	13	44	25	4	0	0	0	0	0	0	0	87	31-40	69
05:00	1	0	1	34	98	78	17	**5**	0	0	0	0	0	0	234	31-40	176
06:00	1	**1**	**27**	47	125	94	21	3	0	**1**	0	0	0	0	320	31-40	219
07:00	1	0	17	86	**186**	**151**	21	1	1	0	**1**	0	0	0	**465**	31-40	337
08:00	**8**	1	17	**90**	181	85	24	1	0	0	0	0	0	0	407	26-35	271
09:00	3	0	10	75	155	107	16	1	**2**	0	0	0	0	0	369	31-40	262
10:00	0	0	10	49	165	124	23	4	0	0	0	1	**1**	0	377	31-40	289
11:00	2	1	7	67	170	124	**40**	5	1	0	0	0	0	0	417	31-40	294
12 PM	0	0	6	91	164	114	24	2	0	0	0	0	**1**	0	402	31-40	278
13:00	9	0	2	47	162	**145**	29	4	**1**	**1**	0	0	0	0	400	31-40	307
14:00	**64**	1	**16**	74	154	102	20	0	1	0	0	0	0	0	432	31-40	258
15:00	4	2	11	**105**	**217**	132	20	6	0	0	**1**	0	0	0	**498**	31-40	349
16:00	47	1	9	79	156	80	18	0	0	0	0	0	0	0	390	30-39	238
17:00	7	0	5	41	143	140	**35**	**8**	0	1	0	0	0	0	380	31-40	283
18:00	0	0	3	68	166	99	20	1	0	0	0	**1**	0	0	358	31-40	265
19:00	6	0	3	59	130	89	20	0	0	0	1	0	0	0	308	31-40	219
20:00	2	0	4	70	133	67	10	1	0	0	0	0	0	0	287	26-35	203
21:00	0	**4**	12	78	134	61	10	0	0	0	0	0	0	0	299	26-35	212
22:00	0	2	13	91	140	59	18	0	0	0	0	0	0	0	323	26-35	231
23:00	0	1	11	59	82	37	4	0	0	0	0	0	0	0	194	26-35	141
Total	155	14	192	1368	2986	1968	407	44	7	3	3	3	2	0	7152		
Percent	2.2%	0.2%	2.7%	19.1%	41.8%	27.5%	5.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	06:00	06:00	08:00	07:00	07:00	11:00	05:00	09:00	06:00	07:00	00:00	10:00		07:00		
Vol.	8	1	27	90	186	151	40	5	2	1	1	1	1		465		
PM Peak	14:00	21:00	14:00	15:00	15:00	13:00	17:00	17:00	13:00	13:00	15:00	18:00	12:00		15:00		
Vol.	64	4	16	105	217	145	35	8	1	1	1	1	1		498		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/10/23	0	0	1	20	37	32	9	0	0	0	0	0	0	0	99	31-40	69
01:00	0	0	0	19	36	27	5	1	0	0	**1**	0	0	0	89	31-40	63
02:00	0	0	2	8	25	20	9	2	0	0	0	0	0	0	66	31-40	45
03:00	0	0	1	10	24	20	3	0	**1**	0	0	0	0	0	59	31-40	44
04:00	0	0	2	18	33	17	1	2	0	0	0	0	0	0	73	26-35	51
05:00	0	0	2	12	53	30	7	2	0	0	0	0	0	0	106	31-40	83
06:00	0	0	2	18	76	61	23	2	1	0	0	0	0	0	183	31-40	137
07:00	2	0	2	18	71	99	34	**6**	1	0	0	0	0	0	233	31-40	170
08:00	1	0	2	22	121	133	28	5	1	0	1	0	0	0	314	31-40	254
09:00	1	0	2	38	154	141	**35**	1	1	0	0	0	**1**	0	374	31-40	295
10:00	**4**	0	1	50	150	**152**	32	4	1	0	0	0	0	0	394	31-40	302
11:00	1	**1**	**8**	**89**	**201**	138	23	3	1	0	0	0	0	0	**465**	31-40	339
12 PM	3	1	2	48	144	168	27	6	0	0	0	0	0	0	399	31-40	312
13:00	0	1	4	58	143	139	40	3	0	0	0	0	0	0	388	31-40	282
14:00	2	0	1	46	161	150	**48**	2	0	0	0	0	0	0	410	31-40	311
15:00	2	0	3	56	**186**	175	43	6	0	0	0	0	0	0	**471**	31-40	361
16:00	2	1	1	42	182	**190**	33	4	**1**	**1**	**1**	0	0	0	458	31-40	372
17:00	2	0	3	44	144	150	34	5	0	1	0	0	0	0	383	31-40	294
18:00	**4**	0	6	44	114	131	40	4	0	0	0	0	0	0	343	31-40	245
19:00	2	**2**	6	40	129	109	27	**8**	0	0	0	0	0	0	323	31-40	238
20:00	3	0	3	68	118	79	15	3	0	0	0	0	0	0	289	31-40	197
21:00	0	0	8	**72**	124	60	14	0	0	0	0	0	0	0	278	26-35	196
22:00	3	1	**10**	70	147	94	8	0	0	0	0	0	0	0	333	31-40	241
23:00	1	0	9	41	100	68	12	2	0	0	0	0	0	0	233	31-40	168
Total	33	7	81	951	2673	2383	550	71	8	2	3	0	1	0	6763		
Percent	0.5%	0.1%	1.2%	14.1%	39.5%	35.2%	8.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	11:00	10:00	09:00	07:00	03:00		01:00		09:00		11:00		
Vol.	4	1	8	89	201	152	35	6	1		1		1		465		
PM Peak	18:00	19:00	22:00	21:00	15:00	16:00	14:00	19:00	16:00	16:00	16:00				15:00		
Vol.	4	2	10	72	186	190	48	8	1	1	1				471		

Connecticut Counts LLC
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Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/11/23	1	0	2	21	46	46	11	0	0	0	0	0	0	0	127	31-40	92
01:00	0	0	1	17	42	34	10	3	0	0	0	0	0	0	107	31-40	76
02:00	0	0	1	17	20	21	14	0	0	0	0	0	0	0	73	31-40	41
03:00	0	0	3	12	24	20	1	2	0	0	0	0	0	0	62	31-40	44
04:00	0	0	2	5	31	17	9	1	0	0	0	0	0	0	65	31-40	48
05:00	1	0	1	13	33	36	14	1	0	0	0	0	0	0	99	31-40	69
06:00	0	0	1	14	40	65	15	2	0	0	0	0	0	0	137	31-40	105
07:00	0	0	0	7	53	81	34	1	0	**1**	0	0	0	0	177	31-40	134
08:00	1	0	1	26	95	99	29	**5**	0	0	0	0	0	0	256	31-40	194
09:00	**2**	0	1	25	111	112	**38**	2	**1**	0	0	0	0	0	292	31-40	223
10:00	1	**2**	2	23	**128**	**160**	38	2	0	0	0	0	0	0	356	31-40	288
11:00	2	0	**4**	**49**	128	150	31	2	0	0	0	**1**	0	0	**367**	31-40	278
12 PM	**25**	1	**20**	**65**	151	127	19	1	0	**1**	0	0	0	0	410	31-40	279
13:00	2	0	6	65	170	149	36	1	1	0	0	0	0	0	430	31-40	319
14:00	5	0	3	40	176	179	**46**	3	**2**	0	0	0	0	0	454	31-40	355
15:00	0	0	1	41	180	177	46	**5**	2	1	0	0	0	0	453	31-40	357
16:00	8	**2**	9	60	**195**	154	43	4	0	1	0	0	0	0	**476**	31-40	349
17:00	2	0	3	46	143	**184**	24	4	0	0	0	0	0	0	406	31-40	327
18:00	0	0	1	56	132	134	28	5	0	0	0	0	0	0	356	31-40	266
19:00	0	0	2	36	144	111	28	3	0	1	0	0	0	0	325	31-40	255
20:00	0	0	6	63	137	84	9	2	1	0	0	0	0	0	302	31-40	221
21:00	0	0	4	43	91	56	20	2	1	0	0	0	**1**	0	218	31-40	147
22:00	1	0	2	29	81	53	10	1	0	0	0	0	0	0	177	31-40	134
23:00	1	0	0	19	54	47	11	1	2	0	0	0	0	0	135	31-40	101
Total	52	5	76	792	2405	2296	564	53	10	5	0	1	1	0	6260		
Percent	0.8%	0.1%	1.2%	12.7%	38.4%	36.7%	9.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	11:00	10:00	10:00	09:00	08:00	09:00	07:00		11:00			11:00		
Vol.	2	2	4	49	128	160	38	5	1	1		1			367		
PM Peak	12:00	16:00	12:00	12:00	16:00	17:00	14:00	15:00	14:00	12:00			21:00		16:00		
Vol.	25	2	20	65	195	184	46	5	2	1			1		476		

Connecticut Counts LLC
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Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/12/23	0	0	0	12	31	19	7	**3**	0	0	0	0	0	0	72	31-40	50
01:00	0	0	1	5	13	20	6	2	0	0	0	0	0	0	47	31-40	33
02:00	0	0	1	2	14	7	4	0	0	0	0	0	0	0	28	31-40	21
03:00	0	0	1	20	18	11	2	2	0	0	0	0	0	0	54	26-35	38
04:00	0	0	1	16	52	28	4	2	0	0	0	0	0	0	103	31-40	80
05:00	0	1	8	29	100	99	19	3	0	0	0	0	0	0	259	31-40	199
06:00	0	0	15	62	129	86	**32**	2	**1**	0	0	0	**1**	0	328	31-40	215
07:00	3	1	19	77	**214**	**174**	27	0	0	**1**	0	0	0	0	**516**	31-40	388
08:00	**11**	**7**	**22**	**125**	186	85	18	0	0	1	0	**1**	0	0	456	26-35	311
09:00	2	0	13	59	158	122	15	2	0	0	0	0	0	0	371	31-40	280
10:00	2	1	7	92	168	90	17	1	1	0	0	0	0	0	379	26-35	260
11:00	1	4	6	54	161	118	18	3	0	0	0	0	0	0	365	31-40	279
12 PM	3	0	11	68	196	108	19	2	1	**1**	**1**	0	0	0	410	31-40	304
13:00	2	0	12	51	160	137	33	3	0	0	0	0	0	0	398	31-40	297
14:00	6	3	**21**	99	194	115	26	2	**2**	0	0	0	0	0	468	31-40	309
15:00	**29**	1	18	**100**	152	135	22	1	0	0	0	0	0	0	458	31-40	288
16:00	3	1	13	88	**212**	**147**	**35**	**5**	0	0	0	**1**	0	0	**505**	31-40	359
17:00	13	**5**	20	54	171	127	31	1	0	0	0	0	0	0	422	31-40	299
18:00	1	0	8	51	116	108	27	0	0	0	0	0	0	0	311	31-40	224
19:00	2	0	6	55	89	61	11	0	1	1	1	0	0	0	227	31-40	150
20:00	0	1	5	52	92	53	9	1	0	0	0	0	0	0	213	29-38	145
21:00	0	0	2	31	83	47	15	0	0	0	0	0	0	0	178	31-40	130
22:00	0	0	3	26	46	48	12	0	1	0	0	0	0	0	136	31-40	94
23:00	0	1	0	13	27	27	17	0	1	0	0	0	0	0	86	31-40	54
Total	78	26	213	1241	2782	1972	426	35	8	4	2	2	1	0	6790		
Percent	1.1%	0.4%	3.1%	18.3%	41.0%	29.0%	6.3%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	07:00	07:00	06:00	00:00	06:00	07:00		08:00	06:00		07:00		
Vol.	11	7	22	125	214	174	32	3	1	1		1	1		516		
PM Peak	15:00	17:00	14:00	15:00	16:00	16:00	16:00	16:00	14:00	12:00	12:00	16:00			16:00		
Vol.	29	5	21	100	212	147	35	5	2	1	1	1			505		

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Site Code:
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Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
06/13/23	0	0	2	16	34	11	6	0	0	0	0	0	0	0	69	26-35	50
01:00	0	0	0	11	16	6	2	0	0	0	0	0	0	0	35	26-35	27
02:00	0	0	1	8	10	9	0	0	0	0	0	0	0	0	28	29-38	19
03:00	0	0	3	14	14	9	2	0	0	0	0	0	0	0	42	26-35	28
04:00	0	0	5	20	32	31	4	1	**1**	0	0	0	0	0	94	31-40	63
05:00	0	0	2	41	106	80	18	0	1	0	0	0	0	0	248	31-40	186
06:00	2	2	23	104	141	106	16	1	1	0	0	0	0	0	396	31-40	247
07:00	4	4	30	**128**	**215**	133	15	1	0	**1**	**1**	0	0	0	**532**	31-40	348
08:00	**13**	**7**	**34**	110	163	81	24	0	1	0	0	0	0	0	433	26-35	274
09:00	2	1	8	61	158	128	24	**3**	0	0	0	0	0	0	385	31-40	286
10:00	1	0	5	55	151	111	20	3	0	0	0	0	0	0	346	31-40	262
11:00	3	0	5	54	166	**140**	**31**	2	0	1	0	0	**1**	0	403	31-40	306
12 PM	**7**	2	9	56	167	121	23	**2**	0	0	0	0	0	0	387	31-40	288
13:00	2	2	15	**65**	**187**	**137**	**25**	2	**1**	**1**	0	0	0	0	**437**	31-40	324
14:00	2	**6**	**20**	64	141	93	17	0	0	0	0	0	**1**	0	344	31-40	234
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	36	24	162	807	1701	1196	227	15	5	3	1	0	2	0	4179		
Percent	0.9%	0.6%	3.9%	19.3%	40.7%	28.6%	5.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	11:00	11:00	09:00	04:00	07:00	07:00		11:00		07:00		
Vol.	13	7	34	128	215	140	31	3	1	1	1		1		532		
PM Peak	12:00	14:00	14:00	13:00	13:00	13:00	13:00	12:00	13:00	13:00			14:00		13:00		
Vol.	7	6	20	65	187	137	25	2	1	1			1		437		
Total	475	119	1035	7026	16919	12958	2810	294	50	24	12	7	8	0	41737		
Percent	1.1%	0.3%	2.5%	16.8%	40.5%	31.0%	6.7%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	28 MPH
50th Percentile :	33 MPH
85th Percentile :	38 MPH
95th Percentile :	41 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	29898
Percent in Pace :	71.6%
Number of Vehicles > 35 MPH :	16163
Percent of Vehicles > 35 MPH :	38.7%
Mean Speed(Average) :	34 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 2 (Viaduct Street)
Norwich, Connecticut

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Start	05-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	*	*	74	76	72	87	122	99	119	127	97	97
01:00	*	*	*	*	*	*	27	34	38	44	61	89	82	107	52	68
02:00	*	*	*	*	*	*	24	32	36	34	53	66	71	73	46	51
03:00	*	*	*	*	*	*	34	45	19	40	30	59	55	62	34	52
04:00	*	*	*	*	*	*	78	94	84	87	53	73	37	65	63	80
05:00	*	*	*	*	*	*	135	246	146	234	86	106	77	99	111	171
06:00	*	*	*	*	*	*	240	348	250	320	131	183	115	137	184	247
07:00	*	*	*	*	*	*	300	**500**	320	**465**	236	233	201	177	264	344
08:00	*	*	*	*	*	*	**400**	443	351	407	330	314	289	256	342	355
09:00	*	*	*	*	*	*	398	396	376	369	337	374	356	292	367	358
10:00	*	*	*	*	*	*	384	354	384	377	**425**	394	365	356	390	370
11:00	*	*	*	*	*	*	381	389	**410**	417	425	**465**	**418**	**367**	**408**	**410**
12:00 PM	*	*	*	*	389	427	367	395	444	402	432	399	360	410	398	407
01:00	*	*	*	*	428	404	**439**	405	411	400	441	388	**388**	430	**421**	405
02:00	*	*	*	*	409	**442**	401	422	421	432	**446**	410	377	454	411	432
03:00	*	*	*	*	405	433	406	**490**	422	**498**	421	**471**	369	453	405	**469**
04:00	*	*	*	*	427	423	372	416	384	390	416	458	377	**476**	395	433
05:00	*	*	*	*	**435**	407	423	395	**450**	380	442	383	344	406	419	394
06:00	*	*	*	*	358	309	359	356	444	358	422	343	331	356	383	344
07:00	*	*	*	*	305	323	326	274	414	308	340	323	299	325	337	311
08:00	*	*	*	*	245	229	312	241	323	287	315	289	262	302	291	270
09:00	*	*	*	*	216	168	246	198	280	299	269	278	212	218	245	232
10:00	*	*	*	*	160	135	200	136	209	323	200	333	168	177	187	221
11:00	*	*	*	*	161	120	156	88	223	194	204	233	126	135	174	154
Lane	0	0	0	0	3938	3820	6482	6773	6911	7152	6637	6763	5798	6260	6424	6675
Day	0		0		7758		13255		14063		13400		12058		13099	
AM Peak	-	-	-	-	-	-	08:00	07:00	11:00	07:00	10:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	400	500	410	465	425	465	418	367	408	410
PM Peak	-	-	-	-	17:00	14:00	13:00	15:00	17:00	15:00	14:00	15:00	13:00	16:00	13:00	15:00
Vol.	-	-	-	-	435	442	439	490	450	498	446	471	388	476	421	469

Route 2 (Viaduct Street)
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5869

Latitude: 0' 0.0000 Undefined

Start	12-Jun-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	80	72	85	69	*	*	*	*	*	*	*	*	*	*	82	70
01:00	35	47	28	35	*	*	*	*	*	*	*	*	*	*	32	41
02:00	33	28	24	28	*	*	*	*	*	*	*	*	*	*	28	28
03:00	34	54	26	42	*	*	*	*	*	*	*	*	*	*	30	48
04:00	54	103	74	94	*	*	*	*	*	*	*	*	*	*	64	98
05:00	130	259	139	248	*	*	*	*	*	*	*	*	*	*	134	254
06:00	241	328	220	396	*	*	*	*	*	*	*	*	*	*	230	362
07:00	295	**516**	317	**532**	*	*	*	*	*	*	*	*	*	*	306	**524**
08:00	363	456	344	433	*	*	*	*	*	*	*	*	*	*	354	444
09:00	369	371	360	385	*	*	*	*	*	*	*	*	*	*	364	378
10:00	376	379	**409**	346	*	*	*	*	*	*	*	*	*	*	392	362
11:00	**395**	365	399	403	*	*	*	*	*	*	*	*	*	*	**397**	384
12:00 PM	379	410	**438**	387	*	*	*	*	*	*	*	*	*	*	408	398
01:00	412	398	410	**437**	*	*	*	*	*	*	*	*	*	*	411	418
02:00	414	468	298	344	*	*	*	*	*	*	*	*	*	*	356	406
03:00	396	458	*	*	*	*	*	*	*	*	*	*	*	*	396	458
04:00	**441**	**505**	*	*	*	*	*	*	*	*	*	*	*	*	**441**	**505**
05:00	423	422	*	*	*	*	*	*	*	*	*	*	*	*	423	422
06:00	355	311	*	*	*	*	*	*	*	*	*	*	*	*	355	311
07:00	312	227	*	*	*	*	*	*	*	*	*	*	*	*	312	227
08:00	257	213	*	*	*	*	*	*	*	*	*	*	*	*	257	213
09:00	186	178	*	*	*	*	*	*	*	*	*	*	*	*	186	178
10:00	139	136	*	*	*	*	*	*	*	*	*	*	*	*	139	136
11:00	151	86	*	*	*	*	*	*	*	*	*	*	*	*	151	86
Lane	6270	6790	3571	4179	0	0	0	0	0	0	0	0	0	0	6248	6751
Day	13060		7750		0		0		0		0		0		12999	
AM Peak	11:00	07:00	10:00	07:00	-	-	-	-	-	-	-	-	-	-	11:00	07:00
Vol.	395	516	409	532	-	-	-	-	-	-	-	-	-	-	397	524
PM Peak	16:00	16:00	12:00	13:00	-	-	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	441	505	438	437	-	-	-	-	-	-	-	-	-	-	441	505

Comb. Total	13060	7750	7758	13255	14063	13400	12058	26098

ADT ADT 13,459 AADT 13,459

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	3	194	16	1	4	0	0	1	0	0	0	0	0	0	219
21:00	3	347	22	2	4	0	0	0	0	0	0	0	0	0	378
22:00	2	227	8	2	0	0	0	0	0	0	0	0	0	0	239
23:00	3	191	11	1	1	0	0	0	0	0	0	0	0	0	207
Total	11	959	57	6	9	0	0	1	0	0	0	0	0	0	1043
Percent	1.1%	91.9%	5.5%	0.6%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	20:00	21:00	21:00	21:00	20:00			20:00							
Vol.	3	347	22	2	4			1							

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	106	12	0	1	0	0	0	0	0	0	0	0	0	119
01:00	0	65	5	0	1	0	0	0	0	0	0	0	0	0	71
02:00	2	32	3	0	2	1	0	0	0	0	0	0	0	0	40
03:00	0	34	4	0	0	0	0	0	0	0	0	0	0	0	38
04:00	0	70	5	0	0	2	0	0	1	0	0	0	0	0	78
05:00	1	146	14	0	6	0	0	0	2	0	0	0	0	0	169
06:00	0	298	45	6	19	1	0	0	1	1	0	0	0	0	371
07:00	6	583	60	3	27	0	0	1	2	0	0	0	0	0	682
08:00	6	711	62	5	29	1	1	1	1	0	0	0	0	0	817
09:00	3	633	67	5	12	3	2	3	1	0	0	0	0	0	729
10:00	10	653	59	7	14	4	3	1	1	0	0	1	0	0	753
11:00	5	651	78	5	15	2	0	3	0	0	0	0	0	0	759
12 PM	13	778	77	3	28	3	4	1	0	0	0	0	0	0	907
13:00	12	711	67	4	11	2	1	1	0	0	0	0	0	0	809
14:00	8	787	62	3	16	2	2	5	1	0	0	0	0	0	886
15:00	13	850	76	4	21	1	0	1	1	1	0	0	0	0	968
16:00	17	841	71	4	15	3	0	0	0	1	1	0	0	0	953
17:00	8	707	48	3	13	1	0	0	0	0	0	0	0	0	780
18:00	12	611	47	2	7	1	0	0	0	1	0	0	0	0	681
19:00	6	543	29	2	4	0	0	2	1	0	0	0	0	0	587
20:00	12	444	25	2	2	0	0	1	0	0	0	0	0	0	486
21:00	13	359	26	1	2	1	0	0	0	0	0	0	0	0	402
22:00	3	264	13	2	1	0	0	0	0	0	0	0	0	0	283
23:00	2	177	12	0	1	0	0	0	0	0	0	0	0	0	192
Total	152	11054	967	61	247	28	13	20	12	4	1	1	0	0	12560
Percent	1.2%	88.0%	7.7%	0.5%	2.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	11:00	10:00	08:00	10:00	10:00	09:00	05:00	06:00		10:00			
Vol.	10	711	78	7	29	4	3	3	2	1		1			
PM Peak	16:00	15:00	12:00	13:00	12:00	12:00	12:00	14:00	14:00	15:00	16:00				
Vol.	17	850	77	4	28	3	4	5	1	1	1				

Route 82 East of Thames Street
NOrwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	2	111	3	0	1	0	0	0	0	0	0	0	0	0	117
01:00	0	58	3	0	2	0	0	0	0	0	0	0	0	0	63
02:00	1	37	2	0	0	0	0	0	1	0	0	0	0	0	41
03:00	0	35	5	0	1	1	0	0	0	0	0	0	0	0	42
04:00	0	51	6	0	2	0	0	0	0	0	0	0	0	0	59
05:00	1	151	12	2	4	1	0	0	0	0	0	0	0	0	171
06:00	0	285	39	4	16	1	0	2	1	0	0	0	0	0	348
07:00	7	581	61	3	25	1	1	4	0	0	1	0	0	0	684
08:00	5	671	68	4	20	3	2	2	1	0	0	0	0	0	776
09:00	3	594	63	4	16	3	1	2	1	0	0	0	0	0	687
10:00	9	607	54	3	11	3	2	1	1	1	0	0	0	0	692
11:00	6	692	64	4	16	0	3	2	0	0	0	0	0	0	787
12 PM	10	818	92	3	16	0	0	2	0	0	0	0	0	0	941
13:00	11	700	81	6	10	1	0	1	0	0	0	0	0	0	810
14:00	13	766	70	3	16	2	0	1	0	0	0	0	0	0	871
15:00	11	834	83	3	14	3	0	2	0	0	0	0	0	0	950
16:00	13	819	53	2	15	5	0	0	0	0	0	0	0	0	907
17:00	6	779	61	3	10	1	0	0	0	0	0	0	0	0	860
18:00	9	885	58	3	10	1	0	0	0	1	0	0	0	0	967
19:00	7	599	38	2	3	0	0	0	0	0	0	0	0	0	649
20:00	4	488	26	0	2	1	1	0	0	0	0	0	0	0	522
21:00	5	438	21	1	2	0	0	0	0	0	0	0	0	0	467
22:00	2	333	13	1	2	0	0	0	0	0	0	0	0	0	351
23:00	6	239	12	0	1	1	0	0	0	0	0	0	0	0	259
Total	131	11571	988	51	215	28	10	19	5	2	1	0	0	0	13021
Percent	1.0%	88.9%	7.6%	0.4%	1.7%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	06:00	07:00	08:00	11:00	07:00	02:00	10:00	07:00				
Vol.	9	692	68	4	25	3	3	4	1	1	1				
PM Peak	14:00	18:00	12:00	13:00	12:00	16:00	20:00	12:00		18:00					
Vol.	13	885	92	6	16	5	1	2		1					

Route 82 East of Thames Street
NOrwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	0	164	10	0	1	0	0	0	0	0	0	0	0	0	175
01:00	0	90	5	0	2	0	0	0	0	0	0	0	0	0	97
02:00	3	66	5	0	0	0	0	0	0	0	0	0	0	0	74
03:00	0	46	4	0	1	0	0	0	0	0	0	0	0	0	51
04:00	1	81	1	0	0	0	0	0	0	0	0	0	0	0	83
05:00	1	98	6	2	2	0	0	1	0	0	0	0	0	0	110
06:00	2	201	17	4	3	0	0	0	0	0	0	0	0	0	227
07:00	3	330	41	1	6	0	0	1	0	0	0	0	0	0	382
08:00	6	468	39	5	8	0	0	1	1	0	0	0	0	0	528
09:00	8	543	39	2	10	2	0	0	0	0	0	0	0	0	604
10:00	11	622	57	3	8	1	0	1	1	0	0	0	0	0	704
11:00	9	725	75	4	9	3	1	1	0	1	0	0	0	0	828
12 PM	24	648	64	6	12	3	0	1	0	0	0	0	0	0	758
13:00	22	605	65	3	8	4	0	2	0	0	0	0	0	0	709
14:00	21	594	48	5	2	2	0	0	0	0	0	0	0	0	672
15:00	20	664	40	4	11	1	1	0	0	0	0	0	0	0	741
16:00	6	592	49	5	5	1	1	0	0	1	0	0	0	0	660
17:00	11	643	38	1	5	0	0	0	0	0	0	0	0	0	698
18:00	14	523	33	4	3	1	0	0	0	0	0	0	0	0	578
19:00	12	493	33	1	5	0	0	1	0	0	0	0	0	0	545
20:00	8	437	26	3	1	0	0	0	0	0	0	0	0	0	475
21:00	8	376	16	1	8	1	0	0	0	0	0	0	0	0	410
22:00	2	320	16	2	3	1	0	1	0	0	0	0	0	0	345
23:00	6	313	10	1	1	0	0	0	0	0	0	0	0	0	331
Total	198	9642	737	57	114	20	3	10	2	2	0	0	0	0	10785
Percent	1.8%	89.4%	6.8%	0.5%	1.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	09:00	11:00	11:00	05:00	08:00	11:00					
Vol.	11	725	75	5	10	3	1	1	1	1					
PM Peak	12:00	15:00	13:00	12:00	12:00	13:00	15:00	13:00		16:00					
Vol.	24	664	65	6	12	4	1	2		1					

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	3	164	10	0	2	0	0	1	0	0	0	0	0	0	180
01:00	1	107	5	0	2	0	0	0	0	0	0	0	0	0	115
02:00	2	80	1	0	1	0	0	0	0	0	0	0	0	0	84
03:00	0	54	1	0	1	0	0	0	0	0	0	0	0	0	56
04:00	0	61	3	0	0	0	0	0	0	0	0	0	0	0	64
05:00	0	76	3	0	0	0	0	1	0	0	0	0	0	0	80
06:00	0	162	17	0	2	0	0	0	0	0	0	0	0	0	181
07:00	3	225	23	0	1	0	0	0	0	0	0	0	0	0	252
08:00	4	370	38	0	2	0	0	0	0	0	0	0	0	0	414
09:00	14	404	37	0	1	0	0	0	1	0	0	0	0	0	457
10:00	9	499	43	0	2	2	0	0	1	0	0	0	0	0	556
11:00	10	568	48	0	3	2	0	0	1	0	0	0	0	0	632
12 PM	23	657	48	0	5	0	0	0	0	0	0	0	0	0	733
13:00	24	608	55	0	1	1	0	0	0	0	0	0	0	0	689
14:00	39	600	37	0	3	0	0	0	0	0	0	0	0	0	679
15:00	31	616	41	0	6	0	0	1	0	0	0	0	0	0	695
16:00	22	591	36	0	1	2	0	1	0	0	0	0	0	0	653
17:00	25	559	44	0	4	0	0	0	0	0	0	0	0	0	632
18:00	10	510	26	0	3	0	0	0	0	0	0	0	0	0	549
19:00	14	491	33	0	2	1	0	0	0	0	0	0	0	0	541
20:00	15	460	30	0	0	0	0	0	0	0	0	0	0	0	505
21:00	4	304	12	0	1	0	0	0	0	0	0	0	0	0	321
22:00	2	257	17	0	1	0	0	0	0	1	0	0	0	0	278
23:00	2	185	5	0	1	0	0	0	0	0	0	0	0	0	193
Total	257	8608	613	0	45	8	0	4	3	1	0	0	0	0	9539
Percent	2.7%	90.2%	6.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		11:00	10:00		00:00	09:00						
Vol.	14	568	48		3	2		1	1						
PM Peak	14:00	12:00	13:00		15:00	16:00		15:00		22:00					
Vol.	39	657	55		6	2		1		1					

Route 82 East of Thames Street
NOrwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	0	100	8	0	2	0	0	0	0	0	0	0	0	0	110
01:00	0	77	3	0	0	0	0	0	0	0	0	0	0	0	80
02:00	0	44	2	0	0	0	0	0	0	0	0	0	0	0	46
03:00	0	34	2	0	0	0	0	0	0	0	0	0	0	0	36
04:00	2	69	7	0	1	1	0	0	0	0	0	0	0	0	80
05:00	2	157	15	1	5	2	0	1	0	1	0	0	0	0	184
06:00	4	272	55	4	13	1	0	0	0	0	0	0	0	0	349
07:00	12	555	69	5	26	2	0	3	0	1	0	0	0	0	673
08:00	9	667	67	4	25	3	2	0	1	0	0	0	0	0	778
09:00	3	580	51	3	22	5	2	2	0	0	0	0	0	0	668
10:00	9	609	68	2	14	5	2	2	0	0	0	0	0	0	711
11:00	5	652	53	4	19	2	1	1	0	0	0	0	0	0	737
12 PM	11	662	73	3	15	2	1	0	0	0	0	0	0	0	767
13:00	7	699	51	3	17	3	2	2	1	1	0	0	0	0	786
14:00	17	732	68	6	15	3	0	0	0	0	0	0	0	0	841
15:00	12	811	80	3	19	2	0	2	0	0	0	0	0	0	929
16:00	19	833	73	2	14	6	2	1	0	1	0	2	0	0	953
17:00	5	815	53	3	9	5	0	0	1	1	0	0	0	0	892
18:00	11	627	47	4	5	1	0	0	0	0	0	0	0	0	695
19:00	8	504	27	1	1	1	0	0	0	0	0	0	0	0	542
20:00	8	378	19	2	4	0	0	0	0	0	0	0	0	0	411
21:00	3	282	16	2	1	0	0	0	0	0	0	0	0	0	304
22:00	2	236	10	2	3	1	0	1	0	0	0	0	0	0	255
23:00	2	188	10	0	1	1	0	0	0	0	0	0	0	0	202
Total	151	10583	927	54	231	46	12	15	3	5	0	2	0	0	12029
Percent	1.3%	88.0%	7.7%	0.4%	1.9%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00	07:00	09:00	08:00	07:00	08:00	05:00					
Vol.	12	667	69	5	26	5	2	3	1	1					
PM Peak	16:00	16:00	15:00	14:00	15:00	16:00	13:00	13:00	13:00	13:00		16:00			
Vol.	19	833	80	6	19	6	2	2	1	1		2			

Route 82 East of Thames Street
NOrwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
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Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	2	108	6	0	1	0	0	0	0	0	0	0	0	0	117
01:00	0	54	0	0	1	0	0	0	0	0	0	0	0	0	55
02:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
03:00	0	42	3	0	0	0	0	1	0	0	0	0	0	0	46
04:00	0	58	7	0	0	0	0	0	0	0	0	0	0	0	65
05:00	1	132	12	2	4	0	0	1	1	0	0	0	0	0	153
06:00	2	328	48	4	10	2	0	1	0	0	0	0	0	0	395
07:00	9	608	74	3	30	7	0	2	0	0	0	0	0	0	733
08:00	14	670	78	3	27	5	0	2	0	0	0	0	0	0	799
09:00	6	571	62	4	17	4	1	1	2	0	0	0	0	0	668
10:00	7	630	64	4	14	2	2	2	0	0	0	0	0	0	725
11:00	7	647	67	4	14	3	1	2	0	0	1	0	0	0	746
12 PM	13	704	81	4	15	5	2	2	0	0	1	0	0	0	827
13:00	1	368	38	3	4	4	0	1	0	0	0	0	0	0	419
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	62	4945	540	31	137	32	6	15	3	0	2	0	0	0	5773
Percent	1.1%	85.7%	9.4%	0.5%	2.4%	0.6%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	06:00	07:00	07:00	10:00	07:00	09:00		11:00				
Vol.	14	670	78	4	30	7	2	2	2		1				
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00				
Vol.	13	704	81	4	15	5	2	2			1				
Grand Total	962	57362	4829	260	998	162	44	84	28	14	4	3	0	0	64750
Percent	1.5%	88.6%	7.5%	0.4%	1.5%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	0	3	17	71	72	48	8	0	0	0	0	0	0	0	219	26-35	143
21:00	**1**	**13**	**32**	**104**	**137**	**69**	**20**	**2**	0	0	0	0	0	0	**378**	26-35	241
22:00	0	2	12	68	95	48	12	2	0	0	0	0	0	0	239	26-35	163
23:00	0	0	15	64	85	33	8	2	0	0	0	0	0	0	207	26-35	149
Total	1	18	76	307	389	198	48	6	0	0	0	0	0	0	1043		
Percent	0.1%	1.7%	7.3%	29.4%	37.3%	19.0%	4.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	21:00 1	21:00 13	21:00 32	21:00 104	21:00 137	21:00 69	21:00 20	21:00 2							21:00 378		

Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/23	0	0	10	36	41	27	5	0	0	0	0	0	0	0	119	26-35	77
01:00	0	1	8	19	29	11	2	0	**1**	0	0	0	0	0	71	26-35	48
02:00	0	0	0	10	17	11	2	0	0	0	0	0	0	0	40	29-38	28
03:00	0	0	3	12	10	11	2	0	0	0	0	0	0	0	38	26-35	22
04:00	0	1	4	26	28	13	6	0	0	0	0	0	0	0	78	26-35	54
05:00	0	0	6	39	70	42	11	1	0	0	0	0	0	0	169	31-40	112
06:00	0	1	26	77	146	96	21	4	0	0	0	0	0	0	371	31-40	242
07:00	4	10	53	157	278	**143**	**29**	**7**	1	0	0	0	0	0	682	26-35	435
08:00	4	**26**	**78**	**250**	308	129	20	2	0	0	0	0	0	0	**817**	26-35	558
09:00	**5**	8	47	202	320	118	25	4	0	0	0	0	0	0	729	26-35	522
10:00	3	21	64	220	**329**	93	21	2	0	0	0	0	0	0	753	26-35	549
11:00	5	8	54	247	301	121	20	3	0	0	0	0	0	0	759	26-35	548
12 PM	9	34	94	304	339	108	13	**6**	0	0	0	0	0	0	907	26-35	643
13:00	**14**	25	73	248	320	104	20	4	1	0	0	0	0	0	809	26-35	568
14:00	8	16	97	291	321	126	22	3	**2**	0	0	0	0	0	886	26-35	612
15:00	6	25	108	**328**	**372**	110	17	1	1	0	0	0	0	0	**968**	26-35	700
16:00	8	**47**	**123**	322	296	126	**27**	3	1	0	0	0	0	0	953	26-35	618
17:00	7	17	67	219	300	**148**	19	3	0	0	0	0	0	0	780	26-35	519
18:00	5	11	45	181	290	119	25	5	0	0	0	0	0	0	681	26-35	471
19:00	2	6	29	157	271	103	17	2	0	0	0	0	0	0	587	26-35	428
20:00	1	2	32	136	183	99	26	6	1	0	0	0	0	0	486	26-35	319
21:00	0	4	36	111	182	56	8	5	0	0	0	0	0	0	402	26-35	293
22:00	1	5	33	104	92	38	10	0	0	0	0	0	0	0	283	26-35	196
23:00	0	1	28	59	64	34	5	1	0	0	0	0	0	0	192	26-35	123
Total	82	269	1118	3755	4907	1986	373	62	8	0	0	0	0	0	12560		
Percent	0.7%	2.1%	8.9%	29.9%	39.1%	15.8%	3.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	08:00	10:00	07:00	07:00	07:00	01:00						08:00		
Vol.	5	26	78	250	329	143	29	7	1						817		
PM Peak	13:00	16:00	16:00	15:00	15:00	17:00	16:00	12:00	14:00						15:00		
Vol.	14	47	123	328	372	148	27	6	2						968		

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Route 82 East of Thames Street
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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/09/23	0	3	3	42	47	16	4	2	0	0	0	0	0	0	117	26-35	89
01:00	0	0	8	26	22	6	1	0	0	0	0	0	0	0	63	26-35	48
02:00	0	0	1	16	21	2	0	1	0	0	0	0	0	0	41	26-35	37
03:00	0	1	4	12	16	6	2	1	0	0	0	0	0	0	42	26-35	28
04:00	0	0	4	20	27	7	1	0	0	0	0	0	0	0	59	26-35	47
05:00	0	0	5	36	80	38	10	1	**1**	0	0	0	0	0	171	30-39	118
06:00	0	0	15	100	145	71	16	1	0	0	0	0	0	0	348	26-35	245
07:00	2	11	55	191	273	122	**27**	3	0	0	0	0	0	0	684	26-35	464
08:00	1	4	55	249	317	122	24	**4**	0	0	0	0	0	0	776	26-35	566
09:00	0	3	37	184	**339**	101	21	2	0	0	0	0	0	0	687	26-35	523
10:00	**5**	**13**	43	211	270	**126**	20	4	0	0	0	0	0	0	692	26-35	481
11:00	3	5	**82**	**263**	308	101	22	2	1	0	0	0	0	0	**787**	26-35	571
12 PM	3	19	65	297	391	147	18	1	0	0	0	0	0	0	941	26-35	688
13:00	9	6	56	267	320	123	25	2	**2**	0	0	0	0	0	810	26-35	587
14:00	2	21	90	273	341	118	22	4	0	0	0	0	0	0	871	26-35	614
15:00	11	20	83	282	**408**	128	18	0	0	0	0	0	0	0	950	26-35	690
16:00	**20**	**33**	92	284	320	134	18	**6**	0	0	0	0	0	0	907	26-35	604
17:00	0	7	44	235	382	**152**	**37**	3	0	0	0	0	0	0	860	26-35	617
18:00	8	29	**99**	**316**	341	148	25	1	0	0	0	0	0	0	**967**	26-35	657
19:00	1	5	53	207	277	86	19	1	0	0	0	0	0	0	649	26-35	484
20:00	2	10	41	180	201	71	10	5	2	0	0	0	0	0	522	26-35	381
21:00	0	10	54	147	167	71	15	2	0	0	0	**1**	0	0	467	26-35	314
22:00	0	2	40	97	143	56	10	2	1	0	0	0	0	0	351	26-35	240
23:00	1	2	35	95	97	24	4	1	0	0	0	0	0	0	259	26-35	192
Total	68	204	1064	4030	5253	1976	369	49	7	0	0	1	0	0	13021		
Percent	0.5%	1.6%	8.2%	31.0%	40.3%	15.2%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	09:00	10:00	07:00	08:00	05:00						11:00		
Vol.	5	13	82	263	339	126	27	4	1						787		
PM Peak	16:00	16:00	18:00	18:00	15:00	17:00	17:00	16:00	13:00			21:00			18:00		
Vol.	20	33	99	316	408	152	37	6	2			1			967		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/10/23	0	3	23	70	62	16	1	0	0	0	0	0	0	0	175	26-35	132
01:00	0	1	5	33	38	17	3	0	0	0	0	0	0	0	97	26-35	71
02:00	0	1	6	30	29	6	2	0	0	0	0	0	0	0	74	26-35	59
03:00	0	1	6	16	20	7	0	0	1	0	0	0	0	0	51	26-35	36
04:00	0	0	3	25	34	17	4	0	0	0	0	0	0	0	83	26-35	59
05:00	0	0	9	31	40	20	6	2	2	0	0	0	0	0	110	26-35	71
06:00	0	0	7	62	98	40	14	6	0	0	0	0	0	0	227	26-35	160
07:00	0	3	16	88	162	85	23	3	2	0	0	0	0	0	382	26-35	250
08:00	0	3	22	147	213	120	17	5	1	0	0	0	0	0	528	26-35	360
09:00	2	9	26	165	258	115	22	4	**3**	0	0	0	0	0	604	26-35	423
10:00	3	18	54	178	281	136	**30**	3	1	0	0	0	0	0	704	26-35	459
11:00	**15**	**25**	**72**	**219**	**316**	**142**	29	**9**	1	0	0	0	0	0	**828**	26-35	535
12 PM	1	7	36	213	**345**	129	24	3	0	0	0	0	0	0	**758**	26-35	558
13:00	0	6	**49**	184	338	115	13	3	1	0	0	0	0	0	709	26-35	522
14:00	1	9	42	176	310	108	21	4	1	0	0	0	0	0	672	26-35	486
15:00	**10**	**10**	41	**214**	279	**148**	**30**	**8**	1	0	0	0	0	0	741	26-35	493
16:00	4	8	37	177	280	124	24	5	1	0	0	0	0	0	660	26-35	457
17:00	4	7	46	206	278	129	24	4	0	0	0	0	0	0	698	26-35	484
18:00	0	3	39	136	251	126	19	4	0	0	0	0	0	0	578	26-35	387
19:00	2	4	41	127	214	125	26	3	**2**	0	**1**	0	0	0	545	26-35	341
20:00	1	7	46	137	201	66	12	2	2	0	1	0	0	0	475	26-35	338
21:00	0	3	35	143	143	72	14	0	0	0	0	0	0	0	410	26-35	286
22:00	0	3	23	117	132	57	10	3	0	0	0	0	0	0	345	26-35	249
23:00	0	1	16	114	143	43	11	3	0	0	0	0	0	0	331	26-35	257
Total	43	132	700	3008	4465	1963	379	74	19	0	2	0	0	0	10785		
Percent	0.4%	1.2%	6.5%	27.9%	41.4%	18.2%	3.5%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	09:00						11:00		
Vol.	15	25	72	219	316	142	30	9	3						828		
PM Peak	15:00	15:00	13:00	15:00	12:00	15:00	15:00	15:00	19:00		19:00				12:00		
Vol.	10	10	49	214	345	148	30	8	2		1				758		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/11/23	0	0	15	65	60	31	8	1	0	0	0	0	0	0	180	26-35	125
01:00	0	1	8	32	50	21	3	0	0	0	0	0	0	0	115	26-35	82
02:00	0	1	6	34	31	11	1	0	0	0	0	0	0	0	84	26-35	65
03:00	0	0	5	21	18	11	1	0	0	0	0	0	0	0	56	26-35	39
04:00	0	0	3	19	30	9	3	0	0	0	0	0	0	0	64	26-35	49
05:00	0	0	3	17	39	15	6	0	0	0	0	0	0	0	80	26-35	56
06:00	0	0	6	49	71	46	7	1	**1**	0	0	0	0	0	181	26-35	120
07:00	0	1	2	66	110	54	18	1	0	0	0	0	0	0	252	26-35	176
08:00	0	0	13	106	197	83	13	2	0	0	0	0	0	0	414	26-35	303
09:00	0	3	21	110	205	92	24	2	0	0	0	0	0	0	457	26-35	315
10:00	0	0	12	114	**284**	**111**	**31**	**4**	0	0	0	0	0	0	556	26-35	398
11:00	**2**	**12**	**56**	**177**	262	98	24	1	0	0	0	0	0	0	**632**	26-35	439
12 PM	0	0	31	**194**	**318**	**153**	**33**	3	0	1	0	0	0	0	**733**	26-35	512
13:00	**7**	**16**	**67**	194	263	105	31	6	0	0	0	0	0	0	689	26-35	457
14:00	0	3	15	183	318	125	26	**8**	1	0	0	0	0	0	679	26-35	501
15:00	1	2	26	174	305	151	30	3	1	**2**	0	0	0	0	695	26-35	479
16:00	0	4	31	146	290	142	32	7	1	0	0	0	0	0	653	26-35	436
17:00	0	0	13	133	315	140	25	5	1	0	0	0	0	0	632	31-40	455
18:00	2	3	36	136	243	106	20	1	**2**	0	0	0	0	0	549	26-35	379
19:00	0	3	35	144	222	107	25	3	1	1	0	0	0	0	541	26-35	366
20:00	0	4	31	136	211	98	19	4	2	0	0	0	0	0	505	26-35	347
21:00	0	3	28	99	116	60	12	3	0	0	0	0	0	0	321	26-35	215
22:00	0	0	20	94	132	26	4	0	1	1	0	0	0	0	278	26-35	226
23:00	0	2	16	59	76	34	4	2	0	0	0	0	0	0	193	26-35	135
Total	12	58	499	2502	4166	1829	400	57	11	5	0	0	0	0	9539		
Percent	0.1%	0.6%	5.2%	26.2%	43.7%	19.2%	4.2%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	06:00						11:00		
Vol.	2	12	56	177	284	111	31	4	1						632		
PM Peak	13:00	13:00	13:00	12:00	12:00	12:00	12:00	14:00	18:00	15:00					12:00		
Vol.	7	16	67	194	318	153	33	8	2	2					733		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/12/23	0	3	11	39	34	21	2	0	0	0	0	0	0	0	110	26-35	73
01:00	0	0	9	21	32	17	1	0	0	0	0	0	0	0	80	26-35	53
02:00	0	0	4	13	19	9	1	0	0	0	0	0	0	0	46	26-35	32
03:00	0	0	3	16	12	2	3	0	0	0	0	0	0	0	36	26-35	28
04:00	0	0	9	32	27	11	1	0	0	0	0	0	0	0	80	26-35	59
05:00	0	0	11	50	66	44	12	1	0	0	0	0	0	0	184	26-35	116
06:00	1	2	15	87	148	78	13	**5**	0	0	0	0	0	0	349	26-35	235
07:00	0	1	43	180	298	113	**34**	3	**1**	0	0	0	0	0	673	26-35	478
08:00	4	**24**	**65**	239	287	**124**	32	2	1	0	0	0	0	0	**778**	26-35	526
09:00	1	5	51	230	263	95	21	2	0	0	0	0	0	0	668	26-35	493
10:00	**6**	7	45	241	289	103	17	2	1	0	0	0	0	0	711	26-35	530
11:00	3	14	65	**246**	**312**	79	15	3	0	0	0	0	0	0	737	26-35	558
12 PM	0	12	58	236	311	127	21	2	0	0	0	0	0	0	767	26-35	547
13:00	7	19	98	243	303	105	9	2	0	0	0	0	0	0	786	26-35	546
14:00	9	31	100	255	326	93	**24**	3	0	0	0	0	0	0	841	26-35	581
15:00	14	33	116	306	341	95	19	4	**1**	0	0	0	0	0	929	26-35	647
16:00	**17**	**42**	**138**	**313**	317	102	18	**5**	1	0	0	0	0	0	**953**	26-35	630
17:00	9	16	72	255	**372**	**141**	24	3	0	0	0	0	0	0	892	26-35	627
18:00	2	12	57	202	303	101	16	1	0	**1**	0	0	0	0	695	26-35	505
19:00	0	6	76	236	175	47	1	1	0	0	0	0	0	0	542	26-35	411
20:00	0	10	49	167	142	37	6	0	0	0	0	0	0	0	411	26-35	309
21:00	0	2	36	108	105	42	8	2	1	0	0	0	0	0	304	26-35	213
22:00	0	0	25	85	97	39	9	0	0	0	0	0	0	0	255	26-35	182
23:00	0	0	22	75	75	27	3	0	0	0	0	0	0	0	202	26-35	150
Total	73	239	1178	3875	4654	1652	310	41	6	1	0	0	0	0	12029		
Percent	0.6%	2.0%	9.8%	32.2%	38.7%	13.7%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	11:00	11:00	08:00	07:00	06:00	07:00						08:00		
Vol.	6	24	65	246	312	124	34	5	1						778		
PM Peak	16:00	16:00	16:00	16:00	17:00	17:00	14:00	16:00	15:00	18:00					16:00		
Vol.	17	42	138	313	372	141	24	5	1	1					953		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/23	0	0	17	44	40	15	1	0	0	0	0	0	0	0	117	26-35	84
01:00	0	0	4	22	23	6	0	0	0	0	0	0	0	0	55	26-35	45
02:00	0	0	3	10	11	1	0	0	0	0	0	0	0	0	25	26-35	21
03:00	0	1	8	22	13	2	0	0	0	0	0	0	0	0	46	26-35	35
04:00	0	1	7	29	23	2	3	0	0	0	0	0	0	0	65	26-35	52
05:00	0	0	6	43	69	29	5	1	0	0	0	0	0	0	153	26-35	112
06:00	0	1	21	100	168	78	25	2	0	0	0	0	0	0	395	26-35	268
07:00	1	5	73	229	293	103	**27**	2	0	0	0	0	0	0	733	26-35	522
08:00	**3**	3	**88**	270	304	104	25	2	0	0	0	0	0	0	**799**	26-35	574
09:00	1	2	50	246	284	68	13	**4**	0	0	0	0	0	0	668	26-35	530
10:00	0	3	49	241	**308**	**105**	16	3	0	0	0	0	0	0	725	26-35	549
11:00	2	**12**	70	**277**	276	88	19	2	0	0	0	0	0	0	746	26-35	553
12 PM	**3**	**20**	**86**	**283**	**328**	**92**	**15**	0	0	0	0	0	0	0	**827**	26-35	611
13:00	1	7	59	105	174	59	11	**1**	**1**	0	**1**	0	0	0	419	26-35	279
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	55	541	1921	2314	752	160	17	1	0	1	0	0	0	5773		
Percent	0.2%	1.0%	9.4%	33.3%	40.1%	13.0%	2.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	08:00	11:00	10:00	10:00	07:00	09:00							08:00		
Vol.	3	12	88	277	308	105	27	4							799		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	13:00		13:00				12:00		
Vol.	3	20	86	283	328	92	15	1	1		1				827		
Total	290	975	5176	19398	26148	10356	2039	306	52	6	3	1	0	0	64750		
Percent	0.4%	1.5%	8.0%	30.0%	40.4%	16.0%	3.1%	0.5%	0.1%	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 :	26-35 MPH
Number in Pace :	45546
Percent in Pace :	70.3%
Number of Vehicles > 35 MPH :	12763
Percent of Vehicles > 35 MPH :	19.7%
Mean Speed(Average) :	32 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 82 East of Thames Street
NOrwich, Connecticut

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	119	117	118	175	180	148
01:00	*	*	*	71	63	67	97	115	86
02:00	*	*	*	40	41	40	74	84	60
03:00	*	*	*	38	42	40	51	56	47
04:00	*	*	*	78	59	68	83	64	71
05:00	*	*	*	169	171	170	110	80	132
06:00	*	*	*	371	348	360	227	181	282
07:00	*	*	*	682	684	683	382	252	500
08:00	*	*	*	817	776	796	528	414	634
09:00	*	*	*	729	687	708	604	457	619
10:00	*	*	*	753	692	722	704	556	676
11:00	*	*	*	759	787	773	828	632	752
12:00 PM	*	*	*	907	941	924	758	733	835
01:00	*	*	*	809	810	810	709	689	754
02:00	*	*	*	886	871	878	672	679	777
03:00	*	*	*	968	950	959	741	695	838
04:00	*	*	*	953	907	930	660	653	793
05:00	*	*	*	780	860	820	698	632	742
06:00	*	*	*	681	967	824	578	549	694
07:00	*	*	*	587	649	618	545	541	580
08:00	*	*	219	486	522	409	475	505	441
09:00	*	*	378	402	467	416	410	321	396
10:00	*	*	239	283	351	291	345	278	299
11:00	*	*	207	192	259	219	331	193	236
Total	0	0	1043	12560	13021	12643	10785	9539	11392

Date	Daily Total
08-Jun-23	12560
09-Jun-23	13021
Average	12790

Route 82 East of Thames Street
NOrwich, Connecticut

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5870

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	110	117	*	*	*	114	*	*	114
01:00	80	55	*	*	*	68	*	*	68
02:00	46	25	*	*	*	36	*	*	36
03:00	36	46	*	*	*	41	*	*	41
04:00	80	65	*	*	*	72	*	*	72
05:00	184	153	*	*	*	168	*	*	168
06:00	349	395	*	*	*	372	*	*	372
07:00	673	733	*	*	*	703	*	*	703
08:00	778	799	*	*	*	788	*	*	788
09:00	668	668	*	*	*	668	*	*	668
10:00	711	725	*	*	*	718	*	*	718
11:00	737	746	*	*	*	742	*	*	742
12:00 PM	767	827	*	*	*	797	*	*	797
01:00	786	419	*	*	*	602	*	*	602
02:00	841	*	*	*	*	841	*	*	841
03:00	929	*	*	*	*	929	*	*	929
04:00	953	*	*	*	*	953	*	*	953
05:00	892	*	*	*	*	892	*	*	892
06:00	695	*	*	*	*	695	*	*	695
07:00	542	*	*	*	*	542	*	*	542
08:00	411	*	*	*	*	411	*	*	411
09:00	304	*	*	*	*	304	*	*	304
10:00	255	*	*	*	*	255	*	*	255
11:00	202	*	*	*	*	202	*	*	202
Total	12029	5773	0	0	0	11913	0	0	11913

Date	Daily Total								
12-Jun-23	12029								
Grand Total	12029	5773	1043	12560	13021	24556	10785	9539	23305

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway North of Main Street
Norwich, Connecticut

Site Code:
Station ID: 5871

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	17	1	0	0	0	0	0	0	0	0	0	0	0	18
17:00	5	268	20	1	9	0	0	0	0	0	0	0	0	0	303
18:00	2	192	14	2	1	0	0	0	0	0	0	0	0	0	211
19:00	1	137	11	0	1	0	0	0	0	0	0	0	0	0	150
20:00	2	111	7	1	0	0	0	0	0	0	0	0	0	0	121
21:00	0	126	11	1	1	0	0	0	0	0	0	0	0	0	139
22:00	2	93	3	1	0	0	0	0	0	0	0	0	0	0	99
23:00	2	45	3	1	0	0	0	0	0	0	0	0	0	0	51
Total	14	989	70	7	12	0	0	0	0	0	0	0	0	0	1092
Percent	1.3%	90.6%	6.4%	0.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	17:00	17:00	17:00	18:00	17:00										
Vol.	5	268	20	2	9										

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway North of Main Street
Norwich, Connecticut

Site Code:
Station ID: 5871

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/08/23	0	46	2	0	0	0	0	0	0	0	0	0	0	0	48
01:00	0	30	0	1	0	0	0	0	0	0	0	0	0	0	31
02:00	1	13	2	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
06:00	0	34	3	0	0	0	0	0	0	0	0	0	0	0	37
07:00	0	75	9	3	1	1	0	0	0	0	0	0	0	0	89
08:00	5	172	9	0	10	0	0	0	0	0	0	0	0	0	196
09:00	1	155	14	1	6	0	0	0	0	0	0	0	0	0	177
10:00	7	185	19	1	6	1	0	0	0	0	0	0	0	0	219
11:00	3	167	18	1	2	2	0	0	0	0	0	0	0	0	193
12 PM	4	215	22	1	9	0	0	0	0	0	0	0	0	0	251
13:00	5	213	23	2	3	0	0	0	0	0	0	0	0	0	246
14:00	1	186	18	1	11	0	0	1	0	0	0	0	0	0	218
15:00	1	228	29	1	3	0	0	0	0	0	0	0	0	0	262
16:00	3	289	28	0	7	0	0	1	0	0	0	0	0	0	328
17:00	3	250	17	1	4	0	0	0	0	0	0	0	0	0	275
18:00	6	196	13	1	1	0	0	0	0	0	0	0	0	0	217
19:00	6	144	21	0	3	1	0	0	0	0	0	0	0	0	175
20:00	4	148	9	1	0	0	0	0	0	0	0	0	0	0	162
21:00	3	128	15	1	0	0	0	0	0	0	0	0	0	0	147
22:00	1	98	5	1	0	0	0	0	0	0	0	0	0	0	105
23:00	2	55	2	1	0	0	0	0	0	0	0	0	0	0	60
Total	56	3050	283	18	67	5	0	2	0	0	0	0	0	0	3481
Percent	1.6%	87.6%	8.1%	0.5%	1.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	07:00	08:00	11:00									
Vol.	7	185	19	3	10	2									
PM Peak	18:00	16:00	15:00	13:00	14:00	19:00		14:00							
Vol.	6	289	29	2	11	1		1							

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Broadway North of Main Street
Norwich, Connecticut

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/09/23	1	43	3	0	0	0	0	0	0	0	0	0	0	0	47
01:00	2	19	1	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
06:00	2	37	1	0	1	0	0	0	0	0	0	0	0	0	41
07:00	0	69	7	0	1	0	0	0	0	0	0	0	0	0	77
08:00	0	151	12	2	7	0	0	1	0	0	0	0	0	0	173
09:00	1	175	14	0	8	0	0	0	0	0	0	0	0	0	198
10:00	5	137	19	0	8	0	0	0	0	0	0	0	0	0	169
11:00	7	189	25	1	1	0	0	0	0	0	0	0	0	0	223
12 PM	3	224	22	1	3	0	0	0	0	0	0	0	0	0	253
13:00	7	236	26	1	7	0	0	1	0	0	0	0	0	0	278
14:00	6	195	18	0	4	0	0	0	0	0	0	0	0	0	223
15:00	3	204	20	1	1	0	0	1	0	0	0	0	0	0	230
16:00	14	269	18	0	12	0	0	0	0	0	0	0	0	0	313
17:00	3	228	21	1	6	0	0	0	0	0	0	0	0	0	259
18:00	9	269	19	1	2	0	0	0	0	0	0	0	0	0	300
19:00	2	289	23	1	1	0	0	0	0	0	0	0	0	0	316
20:00	3	151	14	1	1	0	0	0	0	0	0	0	0	0	170
21:00	2	119	8	1	2	0	0	0	0	0	0	0	0	0	132
22:00	1	138	5	1	0	0	0	0	0	0	0	0	0	0	145
23:00	2	87	2	1	0	0	0	0	0	0	0	0	0	0	92
Total	73	3267	284	13	66	0	0	3	0	0	0	0	0	0	3706
Percent	2.0%	88.2%	7.7%	0.4%	1.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	09:00			08:00							
Vol.	7	189	25	2	8			1							
PM Peak	16:00	19:00	13:00	12:00	16:00			13:00							
Vol.	14	289	26	1	12			1							

Broadway North of Main Street
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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/10/23	2	52	2	0	0	0	0	0	0	0	0	0	0	0	56
01:00	3	34	2	0	1	0	0	0	0	0	0	0	0	0	40
02:00	1	37	2	0	0	0	0	0	0	0	0	0	0	0	40
03:00	1	19	1	0	0	0	0	0	0	0	0	0	0	0	21
04:00	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	27	1	0	1	0	0	0	0	0	0	0	0	0	29
07:00	0	43	5	0	1	0	0	0	0	0	0	0	0	0	49
08:00	2	90	7	1	2	0	0	0	1	0	0	0	0	0	103
09:00	1	83	6	1	1	0	0	1	0	0	0	0	0	0	93
10:00	2	135	13	1	3	0	0	1	0	0	0	0	0	0	155
11:00	5	126	11	4	1	1	0	1	0	0	0	0	0	0	149
12 PM	1	179	18	1	2	0	0	0	0	0	0	0	0	0	201
13:00	8	173	18	2	1	0	0	1	0	0	0	0	0	0	203
14:00	1	161	11	0	2	0	0	0	0	0	0	0	0	0	175
15:00	4	151	22	2	1	0	0	0	0	0	0	0	0	0	180
16:00	8	189	9	2	1	0	0	0	0	0	0	0	0	0	209
17:00	5	191	13	1	0	0	0	0	0	0	0	0	0	0	210
18:00	5	204	18	0	1	0	0	0	0	0	0	0	0	0	228
19:00	9	131	14	2	0	0	0	0	0	0	0	0	0	0	156
20:00	5	139	6	1	0	0	0	0	0	0	0	0	0	0	151
21:00	4	101	8	1	3	0	0	0	0	0	0	0	0	0	117
22:00	3	96	6	0	2	0	0	0	0	0	0	0	0	0	107
23:00	5	75	6	1	2	0	0	0	0	0	0	0	0	0	89
Total	75	2459	200	20	26	1	0	4	1	0	0	0	0	0	2786
Percent	2.7%	88.3%	7.2%	0.7%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	11:00	10:00	11:00		09:00	08:00						
Vol.	5	135	13	4	3	1		1	1						
PM Peak	19:00	18:00	15:00	13:00	21:00			13:00							
Vol.	9	204	22	2	3			1							

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/11/23	7	74	1	0	0	0	0	0	0	0	0	0	0	0	82
01:00	0	41	3	0	0	0	0	0	0	0	0	0	0	0	44
02:00	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
03:00	1	18	0	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
05:00	1	10	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
07:00	1	41	4	0	0	0	0	0	0	0	0	0	0	0	46
08:00	6	72	6	0	1	0	0	0	0	0	0	0	0	0	85
09:00	2	75	9	0	0	0	0	0	0	0	0	0	0	0	86
10:00	5	103	12	0	1	0	0	0	0	0	0	0	0	0	121
11:00	4	137	10	0	0	0	0	0	0	0	0	0	0	0	151
12 PM	8	139	11	0	1	0	0	0	0	0	0	0	0	0	159
13:00	5	153	18	0	0	0	0	0	0	0	0	0	0	0	176
14:00	9	156	8	0	2	0	0	0	0	0	0	0	0	0	175
15:00	8	164	10	0	0	0	0	0	0	0	0	0	0	0	182
16:00	3	184	10	0	1	0	0	0	0	0	0	0	0	0	198
17:00	12	142	10	0	1	0	0	0	0	0	0	0	0	0	165
18:00	8	132	9	0	1	0	0	0	0	0	0	0	0	0	150
19:00	8	104	13	0	1	1	0	0	0	0	0	0	0	0	127
20:00	2	84	5	0	1	0	0	0	0	0	0	0	0	0	92
21:00	2	79	7	0	0	0	0	0	0	0	0	0	0	0	88
22:00	2	72	3	0	0	0	0	0	0	0	0	0	0	0	77
23:00	0	49	1	0	0	0	0	0	0	0	0	0	0	0	50
Total	94	2096	154	0	11	1	0	0	0	0	0	0	0	0	2356
Percent	4.0%	89.0%	6.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	11:00	10:00		04:00										
Vol.	7	137	12		1										
PM Peak	17:00	16:00	13:00		14:00	19:00									
Vol.	12	184	18		2	1									

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/12/23	3	37	1	0	0	0	0	0	0	0	0	0	0	0	41
01:00	2	29	2	0	0	0	0	0	0	0	0	0	0	0	33
02:00	1	21	1	0	0	0	0	0	0	0	0	0	0	0	23
03:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
06:00	0	42	2	0	0	0	0	0	0	0	0	0	0	0	44
07:00	2	60	9	1	1	1	0	0	0	0	0	0	0	0	74
08:00	1	146	9	0	7	1	0	0	0	0	0	0	0	0	164
09:00	1	144	15	1	10	2	0	0	0	0	0	0	0	0	173
10:00	1	172	21	0	6	1	0	0	0	0	0	0	0	0	201
11:00	3	165	13	0	6	0	0	0	0	0	0	0	0	0	187
12 PM	4	176	15	1	6	0	0	0	0	0	0	0	0	0	202
13:00	9	196	22	1	3	0	0	0	0	0	0	0	0	0	231
14:00	3	203	19	1	6	0	0	0	0	0	0	0	0	0	232
15:00	4	219	26	0	3	0	0	0	0	0	0	0	0	0	252
16:00	6	269	31	1	7	0	0	0	0	0	0	0	0	0	314
17:00	8	279	24	1	2	0	0	1	0	0	0	0	0	0	315
18:00	3	187	22	1	3	0	0	0	0	0	0	0	0	0	216
19:00	2	138	19	1	1	0	0	0	0	0	0	0	0	0	161
20:00	3	88	5	1	1	0	0	0	0	0	0	0	0	0	98
21:00	2	84	4	1	1	0	0	0	0	0	0	0	0	0	92
22:00	2	73	9	1	0	0	0	0	0	0	0	0	0	0	85
23:00	0	45	0	1	1	1	0	0	0	0	0	0	0	0	48
Total	60	2802	273	13	66	6	0	1	0	0	0	0	0	0	3221
Percent	1.9%	87.0%	8.5%	0.4%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	10:00	10:00	07:00	09:00	09:00									
Vol.	3	172	21	1	10	2									
PM Peak	13:00	17:00	16:00	12:00	16:00	23:00		17:00							
Vol.	9	279	31	1	7	1		1							

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06/13/23	0	39	3	0	0	0	0	0	0	0	0	0	0	0	42
01:00	1	26	1	0	0	0	0	0	0	0	0	0	0	0	28
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
04:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:00	2	14	3	0	0	0	0	1	0	0	0	0	0	0	20
06:00	0	30	3	0	1	1	0	1	0	0	0	0	0	0	36
07:00	5	71	9	0	1	1	0	0	0	0	0	0	0	0	87
08:00	5	152	10	0	6	1	0	0	0	0	0	0	0	0	174
09:00	4	171	14	0	6	0	0	0	0	0	0	0	0	0	195
10:00	4	148	14	1	7	1	0	0	0	0	0	0	0	0	175
11:00	3	171	9	1	5	0	0	0	0	0	0	0	0	0	189
12 PM	1	191	21	1	6	0	0	0	0	0	0	0	0	0	220
13:00	3	167	23	1	5	0	0	0	0	0	0	0	0	0	199
14:00	5	212	19	1	2	0	0	0	0	0	0	0	0	0	239
15:00	6	227	17	1	6	0	0	0	0	0	0	0	0	0	257
16:00	2	239	29	0	11	0	0	0	0	0	0	0	0	0	281
17:00	5	227	17	1	6	1	0	1	0	0	0	0	0	0	258
18:00	5	191	16	1	4	0	0	0	0	0	0	0	0	0	217
19:00	0	15	0	1	0	0	0	0	0	0	0	0	0	0	16
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	51	2313	209	9	67	5	0	4	0	0	0	0	0	0	2658
Percent	1.9%	87.0%	7.9%	0.3%	2.5%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	09:00	09:00	10:00	10:00	06:00		03:00							
Vol.	5	171	14	1	7	1		1							
PM Peak	15:00	16:00	16:00	12:00	16:00	17:00		17:00							
Vol.	6	239	29	1	11	1		1							
Grand Total	423	16976	1473	80	315	18	0	14	1	0	0	0	0	0	19300
Percent	2.2%	88.0%	7.6%	0.4%	1.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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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	Pace Speed	Number in Pace
06/07/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	4	8	6	0	0	0	0	0	0	0	0	0	0	0	18	16-25	14
17:00	**61**	**172**	**64**	6	0	0	0	0	0	0	0	0	0	0	**303**	16-25	236
18:00	44	107	57	3	0	0	0	0	0	0	0	0	0	0	211	16-25	164
19:00	38	74	34	4	0	0	0	0	0	0	0	0	0	0	150	16-25	108
20:00	22	51	37	**11**	0	0	0	0	0	0	0	0	0	0	121	16-25	88
21:00	33	70	34	1	**1**	0	0	0	0	0	0	0	0	0	139	16-25	104
22:00	20	42	33	3	0	0	**1**	0	0	0	0	0	0	0	99	16-25	75
23:00	12	20	15	3	1	0	0	0	0	0	0	0	0	0	51	16-25	35
Total	234	544	280	31	2	0	1	0	0	0	0	0	0	0	1092		
Percent	21.4%	49.8%	25.6%	2.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00 61	17:00 172	17:00 64	20:00 11	21:00 1		22:00 1								17:00 303		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway North of Main Street
Norwich, Connecticut

Site Code:
Station ID: 5871

Latitude: 0' 0.0000 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	Pace Speed	Number in Pace
06/08/23	8	21	18	1	0	0	0	0	0	0	0	0	0	0	48	16-25	39
01:00	8	18	4	1	0	0	0	0	0	0	0	0	0	0	31	15-24	22
02:00	4	8	3	1	0	0	0	0	0	0	0	0	0	0	16	16-25	11
03:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
04:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
05:00	2	6	10	0	0	0	0	0	0	0	0	0	0	0	18	16-25	16
06:00	1	16	18	2	0	0	0	0	0	0	0	0	0	0	37	16-25	34
07:00	6	38	38	**7**	0	0	0	0	0	0	0	0	0	0	89	16-25	76
08:00	20	101	**68**	6	**1**	0	0	0	0	0	0	0	0	0	196	16-25	169
09:00	32	80	59	5	1	0	0	0	0	0	0	0	0	0	177	16-25	139
10:00	**59**	**104**	50	6	0	0	0	0	0	0	0	0	0	0	**219**	16-25	154
11:00	28	100	60	5	0	0	0	0	0	0	0	0	0	0	193	16-25	160
12 PM	56	128	63	4	0	0	0	0	0	0	0	0	0	0	251	16-25	191
13:00	75	115	54	1	1	0	0	0	0	0	0	0	0	0	246	16-25	169
14:00	48	101	63	6	0	0	0	0	0	0	0	0	0	0	218	16-25	164
15:00	39	134	**83**	5	1	0	0	0	0	0	0	0	0	0	262	16-25	217
16:00	**83**	**167**	72	5	1	0	0	0	0	0	0	0	0	0	**328**	16-25	239
17:00	40	147	78	**10**	0	0	0	0	0	0	0	0	0	0	275	16-25	225
18:00	45	106	59	7	0	0	0	0	0	0	0	0	0	0	217	16-25	165
19:00	32	91	46	6	0	0	0	0	0	0	0	0	0	0	175	16-25	137
20:00	26	79	49	8	0	0	0	0	0	0	0	0	0	0	162	16-25	128
21:00	32	77	32	5	1	0	0	0	0	0	0	0	0	0	147	16-25	109
22:00	17	54	31	1	**2**	0	0	0	0	0	0	0	0	0	105	16-25	85
23:00	16	30	13	1	0	0	0	0	0	0	0	0	0	0	60	16-25	43
Total	679	1725	976	93	8	0	0	0	0	0	0	0	0	0	3481		
Percent	19.5%	49.6%	28.0%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	07:00	08:00										10:00		
Vol.	59	104	68	7	1										219		
PM Peak	16:00	16:00	15:00	17:00	22:00										16:00		
Vol.	83	167	83	10	2										328		

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Broadway North of Main Street
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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	Pace Speed	Number in Pace
06/09/23	8	21	15	3	0	0	0	0	0	0	0	0	0	0	47	16-25	36
01:00	2	14	6	0	0	0	0	0	0	0	0	0	0	0	22	16-25	20
02:00	2	3	7	2	0	0	0	0	0	0	0	0	0	0	14	16-25	10
03:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	8
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	14-23	6
05:00	3	8	5	1	0	0	0	0	0	0	0	0	0	0	17	16-25	13
06:00	6	11	20	4	0	0	0	0	0	0	0	0	0	0	41	16-25	31
07:00	3	33	35	6	0	0	0	0	0	0	0	0	0	0	77	16-25	68
08:00	30	90	51	2	0	0	0	0	0	0	0	0	0	0	173	16-25	141
09:00	28	87	**74**	**9**	0	0	0	0	0	0	0	0	0	0	198	16-25	161
10:00	30	80	51	8	0	0	0	0	0	0	0	0	0	0	169	16-25	131
11:00	**66**	**103**	49	5	0	0	0	0	0	0	0	0	0	0	**223**	16-25	152
12 PM	100	120	30	3	0	0	0	0	0	0	0	0	0	0	253	11-20	153
13:00	**120**	139	18	1	0	0	0	0	0	0	0	0	0	0	278	11-20	179
14:00	80	103	38	2	0	0	0	0	0	0	0	0	0	0	223	16-25	141
15:00	78	101	48	2	**1**	0	0	0	0	0	0	0	0	0	230	16-25	149
16:00	114	160	36	3	0	0	0	0	0	0	0	0	0	0	313	11-20	198
17:00	81	135	41	2	0	0	0	0	0	0	0	0	0	0	259	16-25	176
18:00	72	161	**65**	2	0	0	0	0	0	0	0	0	0	0	300	16-25	226
19:00	97	**169**	45	**5**	0	0	0	0	0	0	0	0	0	0	**316**	16-25	214
20:00	78	69	20	3	0	0	0	0	0	0	0	0	0	0	170	11-20	95
21:00	27	77	26	2	0	0	0	0	0	0	0	0	0	0	132	16-25	103
22:00	36	74	33	1	1	0	0	0	0	0	0	0	0	0	145	16-25	107
23:00	13	48	30	1	0	0	0	0	0	0	0	0	0	0	92	16-25	78
Total	1074	1815	748	67	2	0	0	0	0	0	0	0	0	0	3706		
Percent	29.0%	49.0%	20.2%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	09:00											11:00		
Vol.	66	103	74	9											223		
PM Peak	13:00	19:00	18:00	19:00	15:00										19:00		
Vol.	120	169	65	5	1										316		

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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	Pace Speed	Number in Pace
06/10/23	13	29	13	1	0	0	0	0	0	0	0	0	0	0	56	16-25	42
01:00	12	19	8	1	0	0	0	0	0	0	0	0	0	0	40	16-25	27
02:00	16	12	10	2	0	0	0	0	0	0	0	0	0	0	40	16-25	22
03:00	6	11	3	0	0	**1**	0	0	0	0	0	0	0	0	21	14-23	14
04:00	0	4	8	0	0	0	0	0	0	0	0	0	0	0	12	16-25	12
05:00	2	5	5	1	0	0	0	0	0	0	0	0	0	0	13	16-25	10
06:00	2	12	10	2	**3**	0	0	0	0	0	0	0	0	0	29	16-25	22
07:00	5	16	21	4	3	0	0	0	0	0	0	0	0	0	49	16-25	37
08:00	16	36	**47**	4	0	0	0	0	0	0	0	0	0	0	103	16-25	83
09:00	12	40	36	**5**	0	0	0	0	0	0	0	0	0	0	93	16-25	76
10:00	22	**86**	42	5	0	0	0	0	0	0	0	0	0	0	**155**	16-25	128
11:00	**23**	79	42	5	0	0	0	0	0	0	0	0	0	0	149	16-25	121
12 PM	29	102	63	**7**	0	0	0	0	0	0	0	0	0	0	201	16-25	165
13:00	31	113	54	5	0	0	0	0	0	0	0	0	0	0	203	16-25	167
14:00	28	88	57	2	0	0	0	0	0	0	0	0	0	0	175	16-25	145
15:00	34	91	49	5	**1**	0	0	0	0	0	0	0	0	0	180	16-25	140
16:00	40	107	55	7	0	0	0	0	0	0	0	0	0	0	209	16-25	162
17:00	40	102	**64**	3	1	0	0	0	0	0	0	0	0	0	210	16-25	166
18:00	**61**	**114**	49	3	1	0	0	0	0	0	0	0	0	0	**228**	16-25	163
19:00	33	73	43	7	0	0	0	0	0	0	0	0	0	0	156	16-25	116
20:00	39	69	38	5	0	0	0	0	0	0	0	0	0	0	151	16-25	107
21:00	25	67	22	2	1	0	0	0	0	0	0	0	0	0	117	16-25	89
22:00	30	53	21	3	0	0	0	0	0	0	0	0	0	0	107	16-25	74
23:00	19	45	23	1	1	0	0	0	0	0	0	0	0	0	89	16-25	68
Total	538	1373	783	80	11	1	0	0	0	0	0	0	0	0	2786		
Percent	19.3%	49.3%	28.1%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	08:00	09:00	06:00	03:00									10:00		
Vol.	23	86	47	5	3	1									155		
PM Peak	18:00	18:00	17:00	12:00	15:00										18:00		
Vol.	61	114	64	7	1										228		

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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	Pace Speed	Number in Pace
06/11/23	**20**	33	24	4	0	**1**	0	0	0	0	0	0	0	0	82	16-25	57
01:00	11	20	12	1	0	0	0	0	0	0	0	0	0	0	44	16-25	32
02:00	6	18	10	1	0	0	0	0	0	0	0	0	0	0	35	16-25	28
03:00	0	13	4	2	0	0	0	0	0	0	0	0	0	0	19	16-25	17
04:00	0	4	6	2	0	0	0	0	0	0	0	0	0	0	12	16-25	10
05:00	2	5	3	1	0	0	0	0	0	0	0	0	0	0	11	15-24	8
06:00	2	8	14	1	0	0	0	0	0	0	0	0	0	0	25	16-25	22
07:00	3	20	21	1	**1**	0	0	0	0	0	0	0	0	0	46	16-25	41
08:00	8	29	40	**8**	0	0	0	0	0	0	0	0	0	0	85	16-25	69
09:00	8	30	42	6	0	0	0	0	0	0	0	0	0	0	86	16-25	72
10:00	16	52	**47**	6	0	0	0	0	0	0	0	0	0	0	121	16-25	99
11:00	17	**87**	44	2	1	0	0	0	0	0	0	0	0	0	**151**	16-25	131
12 PM	**47**	84	26	2	0	0	0	0	0	0	0	0	0	0	159	16-25	110
13:00	34	92	46	4	0	0	0	0	0	0	0	0	0	0	176	16-25	138
14:00	38	89	42	6	0	0	0	0	0	0	0	0	0	0	175	16-25	131
15:00	26	103	49	4	0	0	0	0	0	0	0	0	0	0	182	16-25	152
16:00	34	**108**	**54**	2	0	0	0	0	0	0	0	0	0	0	**198**	16-25	162
17:00	28	79	54	3	**1**	0	0	0	0	0	0	0	0	0	165	16-25	133
18:00	30	79	40	0	1	0	0	0	0	0	0	0	0	0	150	16-25	119
19:00	21	68	36	2	0	0	0	0	0	0	0	0	0	0	127	16-25	104
20:00	17	39	29	**7**	0	0	0	0	0	0	0	0	0	0	92	16-25	68
21:00	20	47	20	1	0	0	0	0	0	0	0	0	0	0	88	16-25	67
22:00	15	35	24	2	1	0	0	0	0	0	0	0	0	0	77	16-25	59
23:00	7	28	14	1	0	0	0	0	0	0	0	0	0	0	50	16-25	42
Total	410	1170	701	69	5	1	0	0	0	0	0	0	0	0	2356		
Percent	17.4%	49.7%	29.8%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	11:00	10:00	08:00	07:00	00:00									11:00		
Vol.	20	87	47	8	1	1									151		
PM Peak	12:00	16:00	16:00	20:00	17:00										16:00		
Vol.	47	108	54	7	1										198		

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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	Pace Speed	Number in Pace
06/12/23	7	17	14	3	0	0	0	0	0	0	0	0	0	0	41	16-25	31
01:00	12	13	7	1	0	0	0	0	0	0	0	0	0	0	33	16-25	20
02:00	6	11	5	1	0	0	0	0	0	0	0	0	0	0	23	16-25	16
03:00	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12	16-25	11
04:00	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
05:00	1	10	5	0	0	0	0	0	0	0	0	0	0	0	16	16-25	15
06:00	3	17	21	2	**1**	0	0	0	0	0	0	0	0	0	44	16-25	38
07:00	5	34	31	4	0	0	0	0	0	0	0	0	0	0	74	16-25	65
08:00	12	93	54	**5**	0	0	0	0	0	0	0	0	0	0	164	16-25	147
09:00	31	81	**57**	4	0	0	0	0	0	0	0	0	0	0	173	16-25	138
10:00	**54**	**111**	32	3	1	0	0	0	0	0	0	0	0	0	**201**	16-25	143
11:00	45	108	32	1	1	0	0	0	0	0	0	0	0	0	187	16-25	140
12 PM	57	108	37	0	0	0	0	0	0	0	0	0	0	0	202	16-25	145
13:00	83	102	42	4	0	0	0	0	0	0	0	0	0	0	231	16-25	144
14:00	**92**	99	39	2	0	0	0	0	0	0	0	0	0	0	232	16-25	138
15:00	74	126	46	**6**	0	0	0	0	0	0	0	0	0	0	252	16-25	172
16:00	89	**176**	44	5	0	0	0	0	0	0	0	0	0	0	314	16-25	220
17:00	75	175	**61**	3	0	**1**	0	0	0	0	0	0	0	0	**315**	16-25	236
18:00	40	122	50	4	0	0	0	0	0	0	0	0	0	0	216	16-25	172
19:00	31	87	36	4	**3**	0	0	0	0	0	0	0	0	0	161	16-25	123
20:00	19	54	21	4	0	0	0	0	0	0	0	0	0	0	98	16-25	75
21:00	8	47	34	3	0	0	0	0	0	0	0	0	0	0	92	16-25	81
22:00	17	43	19	5	0	1	0	0	0	0	0	0	0	0	85	16-25	62
23:00	7	27	13	1	0	0	0	0	0	0	0	0	0	0	48	16-25	40
Total	769	1669	710	65	6	2	0	0	0	0	0	0	0	0	3221		
Percent	23.9%	51.8%	22.0%	2.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	09:00	08:00	06:00										10:00		
Vol.	54	111	57	5	1										201		
PM Peak	14:00	16:00	17:00	15:00	19:00	17:00									17:00		
Vol.	92	176	61	6	3	1									315		

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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	Pace Speed	Number in Pace
06/13/23	9	19	12	2	0	0	0	0	0	0	0	0	0	0	42	16-25	31
01:00	8	14	6	0	0	0	0	0	0	0	0	0	0	0	28	16-25	20
02:00	3	6	4	1	0	0	0	0	0	0	0	0	0	0	14	16-25	10
03:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
04:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
05:00	1	8	9	2	0	0	0	0	0	0	0	0	0	0	20	16-25	17
06:00	6	11	14	5	0	0	0	0	0	0	0	0	0	0	36	16-25	25
07:00	8	35	37	6	**1**	0	0	0	0	0	0	0	0	0	87	16-25	72
08:00	22	93	**54**	3	1	**1**	0	0	0	0	0	0	0	0	174	16-25	147
09:00	32	101	53	**8**	1	0	0	0	0	0	0	0	0	0	**195**	16-25	154
10:00	**42**	77	53	3	0	0	0	0	0	0	0	0	0	0	175	16-25	130
11:00	33	**105**	45	6	0	0	0	0	0	0	0	0	0	0	189	16-25	150
12 PM	58	113	43	**6**	0	0	0	0	0	0	0	0	0	0	220	16-25	156
13:00	63	102	34	0	0	0	0	0	0	0	0	0	0	0	199	16-25	136
14:00	60	132	44	3	0	0	0	0	0	0	0	0	0	0	239	16-25	176
15:00	41	147	**64**	5	0	0	0	0	0	0	0	0	0	0	257	16-25	211
16:00	70	**149**	58	4	0	0	0	0	0	0	0	0	0	0	**281**	16-25	207
17:00	**98**	130	29	1	0	0	0	0	0	0	0	0	0	0	258	11-20	163
18:00	27	129	57	4	0	0	0	0	0	0	0	0	0	0	217	16-25	186
19:00	7	9	0	0	0	0	0	0	0	0	0	0	0	0	16	11-20	11
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	590	1384	621	59	3	1	0	0	0	0	0	0	0	0	2658		
Percent	22.2%	52.1%	23.4%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	09:00	07:00	08:00									09:00		
Vol.	42	105	54	8	1	1									195		
PM Peak	17:00	16:00	15:00	12:00											16:00		
Vol.	98	149	64	6											281		
Total	4294	9680	4819	464	37	5	1	0	0	0	0	0	0	0	19300		
Percent	22.2%	50.2%	25.0%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	10 MPH
50th Percentile :	17 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	14499
Percent in Pace :	75.1%
Number of Vehicles > 25 MPH :	507
Percent of Vehicles > 25 MPH :	2.6%
Mean Speed(Average) :	17 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Broadway North of Main Street
Norwich, Connecticut

Site Code:
Station ID: 5871

Latitude: 0' 0.0000 Undefined

Start Time	Mon 05-Jun-23	Tue 06-Jun-23	Wed 07-Jun-23	Thu 08-Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23	Week Average
12:00 AM	*	*	*	48	47	48	56	82	58
01:00	*	*	*	31	22	26	40	44	34
02:00	*	*	*	16	14	15	40	35	26
03:00	*	*	*	6	8	7	21	19	14
04:00	*	*	*	5	6	6	12	12	9
05:00	*	*	*	18	17	18	13	11	15
06:00	*	*	*	37	41	39	29	25	33
07:00	*	*	*	89	77	83	49	46	65
08:00	*	*	*	196	173	184	103	85	139
09:00	*	*	*	177	198	188	93	86	138
10:00	*	*	*	219	169	194	155	121	166
11:00	*	*	*	193	223	208	149	151	179
12:00 PM	*	*	*	251	253	252	201	159	216
01:00	*	*	*	246	278	262	203	176	226
02:00	*	*	*	218	223	220	175	175	198
03:00	*	*	*	262	230	246	180	182	214
04:00	*	*	18	328	313	220	209	198	213
05:00	*	*	303	275	259	279	210	165	242
06:00	*	*	211	217	300	243	228	150	221
07:00	*	*	150	175	316	214	156	127	185
08:00	*	*	121	162	170	151	151	92	139
09:00	*	*	139	147	132	139	117	88	125
10:00	*	*	99	105	145	116	107	77	107
11:00	*	*	51	60	92	68	89	50	68
Total	0	0	1092	3481	3706	3426	2786	2356	3030

Date	Daily Total
08-Jun-23	3481
09-Jun-23	3706
Average	3594

Broadway North of Main Street
Norwich, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5871

Latitude: 0' 0.0000 Undefined

Start Time	Mon 12-Jun-23	Tue 13-Jun-23	Wed 14-Jun-23	Thu 15-Jun-23	Fri 16-Jun-23	Week Day Average	Sat 17-Jun-23	Sun 18-Jun-23	Week Average
12:00 AM	41	42	*	*	*	42	*	*	42
01:00	33	28	*	*	*	30	*	*	30
02:00	23	14	*	*	*	18	*	*	18
03:00	12	5	*	*	*	8	*	*	8
04:00	7	6	*	*	*	6	*	*	6
05:00	16	20	*	*	*	18	*	*	18
06:00	44	36	*	*	*	40	*	*	40
07:00	74	87	*	*	*	80	*	*	80
08:00	164	174	*	*	*	169	*	*	169
09:00	173	195	*	*	*	184	*	*	184
10:00	201	175	*	*	*	188	*	*	188
11:00	187	189	*	*	*	188	*	*	188
12:00 PM	202	220	*	*	*	211	*	*	211
01:00	231	199	*	*	*	215	*	*	215
02:00	232	239	*	*	*	236	*	*	236
03:00	252	257	*	*	*	254	*	*	254
04:00	314	281	*	*	*	298	*	*	298
05:00	315	258	*	*	*	286	*	*	286
06:00	216	217	*	*	*	216	*	*	216
07:00	161	16	*	*	*	88	*	*	88
08:00	98	*	*	*	*	98	*	*	98
09:00	92	*	*	*	*	92	*	*	92
10:00	85	*	*	*	*	85	*	*	85
11:00	48	*	*	*	*	48	*	*	48
Total	3221	2658	0	0	0	3098	0	0	3098
Date	Daily Total								
12-Jun-23	3221								
Grand Total	3221	2658	1092	3481	3706	6524	2786	2356	6128

C Crash Data

2018-2022 Crash Data: Norwich Downtown Circulation Study

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
376693	Norwich	1/2/2018	15:44	Injury of any type (Serious, Minor, Possible	Sideswipe, opposite direction	Clear	Daylight	Dry
376697	Norwich	1/3/2018	12:13	Property Damage Only	Front to rear	Clear	Daylight	Dry
376698	Norwich	1/3/2018	18:01	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Dark-Lighted	Dry
376702	Norwich	1/5/2018	17:58	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Snow
379629	Norwich	1/9/2018	16:09	Property Damage Only	Front to rear	Clear	Daylight	Wet
379688	Norwich	1/8/2018	18:44	Injury of any type (Serious, Minor, Possible	Front to rear	Snow	Dark-Lighted	Snow
381170	Norwich	1/12/2018	0:20	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Wet
381171	Norwich	1/12/2018	8:53	Property Damage Only	Angle	Clear	Daylight	Wet
381852	Norwich	1/9/2018	15:11	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
381854	Norwich	1/12/2018	16:23	Property Damage Only	Front to rear	Rain	Dusk	Wet
382078	Norwich	1/7/2018	16:00	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
382111	Norwich	1/10/2018	9:00	Property Damage Only	Angle	Clear	Daylight	Dry
382118	Norwich	1/3/2018	21:36	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
387385	Norwich	1/9/2018	7:58	Property Damage Only	Front to rear	Clear	Daylight	Wet
387392	Norwich	1/19/2018	16:25	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
387396	Norwich	1/23/2018	7:21	Property Damage Only	Front to rear	Rain	Daylight	Wet
389022	Norwich	1/22/2018	15:53	Property Damage Only	Not Applicable	Cloudy	Dusk	Wet
389024	Norwich	1/22/2018	22:44	Property Damage Only	Not Applicable	Cloudy	Dark-Lighted	Wet
389025	Norwich	1/24/2018	15:06	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
389026	Norwich	1/26/2018	20:34	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
390211	Norwich	2/9/2018	9:44	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
390213	Norwich	2/9/2018	17:08	Injury of any type (Serious, Minor, Possible	Other	Clear	Daylight	Dry
394126	Norwich	2/6/2018	15:56	Property Damage Only	Other	Clear	Daylight	Dry
394808	Norwich	2/18/2018	6:36	Property Damage Only	Not Applicable	Clear	Daylight	Snow
394810	Norwich	2/23/2018	0:50	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
394811	Norwich	2/23/2018	10:12	Property Damage Only	Angle	Cloudy	Daylight	Dry
405440	Norwich	2/15/2018	11:22	Property Damage Only	Front to rear	Clear	Daylight	Wet
405452	Norwich	2/19/2018	12:01	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
405463	Norwich	2/25/2018	18:08	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Wet
405494	Norwich	3/3/2018	12:02	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
405495	Norwich	3/3/2018	13:07	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
405496	Norwich	3/4/2018	18:34	Property Damage Only	Rear to side	Clear	Dark-Lighted	Dry
405511	Norwich	3/8/2018	15:06	Property Damage Only	Angle	Clear	Daylight	Dry
405514	Norwich	3/9/2018	13:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
405526	Norwich	3/14/2018	16:59	Property Damage Only	Front to rear	Clear	Daylight	Dry
405532	Norwich	3/15/2018	22:15	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
405538	Norwich	3/17/2018	21:31	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
405547	Norwich	3/24/2018	14:29	Property Damage Only	Sideswipe, opposite direction	Cloudy	Daylight	Dry
405551	Norwich	1/23/2018	14:32	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
405570	Norwich	2/27/2018	9:31	Property Damage Only	Front to rear	Clear	Daylight	Dry
405571	Norwich	2/27/2018	13:58	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
405574	Norwich	2/28/2018	4:33	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
405616	Norwich	3/28/2018	6:20	Property Damage Only	Angle	Cloudy	Dawn	Wet
405625	Norwich	4/4/2018	14:28	Property Damage Only	Front to rear	Rain	Daylight	Wet
406211	Norwich	3/6/2018	12:08	Property Damage Only	Angle	Clear	Daylight	Dry
406217	Norwich	3/23/2018	11:59	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
407797	Norwich	3/5/2018	6:43	Property Damage Only	Front to rear	Clear	Daylight	Wet
407991	Norwich	4/6/2018	12:19	Property Damage Only	Front to rear	Snow	Daylight	Wet
408929	Norwich	4/14/2018	19:21	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
408930	Norwich	4/14/2018	21:25	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
408933	Norwich	2/26/2018	12:32	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
408951	Norwich	4/19/2018	19:50	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Wet
409326	Norwich	2/9/2018	9:50	Property Damage Only	Angle	Clear	Daylight	Dry
410340	Norwich	4/11/2018	14:53	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
410343	Norwich	4/24/2018	22:05	Property Damage Only	Rear to rear	Clear	Dark-Lighted	Dry
411485	Norwich	3/9/2018	14:21	Property Damage Only	Front to rear	Clear	Daylight	Dry
411486	Norwich	4/11/2018	14:20	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
413834	Norwich	5/5/2018	2:06	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
415673	Norwich	4/28/2018	15:19	Property Damage Only	Front to rear	Clear	Daylight	Dry
415992	Norwich	5/3/2018	15:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
417193	Norwich	4/19/2018	12:15	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
417194	Norwich	4/25/2018	8:55	Property Damage Only	Front to rear	Rain	Daylight	Wet
417195	Norwich	4/27/2018	9:06	Property Damage Only	Angle	Clear	Daylight	Dry
421928	Norwich	5/4/2018	11:07	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
421942	Norwich	5/11/2018	15:59	Property Damage Only	Front to rear	Clear	Daylight	Dry
421951	Norwich	5/15/2018	12:27	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
421952	Norwich	5/15/2018	15:16	Property Damage Only	Front to rear	Clear	Daylight	Dry
421953	Norwich	5/15/2018	18:42	Injury of any type (Serious, Minor, Possible	Angle	Rain	Dusk	Wet
421959	Norwich	5/17/2018	18:03	Property Damage Only	Front to rear	Clear	Daylight	Dry
421967	Norwich	5/20/2018	17:55	Property Damage Only	Front to rear	Rain	Daylight	Wet
421979	Norwich	5/25/2018	9:59	Property Damage Only	Front to rear	Clear	Daylight	Dry
421984	Norwich	5/30/2018	15:11	Property Damage Only	Unknown	Clear	Daylight	Dry
422749	Norwich	4/11/2018	13:04	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
424297	Norwich	6/4/2018	9:35	Property Damage Only	Front to rear	Rain	Daylight	Wet
432067	Norwich	5/3/2018	20:40	Property Damage Only	Front to rear	Clear	Dark-Lighted	Wet
432069	Norwich	5/9/2018	11:12	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
432072	Norwich	5/17/2018	8:42	Property Damage Only	Front to rear	Rain	Daylight	Wet
432075	Norwich	5/21/2018	15:43	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
432080	Norwich	5/26/2018	21:30	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
432082	Norwich	5/29/2018	12:11	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
432083	Norwich	5/29/2018	15:36	Property Damage Only	Front to rear	Clear	Daylight	Dry
432093	Norwich	6/4/2018	1:11	Property Damage Only	Not Applicable	Cloudy	Dark-Lighted	Dry
432096	Norwich	6/4/2018	9:23	Property Damage Only	Front to rear	Rain	Daylight	Wet
432113	Norwich	6/9/2018	2:18	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
432115	Norwich	6/11/2018	14:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
432142	Norwich	6/21/2018	19:27	Property Damage Only	Front to rear	Clear	Daylight	Dry
435081	Norwich	6/15/2018	11:41	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
435082	Norwich	6/16/2018	11:11	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
438195	Norwich	7/10/2018	11:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
438199	Norwich	7/15/2018	17:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
439605	Norwich	7/2/2018	12:13	Property Damage Only	Front to rear	Clear	Daylight	Dry
439606	Norwich	7/2/2018	14:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
439609	Norwich	7/7/2018	14:16	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
439610	Norwich	7/10/2018	17:10	Property Damage Only	Front to rear	Clear	Daylight	Dry
441426	Norwich	7/14/2018	17:50	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
441471	Norwich	7/7/2018	13:23	Property Damage Only	Front to rear	Clear	Daylight	Dry
441492	Norwich	7/15/2018	13:03	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
441493	Norwich	7/16/2018	13:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
441494	Norwich	7/18/2018	12:44	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
441495	Norwich	7/19/2018	18:11	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
442480	Norwich	7/14/2018	10:17	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
442485	Norwich	7/23/2018	14:36	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
443332	Norwich	5/31/2018	17:22	Property Damage Only	Front to rear	Clear	Daylight	Dry
443334	Norwich	6/19/2018	11:44	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
443685	Norwich	7/20/2018	20:58	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
443688	Norwich	7/26/2018	10:34	Property Damage Only	Angle	Clear	Daylight	Dry
445412	Norwich	7/5/2018	16:36	Property Damage Only	Front to rear	Clear	Daylight	Dry
446464	Norwich	6/22/2018	14:01	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
446466	Norwich	7/16/2018	11:24	Property Damage Only	Rear to side	Clear	Daylight	Dry
446468	Norwich	7/29/2018	17:41	Property Damage Only	Angle	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
446469	Norwich	7/31/2018	10:06	Property Damage Only	Front to rear	Clear	Daylight	Dry
446475	Norwich	8/4/2018	21:32	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
446477	Norwich	8/5/2018	23:46	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
447166	Norwich	8/2/2018	13:43	Property Damage Only	Front to rear	Clear	Daylight	Dry
447168	Norwich	8/5/2018	16:52	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Oil
447169	Norwich	8/5/2018	17:46	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
447171	Norwich	8/8/2018	17:29	Property Damage Only	Front to rear	Clear	Daylight	Dry
447172	Norwich	8/8/2018	18:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
447176	Norwich	8/10/2018	18:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
447209	Norwich	8/9/2018	23:42	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dark-Lighted	Dry
448190	Norwich	8/15/2018	14:06	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
448191	Norwich	8/15/2018	15:00	Property Damage Only	Other	Clear	Daylight	Dry
448195	Norwich	8/18/2018	0:51	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
457283	Norwich	8/31/2018	18:51	Property Damage Only	Angle	Clear	Daylight	Dry
459219	Norwich	9/13/2018	23:46	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Dark-Lighted	Dry
459220	Norwich	9/17/2018	17:28	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
466299	Norwich	6/28/2018	10:27	Property Damage Only	Angle	Rain	Daylight	Wet
466301	Norwich	8/3/2018	14:50	Property Damage Only	Front to rear	Clear	Daylight	Dry
466304	Norwich	8/13/2018	16:41	Property Damage Only	Front to rear	Rain	Daylight	Wet
466307	Norwich	8/16/2018	8:21	Property Damage Only	Front to rear	Clear	Daylight	Dry
466319	Norwich	8/23/2018	10:50	Property Damage Only	Angle	Clear	Daylight	Dry
466326	Norwich	8/28/2018	9:58	Property Damage Only	Front to rear	Clear	Daylight	Dry
466330	Norwich	8/31/2018	18:05	Property Damage Only	Front to front	Cloudy	Daylight	Dry
466331	Norwich	9/1/2018	2:32	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
466340	Norwich	9/4/2018	10:17	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
466346	Norwich	9/10/2018	7:19	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
466350	Norwich	9/10/2018	17:20	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
466352	Norwich	9/11/2018	11:11	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Clear	Daylight	Dry
466356	Norwich	9/14/2018	7:12	Property Damage Only	Front to rear	Clear	Daylight	Dry
466357	Norwich	9/14/2018	21:08	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
466361	Norwich	9/16/2018	13:52	Property Damage Only	Front to rear	Clear	Daylight	Dry
466366	Norwich	9/17/2018	13:13	Property Damage Only	Not Applicable	Clear	Daylight	Dry
466376	Norwich	9/20/2018	15:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
466380	Norwich	9/21/2018	15:54	Property Damage Only	Angle	Clear	Daylight	Dry
466381	Norwich	9/21/2018	17:12	Property Damage Only	Other	Cloudy	Daylight	Dry
466386	Norwich	9/24/2018	14:13	Property Damage Only	Angle	Clear	Daylight	Dry
466392	Norwich	9/27/2018	11:22	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
466620	Norwich	10/1/2018	9:08	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
466622	Norwich	10/1/2018	14:51	Property Damage Only	Front to rear	Clear	Daylight	Dry
466626	Norwich	10/3/2018	14:30	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
466630	Norwich	10/5/2018	15:10	Property Damage Only	Front to rear	Clear	Daylight	Dry
466631	Norwich	10/5/2018	17:16	Property Damage Only	Front to rear	Clear	Daylight	Dry
468509	Norwich	8/29/2018	13:27	Property Damage Only	Not Applicable	Clear	Daylight	Dry
468513	Norwich	9/17/2018	11:14	Property Damage Only	Front to rear	Clear	Daylight	Dry
468526	Norwich	10/9/2018	18:32	Property Damage Only	Front to rear	Clear	Dark-Unknown Lighting	Dry
468527	Norwich	10/9/2018	21:50	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
468532	Norwich	10/11/2018	19:43	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
471083	Norwich	10/12/2018	12:52	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
473579	Norwich	10/7/2018	20:01	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
480002	Norwich	10/7/2018	12:30	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
480003	Norwich	10/10/2018	17:12	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
480012	Norwich	10/21/2018	8:06	Property Damage Only	Not Applicable	Clear	Daylight	Wet
480029	Norwich	10/29/2018	16:07	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
480039	Norwich	11/2/2018	18:02	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dark-Lighted	Dry
486932	Norwich	11/11/2018	17:27	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
488819	Norwich	10/30/2018	15:41	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
488829	Norwich	11/14/2018	11:21	Property Damage Only	Front to rear	Clear	Daylight	Dry
488831	Norwich	11/15/2018	17:43	Property Damage Only	Front to rear	Snow	Dusk	Snow
488836	Norwich	11/16/2018	17:19	Property Damage Only	Front to rear	Clear	Dusk	Dry
488838	Norwich	11/16/2018	19:36	Property Damage Only	Angle	Clear	Dark-Not Lighted	Dry
488845	Norwich	11/20/2018	13:43	Property Damage Only	Angle	Cloudy	Daylight	Wet
488867	Norwich	11/27/2018	16:48	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
496114	Norwich	11/23/2018	16:34	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
496145	Norwich	10/9/2018	14:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
496148	Norwich	10/20/2018	12:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
496167	Norwich	12/1/2018	13:26	Property Damage Only	Angle	Clear	Daylight	Dry
496170	Norwich	12/3/2018	19:25	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
496175	Norwich	12/7/2018	16:10	Property Damage Only	Angle	Cloudy	Dusk	Dry
496185	Norwich	12/16/2018	23:24	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
502043	Norwich	12/17/2018	9:03	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
502048	Norwich	12/21/2018	11:50	Property Damage Only	Angle	Rain	Daylight	Wet
502051	Norwich	12/23/2018	16:44	Property Damage Only	Unknown	Unknown	Unknown	Unknown
506348	Norwich	12/20/2018	17:57	Injury of any type (Serious, Minor, Possible	Front to front	Clear	Dark-Lighted	Dry
506349	Norwich	12/20/2018	20:20	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
506356	Norwich	12/23/2018	13:16	Property Damage Only	Angle	Clear	Daylight	Dry
506361	Norwich	12/24/2018	15:18	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Wet
506364	Norwich	12/26/2018	16:03	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
506374	Norwich	12/28/2018	22:36	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
506375	Norwich	12/29/2018	3:07	Injury of any type (Serious, Minor, Possible	Not Applicable	Cloudy	Dark-Lighted	Wet
506378	Norwich	12/31/2018	13:30	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
506386	Norwich	1/8/2019	20:56	Injury of any type (Serious, Minor, Possible	Not Applicable	Fog, Smog, Smoke	Dark-Lighted	Wet
506388	Norwich	1/10/2019	15:15	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
506399	Norwich	1/16/2019	23:43	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
506405	Norwich	1/4/2019	12:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
506410	Norwich	1/7/2019	16:58	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
511181	Norwich	1/23/2019	16:03	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
511182	Norwich	1/23/2019	17:50	Property Damage Only	Angle	Cloudy	Dark-Lighted	Wet
511188	Norwich	1/3/2019	12:03	Property Damage Only	Front to rear	Clear	Daylight	Dry
511194	Norwich	1/4/2019	12:22	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
549773	Norwich	2/3/2019	17:19	Property Damage Only	Angle	Clear	Daylight	Dry
549787	Norwich	2/6/2019	16:30	Property Damage Only	Front to rear	Clear	Daylight	Dry
549789	Norwich	2/6/2019	22:32	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
549790	Norwich	2/7/2019	8:20	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
549797	Norwich	12/30/2018	9:24	Property Damage Only	Unknown	Clear	Unknown	Dry
549800	Norwich	1/15/2019	8:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
549828	Norwich	1/27/2019	12:59	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
549831	Norwich	1/28/2019	16:54	Property Damage Only	Front to rear	Clear	Daylight	Dry
549848	Norwich	2/2/2019	16:00	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
549854	Norwich	2/11/2019	15:36	Property Damage Only	Front to rear	Clear	Daylight	Dry
549862	Norwich	2/15/2019	10:11	Property Damage Only	Front to rear	Clear	Daylight	Dry
549880	Norwich	4/21/2018	14:57	Property Damage Only	Other	Clear	Daylight	Dry
549884	Norwich	3/12/2019	5:38	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
549888	Norwich	3/13/2019	12:54	Property Damage Only	Angle	Clear	Daylight	Dry
549892	Norwich	3/14/2019	14:09	Property Damage Only	Angle	Clear	Daylight	Dry
549898	Norwich	3/16/2019	17:51	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
549906	Norwich	3/19/2019	18:01	Property Damage Only	Unknown	Clear	Unknown	Unknown
549920	Norwich	3/24/2019	20:46	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
549921	Norwich	3/24/2019	23:28	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
549926	Norwich	3/28/2019	17:14	Property Damage Only	Front to rear	Clear	Daylight	Dry
549927	Norwich	3/28/2019	18:52	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
549928	Norwich	3/29/2019	14:16	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
549933	Norwich	4/1/2019	9:19	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

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549952	Norwich	4/12/2019	17:32	Property Damage Only	Angle	Clear	Daylight	Dry
549954	Norwich	4/13/2019	5:27	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
549955	Norwich	4/13/2019	15:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
549958	Norwich	4/15/2019	10:39	Property Damage Only	Angle	Clear	Daylight	Dry
549968	Norwich	1/24/2019	16:20	Property Damage Only	Front to rear	Rain	Daylight	Wet
550003	Norwich	4/20/2019	15:12	Property Damage Only	Front to rear	Clear	Daylight	Dry
550004	Norwich	4/20/2019	20:40	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Wet
550013	Norwich	4/23/2019	19:34	Property Damage Only	Angle	Clear	Daylight	Dry
550016	Norwich	4/24/2019	7:02	Property Damage Only	Angle	Clear	Daylight	Dry
550022	Norwich	4/25/2019	16:37	Property Damage Only	Other	Clear	Daylight	Dry
550025	Norwich	4/27/2019	20:46	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
550029	Norwich	4/28/2019	4:19	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
550032	Norwich	5/1/2019	9:03	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
550035	Norwich	5/2/2019	15:43	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
550037	Norwich	5/3/2019	15:38	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
550062	Norwich	2/18/2019	7:51	Property Damage Only	Not Applicable	Freezing Rain or Freezing Drizzle	Daylight	Ice / Frost
550067	Norwich	2/20/2019	7:10	Property Damage Only	Angle	Clear	Daylight	Dry
550076	Norwich	2/23/2019	9:21	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
550079	Norwich	2/25/2019	10:21	Property Damage Only	Front to rear	Clear	Daylight	Dry
550120	Norwich	3/3/2019	13:32	Property Damage Only	Angle	Clear	Daylight	Dry
550133	Norwich	3/6/2019	15:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
550138	Norwich	3/8/2019	10:02	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
550140	Norwich	3/9/2019	16:54	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
550880	Norwich	4/26/2019	12:54	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
550882	Norwich	5/3/2019	17:06	Injury of any type (Serious, Minor, Possible	Front to front	Clear	Daylight	Dry
550888	Norwich	5/7/2019	6:58	Property Damage Only	Front to rear	Clear	Daylight	Dry
550911	Norwich	5/18/2019	18:05	Property Damage Only	Not Applicable	Clear	Daylight	Dry
550915	Norwich	5/21/2019	10:29	Property Damage Only	Angle	Clear	Daylight	Dry
550919	Norwich	5/24/2019	14:41	Property Damage Only	Angle	Clear	Daylight	Dry
550920	Norwich	5/24/2019	16:58	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
555837	Norwich	4/13/2019	10:13	Property Damage Only	Front to rear	Rain	Daylight	Wet
555846	Norwich	5/22/2019	13:49	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
555855	Norwich	5/28/2019	19:08	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Daylight	Wet
555857	Norwich	5/29/2019	16:50	Property Damage Only	Front to rear	Clear	Daylight	Dry
555864	Norwich	6/2/2019	18:27	Property Damage Only	Front to rear	Clear	Daylight	Dry
556207	Norwich	5/31/2019	13:25	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
562485	Norwich	5/1/2019	10:43	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
562488	Norwich	5/15/2019	12:06	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
562502	Norwich	6/4/2019	14:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
562503	Norwich	6/4/2019	19:26	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
562504	Norwich	6/5/2019	10:44	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
562509	Norwich	6/7/2019	12:18	Property Damage Only	Front to rear	Clear	Daylight	Dry
562510	Norwich	6/7/2019	20:13	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
562513	Norwich	6/13/2019	8:15	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
562514	Norwich	6/17/2019	17:13	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
562515	Norwich	6/20/2019	13:30	Property Damage Only	Front to rear	Rain	Daylight	Wet
567424	Norwich	6/11/2019	11:07	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Daylight	Dry
567441	Norwich	6/18/2019	8:05	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
567446	Norwich	6/19/2019	11:26	Property Damage Only	Angle	Clear	Daylight	Dry
567453	Norwich	6/25/2019	14:22	Property Damage Only	Front to rear	Rain	Daylight	Wet
567455	Norwich	6/26/2019	15:10	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
567456	Norwich	6/27/2019	13:41	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
567457	Norwich	6/28/2019	18:14	Property Damage Only	Front to rear	Clear	Daylight	Dry
567468	Norwich	7/3/2019	21:48	Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
567470	Norwich	7/7/2019	12:30	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
567476	Norwich	7/9/2019	12:05	Property Damage Only	Angle	Clear	Daylight	Dry

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567477	Norwich	7/9/2019	16:01	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
567482	Norwich	7/11/2019	9:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
570755	Norwich	2/21/2019	15:31	Property Damage Only	Front to rear	Clear	Daylight	Dry
571888	Norwich	6/20/2019	12:00	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
571902	Norwich	7/13/2019	15:37	Property Damage Only	Front to rear	Clear	Daylight	Dry
571910	Norwich	7/17/2019	10:21	Property Damage Only	Not Applicable	Clear	Daylight	Dry
571913	Norwich	7/18/2019	17:22	Property Damage Only	Angle	Cloudy	Daylight	Dry
573089	Norwich	7/18/2019	14:00	Property Damage Only	Angle	Rain	Daylight	Wet
574506	Norwich	8/7/2019	1:21	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
574776	Norwich	7/26/2019	15:47	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
574807	Norwich	8/1/2019	10:05	Property Damage Only	Other	Clear	Daylight	Dry
574853	Norwich	9/7/2018	17:55	Property Damage Only	Angle	Clear	Daylight	Wet
576576	Norwich	7/29/2019	10:23	Property Damage Only	Front to rear	Clear	Daylight	Dry
576884	Norwich	8/4/2019	18:12	Property Damage Only	Front to rear	Clear	Daylight	Dry
577341	Norwich	8/14/2019	15:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
577556	Norwich	8/12/2019	18:04	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
578284	Norwich	6/28/2019	12:13	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
579359	Norwich	8/13/2019	22:46	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
579362	Norwich	8/23/2019	9:27	Property Damage Only	Front to rear	Rain	Daylight	Wet
581305	Norwich	7/30/2019	13:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
581343	Norwich	7/22/2019	18:10	Property Damage Only	Front to rear	Clear	Daylight	Dry
581562	Norwich	8/29/2019	11:48	Property Damage Only	Angle	Clear	Daylight	Dry
581625	Norwich	8/22/2019	14:53	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
583129	Norwich	8/27/2019	9:52	Property Damage Only	Not Applicable	Clear	Daylight	Dry
583133	Norwich	9/2/2019	16:51	Property Damage Only	Front to rear	Clear	Daylight	Dry
583144	Norwich	7/17/2019	15:08	Property Damage Only	Not Applicable	Clear	Daylight	Dry
583153	Norwich	8/31/2019	19:54	Injury of any type (Serious, Minor, Possible	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
583154	Norwich	9/3/2019	17:56	Property Damage Only	Front to rear	Clear	Daylight	Dry
583155	Norwich	9/5/2019	14:49	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
583164	Norwich	7/30/2019	11:19	Property Damage Only	Front to rear	Clear	Daylight	Dry
583169	Norwich	8/29/2019	15:53	Property Damage Only	Unknown	Clear	Daylight	Dry
583192	Norwich	9/7/2019	13:06	Property Damage Only	Front to rear	Clear	Daylight	Dry
583768	Norwich	8/12/2019	13:22	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
584307	Norwich	8/19/2019	15:41	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
584792	Norwich	8/30/2019	17:46	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
590377	Norwich	8/24/2019	9:47	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
592383	Norwich	9/19/2019	16:52	Property Damage Only	Angle	Clear	Daylight	Dry
592384	Norwich	9/20/2019	12:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
594296	Norwich	9/6/2019	12:27	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
594301	Norwich	9/17/2019	16:23	Property Damage Only	Front to rear	Clear	Daylight	Dry
594305	Norwich	9/20/2019	16:22	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
594309	Norwich	9/24/2019	10:47	Property Damage Only	Front to rear	Clear	Daylight	Dry
594331	Norwich	9/26/2019	7:43	Property Damage Only	Front to rear	Fog, Smog, Smoke	Daylight	Dry
594333	Norwich	10/2/2019	7:18	Property Damage Only	Front to rear	Clear	Daylight	Dry
599444	Norwich	6/20/2018	10:30	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Clear	Daylight	Dry
600593	Norwich	8/16/2019	16:01	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
602885	Norwich	2/6/2019	13:31	Injury of any type (Serious, Minor, Possible	Other	Clear	Daylight	Dry
605217	Norwich	10/1/2019	21:05	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
605219	Norwich	10/7/2019	18:16	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
608996	Norwich	10/3/2019	18:28	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
609082	Norwich	10/17/2019	15:48	Injury of any type (Serious, Minor, Possible	Front to rear	Cloudy	Daylight	Wet
612589	Norwich	9/6/2019	22:15	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
612592	Norwich	9/27/2019	7:54	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
612595	Norwich	10/1/2019	8:47	Property Damage Only	Angle	Clear	Daylight	Dry
612729	Norwich	10/16/2019	11:15	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
612758	Norwich	10/15/2019	16:42	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

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612762	Norwich	10/18/2019	10:26	Property Damage Only	Front to rear	Clear	Daylight	Dry
612879	Norwich	10/20/2019	22:46	Property Damage Only	Not Applicable	Rain	Dark-Lighted	Wet
612884	Norwich	10/25/2019	14:52	Property Damage Only	Front to rear	Clear	Daylight	Dry
612902	Norwich	10/22/2019	16:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
612915	Norwich	10/2/2019	11:01	Property Damage Only	Not Applicable	Clear	Daylight	Dry
612920	Norwich	10/27/2019	17:47	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
612923	Norwich	10/28/2019	17:41	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
613526	Norwich	10/29/2019	20:55	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
613531	Norwich	10/31/2019	16:32	Property Damage Only	Front to rear	Rain	Daylight	Wet
613545	Norwich	11/6/2019	19:16	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
613546	Norwich	11/8/2019	16:09	Property Damage Only	Other	Clear	Daylight	Dry
614874	Norwich	11/13/2019	4:18	Property Damage Only	Not Applicable	Cloudy	Dark-Lighted	Dry
615984	Norwich	10/19/2019	6:59	Property Damage Only	Not Applicable	Clear	Dawn	Dry
615985	Norwich	10/31/2019	11:17	Property Damage Only	Front to rear	Rain	Daylight	Wet
615986	Norwich	11/11/2019	12:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
616831	Norwich	11/20/2019	22:38	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Dry
616973	Norwich	11/5/2019	14:31	Property Damage Only	Front to rear	Rain	Daylight	Wet
617912	Norwich	11/15/2019	7:51	Property Damage Only	Not Applicable	Clear	Daylight	Ice / Frost
619207	Norwich	11/21/2019	11:34	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
620971	Norwich	9/26/2019	12:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
620974	Norwich	11/8/2019	20:27	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
620981	Norwich	11/23/2019	12:55	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
620983	Norwich	11/29/2019	0:46	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
622378	Norwich	11/21/2019	11:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
622444	Norwich	11/22/2019	13:42	Property Damage Only	Front to rear	Rain	Daylight	Wet
622472	Norwich	11/23/2019	22:34	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
622474	Norwich	11/24/2019	17:53	Property Damage Only	Sideswipe, same direction	Rain	Dark-Not Lighted	Wet
623527	Norwich	11/30/2019	16:58	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
623689	Norwich	12/4/2019	17:27	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
625041	Norwich	12/9/2019	10:04	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Daylight	Wet
628011	Norwich	12/7/2019	14:09	Property Damage Only	Not Applicable	Clear	Daylight	Dry
630951	Norwich	12/19/2019	17:52	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
630953	Norwich	12/20/2019	10:10	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
632694	Norwich	12/9/2019	17:21	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
632779	Norwich	12/21/2019	9:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
633003	Norwich	11/13/2019	7:31	Property Damage Only	Front to rear	Clear	Daylight	Dry
633007	Norwich	12/11/2019	13:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
633008	Norwich	12/13/2019	9:19	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Wet
633039	Norwich	11/26/2019	14:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
635832	Norwich	12/22/2019	13:25	Property Damage Only	Front to rear	Clear	Daylight	Dry
637259	Norwich	1/2/2020	17:07	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Dry
639266	Norwich	12/6/2019	15:58	Property Damage Only	Other	Clear	Daylight	Dry
639273	Norwich	12/31/2019	7:19	Property Damage Only	Front to rear	Rain	Daylight	Wet
639284	Norwich	12/31/2019	23:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
639286	Norwich	1/3/2020	22:49	Property Damage Only	Sideswipe, same direction	Rain	Dark-Lighted	Wet
639287	Norwich	1/4/2020	4:51	Property Damage Only	Sideswipe, same direction	Rain	Dark-Lighted	Wet
639290	Norwich	1/4/2020	16:04	Property Damage Only	Front to rear	Clear	Daylight	Dry
639291	Norwich	1/4/2020	16:21	Injury of any type (Serious, Minor, Possible	Front to rear	Rain	Daylight	Wet
639296	Norwich	1/6/2020	7:09	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
639297	Norwich	1/6/2020	11:02	Injury of any type (Serious, Minor, Possible	Angle	Snow	Daylight	Wet
640415	Norwich	1/13/2020	17:16	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
642217	Norwich	12/18/2019	16:03	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Wet
642218	Norwich	12/31/2019	14:09	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
642219	Norwich	12/31/2019	16:16	Property Damage Only	Angle	Clear	Daylight	Dry
642223	Norwich	1/14/2020	8:08	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
642271	Norwich	1/18/2020	16:24	Property Damage Only	Front to rear	Snow	Dusk	Snow

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
644008	Norwich	1/9/2020	16:27	Property Damage Only	Not Applicable	Clear	Daylight	Dry
644103	Norwich	8/30/2019	7:55	Property Damage Only	Front to rear	Clear	Daylight	Dry
644105	Norwich	12/22/2019	21:01	Property Damage Only	Rear to rear	Clear	Dark-Lighted	Wet
644413	Norwich	1/14/2020	18:45	Property Damage Only	Not Applicable	Rain	Dark-Lighted	Wet
646858	Norwich	1/8/2020	11:28	Property Damage Only	Front to rear	Clear	Daylight	Dry
646862	Norwich	1/27/2020	19:26	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
646894	Norwich	1/14/2020	15:17	Property Damage Only	Front to rear	Clear	Daylight	Dry
646898	Norwich	1/18/2020	17:51	Property Damage Only	Sideswipe, same direction	Snow	Dusk	Snow
646902	Norwich	1/21/2020	16:29	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
648924	Norwich	1/28/2020	13:25	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
649878	Norwich	1/18/2020	16:44	Property Damage Only	Front to rear	Snow	Dark-Lighted	Snow
657038	Norwich	1/18/2020	16:26	Property Damage Only	Front to rear	Snow	Daylight	Snow
657649	Norwich	1/30/2020	8:50	Property Damage Only	Front to rear	Clear	Daylight	Dry
657652	Norwich	2/5/2020	11:22	Property Damage Only	Front to rear	Clear	Daylight	Dry
657653	Norwich	2/11/2020	20:42	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Wet
657753	Norwich	2/5/2020	14:35	Property Damage Only	Other	Clear	Daylight	Dry
657862	Norwich	1/18/2020	16:26	Injury of any type (Serious, Minor, Possible	Other	Snow	Daylight	Snow
657867	Norwich	2/10/2020	16:32	Property Damage Only	Front to rear	Rain	Daylight	Wet
657873	Norwich	2/16/2020	3:05	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
663518	Norwich	2/11/2020	15:01	Property Damage Only	Front to rear	Rain	Daylight	Wet
663520	Norwich	2/16/2020	19:24	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
663564	Norwich	2/26/2020	14:53	Property Damage Only	Front to rear	Clear	Daylight	Dry
663567	Norwich	2/26/2020	19:14	Property Damage Only	Angle	Cloudy	Dark-Lighted	Dry
663572	Norwich	3/2/2020	14:08	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
663582	Norwich	2/20/2020	11:51	Property Damage Only	Front to rear	Clear	Daylight	Dry
663585	Norwich	2/28/2020	10:21	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
664670	Norwich	3/2/2020	7:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
667814	Norwich	2/24/2020	18:07	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
669073	Norwich	1/11/2020	18:27	Property Damage Only	Front to rear	Clear	Dark-Lighted	Wet
669078	Norwich	2/23/2020	18:44	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
669465	Norwich	3/2/2020	7:58	Property Damage Only	Front to rear	Clear	Daylight	Dry
671092	Norwich	3/9/2020	18:20	Property Damage Only	Angle	Clear	Daylight	Dry
671093	Norwich	3/11/2020	15:43	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
671094	Norwich	3/11/2020	16:59	Property Damage Only	Front to rear	Clear	Daylight	Dry
671106	Norwich	3/27/2020	15:46	Property Damage Only	Front to rear	Clear	Daylight	Dry
671378	Norwich	2/7/2020	23:32	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
671573	Norwich	3/19/2020	12:10	Property Damage Only	Front to front	Clear	Daylight	Dry
672179	Norwich	3/19/2020	13:57	Property Damage Only	Not Applicable	Clear	Daylight	Dry
674062	Norwich	4/3/2020	16:24	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
674758	Norwich	4/8/2020	22:42	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
684667	Norwich	4/17/2020	8:25	Property Damage Only	Front to rear	Clear	Daylight	Dry
684670	Norwich	5/11/2020	14:38	Injury of any type (Serious, Minor, Possible	Front to rear	Cloudy	Daylight	Wet
684672	Norwich	5/15/2020	12:19	Property Damage Only	Unknown	Clear	Daylight	Dry
685192	Norwich	4/25/2020	18:17	Property Damage Only	Front to rear	Clear	Daylight	Dry
688971	Norwich	5/2/2020	16:29	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
688996	Norwich	5/4/2020	15:33	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
689004	Norwich	5/12/2020	12:29	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
689020	Norwich	11/11/2019	19:37	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
689027	Norwich	5/27/2020	12:07	Property Damage Only	Front to rear	Clear	Daylight	Dry
689028	Norwich	5/30/2020	1:19	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
690413	Norwich	5/31/2020	16:52	Property Damage Only	Front to rear	Clear	Daylight	Dry
690431	Norwich	5/1/2020	19:53	Property Damage Only	Not Applicable	Clear	Dusk	Dry
690432	Norwich	5/2/2020	17:48	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
690433	Norwich	5/4/2020	15:51	Property Damage Only	Front to rear	Clear	Daylight	Dry
690457	Norwich	5/9/2020	14:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
693652	Norwich	6/8/2020	7:45	Property Damage Only	Angle	Clear	Daylight	Dry

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693658	Norwich	6/17/2020	10:52	Property Damage Only	Not Applicable	Clear	Daylight	Dry
698672	Norwich	6/10/2020	8:25	Property Damage Only	Angle	Clear	Daylight	Dry
698687	Norwich	6/13/2020	11:36	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
698688	Norwich	6/16/2020	15:02	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
698693	Norwich	6/17/2020	15:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
698694	Norwich	6/18/2020	10:12	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
698698	Norwich	6/23/2020	20:36	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
698935	Norwich	6/21/2020	23:36	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
698938	Norwich	6/24/2020	19:59	Property Damage Only	Front to rear	Clear	Daylight	Dry
698972	Norwich	6/16/2020	12:55	Property Damage Only	Front to rear	Clear	Daylight	Dry
699839	Norwich	6/25/2020	20:27	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dusk	Dry
701795	Norwich	7/4/2020	22:15	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
701878	Norwich	7/9/2020	6:23	Property Damage Only	Front to rear	Clear	Daylight	Dry
702898	Norwich	6/29/2020	13:27	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
702972	Norwich	7/19/2020	###########	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
703006	Norwich	7/21/2020	9:43	Property Damage Only	Front to rear	Clear	Daylight	Dry
712225	Norwich	7/31/2020	14:41	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
713779	Norwich	7/25/2020	12:36	Property Damage Only	Front to rear	Clear	Daylight	Dry
713796	Norwich	7/30/2020	11:42	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
713814	Norwich	7/31/2020	15:42	Property Damage Only	Front to rear	Clear	Daylight	Dry
714958	Norwich	7/31/2020	22:01	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
714959	Norwich	8/1/2020	15:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
716994	Norwich	8/3/2020	23:33	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
719092	Norwich	8/17/2020	14:47	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
719096	Norwich	8/25/2020	0:30	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
719330	Norwich	8/29/2020	19:35	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
720112	Norwich	8/5/2020	8:07	Property Damage Only	Angle	Clear	Daylight	Dry
720300	Norwich	8/13/2020	12:40	Property Damage Only	Angle	Clear	Daylight	Dry
722084	Norwich	8/16/2020	20:47	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
723432	Norwich	7/27/2020	14:55	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
723470	Norwich	8/19/2020	10:49	Property Damage Only	Front to rear	Rain	Daylight	Wet
724027	Norwich	8/7/2020	19:38	Property Damage Only	Angle	Clear	Dusk	Dry
724045	Norwich	7/30/2020	18:09	Property Damage Only	Angle	Clear	Daylight	Dry
724439	Norwich	8/28/2020	14:19	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
725108	Norwich	8/29/2020	13:44	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
725109	Norwich	8/30/2020	14:39	Property Damage Only	Front to rear	Clear	Daylight	Dry
727364	Norwich	9/9/2020	10:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
727703	Norwich	9/15/2020	0:54	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
727704	Norwich	9/15/2020	20:50	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
729080	Norwich	10/1/2020	15:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
729176	Norwich	9/14/2020	19:19	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
730730	Norwich	7/2/2020	18:03	Property Damage Only	Angle	Clear	Daylight	Dry
730741	Norwich	9/21/2020	13:27	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
732500	Norwich	9/3/2020	21:30	Property Damage Only	Sideswipe, same direction	Clear	Dark-Not Lighted	Dry
732503	Norwich	9/22/2020	7:58	Property Damage Only	Front to rear	Clear	Daylight	Dry
737580	Norwich	10/24/2020	22:15	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
738186	Norwich	10/13/2020	23:43	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
738297	Norwich	10/15/2020	19:54	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
753852	Norwich	10/13/2020	11:59	Property Damage Only	Front to rear	Rain	Daylight	Wet
756039	Norwich	11/1/2020	3:43	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
758492	Norwich	10/25/2020	12:10	Property Damage Only	Angle	Clear	Daylight	Dry
758808	Norwich	10/23/2020	13:21	Property Damage Only	Angle	Cloudy	Daylight	Dry
759304	Norwich	10/31/2020	16:10	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
759325	Norwich	10/29/2020	16:03	Property Damage Only	Angle	Rain	Daylight	Wet
759779	Norwich	10/31/2020	11:54	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
759788	Norwich	11/9/2020	20:47	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
759790	Norwich	11/12/2020	11:23	Injury of any type (Serious, Minor, Possible	Front to rear	Rain	Daylight	Wet
762661	Norwich	11/5/2020	13:26	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
763135	Norwich	10/24/2020	2:34	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
763755	Norwich	11/6/2020	18:26	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
766930	Norwich	11/7/2020	13:08	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
766997	Norwich	11/13/2020	10:57	Property Damage Only	Angle	Rain	Daylight	Wet
767016	Norwich	11/13/2020	19:22	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
767180	Norwich	11/16/2020	8:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
767394	Norwich	11/17/2020	16:19	Property Damage Only	Front to rear	Clear	Daylight	Dry
768041	Norwich	11/22/2020	22:27	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Dry
768845	Norwich	11/15/2020	16:23	Property Damage Only	Angle	Clear	Daylight	Dry
768849	Norwich	11/28/2020	23:47	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
772101	Norwich	6/13/2019	11:06	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
772102	Norwich	6/18/2019	15:51	Injury of any type (Serious, Minor, Possible	Angle	Rain	Daylight	Wet
772105	Norwich	9/14/2019	20:52	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
772113	Norwich	8/11/2020	16:30	Property Damage Only	Not Applicable	Clear	Daylight	Dry
776179	Norwich	12/18/2020	11:36	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Cloudy	Daylight	Snow
779650	Norwich	12/31/2020	12:52	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
780033	Norwich	11/26/2020	12:00	Injury of any type (Serious, Minor, Possible	Angle	Rain	Daylight	Wet
781190	Norwich	12/3/2020	11:33	Property Damage Only	Front to front	Clear	Daylight	Dry
782589	Norwich	11/21/2020	13:18	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
784916	Norwich	1/14/2021	13:31	Property Damage Only	Front to rear	Clear	Daylight	Dry
785480	Norwich	2/2/2021	8:22	Property Damage Only	Front to rear	Cloudy	Daylight	Slush
786468	Norwich	11/20/2020	23:47	Property Damage Only	Rear to side	Clear	Dark-Lighted	Dry
786721	Norwich	12/31/2020	6:56	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
787656	Norwich	11/19/2020	18:48	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
791586	Norwich	1/11/2021	8:42	Property Damage Only	Angle	Clear	Daylight	Dry
792137	Norwich	12/3/2020	13:07	Property Damage Only	Front to rear	Clear	Daylight	Dry
792418	Norwich	1/14/2021	15:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
792419	Norwich	2/6/2021	18:41	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
793740	Norwich	2/8/2021	9:19	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Wet
793741	Norwich	2/9/2021	11:55	Property Damage Only	Front to rear	Clear	Daylight	Wet
794044	Norwich	1/22/2021	19:23	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
795429	Norwich	3/5/2021	7:46	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
796367	Norwich	2/8/2021	15:32	Property Damage Only	Angle	Clear	Daylight	Ice / Frost
796368	Norwich	2/15/2021	17:28	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
797026	Norwich	2/22/2021	18:28	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
798917	Norwich	3/25/2021	17:45	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
801576	Norwich	2/26/2021	13:07	Property Damage Only	Front to rear	Clear	Daylight	Dry
805090	Norwich	4/6/2021	14:20	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
805091	Norwich	2/27/2021	15:05	Property Damage Only	Front to rear	Rain	Daylight	Wet
807034	Norwich	4/10/2021	0:35	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
807306	Norwich	4/9/2021	15:59	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
809293	Norwich	4/25/2020	16:19	Fatal (Kill)	Front to front	Clear	Daylight	Dry
811104	Norwich	4/15/2021	16:57	Property Damage Only	Front to front	Rain	Daylight	Wet
811121	Norwich	4/26/2021	8:08	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
811453	Norwich	5/3/2021	9:55	Property Damage Only	Front to rear	Clear	Daylight	Dry
811470	Norwich	4/3/2021	9:16	Property Damage Only	Angle	Clear	Daylight	Dry
812273	Norwich	4/10/2021	12:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
812896	Norwich	4/28/2021	19:21	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
814945	Norwich	5/21/2021	10:23	Property Damage Only	Not Applicable	Clear	Daylight	Dry
815508	Norwich	4/20/2021	11:10	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
818559	Norwich	5/13/2021	13:26	Property Damage Only	Angle	Cloudy	Daylight	Dry
819917	Norwich	5/1/2021	19:11	Property Damage Only	Front to rear	Clear	Daylight	Dry
822649	Norwich	5/28/2021	21:21	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
825852	Norwich	6/17/2021	5:03	Property Damage Only	Other	Clear	Daylight	Dry

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825907	Norwich	6/8/2021	11:16	Property Damage Only	Front to rear	Clear	Daylight	Dry
830159	Norwich	6/12/2021	14:20	Property Damage Only	Angle	Clear	Daylight	Dry
830917	Norwich	7/2/2021	23:18	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Dark-Lighted	Wet
830918	Norwich	7/13/2021	16:16	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
831214	Norwich	7/13/2021	16:16	Injury of any type (Serious, Minor, Possible	Other	Clear	Daylight	Dry
831750	Norwich	5/29/2021	1:46	Property Damage Only	Sideswipe, same direction	Rain	Dark-Lighted	Wet
834829	Norwich	7/17/2021	22:01	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Dark-Lighted	Dry
837128	Norwich	7/18/2021	8:29	Property Damage Only	Not Applicable	Rain	Daylight	Wet
837677	Norwich	7/9/2021	7:32	Property Damage Only	Front to rear	Rain	Daylight	Wet
837680	Norwich	7/21/2021	18:11	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
840581	Norwich	7/14/2021	20:50	Property Damage Only	Other	Clear	Dark-Lighted	Dry
841196	Norwich	8/24/2020	9:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
842133	Norwich	7/6/2021	15:50	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
842929	Norwich	8/13/2021	15:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
842932	Norwich	8/13/2021	23:41	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
843240	Norwich	8/14/2021	16:45	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
843672	Norwich	8/13/2021	17:15	Property Damage Only	Front to rear	Clear	Daylight	Dry
844959	Norwich	8/17/2021	17:07	Property Damage Only	Unknown	Clear	Daylight	Dry
845314	Norwich	8/2/2021	17:24	Property Damage Only	Angle	Clear	Daylight	Dry
845647	Norwich	8/7/2021	15:18	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
846518	Norwich	8/8/2021	13:05	Property Damage Only	Front to rear	Rain	Daylight	Wet
846529	Norwich	5/20/2021	21:03	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
846810	Norwich	8/6/2021	16:23	Property Damage Only	Not Applicable	Clear	Daylight	Dry
846839	Norwich	8/19/2021	8:16	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
847376	Norwich	8/20/2021	21:12	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
847421	Norwich	8/21/2021	19:06	Property Damage Only	Front to rear	Clear	Dusk	Dry
847423	Norwich	8/23/2021	20:57	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
847812	Norwich	8/27/2021	16:05	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
854989	Norwich	9/12/2021	14:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
854991	Norwich	9/12/2021	22:01	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
854993	Norwich	9/19/2021	21:02	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
854996	Norwich	9/21/2021	18:47	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
854999	Norwich	9/30/2021	16:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
856148	Norwich	7/2/2021	12:56	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
856151	Norwich	8/28/2021	16:25	Property Damage Only	Front to rear	Clear	Daylight	Dry
856543	Norwich	9/11/2021	20:51	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
856546	Norwich	10/4/2021	15:01	Property Damage Only	Front to rear	Rain	Daylight	Wet
861127	Norwich	10/9/2021	8:54	Property Damage Only	Front to rear	Clear	Daylight	Dry
861553	Norwich	9/5/2021	2:34	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
861990	Norwich	9/27/2021	16:01	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
863290	Norwich	10/10/2021	11:38	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
863291	Norwich	10/15/2021	16:53	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
864084	Norwich	9/13/2021	12:51	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
864085	Norwich	9/13/2021	14:08	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
865852	Norwich	9/16/2021	11:29	Property Damage Only	Front to rear	Rain	Daylight	Wet
865855	Norwich	10/5/2021	17:12	Property Damage Only	Front to rear	Clear	Daylight	Dry
865936	Norwich	9/23/2021	0:22	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
865938	Norwich	10/4/2021	23:27	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
866556	Norwich	10/31/2021	17:36	Property Damage Only	Front to rear	Clear	Dusk	Dry
866632	Norwich	9/28/2021	16:37	Property Damage Only	Sideswipe, opposite direction	Cloudy	Daylight	Wet
866944	Norwich	10/1/2021	11:02	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
868186	Norwich	10/2/2021	13:05	Property Damage Only	Front to rear	Clear	Daylight	Dry
868187	Norwich	10/2/2021	18:59	Injury of any type (Serious, Minor, Possible	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
869974	Norwich	11/1/2021	15:59	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
870838	Norwich	11/7/2021	18:22	Property Damage Only	Sideswipe, same direction	Cloudy	Dark-Lighted	Dry
872299	Norwich	11/10/2021	13:59	Property Damage Only	Other	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
872585	Norwich	11/13/2021	21:41	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
872586	Norwich	11/19/2021	8:55	Property Damage Only	Not Applicable	Clear	Daylight	Dry
873969	Norwich	9/4/2021	23:16	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
873971	Norwich	10/28/2021	12:29	Injury of any type (Serious, Minor, Possible	Front to rear	Cloudy	Daylight	Dry
875732	Norwich	11/9/2021	20:44	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
875733	Norwich	11/10/2021	9:47	Property Damage Only	Front to rear	Clear	Daylight	Dry
875813	Norwich	11/11/2021	20:12	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
875845	Norwich	11/20/2020	16:58	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
877000	Norwich	11/24/2021	13:15	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
877184	Norwich	12/22/2020	11:15	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
877521	Norwich	11/17/2021	9:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
877540	Norwich	11/30/2021	14:44	Property Damage Only	Front to rear	Clear	Daylight	Dry
877552	Norwich	12/24/2020	20:53	Property Damage Only	Sideswipe, same direction	Cloudy	Dark-Lighted	Wet
877579	Norwich	12/30/2020	15:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
877799	Norwich	12/3/2021	22:25	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
877821	Norwich	11/26/2021	21:09	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Wet
877915	Norwich	11/28/2020	12:34	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
879271	Norwich	12/6/2021	12:05	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Wet
879375	Norwich	12/7/2021	6:20	Property Damage Only	Angle	Clear	Dawn	Dry
879378	Norwich	12/8/2021	13:50	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
879656	Norwich	12/7/2020	15:41	Property Damage Only	Front to rear	Clear	Daylight	Dry
879722	Norwich	12/12/2020	14:15	Property Damage Only	Not Applicable	Rain	Daylight	Wet
879724	Norwich	11/23/2021	17:22	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
879725	Norwich	11/24/2021	8:09	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
879726	Norwich	11/24/2021	14:12	Property Damage Only	Angle	Clear	Daylight	Dry
879727	Norwich	11/24/2021	21:43	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
879728	Norwich	11/30/2021	16:56	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
880021	Norwich	11/29/2021	12:26	Property Damage Only	Front to rear	Clear	Daylight	Dry
880058	Norwich	11/26/2021	15:16	Property Damage Only	Angle	Clear	Daylight	Dry
880072	Norwich	12/13/2020	22:00	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
880108	Norwich	12/14/2020	15:18	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
880453	Norwich	12/20/2020	13:02	Property Damage Only	Angle	Clear	Daylight	Snow
880455	Norwich	12/20/2020	20:05	Property Damage Only	Front to rear	Clear	Dark-Lighted	Slush
880457	Norwich	11/22/2021	6:06	Injury of any type (Serious, Minor, Possible	Front to rear	Rain	Dark-Lighted	Wet
880708	Norwich	12/9/2021	8:39	Property Damage Only	Not Applicable	Clear	Daylight	Snow
881530	Norwich	12/9/2021	10:38	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Wet
882706	Norwich	12/17/2020	18:56	Property Damage Only	Front to rear	Clear	Dark-Lighted	Snow
891719	Norwich	12/18/2021	5:57	Property Damage Only	Angle	Cloudy	Dark-Lighted	Dry
895005	Norwich	12/21/2021	16:58	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
895026	Norwich	12/26/2021	13:27	Property Damage Only	Angle	Clear	Daylight	Dry
895072	Norwich	11/3/2021	16:53	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
895100	Norwich	12/24/2021	8:40	Injury of any type (Serious, Minor, Possible	Angle	Snow	Daylight	Snow
895101	Norwich	12/31/2021	21:29	Injury of any type (Serious, Minor, Possible	Front to front	Rain	Dark-Lighted	Wet
895352	Norwich	12/21/2021	7:54	Property Damage Only	Angle	Clear	Daylight	Dry
895437	Norwich	12/25/2021	12:17	Property Damage Only	Not Applicable	Rain	Daylight	Wet
895941	Norwich	12/20/2021	14:44	Property Damage Only	Front to rear	Clear	Daylight	Dry
895942	Norwich	12/21/2021	7:59	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Ice / Frost
895967	Norwich	12/21/2021	17:03	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
896634	Norwich	1/5/2021	10:09	Property Damage Only	Front to rear	Clear	Daylight	Dry
896644	Norwich	12/28/2021	12:39	Property Damage Only	Front to rear	Clear	Daylight	Dry
896646	Norwich	12/31/2021	5:00	Property Damage Only	Unknown	Clear	Dark-Lighted	Wet
896962	Norwich	1/5/2021	20:21	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
896963	Norwich	1/6/2021	17:59	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
897390	Norwich	12/27/2021	17:21	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
897391	Norwich	12/28/2021	12:37	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
898111	Norwich	1/14/2021	15:09	Property Damage Only	Angle	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
898116	Norwich	12/29/2021	17:01	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
898118	Norwich	12/30/2021	11:41	Property Damage Only	Front to rear	Rain	Daylight	Wet
898119	Norwich	12/30/2021	17:00	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
899012	Norwich	1/18/2022	9:26	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
899034	Norwich	1/15/2021	16:22	Property Damage Only	Front to rear	Clear	Daylight	Dry
903260	Norwich	1/20/2021	18:25	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
903278	Norwich	1/16/2022	15:11	Property Damage Only	Front to rear	Clear	Daylight	Dry
903338	Norwich	1/8/2022	12:04	Property Damage Only	Front to rear	Clear	Daylight	Dry
903513	Norwich	1/26/2022	15:47	Property Damage Only	Front to rear	Clear	Daylight	Dry
903539	Norwich	1/30/2021	17:57	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
903556	Norwich	1/11/2022	16:21	Property Damage Only	Front to rear	Clear	Daylight	Dry
903570	Norwich	1/15/2022	20:13	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
903584	Norwich	1/17/2022	9:41	Property Damage Only	Front to rear	Rain	Daylight	Wet
903645	Norwich	11/6/2021	15:01	Property Damage Only	Angle	Clear	Daylight	Dry
903686	Norwich	11/17/2021	15:55	Property Damage Only	Front to rear	Clear	Daylight	Dry
904300	Norwich	2/4/2021	13:47	Property Damage Only	Front to rear	Clear	Daylight	Wet
904950	Norwich	10/28/2021	8:18	Property Damage Only	Front to rear	Clear	Daylight	Dry
907342	Norwich	2/7/2021	13:35	Property Damage Only	Front to rear	Snow	Daylight	Snow
908269	Norwich	2/7/2021	16:24	Property Damage Only	Sideswipe, opposite direction	Snow	Daylight	Snow
908633	Norwich	3/9/2021	16:14	Property Damage Only	Front to rear	Clear	Daylight	Dry
908819	Norwich	2/9/2021	13:41	Property Damage Only	Not Applicable	Snow	Daylight	Snow
909091	Norwich	4/3/2021	8:56	Property Damage Only	Front to rear	Clear	Daylight	Dry
909092	Norwich	4/3/2021	19:58	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
909094	Norwich	2/10/2021	8:35	Property Damage Only	Not Applicable	Clear	Daylight	Ice / Frost
953857	Norwich	7/7/2021	10:44	Property Damage Only	Front to rear	Clear	Daylight	Dry
953863	Norwich	7/16/2021	14:11	Property Damage Only	Unknown	Clear	Daylight	Dry
953865	Norwich	7/19/2021	21:03	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
953868	Norwich	7/24/2021	20:03	Property Damage Only	Front to rear	Clear	Daylight	Dry
953871	Norwich	2/18/2021	13:52	Property Damage Only	Not Applicable	Snow	Daylight	Snow
953879	Norwich	2/21/2021	14:01	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
953880	Norwich	2/21/2021	17:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
953881	Norwich	2/22/2021	14:04	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
953898	Norwich	6/19/2022	18:00	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
953904	Norwich	6/26/2022	16:42	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
953906	Norwich	6/27/2022	11:34	Property Damage Only	Angle	Clear	Daylight	Dry
953907	Norwich	6/27/2022	14:32	Injury of any type (Serious, Minor, Possible	Angle	Rain	Daylight	Wet
953911	Norwich	6/30/2022	7:52	Property Damage Only	Front to rear	Clear	Daylight	Dry
953953	Norwich	4/15/2021	11:40	Property Damage Only	Front to rear	Rain	Daylight	Wet
953954	Norwich	4/16/2021	13:22	Property Damage Only	Front to rear	Rain	Daylight	Wet
953959	Norwich	4/17/2021	17:41	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
953966	Norwich	4/22/2021	14:37	Property Damage Only	Angle	Clear	Daylight	Dry
953982	Norwich	5/7/2021	15:58	Property Damage Only	Front to rear	Clear	Daylight	Dry
953984	Norwich	5/8/2021	20:21	Property Damage Only	Unknown	Clear	Dusk	Dry
953991	Norwich	5/12/2021	4:55	Property Damage Only	Unknown	Clear	Unknown	Dry
953993	Norwich	5/11/2021	22:10	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
954001	Norwich	5/28/2021	20:19	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
954022	Norwich	10/29/2021	18:17	Injury of any type (Serious, Minor, Possible	Front to rear	Cloudy	Dark-Lighted	Dry
954024	Norwich	12/12/2021	16:55	Property Damage Only	Angle	Cloudy	Dark-Lighted	Wet
954031	Norwich	1/25/2022	13:15	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954034	Norwich	2/7/2022	12:57	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
954092	Norwich	6/11/2021	15:24	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954093	Norwich	6/11/2021	15:29	Property Damage Only	Front to rear	Clear	Daylight	Dry
954097	Norwich	3/16/2022	8:47	Property Damage Only	Front to rear	Clear	Daylight	Dry
954100	Norwich	3/17/2022	15:53	Property Damage Only	Angle	Cloudy	Daylight	Wet
954104	Norwich	3/18/2022	11:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
954109	Norwich	3/19/2022	13:12	Property Damage Only	Front to rear	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
954122	Norwich	3/25/2022	16:34	Property Damage Only	Front to rear	Clear	Daylight	Dry
954125	Norwich	3/29/2022	16:20	Property Damage Only	Not Applicable	Clear	Daylight	Dry
954131	Norwich	2/14/2022	15:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
954132	Norwich	2/14/2022	22:08	Property Damage Only	Unknown	Clear	Dark-Lighted	Ice / Frost
954142	Norwich	2/27/2022	2:25	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
954144	Norwich	2/27/2022	15:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
954146	Norwich	2/28/2022	10:35	Property Damage Only	Front to rear	Clear	Daylight	Dry
954148	Norwich	2/28/2022	17:33	Property Damage Only	Not Applicable	Clear	Daylight	Dry
954185	Norwich	4/29/2021	12:38	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
954187	Norwich	4/29/2021	14:41	Property Damage Only	Front to rear	Clear	Daylight	Dry
954202	Norwich	5/25/2021	16:31	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954207	Norwich	5/30/2021	18:22	Property Damage Only	Not Applicable	Rain	Daylight	Wet
954223	Norwich	3/28/2022	17:57	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954224	Norwich	3/29/2022	19:27	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
954230	Norwich	3/31/2022	13:49	Property Damage Only	Not Applicable	Clear	Daylight	Dry
954231	Norwich	4/2/2022	7:20	Property Damage Only	Front to rear	Clear	Daylight	Dry
954240	Norwich	4/5/2022	16:37	Property Damage Only	Front to rear	Clear	Daylight	Dry
954243	Norwich	4/6/2022	23:18	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Clear	Dark-Lighted	Dry
954251	Norwich	4/8/2022	21:03	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
954263	Norwich	2/3/2022	8:50	Property Damage Only	Angle	Rain	Daylight	Wet
954264	Norwich	2/3/2022	12:16	Injury of any type (Serious, Minor, Possible	Front to rear	Rain	Daylight	Wet
954302	Norwich	4/8/2022	8:13	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Clear	Daylight	Dry
954305	Norwich	4/12/2022	12:26	Property Damage Only	Angle	Clear	Daylight	Dry
954306	Norwich	4/13/2022	16:36	Property Damage Only	Other	Clear	Daylight	Dry
954308	Norwich	4/14/2022	11:52	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954316	Norwich	4/16/2022	16:58	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
954317	Norwich	4/16/2022	19:16	Injury of any type (Serious, Minor, Possible	Not Applicable	Cloudy	Dusk	Dry
954326	Norwich	4/21/2022	16:37	Property Damage Only	Angle	Cloudy	Daylight	Dry
954329	Norwich	4/22/2022	14:07	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954339	Norwich	4/26/2022	13:50	Property Damage Only	Unknown	Clear	Daylight	Dry
954340	Norwich	4/26/2022	15:17	Property Damage Only	Front to rear	Rain	Daylight	Wet
954350	Norwich	4/29/2022	11:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
954352	Norwich	4/30/2022	13:22	Property Damage Only	Angle	Clear	Daylight	Dry
954357	Norwich	5/2/2022	9:34	Property Damage Only	Front to rear	Clear	Daylight	Dry
954369	Norwich	5/5/2022	16:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
954376	Norwich	5/8/2022	16:17	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954379	Norwich	5/9/2022	20:48	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
954382	Norwich	5/10/2022	13:49	Property Damage Only	Front to rear	Clear	Daylight	Dry
954412	Norwich	6/10/2021	20:02	Property Damage Only	Front to rear	Clear	Daylight	Dry
954427	Norwich	6/20/2021	21:44	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
954429	Norwich	6/22/2021	5:25	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
954435	Norwich	4/28/2022	8:46	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
954440	Norwich	5/2/2022	21:21	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
954442	Norwich	5/5/2022	22:41	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
954445	Norwich	5/11/2022	9:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
954446	Norwich	5/11/2022	14:29	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954458	Norwich	5/17/2022	18:30	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
954460	Norwich	5/18/2022	9:37	Injury of any type (Serious, Minor, Possible	Sideswipe, opposite direction	Clear	Daylight	Dry
954467	Norwich	5/20/2022	13:46	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954473	Norwich	5/23/2022	8:14	Property Damage Only	Front to rear	Clear	Daylight	Dry
954475	Norwich	5/23/2022	10:45	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954482	Norwich	5/25/2022	13:41	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954496	Norwich	5/29/2022	18:51	Property Damage Only	Front to rear	Clear	Daylight	Dry
954501	Norwich	5/31/2022	16:10	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954505	Norwich	6/1/2022	9:48	Property Damage Only	Angle	Cloudy	Daylight	Dry
954531	Norwich	6/27/2021	16:16	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

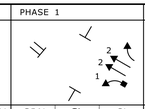
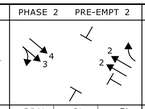
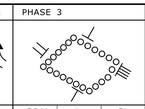
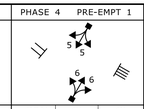
CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
954539	Norwich	7/2/2021	9:40	Property Damage Only	Front to rear	Clear	Daylight	Dry
954543	Norwich	7/3/2021	21:44	Property Damage Only	Rear to rear	Clear	Dark-Lighted	Dry
954556	Norwich	6/5/2022	18:19	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
954567	Norwich	6/10/2022	22:12	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
954591	Norwich	6/23/2022	8:53	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
954594	Norwich	1/25/2022	8:59	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Wet
954596	Norwich	1/27/2022	18:02	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
954600	Norwich	1/28/2022	14:36	Property Damage Only	Not Applicable	Clear	Daylight	Wet
954610	Norwich	1/31/2022	16:24	Property Damage Only	Front to rear	Clear	Daylight	Dry
954619	Norwich	2/7/2022	10:32	Injury of any type (Serious, Minor, Possible	Front to rear	Rain	Daylight	Wet
954622	Norwich	2/8/2022	6:50	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Wet
954624	Norwich	2/8/2022	15:42	Property Damage Only	Front to front	Clear	Daylight	Wet
954625	Norwich	2/9/2022	8:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
954627	Norwich	2/9/2022	16:57	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
954682	Norwich	2/19/2022	7:22	Property Damage Only	Front to rear	Clear	Daylight	Dry
954684	Norwich	2/19/2022	19:37	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Wet
954690	Norwich	2/21/2022	16:32	Property Damage Only	Rear to side	Clear	Daylight	Dry
954705	Norwich	3/5/2022	17:53	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
954711	Norwich	3/7/2022	15:38	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
954712	Norwich	3/7/2022	15:49	Property Damage Only	Not Applicable	Clear	Daylight	Dry
954715	Norwich	3/8/2022	13:07	Property Damage Only	Front to front	Clear	Daylight	Dry
954718	Norwich	3/8/2022	15:03	Property Damage Only	Front to rear	Clear	Daylight	Dry
954719	Norwich	3/9/2022	1:01	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
954726	Norwich	3/10/2022	17:47	Property Damage Only	Front to rear	Clear	Dusk	Dry
954730	Norwich	3/11/2022	15:18	Property Damage Only	Front to rear	Clear	Daylight	Dry
954740	Norwich	3/15/2022	13:22	Property Damage Only	Front to rear	Clear	Daylight	Dry
956032	Norwich	7/11/2022	16:45	Property Damage Only	Front to rear	Clear	Daylight	Dry
956064	Norwich	7/12/2022	13:27	Property Damage Only	Angle	Clear	Daylight	Dry
956349	Norwich	6/27/2022	15:17	Property Damage Only	Other	Clear	Daylight	Dry
956706	Norwich	7/13/2022	22:24	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
956741	Norwich	7/8/2022	23:35	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
956958	Norwich	7/5/2022	22:30	Injury of any type (Serious, Minor, Possible	Not Applicable	Rain	Dark-Lighted	Wet
957545	Norwich	7/6/2022	12:47	Property Damage Only	Not Applicable	Clear	Daylight	Dry
957571	Norwich	7/6/2022	14:34	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
958250	Norwich	6/20/2022	18:38	Property Damage Only	Front to rear	Clear	Daylight	Dry
958796	Norwich	6/30/2022	14:28	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
960558	Norwich	7/21/2022	14:49	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
960585	Norwich	7/20/2022	16:25	Property Damage Only	Not Applicable	Clear	Daylight	Dry
960603	Norwich	7/20/2022	9:56	Property Damage Only	Front to rear	Clear	Daylight	Dry
960856	Norwich	7/26/2022	10:37	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
961091	Norwich	7/2/2021	23:01	Property Damage Only	Not Applicable	Rain	Dark-Lighted	Wet
961791	Norwich	7/7/2022	16:33	Property Damage Only	Front to rear	Clear	Daylight	Dry
961792	Norwich	7/8/2022	15:05	Property Damage Only	Angle	Clear	Daylight	Dry
962263	Norwich	7/26/2022	15:40	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
962283	Norwich	7/28/2022	22:31	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
962284	Norwich	7/31/2022	16:58	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
962300	Norwich	8/1/2022	23:36	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dark-Lighted	Dry
962347	Norwich	7/11/2022	15:47	Property Damage Only	Front to rear	Clear	Daylight	Dry
962348	Norwich	7/19/2022	11:24	Property Damage Only	Front to rear	Clear	Daylight	Dry
962828	Norwich	7/22/2022	13:42	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
963845	Norwich	8/14/2022	14:27	Property Damage Only	Front to front	Clear	Daylight	Dry
963879	Norwich	8/17/2022	16:11	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Wet
964149	Norwich	8/10/2022	17:30	Property Damage Only	Angle	Clear	Daylight	Dry
965106	Norwich	8/22/2022	7:53	Property Damage Only	Front to rear	Rain	Daylight	Wet
965569	Norwich	9/2/2021	1:46	Property Damage Only	Not Applicable	Rain	Dark-Lighted	Moving Water
965570	Norwich	9/8/2021	18:21	Property Damage Only	Front to front	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
966894	Norwich	8/12/2022	16:06	Property Damage Only	Angle	Clear	Daylight	Dry
967319	Norwich	7/5/2021	22:18	Property Damage Only	Rear to side	Clear	Dark-Lighted	Dry
967341	Norwich	8/10/2022	20:50	Injury of any type (Serious, Minor, Possible	Angle	Cloudy	Dark-Lighted	Dry
970361	Norwich	8/30/2022	17:12	Property Damage Only	Front to rear	Clear	Daylight	Dry
970362	Norwich	9/2/2022	12:32	Property Damage Only	Not Applicable	Clear	Daylight	Dry
970961	Norwich	8/28/2022	12:27	Property Damage Only	Front to rear	Clear	Daylight	Dry
970972	Norwich	8/31/2022	16:53	Property Damage Only	Not Applicable	Clear	Daylight	Dry
971125	Norwich	7/31/2021	16:18	Property Damage Only	Other	Clear	Daylight	Dry
971768	Norwich	7/24/2021	21:42	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dark-Lighted	Dry
971822	Norwich	8/22/2022	15:01	Property Damage Only	Front to rear	Rain	Daylight	Wet
972105	Norwich	9/3/2022	18:03	Property Damage Only	Front to rear	Clear	Daylight	Dry
972126	Norwich	7/16/2021	13:35	Property Damage Only	Not Applicable	Clear	Daylight	Dry
972168	Norwich	8/4/2022	14:14	Property Damage Only	Other	Clear	Daylight	Dry
972169	Norwich	8/31/2022	0:09	Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
972171	Norwich	9/7/2022	9:32	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Dry
972247	Norwich	9/5/2022	12:33	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
973236	Norwich	8/27/2022	10:00	Property Damage Only	Angle	Clear	Daylight	Dry
973238	Norwich	9/11/2022	19:37	Property Damage Only	Front to front	Clear	Daylight	Dry
973267	Norwich	9/12/2022	11:20	Property Damage Only	Front to rear	Rain	Daylight	Wet
974506	Norwich	7/15/2021	20:38	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
975038	Norwich	9/9/2022	10:25	Property Damage Only	Front to rear	Clear	Daylight	Dry
976185	Norwich	9/8/2022	11:35	Injury of any type (Serious, Minor, Possible	Other	Clear	Daylight	Dry
976605	Norwich	9/12/2022	13:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
976624	Norwich	8/22/2022	14:34	Property Damage Only	Angle	Rain	Daylight	Wet
976626	Norwich	9/6/2022	12:49	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
976856	Norwich	9/8/2022	19:50	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
976939	Norwich	9/20/2022	6:46	Property Damage Only	Front to rear	Clear	Daylight	Dry
977529	Norwich	8/28/2022	14:06	Injury of any type (Serious, Minor, Possible	Sideswipe, same direction	Clear	Daylight	Dry
977545	Norwich	9/21/2022	23:21	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
978504	Norwich	9/24/2022	13:55	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Daylight	Dry
978554	Norwich	9/17/2022	16:18	Property Damage Only	Angle	Clear	Daylight	Dry
981382	Norwich	9/9/2022	19:07	Property Damage Only	Front to rear	Rain	Dusk	Wet
981391	Norwich	10/3/2022	19:44	Property Damage Only	Sideswipe, same direction	Cloudy	Dark-Lighted	Dry
982339	Norwich	10/9/2022	19:54	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
982414	Norwich	9/27/2022	16:25	Property Damage Only	Front to rear	Clear	Daylight	Dry
982740	Norwich	9/18/2022	14:34	Property Damage Only	Front to rear	Clear	Daylight	Dry
982742	Norwich	10/10/2022	0:57	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
983140	Norwich	10/6/2022	20:29	Injury of any type (Serious, Minor, Possible	Angle	Clear	Dark-Lighted	Dry
983380	Norwich	10/16/2022	17:49	Property Damage Only	Angle	Clear	Daylight	Dry
983673	Norwich	9/14/2022	16:19	Property Damage Only	Angle	Clear	Daylight	Dry
985284	Norwich	10/15/2022	18:44	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
986160	Norwich	9/1/2022	15:31	Property Damage Only	Angle	Clear	Daylight	Dry
987924	Norwich	10/8/2022	22:30	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Unknown
988367	Norwich	10/14/2022	11:35	Property Damage Only	Angle	Clear	Daylight	Dry
988665	Norwich	10/19/2022	16:32	Property Damage Only	Front to rear	Clear	Daylight	Dry
989349	Norwich	10/20/2022	15:10	Property Damage Only	Angle	Clear	Daylight	Dry
989852	Norwich	10/22/2022	17:11	Property Damage Only	Angle	Clear	Daylight	Dry
992171	Norwich	10/28/2022	16:46	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
994752	Norwich	10/29/2022	19:24	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
995724	Norwich	11/12/2022	12:40	Property Damage Only	Angle	Clear	Daylight	Dry
996126	Norwich	11/7/2022	17:04	Property Damage Only	Front to rear	Cloudy	Dark-Lighted	Dry
996127	Norwich	11/18/2022	17:52	Property Damage Only	Front to front	Clear	Daylight	Dry
996396	Norwich	11/2/2022	13:46	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
996477	Norwich	10/14/2022	9:08	Property Damage Only	Front to rear	Clear	Daylight	Dry
997975	Norwich	10/28/2022	22:13	Injury of any type (Serious, Minor, Possible	Front to rear	Clear	Dark-Lighted	Dry
999238	Norwich	10/7/2022	15:31	Property Damage Only	Front to rear	Clear	Daylight	Dry

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
999743	Norwich	11/4/2022	9:39	Property Damage Only	Front to rear	Clear	Daylight	Dry
999842	Norwich	11/24/2022	2:55	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
1002076	Norwich	11/14/2022	15:07	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Daylight	Dry
1002092	Norwich	10/26/2022	8:29	Injury of any type (Serious, Minor, Possible	Angle	Rain	Daylight	Wet
1002939	Norwich	11/30/2022	16:52	Property Damage Only	Sideswipe, same direction	Rain	Dark-Lighted	Wet
1005275	Norwich	12/1/2022	0:21	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
1005326	Norwich	12/7/2022	9:30	Property Damage Only	Not Applicable	Rain	Daylight	Wet
1008823	Norwich	9/10/2022	18:25	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
1011134	Norwich	12/10/2022	19:22	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
1011766	Norwich	12/10/2022	1:34	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
1011824	Norwich	12/21/2022	14:24	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
1012830	Norwich	12/19/2022	9:57	Property Damage Only	Front to rear	Clear	Daylight	Dry
1012874	Norwich	11/27/2022	20:43	Property Damage Only	Not Applicable	Rain	Dark-Lighted	Wet
1013032	Norwich	12/16/2022	19:43	Property Damage Only	Angle	Rain	Dark-Lighted	Wet
1014087	Norwich	12/13/2022	2:49	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
1014306	Norwich	12/3/2022	10:41	Property Damage Only	Front to rear	Clear	Daylight	Wet
1014307	Norwich	12/14/2022	16:55	Injury of any type (Serious, Minor, Possible	Not Applicable	Clear	Dark-Lighted	Dry
1015311	Norwich	12/9/2022	9:59	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
1015581	Norwich	12/9/2022	15:47	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
1016343	Norwich	12/31/2022	5:45	Property Damage Only	Front to rear	Rain	Dark-Lighted	Wet
1020002	Norwich	12/13/2022	13:28	Injury of any type (Serious, Minor, Possible	Angle	Clear	Daylight	Dry
1020866	Norwich	11/20/2022	0:35	Property Damage Only	Sideswipe, same direction	Clear	Dark-Lighted	Dry
1021922	Norwich	12/17/2022	8:14	Property Damage Only	Sideswipe, same direction	Cloudy	Daylight	Wet
1021923	Norwich	12/17/2022	13:18	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry

D Traffic Control Signal Plans

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2 PRE-EMPT 2	PHASE 3	PHASE 4 PRE-EMPT 1	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE									

		FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL	GRN	CL	CL
FACE #	1	R	←	←Y	R	R	R	R	R	R	R	R	R	R														
	2	Y	G	G	G	G	Y	R	R	R	R	R	R	R														
	3	Y	R	R	R	G	Y	R	R	R	R	R	R	R														
	4	Y	R	R	R	G	Y	R	R	R	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	R	R	R	G	Y	R														
	P	OFF	← DW →			← YIELD PT.			WØ	← DW →																		
INTERVALS	MIN GRN		3			15						9																
	WALK								7																			
	PED CLR								22①																			
	VEH EXT		3									2																
	MAX 1		12			28						20																
	MAX 2		12			28						20																
	YELLOW			3.0			4.1			4.0			3.3															
	RED				2.0			1.9			0			1.6														
	ADD INIT									COUNTDOWN PEDESTRIAN SIGNAL																		
	MAX INIT																											
	TBR																											
	TTR																											
	MIN GAP																											
MODE			LOCK			MAX RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF					
INT START						THIS PHASE																						

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 15'	3	PRESENCE
D1A	6' x 10'	3	PRESENCE
D4	21' x 6'	3	PRESENCE
D4A	15' x 6'	3	PRESENCE
D4B	20' x 6'	3	PRESENCE
D4C	12' x 6'	3	PRESENCE
D4D	10' x 6'	3	PRESENCE
SD1-4	6' x 6'	3	PRESENCE
SD5	6' x 6'	4	PRESENCE

SYSTEM LOC

MASTER 103-230	
103-263	103-212
103-270	103-262
103-229	103-260
103-271	103-213
103-232	103-250
103-256	103-214
103-211	103-235

COORDINATION TYPE: CLOSED LOOP

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	2300 - 0600	DAILY			
	SEE TECH NOTES				

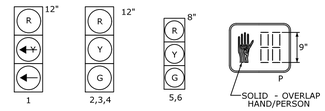
TECHNICAL NOTES

- STANDARD OVERLAP SKIP FEATURES APPLY
- TIMINGS SHOWN REFLECT FREE OPERATION.
- ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE CLOSED LOOP LOCAL COORDINATION UNIT.
- PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
- ① COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL

OFFICE RECORD

REV # 8	TIR # N/A	SM # 101118	SIGNAL REVISED: 6/28/2017
REVISED TIMINGS UNDER PROJECT #172-440			
REV # 9	TIR # N/A	SM #	SIGNAL REVISED:12/30/2020
REPLACED EXISTING PEDESTRIAN SIGNALS WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT 0172-0480			

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

FACE 1 HAS TUNNEL VISOR AND STRAIGHT VANE LOUVERS ON RED LENS ONLY

PRE-EMPTION SETTINGS

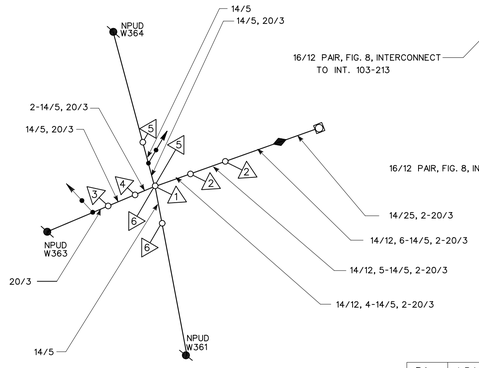
	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	22	22
HOLD GREEN	15	15
HOLD YELLOW	3.3	4.1
HOLD RED	1.6	1.9
HOLD PHASE	4	2
EXIT PHASE	1	4
EXIT CALL	NONE	NONE

SIGN LEGEND

- (A) SPAN MOUNT 31-0300 (↰)
- (B) SPAN MOUNT 31-0519 (NO LT. TN.)
- (C) 31-0327 (RT. LN. MUST TN. RT.)
- (D) 31-0297 (LT. LN. MUST TN. LT.)

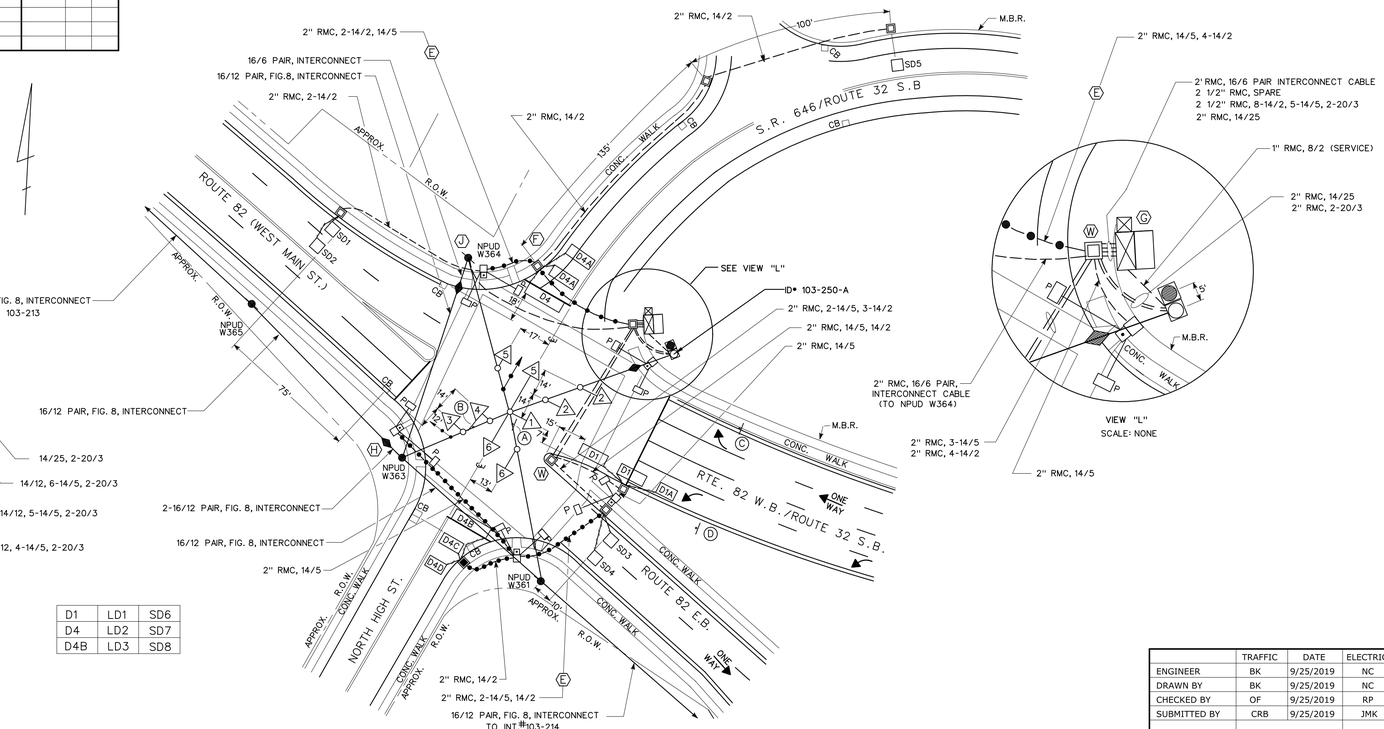
NOTES:
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS, CROSSWALKS AND ADDITIONAL SIGNING.

PRE-EMPTION EQUIPMENT TO BE MAINTAINED BY CITY OF NORWICH.



ELECTRICAL CALLOUTS FOR SPAN INT.# 103-250

D1	LD1	SD6
D4	LD2	SD7
D4B	LD3	SD8



SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	YEAR INSTALLED
103-250-A	32'	22"		1995

NO.	DATE	REVISION DESCRIPTION

LEGEND:

- R RED
- Y YELLOW
- G GREEN
- ◄R RED ARROW
- ◄Y YELLOW ARROW
- ◄G 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 : 4/26/2021 D:\Users\mermelstein\Documents\temp\008_TR_ASSET_103_250.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 82 (WEST MAIN ST) AT
ROUTE 32 S.B./ SR 646
NORTH HIGH ST.

SCALE 1" = 40'

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	BK	9/25/2019	NC	9/25/2019
DRAWN BY	BK	9/25/2019	NC	9/25/2019
CHECKED BY	OF	9/25/2019	RP	9/25/2019
SUBMITTED BY	CRB	9/25/2019	JMK	9/25/2019
APPROVED BY				
APPROVED DATE				

REV # 9 INTERSECTION # 103-250

ENERGY BY CITY	ADDRESS #698
MAINT LEVEL 5	SERVICE POLE - NPUD W364
	UNMETERED SERVICE

CITY: **NORWICH**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
NONE		2 ← 1 ↑ 1 ⊣	⊣ ○○○○○ ⊨	2 ← 3 → 3 ⊢					

		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	◄R				←	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~												
	2	Y				G	Y	R	R	R	R	G	G	G												
	3	R				R	R	R	R	R	R	G	Y	R												
	P	OFF				DW			WØ			DW														
						YIELD PT.																				
INTERVALS	MIN GRN					24			7			5														
	WALK								14																	
	PED CLR											2														
	VEH EXT					24						22														
	MAX 1					24						22														
	MAX 2						3.7			4.0			3.7													
	YELLOW							2.3			0			2.5												
	RED									COUNTDOWN PEDESTRIAN SIGNAL																
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			OFF			MAX RECALL			NON-LOCK			LOCK			OFF			OFF			OFF			OFF		
INT START						THIS PHASE																				

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D4	1.8m x 1.8m	3	PRESENCE
D4A	1.8m x 1.8m	3	PRESENCE

SYSTEM LOC	
MASTER 103-218	
103-251	
103-227	
103-219	
103-205	
MAIN ST. AT BROADWAY AND COURTHOUSE SQ.	

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	ALL OTHER TIMES		80"	35	44
PATTERN 2	2300 - 0600	DAILY	65"	35	54
PATTERN 3	FUTURE				
FREE	FUTURE				

SIGN LEGEND

(A) SPAN MTD 31-0135 (◥)

(B) 31-1526 (KEEP RIGHT)

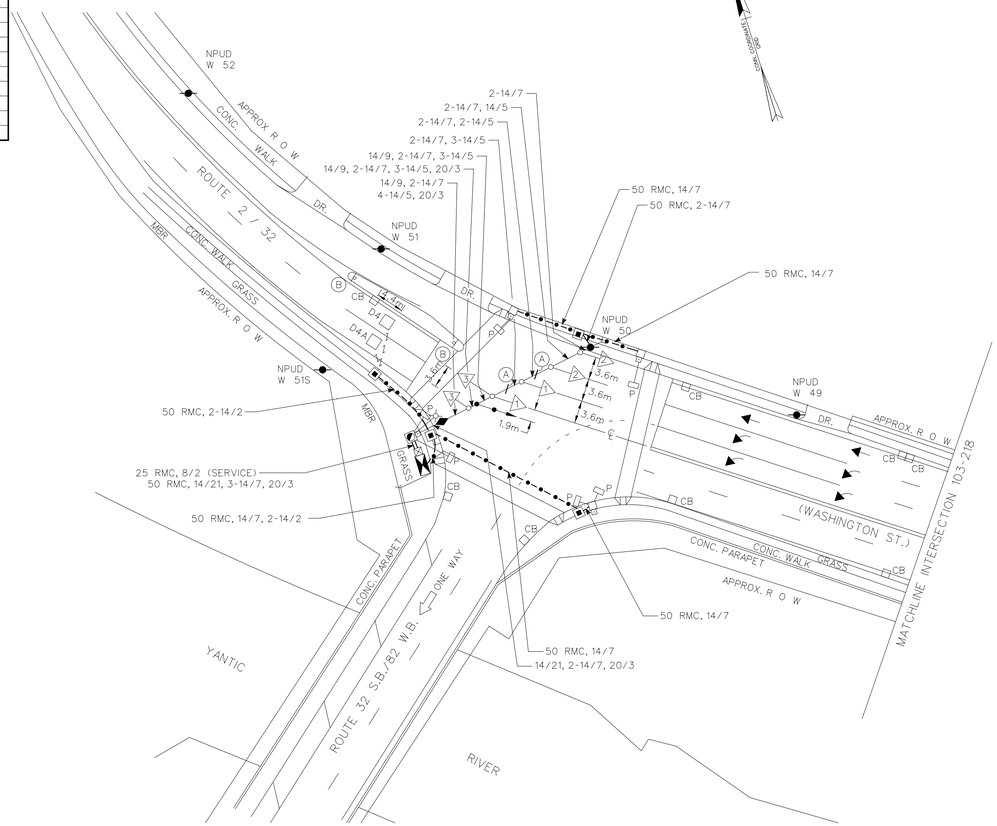
NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

EMERGENCY PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF NORWICH.

SPAN POLE INFORMATION

(X) 8500, B.C. 510, LOAD AT YIELD 27,150 N INSTALLED 1999

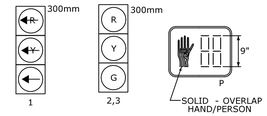


ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY
SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN TIMINGS CALLED DURING PATTERN 1 & 2.
COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

OFFICE RECORD			
REV # 8	TIR # N/A	SM # 101118	SIGNAL REVISED: 10/09/2018
REVISED TIMINGS UNDER PROJECT #172-440.			
REV # 9	TIR # N/A	SM # N/A	SIGNAL REVISED: 04/21/2022
REVISED SIGNAL HEAD 1 TO HAVE RED ARROW INDICATION AND REPLACED EXISTING PEDESTRIAN SIGNALS WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT 0172-0480.			

SIGNAL FACES



FACE 2 HAS TUNNEL VISORS AND LOUVERS.

ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	14
HOLD GREEN	15
HOLD YELLOW	3,7
HOLD RED	2,3
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

CE FOR REV #8

BETA ENGINEERING SUCCESS TOGETHER

CLEARANCE INTERVALS DESIGNED BY: BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	BK	09/25/2019	NC	09/25/2019
DRAWN BY	BK	09/25/2019	NC	09/25/2019
CHECKED BY	OF	09/25/2019	RP	09/25/2019
SUBMITTED BY	CRB	09/25/2019	JMK	09/25/2019
APPROVED BY				
APPROVED DATE				

REV # 9 INTERSECTION # 103-251

ENERGY BY STATE	ADDRESS #
MAINT LEVEL 5	SERVICE POLE - NPUD W51
	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 : 9/6/2022 D:\Users\FilsO\State of Connecticut\DOT Division of Traffic Engineering - 103-251\TR_TCS_103_251_009_P1.dgn

SCALE 1mm = 500mm

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 2 / 32 (WASHINGTON ST.) AT ROUTE 32 S.B. / 82 W.B. (VIADUCT)

CITY: NORWICH

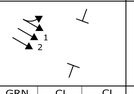
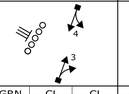
PROJECT NO.

DRAWING NO.

SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	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
FACE #	1	Y				G	Y	R				R	R	R												
	2	Y				G	Y	R				R	R	R												
	3	R				R	R	R				G	Y	R												
	4	R				R	R	R				G	Y	R												
	P	OFF				◄ DW ►						WØ	◄ DW ►													
						◄ YIELD PT.																				
INTERVALS	MIN GRN					55						5														
	WALK											7														
	PED CLR											10 ⓘ														
	VEH EXT											3														
	MAX 1					55						14														
	MAX 2					55						14														
	YELLOW						3.8						3.0													
	RED							1.4						1.4												
	ADD INIT																									
	MAX INIT												COUNTDOWN PEDESTRIAN SIGNAL													
	TBR																									
	TTR																									
	MIN GAP																									
	MODE		OFF			MAX RECALL			OFF			NON-LOCK			OFF			OFF			OFF			OFF		
	INT START					THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D4	1.8m x 4.3m	3	PRESENCE
D4A	1.8m x 4.6m	3	PRESENCE
D4B	1.8m x 2.4m	3	PRESENCE

SYSTEM LOC

MASTER
103-218
103-251
103-227
103-219
103-205
MAIN ST. AT BROADWAY AND COURTHOUSE SQ.

COORDINATION TYPE: TC/TBC

PROGRAM			CYCLE	OFFSET	
FUNCTION	TIME	DAYS		SEC	%
FLASH	2300 - 0600	DAILY			
MAX 1	ALL OTHER TIMES				
MAX 2	FUTURE				
PATTERN 1	ALL OTHER TIMES		80"	25	31
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	FUTURE				

TECHNICAL NOTES

- STANDARD OVERLAP SKIP FEATURES APPLY
- PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
- ⓘ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL

OFFICE RECORD

REV # 8	TIR # N/A	SM # 101118	SIGNAL REVISED: 10/9/2018
REVISED TIMINGS UNDER PROJECT #172-440			
REV. # 9	TIR # N/A	SM # N/A	SIGNAL REVISED: 12/29/2020
REPLACED EXISTING PEDESTRIAN SIGNALS WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT 0172-0480			

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	10
HOLD GREEN	15
HOLD YELLOW	3.8
HOLD RED	1.4
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

SIGN LEGEND

- (A) 31-1617 (NO RIGHT TURN)
- (B) 31-1188 (ONE WAY ◄—)
- (C) 31-1619 (NO LEFT TURN)
- (D) 31-1177 (ONE WAY —►)
- (E) 31-1601Z (NO LEFT TURN)

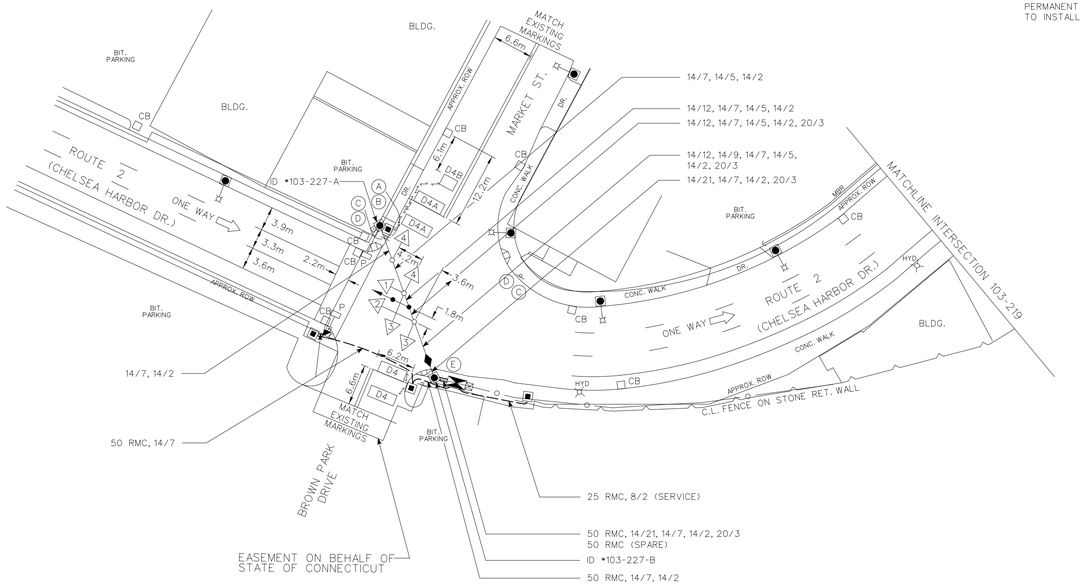
NOTES:

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF NORWICH.

STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON ROUTE 2 AND ALL STOP BARS.

CITY OF NORWICH TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON MARKET STREET AND BROWN PARK DRIVE.

BAR TYPE CROSSWALK (0.4m - 0.4m X 2.4m)



NOTE:

PERMANENT EASEMENT GRANTED TO THE STATE OF CONNECTICUT TO INSTALL AND MAINTAIN TRAFFIC SIGNAL APPURTENANCES

CONN. COORDINATE SYSTEM

SPAN POLE INFORMATION

ID *103-227-A - 8500, B.C. 510, LOAD AT YIELD 27,150 N
ID *103-227-B - 8500, B.C. 510, LOAD AT YIELD 27,150 N

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

NO.	DATE	REVISION DESCRIPTION

LEGEND:

- R RED
- Y YELLOW
- G GREEN
- ◄R RED ARROW
- ◄Y YELLOW ARROW
- ◄G 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 : 4/26/2021 pw:\\ctdot.projectwiseonline.com:CTDOT\Documents\02.2 - Asset - Signal Intersections\103-227\009_TR_ASSET_103_227.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 2 E.B. (CHELSEA HARBOR DRIVE) AT MARKET STREET & BROWN PARK DRIVE

SCALE 1mm = 500mm

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	BK	9/25/2019	NC	9/25/2019
DRAWN BY	BK	9/25/2019	NC	9/25/2019
CHECKED BY	OF	9/25/2019	RP	9/25/2019
SUBMITTED BY	CRB	9/25/2019	JMK	9/25/2019
APPROVED BY				
APPROVED DATE				

REV # 9 INTERSECTION # 103-227

ENERGY BY CITY	ADDRESS #
MAINT LEVEL 5	SERVICE POLE-UNDERGROUND(T45-12)
	UNMETERED SERVICE

CITY: **NORWICH**

PROJECT NO. 0172-0480

DRAWING NO.

SHEET NO.

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
			2 1 7		3 2 8	7 6	9	5 4		
	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		← G Y R	R R R	R R R	R R R	R R R	R R R		
2	R		G Y ① R ②	R R R	R R R ④	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	R R R		
4	R		R R R	R R R	R R R	R R R	R R R	G Y R		
5	R		R R R	R R R	R R R	R R R	R R R	G Y R		
6	R		R R R	R R R	R R R	← G Y R	R R R	R R R		
7	R		R → R Y ⑤ R ⑤	R R R	R R R	G Y ③ R ④	R R R	R R R		
8	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	G Y R	R R R		
P	OFF		← DW →	WØ ← →		DW				
			← YIELD PT.							
INTERVALS MIN GRN			10		5	5	5	5		
WALK				7						
PED CLR				11 ⑥						
VEH EXT					3	3	2	2		
MAX 1			10		16	15	7	7		
MAX 2			10		10	10	5	5		
YELLOW		3.8		4.0	3.4	3.7	3.3	4.3		
RED		2.0		0	4.0	3.1	2.5	1.9		
ADD INIT										
MAX INIT										
TBR										
TTR										
MIN GAP										
MODE	OFF		MAX RECALL	NON-LOCK	LOCK	LOCK	NON-LOCK	LOCK	OFF	
INT START			THIS PHASE							

COUNTDOWN PEDESTRIAN SIGNAL

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D4	1.8 m x 1.8 m	3	PRESENCE
D4A	2.2 m x 1.8 m	3	PRESENCE
D7	3.7 m x 1.8 m	3	PRESENCE
D7A	1.8 m x 1.8 m	3	PRESENCE
D6	1.8 m x 1.8 m	3	DELAY 3"
D5	1.8 m x 1.8 m	3	PRESENCE
D6A	3.5 m x 1.8 m	3	DELAY 3"

SYSTEM LOC MASTER 103-218

103-251	
103-227	
103-219	
103-205	MAIN ST. AT BROADWAY AND COURTHOUSE SQ.

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL OTHER TIMES				
MAX 2	PHASE 3 ACTUATION				
PATTERN 1	ALL OTHER TIMES	DAILY	80"	33	41
PATTERN 2	2300 - 0600	DAILY	65"	33	51
PATTERN 3	FUTURE				
FREE	FUTURE				

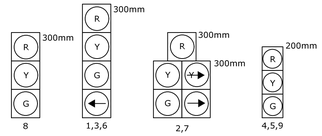
TECHNICAL NOTES

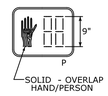
- STANDARD OVERLAP SKIP FEATURES APPLY
- PHASE 3 ACTUATION TO CAUSE SIGNAL TO GO TO MAX 2 FOR ONE CYCLE.
- SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE IS CALLED DURING PATTERNS 1 AND 2.
- ① TO BE Y → IF PHASE 4 IS NEXT
- ② TO BE R → IF PHASE 4 IS NEXT
- ③ TO BE Y → IF PHASE 2 IS NEXT
- ④ TO BE R → IF PHASE 2 IS NEXT
- ⑤ TO BE R → IF PHASE 5 IS NEXT
- ⑥ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL

OFFICE RECORD

REV # 11	TIR # N/A	SM # 101118	SIGNAL REVISED: 10/9/2018
REVISED TIMINGS UNDER PROJECT #172-440			
REV # 12	TIR # N/A	SM # N/A	SIGNAL REVISED: 12/22/2020
REPLACED EXISTING PEDESTRIAN WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT 0172-0480			

SIGNAL FACES





FACE 1,2,5,6,7 AND 9 HAVE TUNNEL VISORS

FACE 1 AND 2 CIRCULAR INDICATIONS HAVE STRAIGHT VANE LOUVERS.

ALL INDICATIONS HAVE LED LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	11
HOLD GREEN	15
HOLD YELLOW	3.8
HOLD RED	2.0
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

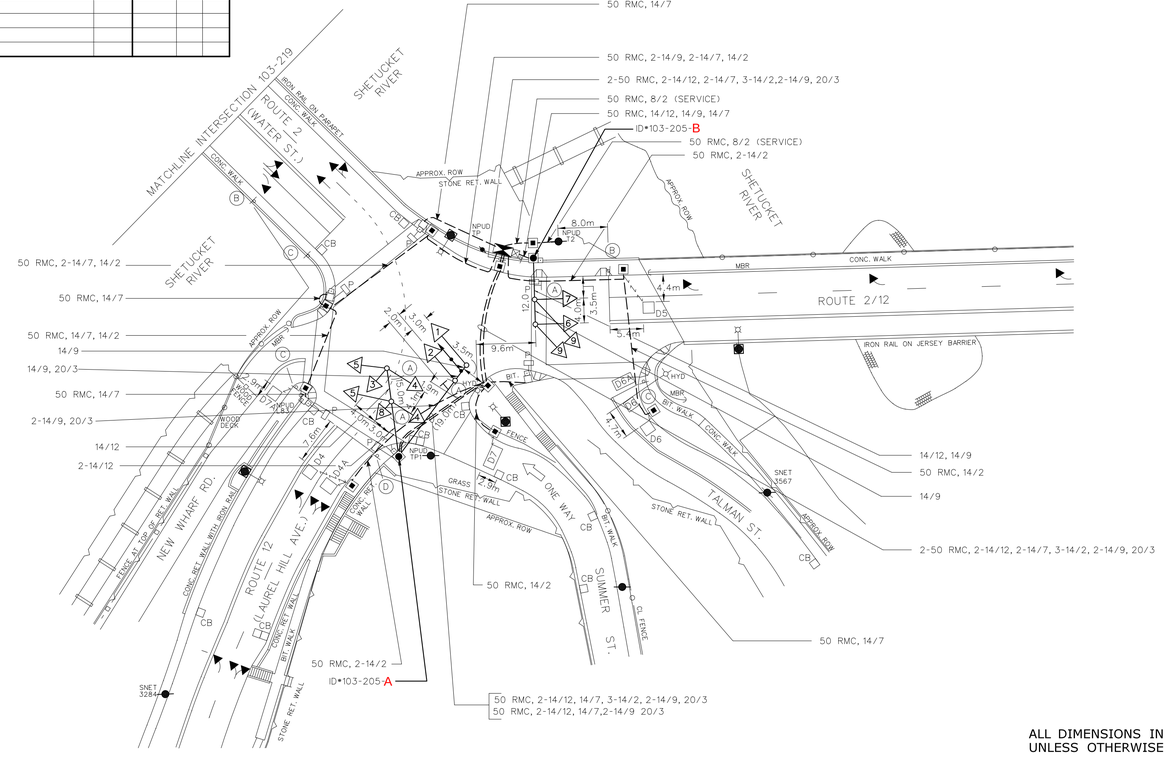
SIGN LEGEND

- (A) MAST ARM MOUNTED 31-0823 (N.T.O.R.)
- (B) 31-0283 (ONLY)
- (C) 31-0824 (N.T.O.R.)
- (D) 31-0268 (ONLY)

NOTES:

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF NORWICH.

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.



MAST ARM INFORMATION

ID #	APPROX. ARM ATTACHMENT HEIGHT	ARM LENGTH	CAMERA BRACKET LENGTH	YEAR INSTALLED
103-205-B	6100 mm	12000 mm		1996
103-205-A	6100 mm	15000 mm		1996
103-205-A	4600 mm	19000 mm		1996

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	BK	9/25/2019	NC	9/25/2019
DRAWN BY	BK	9/25/2019	NC	9/25/2019
CHECKED BY	OF	9/25/2019	RP	9/25/2019
SUBMITTED BY	CRB	9/25/2019	JMK	9/25/2019
APPROVED BY				
APPROVED DATE				

REV # 12 INTERSECTION # 103-205

ENERGY BY CITY	ADDRESS #
MAINT LEVEL 1	SERVICE POLE - NPUD T2
	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 : 4/29/2021 C:\Users\Alex\OneDrive - Connecticut Department of Transportation\temp\012_TR_ASSET_103_205.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 2/12 (VIADUCT) AT ROUTE 12 (LAUREL HILL AVE.), ROUTE 2 (WATER ST.), NEW WHARF RD., SUMMER ST. AND TALMAN ST.

SCALE 1mm = 500mm

CITY: **NORWICH**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO. 172-480

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

	NTOR	PHASE 1 -PRE-EMPT. 2	PHASE 2	PHASE 3	PHASE 4	PHASE 5 - PRE-EMPT.	PHASE 6	PHASE 7	PHASE 8 PRE-EMPT 1	
		1	2 5		4 3	5	1 6		4 3 7	
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	Y	◀R ◀Y R	R R R	R R R	R R R	R R R	G Y R		R R R	
FACE # 2	Y	R R R	G Y R	R R R	R R R	R R R	R R R		R R R	
FACE # 3	R	R R R	R R R	R R R	◀G ◀Y G G	R R R	R R R		G Y R	
FACE # 4	R	R R R	R R R	R R R	G G G	R R R	R R R		G Y R	
FACE # 5	Y	R R R	G Y R	R R R	R R R	◀R ◀Y R R	R R R		R R R	
FACE # 6	Y	R R R	R R R	R R R	R R R	R R R	G Y R		R R R	
FACE # 7	R	R R R	R R R	R R R	R R R	R R R	R R R		G Y R	
FACE # P	OFF	◀ DW	▶	WØ ◀	▶	DW ▶			◀ DW ▶	
INTERVALS MIN GRN		5	15		5	5	15		7	
WALK				7						
PED CLR				24 (1)						
VEH EXT		2.0	3.0		2.0	2.0	3.0		2.0	
MAX 1		11	20		11	11	20		25	
MAX 2		11	20		11	11	20		25	
YELLOW		3.0	3.6	4	4	3.0	3.6		3.6	
RED		1.0	2.3	0	1.0	1.0	2.3		3.0	
ADD INIT										
MAX INIT										
TBR										
TTR										
MIN GAP										
MODE		NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	OFF	NON-LOCK	
INT START			THIS PHASE				THIS PHASE			

COUNTDOWN PEDESTRIAN SIGNAL

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 6'	3	PRESENCE
D2	6' x 6'	VIDEO	PRESENCE
D4	6' x 40'	VIDEO	PRESENCE
D5	6' x 30'	VIDEO	PRESENCE
D6	6' x 6'	3	PRESENCE
D8	6' x 40'	VIDEO	PRESENCE
D8A	10' x 40'	VIDEO	PRESENCE

SYSTEM LOC MASTER

COORDINATION TYPE: - NONE

PROGRAM FUNCTION	TIME	DAYS
FLASH	NONE	
MAX 1	ALL TIMES	DAILY
MAX 2	FUTURE	

CYCLE	OFFSET SEC	OFFSET %

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

(1) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.

PHASES 1 & 5 TO DRIVE FACES 1 & 5 ◀Y AND ← ONLY.

PHASES 2 & 6 TO DRIVE FACES 1 & 5 R, Y & G.

PHASE 2 ON TO OMIT PHASE 1.

PHASE 6 ON TO OMIT PHASE 5.

D4 TO CALL PHASE 4 & EXTEND PHASES 4 & 8.

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

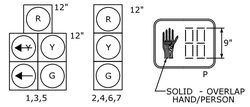
OFFICE RECORD

REV # 12 TIR # N/A SM # N/A SIGNAL REVISED: 5-3-17

REPLACED ALL SIGNAL EQUIPMENT UNDER PROJECT #172-402.

PUNCHLIST ITEMS COMPLETED. AS-BUILT PLAN DRAWN.

SIGNAL FACES

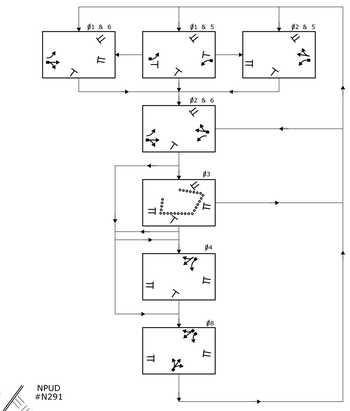


ALL INDICATIONS HAVE LED LAMPS.

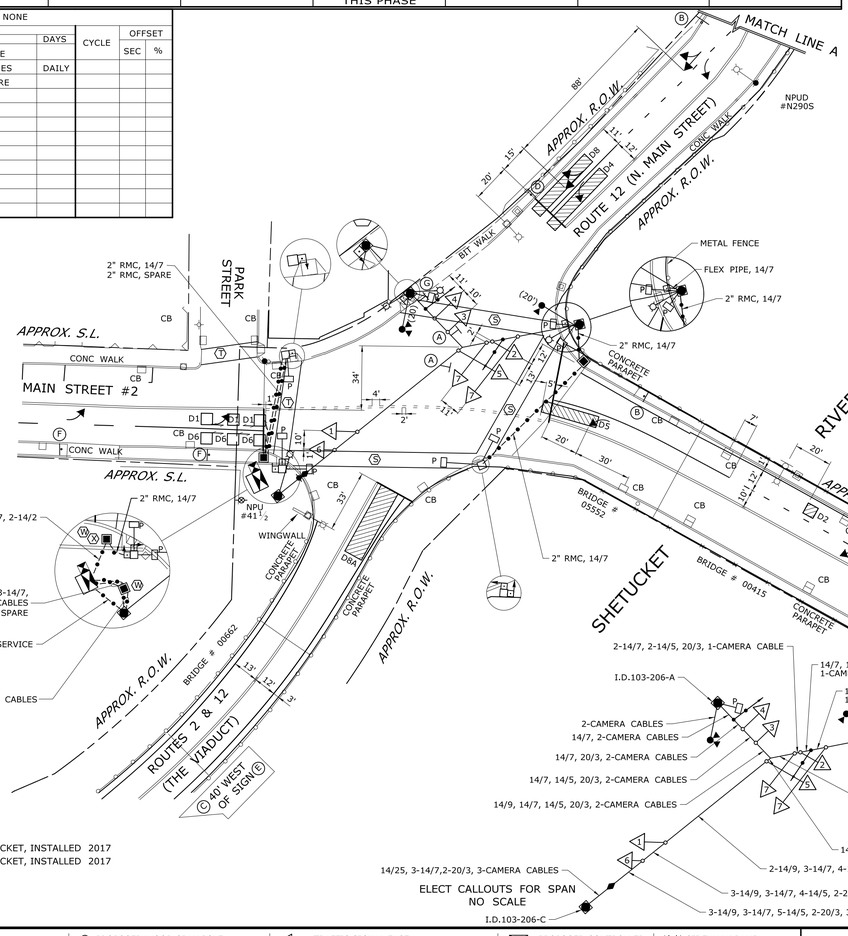
ALL SIGNAL FACES HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDER.

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.	24	24
HOLD GREEN	15	15
HOLD YELLOW	3.6	3.6
HOLD RED	3.0	3.0
HOLD PHASE	8	1&6
EXIT PHASE	1&5	2&6
EXIT CALL	NONE	NONE







SIGN LEGEND :

(A) SPAN MTD. 31-0135 (ONLY)

(B) EXISTING 31-0282 (ONLY)

(C) EXISTING 41-0836 (

(D) EXISTING 31-0802 (STOP HERE ON RED)

(E) EXISTING "PRESTON CITY →, WESTERLY RI→

(F) EXISTING 31-0282Z (ONLY)

(G) SPAN MTD. 31-0823 (NO TURN ON RED)

NOTES :

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON ROUTES 2, 12, 2/12 AND ALL STOP BARS.

CITY OF NORWICH TO MAINTAIN OTHER PAVEMENT MARKINGS AND ALL SIGNING ON MAIN STREET #2 EXCEPT STOP BAR.

CITY OF NORWICH TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.

(S) BAR TYPE CROSSWALK (16'-16" x 8' MIN) STATE MAINTAINED.

(T) BAR TYPE CROSSWALK (16'-16" x 8' MIN) CITY MAINTAINED.

(W) 30" x 30" CONCRETE HANDHOLE

(X) CAST IRON HANDHOLE COVER

3" RMC, 14/25, 3-14/7, 2-20/3, 3 CAMERA CABLES
2" RMC, SPARE

SPAN POLE INFORMATION

103-206-A HEIGHT 34', B.C. 24", 20' CAMERA EXTENSION BRACKET, 20' LUMINAIRE BRACKET, INSTALLED 2017
103-206-B HEIGHT 34', B.C. 24", 20' CAMERA EXTENSION BRACKET, 20' LUMINAIRE BRACKET, INSTALLED 2017
103-206-C HEIGHT 34', B.C. 24", 20' LUMINAIRE BRACKET, INSTALLED 2017

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	JLO	11/13	MSS	12/13
DRAWN BY	JMF	12/13	MJC	1/14
CHECKED BY	YKN	1/14	ZRC	1/14
SUBMITTED BY	SDE	1/14	LNC	1/14
APPROVED BY	TRACY L. FOGARTY		LISA N. CONROY	
APPROVED DATE	2/4/2014		2/4/2014	

REV #12 INTERSECTION #103-206

ENERGY BY CITY ADDRESS # N/A

MAINT LEVEL 2 SERVICE POLE NPU #41 1/2

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 : 10/13/2017 \\DOT-SDCENG07V\CTDOT_Projects$\172_0402_0403_0404_2007\Traffic\Signals\TR_MSH_TCS_103_206_012.dgn

SCALE 1" = 40'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

CITY OF NORWICH
ROUTES 2 & 12 (THE VIADUCT) &
ROUTE 2 (E. MAIN ST.) AT
MAIN ST #2 & ROUTE 12 (N. MAIN ST.)

CITY: NORWICH

PROJECT NO.

DRAWING NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

SHEET NO.

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4 PRE-EMPT 1	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		2 3 4		1 2					

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	R				R	R	R	R	R	R	G	Y	R												
2	R				R→	R→ ①	R ①	R	R	R	G	Y→	R→												
3	R				G	Y	R	R	R	R	R	R	R												
4	R				↑	Y	R	R	R	R	R	R	R												
P	OFF				← DW →			WØ	← DW →																
					← YIELD PT.																				

INTERVALS																								
MIN GRN				29			7			5														
WALK							17 ②																	
PED CLR																								
VEH EXT										1														
MAX 1				29						29														
MAX 2				29						18														
YELLOW					4.0			4.0			3.3													
RED						2.4			0			1.0												
ADD INIT																								
MAX INIT																								
TBR																								
TTR																								
MIN GAP																								
MODE	OFF			MAX-RECALL			NON-LOCK			LOCK			OFF			OFF			OFF			OFF		
INIT START				THIS PHASE																				

COUNTDOWN PEDESTRIAN SIGNAL

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D4	1.8m x 2.4m	3	PRESENCE
D4A	1.8m x 1.8m	3	PRESENCE

SYSTEM LOC

MASTER 103-218
103-251
103-227
103-219
103-205

COORDINATION TYPE: TC/TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL OTHER TIMES				
MAX 2	PHASE 3 ACTUATION				
PATTERN 1	ALL OTHER TIMES		80"	5	6
PATTERN 2	2300 - 0600	DAILY	65"	5	7
PATTERN 3	FUTURE				
FREE	FUTURE				

TECHNICAL NOTES

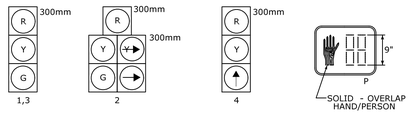
STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 3 ACTUATION TO CAUSE SIGNAL TO GO TO MAX 2 FOR ONE CYCLE.
SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE IS CALLED PATTERNS 1 AND 2
① TO BE R→ IF PHASE 4 IS NEXT
② COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

OFFICE RECORD

REV # 11 TIR # SM # 101118 SIGNAL REVISED: 10/09/2018
REVISED TIMINGS UNDER PROJECT NO. 0172-0440.

REV # 12 TIR # N/A SM # N/A SIGNAL REVISED: 05/20/2021
REVISED SIGNAL HEAD 4 TO HAVE VERTICAL GREEN ARROW INDICATION AND REPLACED EXISTING PEDESTRIAN SIGNALS WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT NO. 0172-0480.

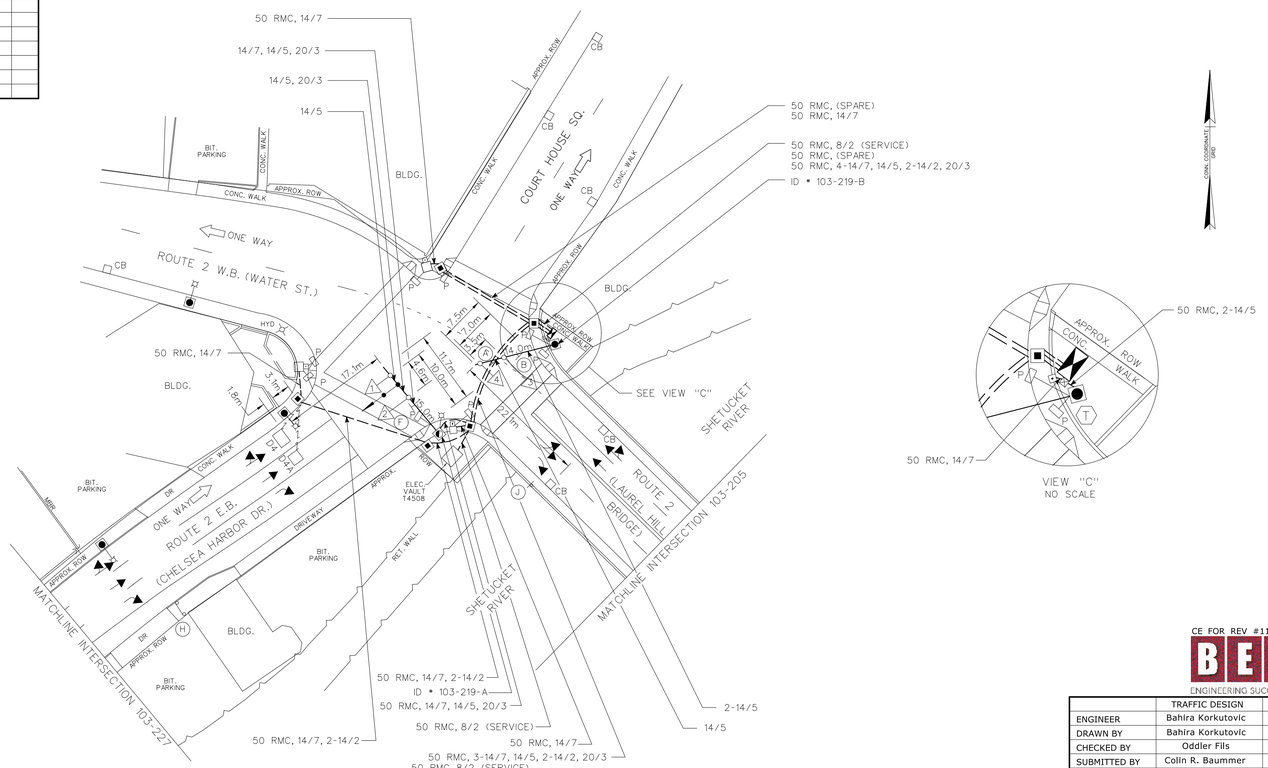
SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	17
HOLD GREEN	15
HOLD YELLOW	3.3
HOLD RED	1.0
HOLD PHASE	4
EXIT PHASE	2
EXIT CALL	NONE



SIGN LEGEND

- (A) MAST ARM MTD 31-1603 (NO LEFT TURN SYMBOL)
- (B) MAST ARM MTD 31-0823 (N.T.O.R.)
- (F) MAST ARM MTD 31-0138 (ONLY)
- (H) 31-0372 (ONLY)
- (J) 31-0283 (ONLY)

NOTES

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY CITY OF NORWICH.
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

COMBINATION MAST ARM INFORMATION

ID #	APPROX. ARM ATTACHMENT HEIGHT	ARM LENGTH	CAMERA BRACKET LENGTH	LUMINAIRE BRACKET ARM LENGTH	LUMINAIRE BRACKET MOUNTING HEIGHT	YEAR INSTALLED
103-219-A	6100 mm	15000 mm		3000 mm	8540 mm	1996
103-219-B	6100 mm	14000 mm		N/A	N/A	1996

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

CE FOR REV #11

BETA
ENGINEERING SUCCESS **TOGETHER**

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER	Bahira Korkutovic	Nabil Chowdhoury
DRAWN BY	Bahira Korkutovic	Nabil Chowdhoury
CHECKED BY	Oddler Fils	Raja Polineni
SUBMITTED BY	Colin R. Baummer	Jorge M. Kuljis
APPROVED BY		
APPROVED DATE		

REV # 12 INTERSECTION # 103-219

ENERGY BY - CITY ADDRESS #
MAINT LEVEL 1 SERVICE POLE -UNDERGROUND (T4508)
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄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
- VC VIDEO CAMERA CABLE
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSCEIVER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 9/2/2021 D:\Users\mermelstelna\Documents\temp\TR_MSH_TCS_103_219_012.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 2 W.B. (WATER ST. AND LAUREL HILL BRIDGE) AT ROUTE 2 E.B. (CHELSEA HARBOR DR. AND COURT SQ.)

SCALE 1 mm=500mm

TOWN: **NORWICH**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.
DRAWING NO.
SHEET NO.

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE		1 1		2 3 4 5					
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	Y		G Y R	R R R	R R R					
FACE # 2	R		R R R	R R R	G Y R					
FACE # 3	R		R R R	R R R	G Y R					
FACE # 4	R		R R R	R R R	Y R					
FACE # 5	R		R R R	R R R	Y R					
FACE # P	OFF		DW	WØ DW						
			YIELD PT.							
INTERVALS MIN GRN			15	7	9					
INTERVALS WALK				15						
INTERVALS PED CLR					3					
INTERVALS VEH EXT			27		34					
INTERVALS MAX 1			27		34					
INTERVALS MAX 2			3.3 1.7	4.0 0	3.7 1.4					
INTERVALS YELLOW										
INTERVALS RED										
INTERVALS ADD INIT										
INTERVALS MAX INIT				COUNTDOWN PEDESTRIAN SIGNAL						
INTERVALS TBR										
INTERVALS TTR										
INTERVALS MIN GAP										
MODE		OFF	MAX RECALL	NON-LOCK	NON-LOCK	OFF	OFF	OFF	OFF	
INT START			THIS PHASE							

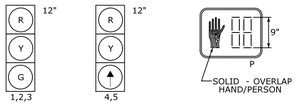
DETECTORS *				SYSTEM LOC	COORDINATION TYPE: CLOSED LOOP					
IDENT	SIZE (WXL)	TYPE	MODE	MASTER 103-230	PROGRAM FUNCTION	PROGRAM TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
D4	50' x 20'	VIDEO 360	PRESENCE	103-263 103-270	FLASH	NONE				
D4A	50' x 10'	VIDEO 360	PRESENCE	103-229 103-271		SEE TECH NOTES				
D4B	SEE PLAN	VIDEO 360	8" DELAY	103-232 103-256						
SD2	40' x 32'	VIDEO 360	PRESENCE	103-211 103-235						
				103-212 103-262						
				103-260 103-213						
				103-250 103-214						

* LOCATIONS AND SIZES OF DETECTION ZONES ARE APPROXIMATE

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY
TIMINGS SHOWN REFLECT FREE OPERATION.
ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE CLOSED LOOP LOCAL COORDINATION UNIT.
COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

OFFICE RECORD			
REV # 12	TIR # N/A	SM # 101118	SIGNAL REVISED: 6/27/2017
REVISED TIMINGS UNDER PROJECT #172-440.			
REV # 13	TIR # N/A	SM # N/A	SIGNAL REVISED: 4/17/20
LOOPS REPLACED WITH CAMERAS BY TRAFFIC SIGNAL LAB.			
REV # 14	TIR # N/A	SM # N/A	SIGNAL REVISED: 6/10/2021
REVISED SIGNAL HEADS 4 AND 5 TO HAVE VERTICAL GREEN ARROW INDICATIONS AND REPLACED EXISTING PEDESTRIAN SIGNALS WITH COUNTDOWN PEDESTRIAN SIGNALS UNDER PROJECT NO. 0172-0480.			

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

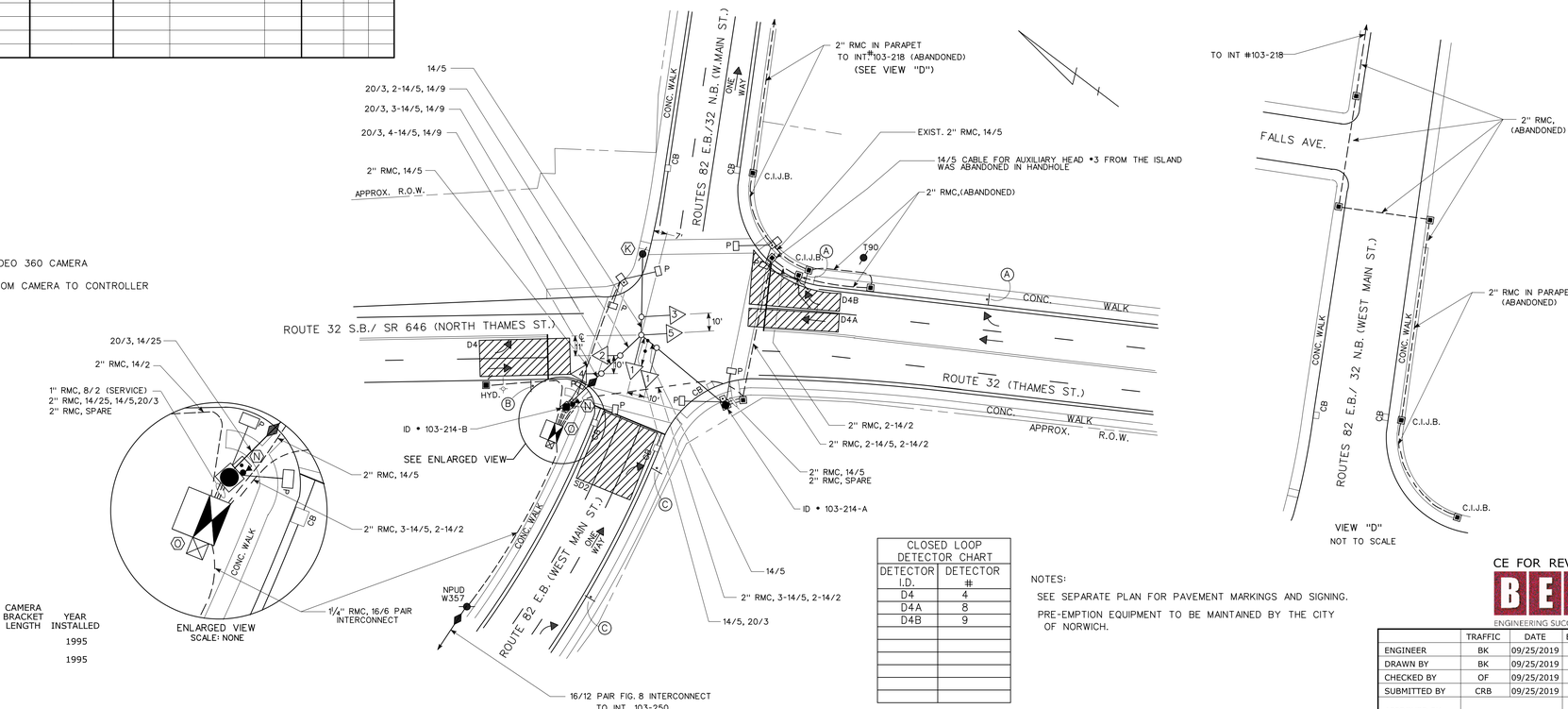
PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	15
HOLD GREEN	15
HOLD YELLOW	3.3
HOLD RED	1.7
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

SIGN LEGEND:
- (A) 31-0223 (↑↗)
- (B) 31-0222 (↖↑)
- (C) 31-0118 (RT. L.A. MUST TN. RT.)

(N) VIDEO DETECTION BY USE OF VIDEO 360 CAMERA

(O) CAT-5E CABLE RUN DIRECTLY FROM CAMERA TO CONTROLLER



SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	YEAR INSTALLED
ID # 103-214-A	28'	20"		1995
ID # 103-214-B	28'	20"		1995

CLOSED LOOP DETECTOR CHART	
DETECTOR I.D.	DETECTOR #
D4	4
D4A	8
D4B	9

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND SIGNING.

PRE-EMPTION EQUIPMENT TO BE MAINTAINED BY THE CITY OF NORWICH.

CE FOR REV # 12

BETA ENGINEERING SUCCESS **TOGETHER**

CLEARANCE INTERVALS DESIGNED BY: BETA GROUP, INC.

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	BK	09/25/2019	NC	09/25/2019
DRAWN BY	BK	09/25/2019	NC	09/25/2019
CHECKED BY	OF	09/25/2019	RP	09/25/2019
SUBMITTED BY	CRB	09/25/2019	JMK	09/25/2019
APPROVED BY				
APPROVED DATE				

REV #14 — INTERSECTION # 103-214

ENERGY BY STATE	ADDRESS #699
MAINT LEVEL 5	SERVICE POLE
	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 : 7/28/2022 D:\Users\FilsO\State of Connecticut\DOT Division of Traffic Engineering - 103-214\014_P1_TR_ASSET_103_214.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 82 (W. MAIN ST.) AT S.R. 646 (N. THAMES ST.) AND ROUTE 32 (THAMES ST.)

SCALE 1" = 40'

CITY: **NORWICH**

DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

		NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4 PRE-EMPT 1	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE #	1	R		G Y R	R R R	R R R	R R R				
	2	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				
	4	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				
	6	R		R R R	R R R	R R R	←Y→ R				
	7	R		R R R	R R R	R R R	↖Y↗ R				
	P	OFF		←DW→	←WØ→	←DW→	←DW→				
				←YIELD POINT							
INTERVALS	MIN GRN			15		5	5				
	WALK				7 (2)						
	PED CLR				18 (1)						
	VEH EXT			2.5		2	2				
	MAX 1			25		25	13				
	MAX 2			20		19	9				
	YELLOW			4.1	4.0	3.3	3.2				
	RED			1.3		2.0	2.1				
	ADD INIT										
	MAX INIT										
	TBR										
	TTR										
	MIN GAP										
	MODE		NONE	MIN RECALL	NON-LOCK	LOCK	LOCK	OFF	OFF	OFF	OFF
	INIT START			THIS PHASE							

ACCESSIBLE PEDESTRIAN SIGNAL

COUNTDOWN PEDESTRIAN SIGNAL

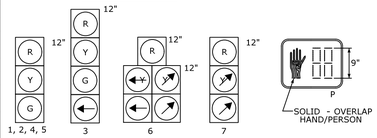
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASE 3 ACTUATION TO CAUSE SIGNAL TO GO TO MAX 2 FOR ONE CYCLE
(1) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.
(2) PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

OFFICE RECORD

REV # 14 TIR # N/A SM # N/A SIGNAL REVISED: 05/07/2020
REPLACED ALL TRAFFIC SIGNAL EQUIPMENT UNDER PROJECT 0172-0443.

SIGNAL FACES



ALL SIGNAL INDICATIONS HAVE L.E.D. LAMPS.

ALL OVERHEAD SIGNAL FACES HAVE BACKPLATES WITH RETROREFLECTIVE YELLOW BORDER.

PRE-EMPTION SETTINGS

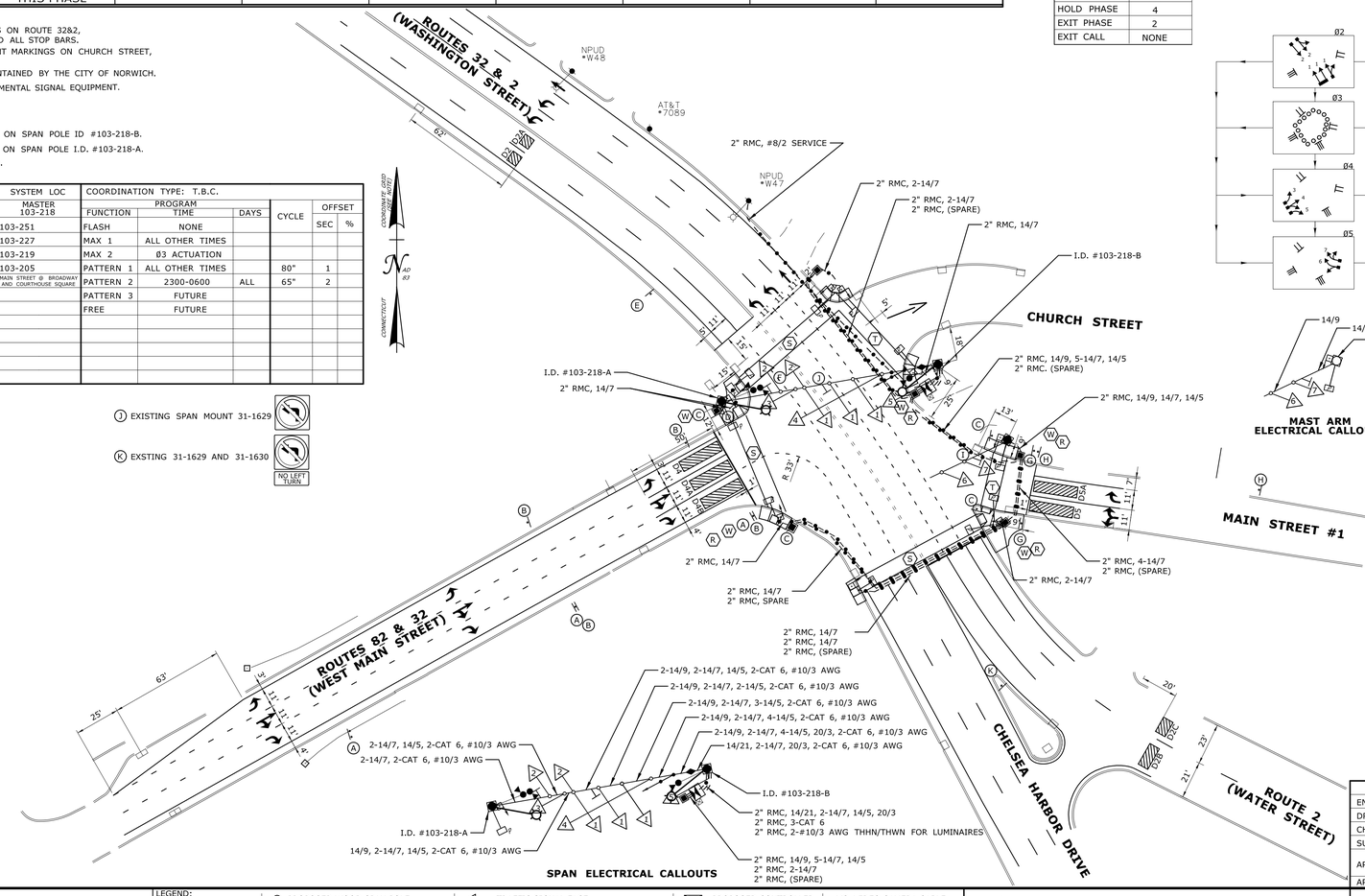
	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	18
HOLD GREEN	15
HOLD YELLOW	3.3
HOLD RED	2.0
HOLD PHASE	4
EXIT PHASE	2
EXIT CALL	NONE

NOTES:

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON ROUTE 32&2, ROUTE 82&32 AND ROUTE 2 (ATWATER STREET) AND ALL STOP BARS.
CITY OF NORWICH TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON CHURCH STREET, MAIN STREET AND CHELSEA HARBOR DRIVE
***PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF NORWICH.
CITY OF NORWICH TO MAINTAIN PAINT AND ORNAMENTAL SIGNAL EQUIPMENT.

(S) BAR TYPE CROSSWALK - STATE MAINTAINED
(T) BAR TYPE CROSSWALK - CITY MAINTAINED
(U) VIDEO DETECTION BY 360 DEGREE VIDEO CAMERA ON SPAN POLE ID #103-218-B.
(V) VIDEO DETECTION BY TWO IP ADVANCE CAMERAS ON SPAN POLE I.D. #103-218-A.
(W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TYPE II.
(R) INSTALL CAST IRON HANDHOLE COVER.

DETECTORS				SYSTEM LOC	COORDINATION TYPE: T.B.C.					
IDENT	SIZE (WXL)	TYPE	MODE	MASTER 103-218	PROGRAM FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %
D2	6'X6'	VIDEO-IP	PRESENCE	103-251	FLASH	NONE				
D2A	6'X6'	VIDEO-IP	PRESENCE	103-227	MAX 1	ALL OTHER TIMES				
D2B	13'X6'	VIDEO-IP	PRESENCE	103-219	MAX 2	Ø3 ACTUATION				
D2C	9'X6'	VIDEO-IP	PRESENCE	103-205 MAIN STREET @ BROADWAY AND COURTHOUSE SQUARE	PATTERN 1	ALL OTHER TIMES		80"	1	
D4	6'X24'	VIDEO-360	PRESENCE		PATTERN 2	2300-0600	ALL	65"	2	
D4A	6'X24'	VIDEO-360	PRESENCE		PATTERN 3	FUTURE				
D4B	6'X24'	VIDEO-360	PRESENCE		FREE	FUTURE				
D5	6'X24'	VIDEO-360	PRESENCE							
D5A	6'X24'	VIDEO-360	PRESENCE							



SPAN ELECTRICAL CALLOUTS

MAST ARM ELECTRICAL CALLOUTS

SIGN LEGEND:

(A) EXISTING 31-0345 — ONLY / ONLY
(B) EXISTING 31-1123 — WRONG WAY
(C) EXISTING 31-1178 — ONE WAY
(D) EXISTING 31-1120 — DO NOT ENTER
(E) EXISTING 31-1627 AND 31-1628 — NO RIGHT TURN
(F) EXISTING SPAN MOUNT 31-1627
(G) EXISTING 31-1120 — DO NOT ENTER
(H) EXISTING 31-0269 — ONLY
(I) EXISTING SPAN MOUNT 31-0823 — NO TURN ON RED
(J) EXISTING SPAN MOUNT 31-1629
(K) EXSTING 31-1629 AND 31-1630 — NO LEFT TURN

COMBINATION SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	LUMINAIRE BRACKET ARM LENGTH	LUMINAIRE BRACKET MOUNTING HEIGHT	YEAR INSTALLED
103-218-A	32'	24"	20'	20'	30'	2020
103-218-B	32'	24"	15'	20'	30'	2020

MAST ARM INFORMATION

ID #	APPROX. ARM ATTACHMENT HEIGHT	ARM LENGTH	VERTICAL BRACKET LENGTH	YEAR INSTALLED
103-218-C	17'	45'	N/A	2020

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER	Eamon P. Flannery	Richard Cholewa
DRAWN BY	Eamon P. Flannery	Richard Cholewa
CHECKED BY	Antony Cieri	Zahid Chaudhry
SUBMITTED BY	Sunny D. Ezete	Jorge M. Kuljis
APPROVED BY	Tracy L. Fogarty	Tracy L. Fogarty
APPROVED DATE	2/13/2018	2/13/2018

REV # 14 INTERSECTION # 103-218

ENERGY BY - TOWN | ADDRESS #
MAINT LEVEL 1 | SERVICE POLE - NPUD W47
UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R, Y, G RED, YEL, GRN
◄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

VC VIDEO CAMERA CABLE
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 6/30/2020 \\DOT-SDCENG07V\CTDOT_Projects$\0172-0443-0444\Traffic\Slgnals\As-Builts\TR_MSH_TCS_0103_0218_xxx_Asbuilt1.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTES 32 & 2 (WASHINGTON STREET) AT ROUTE 2 (WATER STREET) AND ROUTE 82 & 32 (WEST MAIN STREET) AND CHURCH STREET AND MAIN STREET #1

SCALE 1" = 40'

TOWN: NORWICH

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO. 0172-0443
DRAWING NO. TCS-05
SHEET NO.

LEGEND

(E) 100 mm WHITE PAINTED DASH LINE, 3.0 m LONG

(F) 300 mm WHITE PAINTED STOP BAR

(G) WHITE PAINTED CROSSWALK, 450 mm WHITE BAR, 450 mm CLEAR SPACE, 3.0 m LONG

(H) 100 mm WHITE PAINTED LANE LINE,

(1) R7 P HANDICAPPED PARKING - NO ARROW

(2) R7-108L 2HR PARKING 8AM-6PM - LEFT ARROW

(3) R7-108R " " - RIGHT ARROW

(4) R5-1 DO NOT ENTER 30"

(5) S2-1 PEDESTRIAN 30"

(6) R3-1 30"

(7) R1-1 STOP 30"

(8) R3-8 - 31-0329

(9) R7-107 NO PARKING - BUS STOP

(10) R7-1 NO PARKING ANY TIME

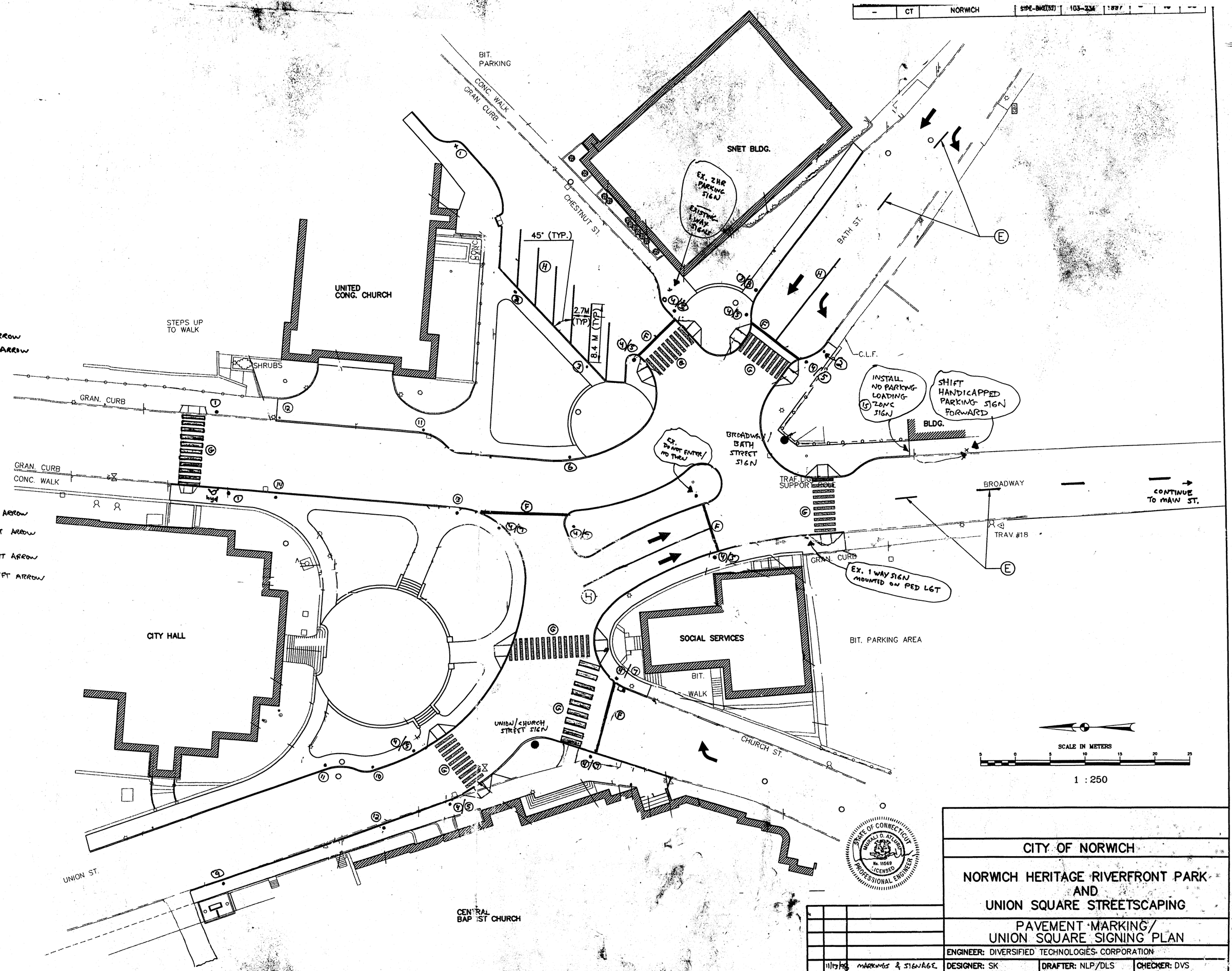
(11) R7-108L 1HR PARKING 8AM - 6PM - LEFT ARROW

(12) R7-108R 1HR PARKING 8AM - 6PM - RIGHT ARROW

(13) R7-108R 20MIN PARKING 8AM - 6PM RIGHT ARROW

(14) R7-108L 20MIN PARKING 8AM - 6PM LEFT ARROW

(15) NO PARKING - LOADING ZONE



CITY OF NORWICH			
NORWICH HERITAGE RIVERFRONT PARK AND UNION SQUARE STREETSCAPING			
PAVEMENT MARKING/ UNION SQUARE SIGNING PLAN			
ENGINEER: DIVERSIFIED TECHNOLOGIES CORPORATION			
DESIGNER: SK	DRAFTER: NLP/DLS	CHECKER: DVS	
APPROVED:		DATE: OCTOBER 10, 1997	
SCALE: 1M = 250M		DRAWING NUMBER: S-0	

NO.	DATE	DESCRIPTION
	11/13/98	MARKINGS & SIGNAGE

REVISIONS

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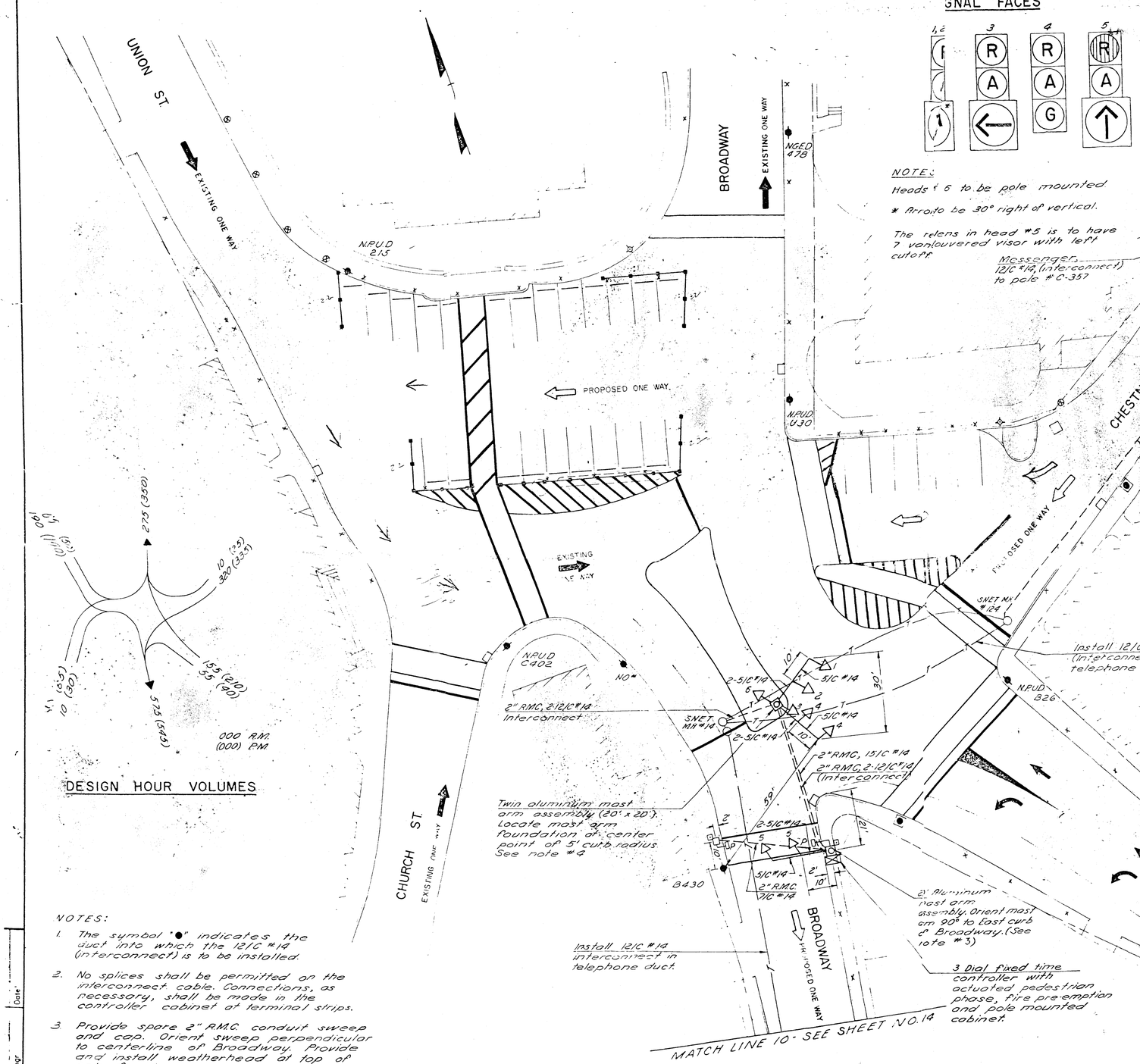
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	NORWICH	MT-1103(8)	163-163	1975		11	35

TRAFFIC CONTROL IMPROVEMENTS
NORWICH TOPICS

SCALE IN FEET
40 20 0 40



DESIGN HOUR VOLUMES

SIGNAL FACES

NOTES:
Heads # 5 to be pole mounted
* Aim to be 30° right of vertical.
The lens in head #5 is to have 7 louvered visor with left cutoff.

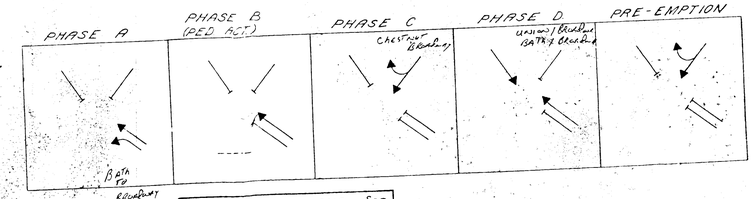
SEQUENCE AND TIMING

FACE NO.	PHASE A			PHASE B (PED RCT)			PHASE C			PHASE D			PRE-EMPTION		FLASH OPER.
	ART.	CL1	CL2	PED.	CL1	CL2	SIDE ST.	CL1	CL2	SIDE ST.	CL1	CL2	1	HOLD	
1	↑	↑ ⑤	↑ ⑤	↑	A	R	R	R	R	↑	↑	↑	A ⑦	R	R
2	↑	↑ ⑤	↑ ⑤	↑	A	R	R	R	R	↑	↑	↑	A ⑦	R	R
3	←	↓	R	R	R	R	R	R	R	R	R	R	A ⑦	R	R
4	R	↓	R	R	R	R	G	A	R	R	R	R	G ⑦	G	R
5	R	↓	R	R	R	R	R	R	R	↑	A	R	A ⑦	R	R
6	R	↓	R	R	R	R	R	R	R	↑	A	R	A ⑦	R	R
P	DW	CW	DW	W	FDW	FDW	DW	DW	DW	DW	DW	DW	DW	DW	
MIN.	15	3	1	7	3	3	20	3	1	10	3	1	3	20	
MAX	40	5	3	10	5	6	30	5	3	30	5	3	5	60	
OFFSET 80%, 18.0 SEC	DIAL 1	24.3	3.6	1.8	7.2	3.6	3.6	39.2	3.6	1.8	15.3	3.6	1.8	3	30	90°CYCLE
OFFSET 80%, 18.0 SEC	DIAL 2	24.3	3.6	1.8	7.2	3.6	3.6	39.2	3.6	1.8	15.3	3.6	1.8	3	30	90°CYCLE
OFFSET 80%, 18.0 SEC	DIAL 3	24.3	3.6	1.8	7.2	3.6	3.6	39.2	3.6	1.8	15.3	3.6	1.8	3	30	90°CYCLE

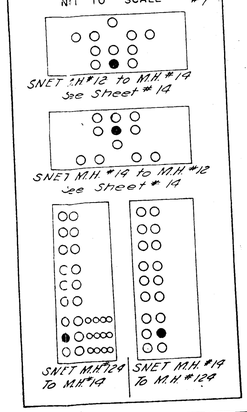
Offset Point

① If "R" remains "R"
② If pre-emption is called during Phase C Green then controller holds in Phase C Green.
③ During the hold interval of the pre-emption sequence, the controller camshaft shall cycle to Phase "C - SIDE ST." and hold.
④ "A" if Phase B is not called
⑤ "R" if Phase B is not called
⑥ Time to be taken from Phase A Green, time for second and third intervals of Phase B to be taken from Phase C Green
⑦ If pre-emption is called during first interval of Phase B the controller shall immediately begin timing the clearance intervals. If pre-emption occurs during the pedestrian clearance intervals they shall completely time out before pre-emption begins.

SIGNAL PHASING



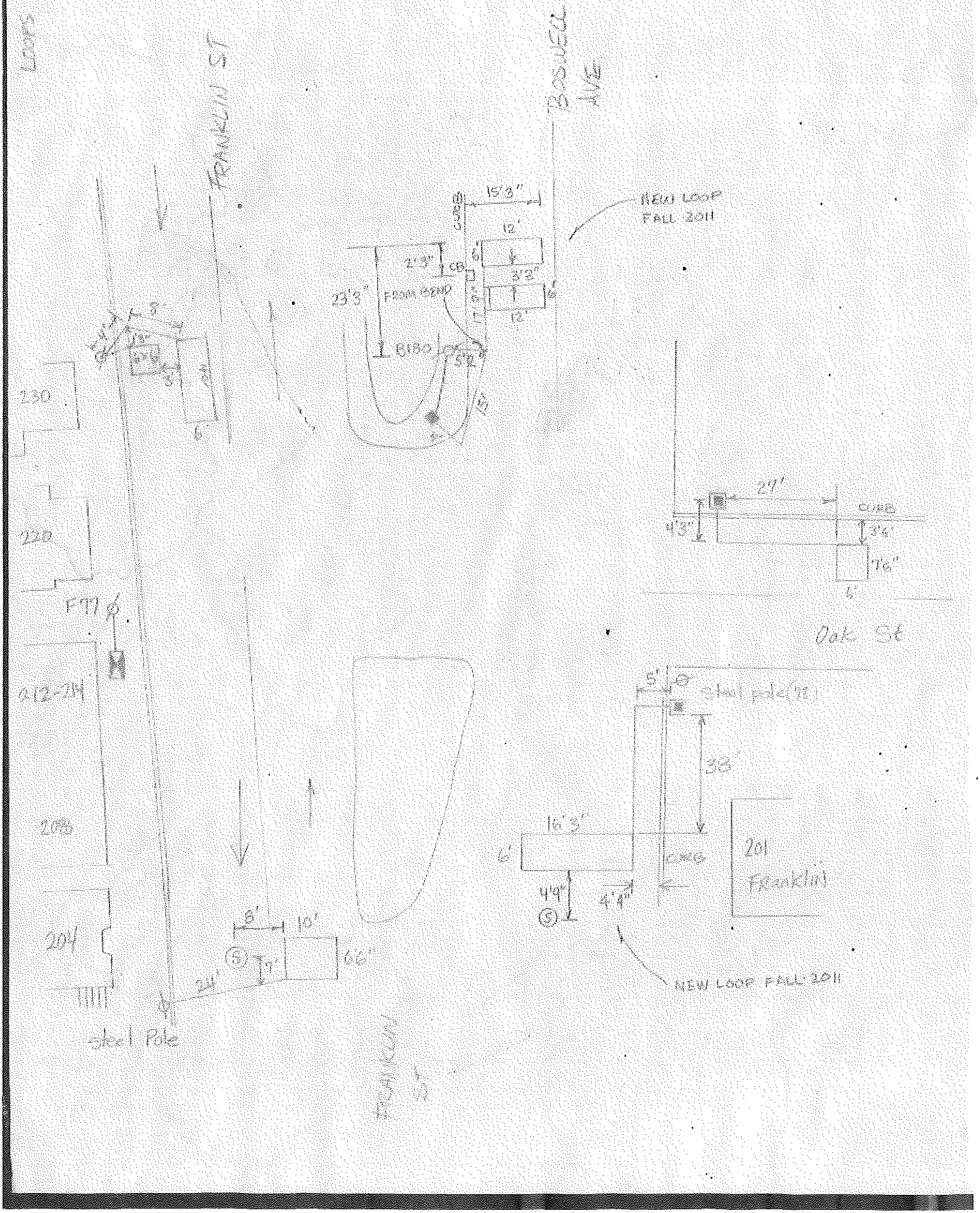
DUCT SECTIONS
NOT TO SCALE — See Note #1



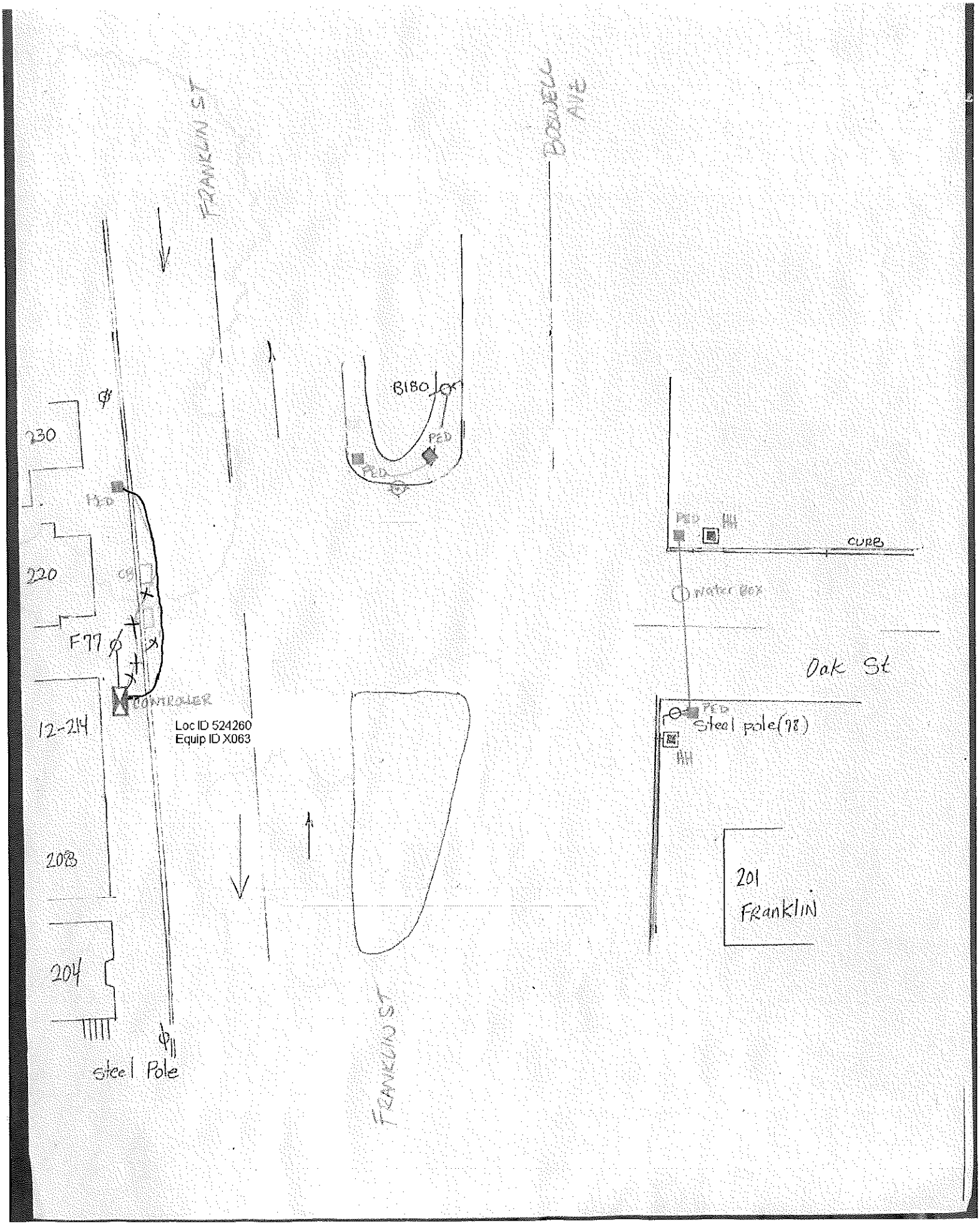
NOTES:
1. The symbol "●" indicates the duct into which the 12/C #14 (interconnect) is to be installed.
2. No splices shall be permitted on the interconnect cable. Connections, as necessary, shall be made in the controller cabinet at terminal strips.
3. Provide spare 2" RMC conduit sweep and cap. Orient sweep perpendicular to centerline of Broadway. Provide and install weatherhead at top of pole for temporary overhead service connection.
4. Contractor is to use extreme caution while excavating for the mast arm foundation.

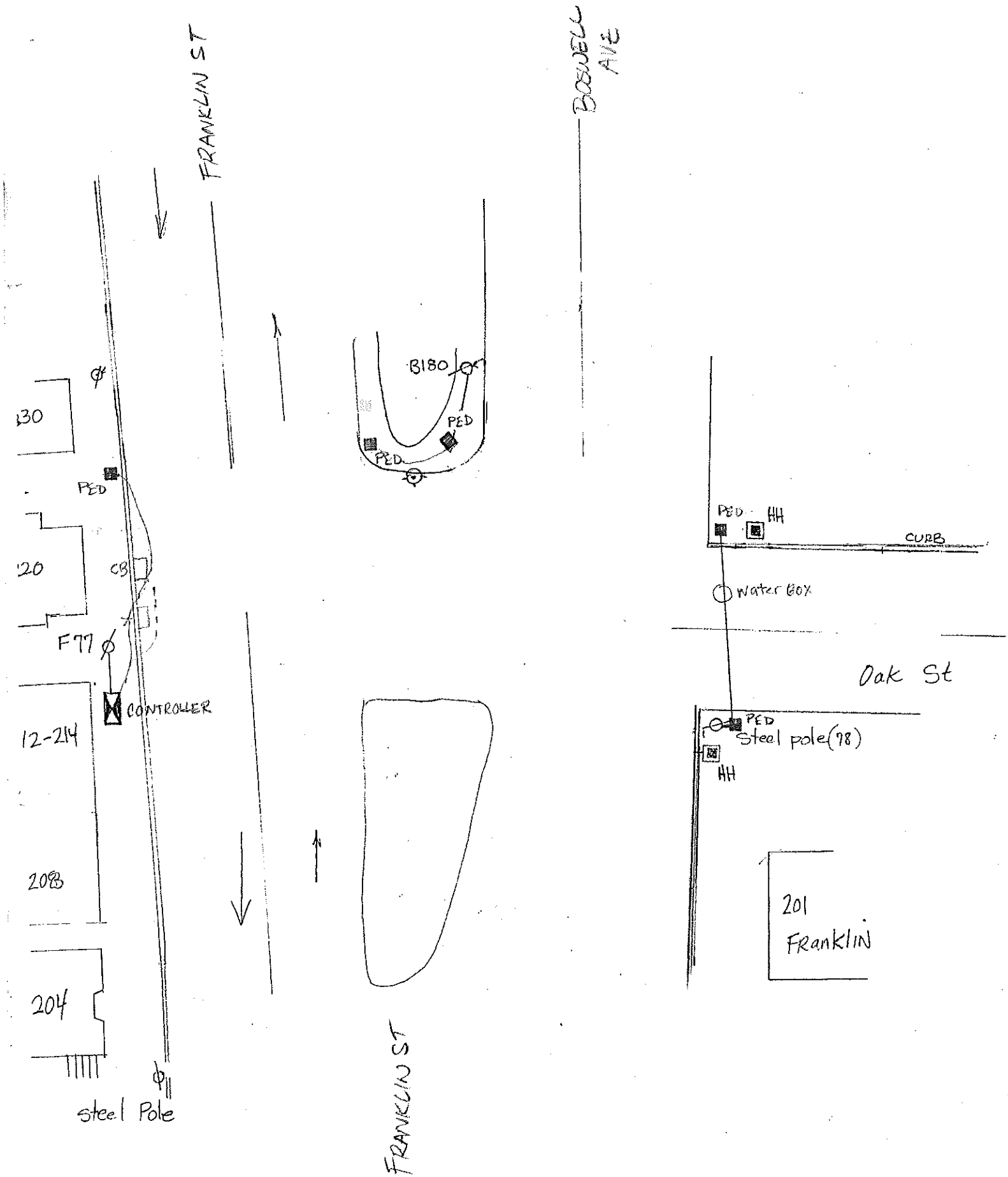
TOPICS
CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS
CITY OF NORWICH
7/12 UNION SQUARE SIGNALIZATION
DESIGNED BY CE MAGUIRE, INC. TRAFFIC DEPARTMENT NEW BRITAIN, CONNECTICUT

Date | Chief Engr



LOOPS
FRANKLIN ST
BOSWELL AVE
NEW LOOP FALL 2011
15'3"
12'
2'3"
CB
3'3"
23'3"
FROM BEND
B180
5'2"
230
220
F77
212-214
208
204
Steel Pole
8'
10'
6'6"
24'
27'
CURB
4'3"
3'6"
7'6"
Oak St
5'
Steel pole (78)
38'
16'3"
6'
4'9"
4'4"
201
Franklin
NEW LOOP FALL 2011
FRANKLIN ST


FRANKLIN ST
BOWELL AVE
B180
PED
PED
230
PED
220
CB
F77
CONTROLLER
12-214
Loc ID 524260
Equip ID X063
208
204
steel Pole
FRANKLIN ST
PED
HH
CURB
water box
Oak St
PED
Steel pole(78)
HH
201
Franklin


FRANKLIN ST
BOSWELL AVE
B180
PED
PED
PED
PED
HH
CURB
Water Box
Oak St
PED
Steel pole(78)
HH
201
Franklin
130
120
CB
F77
CONTROLLER
12-214
208
204
steel Pole
FRANKLIN ST

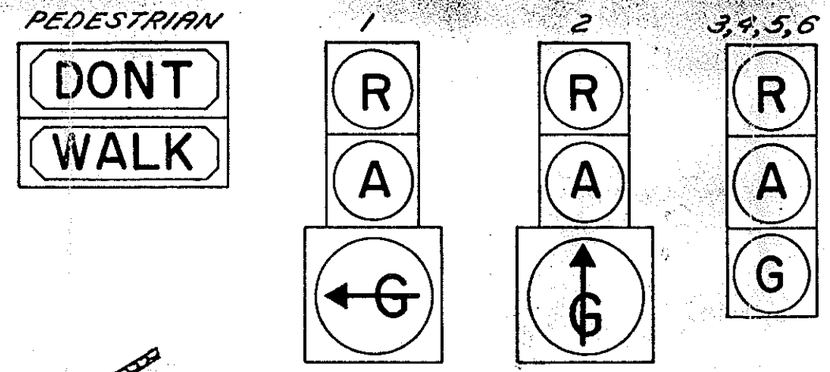
TRAFFIC CONTROL IMPROVEMENTS

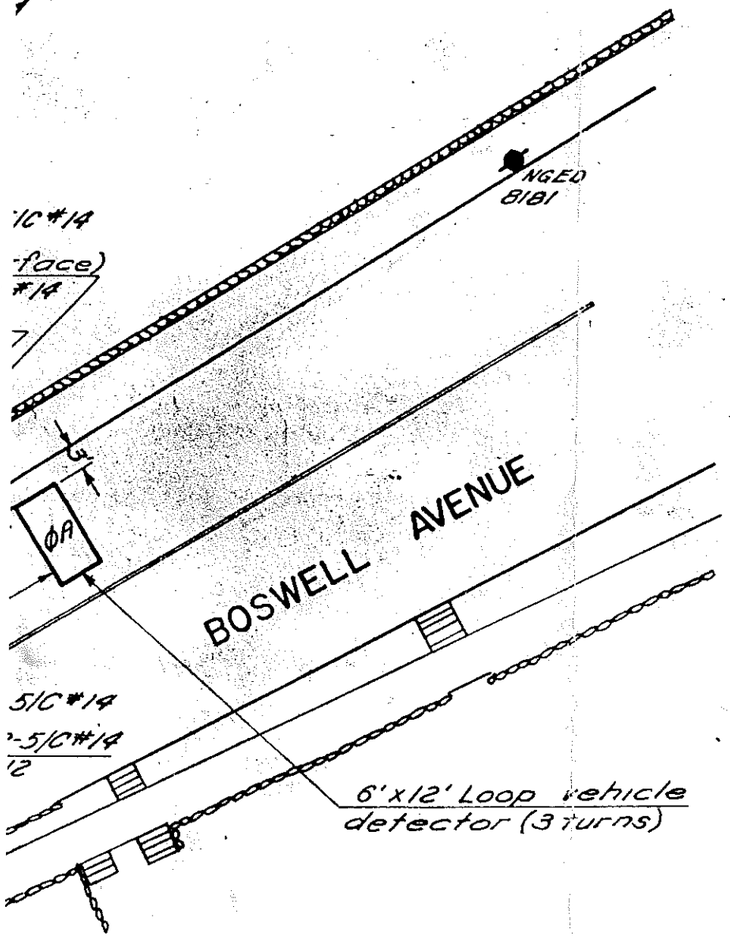
NORWICH TOPICS

SCALE IN FEET

40 20 0 40

SIGNAL FACES



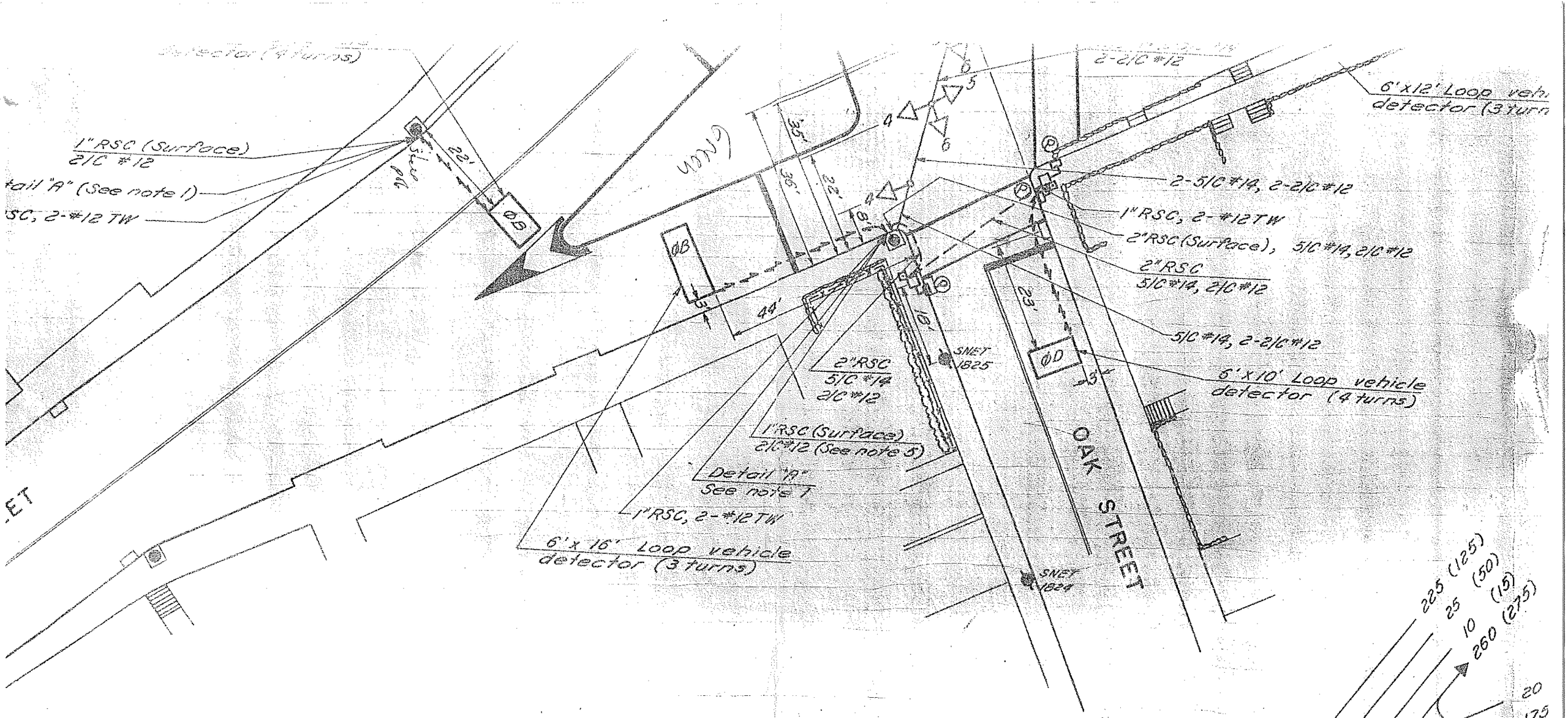


IC #14
face)
#14
7
5/C #14
-5/C #14
12
-2-5/C #14, 2-2/C #12
C, 2- #12TW
SC (Surface), 5/C #14, 2/C #12
RSC

SEQUENCE AND TIMING

FACE NO.	PHASE A					PHASE B					PHASE C					PED		PHASE D					FLASH. OPER.
	INIT	VEH	MAX	CL1	CL2	INIT	VEH	MAX	CL1	CL2	INIT	VEH	MAX	CL1	CL2	PED	PED CL	INIT	VEH	MAX	CL1	CL2	
1	R	R	R	R	R	R	R	R	R	R	←G	←G	←G	A	R	R	R	R	R	R	R	R	FL A
2	R	R	R	R	R	↑G	↑G	↑G	↑G ③	↑G ④	↑G	↑G	↑G	A ⑤	R ⑤	R	R	R	R	R	R	R	FL A
3	R	R	R	R	R	G	G	G	A	R	R	R	R	R	R	R	R	R	R	R	R	R	FL A
4	G	G	G	G ①	G ②	G	G	G	A	R	R	R	R	R	R	R	R	R	R	R	R	R	FL R
5	G	G	G	A	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FL R
6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	A	R	FL R
PED	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FL DW	DW	DW	DW	DW	DW	OFF
Min	2	2	20	3	0.5	2	2	20	3	0.5	0.5	0.5	10	3	0.5	7	9	2	2	15	3	0.5	—
Max.	10	6	40	5	5	10	6	40	5	5	5	3	25	5	5	10	15	10	6	30	5	5	—
ACT.	6	3	30	3	2	6	3	25	3	1	1	1	15	3	2	7	10	5	3	20	3	1	—

① A if ØB skipped
② R if ØB skipped
③ A if ØC skipped
④ R if ØC skipped
⑤ ↑G if ØB next
⑥ ↑G if ØB next



NOTES:

1. Splice 2/C #12 to #12 TW stranded wire at "C" fitting located 48" above ground level.
2. See separate plan for pavement markings, signing and construction of island.
3. Signal faces 1 & 2 to have tunnel visors.
4. Sign to be provided at all push buttons is R10-4.
5. Conduit to be installed on the West side of this pole.
6. Pedestal foundations to be located 2½'

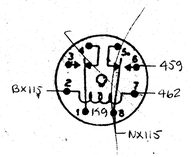
IPMENT

controller
actuated
ase, base

REVISIONS				
SYM	DESCRIPTION	DATE	APPRO.	LTR. NO.

DCU__ - 353 HARNESS			
HARNESS WIRE NO.	MS CONN PIN NO.	FUNCTION	TO
1	A	115 VAC (fused)	436
2	B	1 A/S MA	445
3	C	AC COMMON	439
4	D	DT/IT	446
5	E	1 KEY OUT	447
6	F	5 KEY OUT	448
7	G	DIAL 2 SEL.	449
8	H	DIAL 3 SEL.	450
9	J	R1	451
10	K	R2	452
11	L	R3	453
12	M	SPLIT 2 SEL.	
13	N	SPLIT 3 SEL.	
14	P	MASTER RESET OUT	454
15	Q	MASTER RESET IN	455
17	S	S2 OUT	456
18	T	S3 OUT	457
23	Y	FREE OP. IN.	FG-1
24	Z	FREE OP. OUT	458

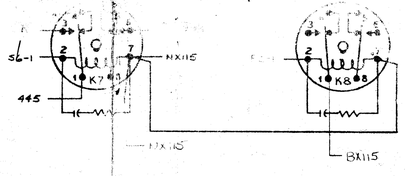
EXTERNAL HARNESS UCF-100			
COMM. #	WIRE #	DESTINATION	TO
1	1	+24V	198
2	2	UCF call (closure to lock GWP. initiates sequence	188
3	3	Logic ground	194
4	4	To green driver of phase selected to go to flash	98
5	5	To red driver of phase selected to go to flash to green load switch driver of phase selected to go to flash	96
6	6	(Wires 4 & 6 take the place of the normal connection between the selected phase output and load switch input)	62
7	7	Relay N/C (when not in flash)	189
8	8	Relay common	196
9	9	Relay open (when not in flash)	
10	10	To min. recall timer input	184
11	11	To stop timing timer input	186
12	12	Chassis ground	164
13	13	To yellow driver of phase selected to go to flash	97
14	14	To ped. omit input of phase selected to go to flash	
15	15	To omit phase	
16	16		



PIN LTR	COLOR CODE	FUNCTION ICO	FUNCTION NEMA
A	WHITE	AC(-)	AC - (common)
B	BROWN	Relay Common	Output (-)
C	BLACK	AC+	AC+ (line side)
D	RED		
E	ORANGE		
F	YELLOW		
H	GREEN		
J	GREY	Pedestrian Inhibit	Pedestrian Inhibit Input (AC)

NOTES:
1. SHELL OF CONNECTOR IS ALSO WIRED TO PIN H

451



AMP CONNECTOR #206037-1

PIN NO.	ASSIGNMENT	WIRE COLOR	TERM
1	AC+ (LINE)	BLACK	436
2	AC- (NEUT)	WHITE	439
3	CHASSIS GND	GREEN	438
4	SWITCH 1 COM	RED	423
5	SWITCH 1 NO	WHITE/YELLOW	424
6	SWITCH 1 NC	YELLOW	425
7	SWITCH 2 COM	WHITE/BROWN	426
8	SWITCH 2 NO	WHITE/VIOLET	427
14	SWITCH 2 NC	VIOLET	428
11	SWITCH 3 COM	GREY	429
13	SWITCH 3 NO	WHITE/BLUE	430
12	SWITCH 3 NC	BLUE	431
9	SWITCH 4 COM	BROWN	432
15	SWITCH 4 NO	WHITE/ORANGE	433
14	SWITCH 4 NC	ORANGE	434

DO NOT SCALE DRAWING

NO.	PART NUMBER	QTY.	DESCRIPTION
			PARTS LIST

ORIGINAL DATE	
REDRAWN DATE	
DRAFTSMAN	
CHECKER	
DRAFT SUPV.	
DESIGNER	
ENGINEER	
PATT. I.B.	

TESI Traffic Engineering And Sales, Inc.
T. E. Supply Company, Inc.

TITLE W/D FOR LND8810 (G)
MAIN, COURTHOUSE SQUARE, BROADWAY
FIRST MADE FOR NORWICH CT

SIZE D | CODE IDENT. NO. | 71661

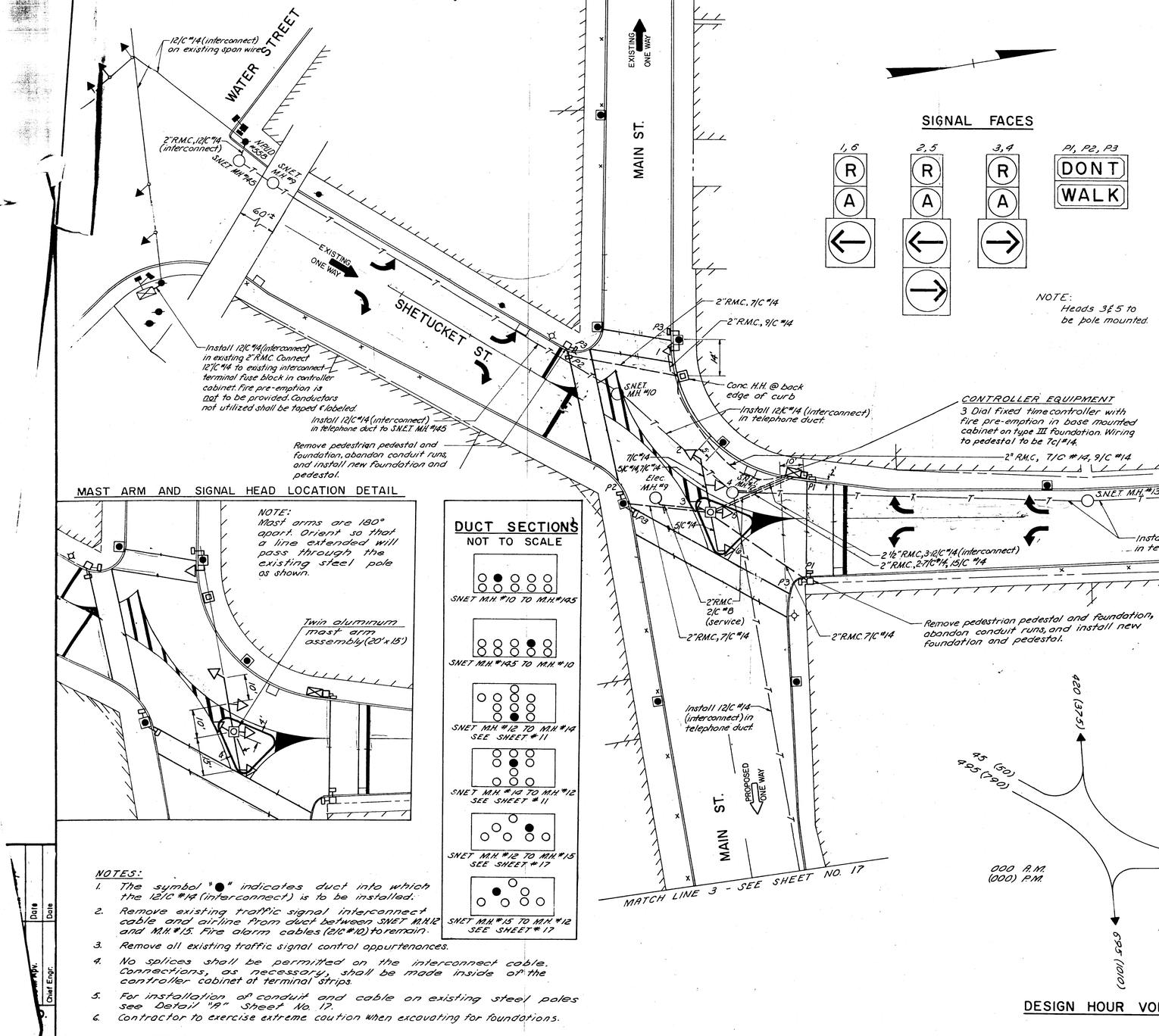
SCALE | WT. | SHEET 2 OF 2

PERM. FILE

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	NORWICH	MT-1103(8)	103-163	1975		14	35

TRAFFIC CONTROL IMPROVEMENTS
NORWICH TOPICS

SCALE IN FEET
40' 20' 0 40'



SEQUENCE AND TIMING

① If "R" remains "R"

② During the hold interval of the pre-emption sequence the controller camshaft shall cycle to phase "A-lag" and hold.

③ If the controller is pre-empted during Phase A ART or CL1, all pedestrian faces shall be changed to DW for 4 seconds before interval 1, of the fire-pre-emption sequence begins. During this time and during interval 1 the camshaft shall not be allowed to rotate. If the controller is pre-empted during Phase C, this delay shall be 9 seconds instead of 4 seconds.

④ If "R" remains "R", if "⇄" remains "⇄"

FACE NO.	PHASE A ② ART ③	CL ③	CL2	LAG	CL3	PHASE B SIDE ST.	CL1	CL2	PHASE C ③ PED	CL	PRE-EMPTION 1	HOLD	CL	FLASH OPER.
1	←	←	A	R	R	R	A	R	R	R	A ①	R	R	R
2	⇄	⇄	R/→	R/→	R	A	R	R	R	R	A ①	R	R	R
3	R/→	R/→	R/→	R/→	A	R	R	R	R	R	A ①	R	R	R
4	R	R	R	R/→	R/→	R/→	A	R	R	R	R/→ ①	R/→	R/→	R
5	R	R	R	R/→	R/→	⇄	A	R	R	R	R/→ ④	⇄	R/→	R
6	R	R	R	R	←	A	R	R	R	R	①	←	A	R
P1	W	F DW	F DW	DW	DW	DW	DW	DW	W	W	DW	DW	DW	OFF
P2	DW	DW	DW	DW	DW	W	W	W	W	F DW	DW	DW	DW	OFF
P3	DW	DW	DW	DW	DW	DW	DW	DW	W	F DW	DW	DW	DW	OFF
MIN.	5	3	3	15	3	15	3	1	7	10	3	20	3	—
MAX.	15	5	5	30	5	30	5	3	15	15	5	60	5	—
OFFSET 83%, 15.3 SEC.	DIAL 1	10.8	3.6	3.6	22.5	3.6	19.8	3.6	1.8	9	12.6	3	30	3	90° CYCLE
OFFSET 83%, 15.3 SEC.	DIAL 2	10.8	3.6	3.6	22.5	3.6	19.8	3.6	1.8	9	12.6	3	30	3	90° CYCLE
OFFSET 83%, 15.3 SEC.	DIAL 3	10.8	3.6	3.6	22.5	3.6	19.8	3.6	1.8	9	12.6	3	30	3	90° CYCLE

Offset point

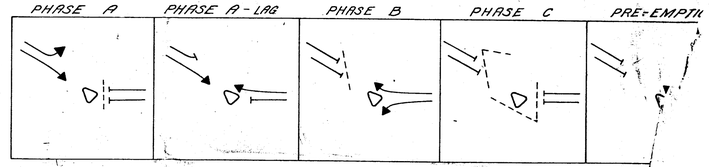
MAST ARM AND SIGNAL HEAD LOCATION DETAIL

DUCT SECTIONS
NOT TO SCALE

NOTES:
1. The symbol "●" indicates duct into which the 12JC #14 (interconnect) is to be installed.
2. Remove existing traffic signal interconnect cable and airline from duct between SNET M.H. 12 and M.H. #15. Fire alarm cables (2JC #10) to remain.
3. Remove all existing traffic signal control appurtenances.
4. No splices shall be permitted on the interconnect cable. Connections, as necessary, shall be made inside of the controller cabinet at terminal strips.
5. For installation of conduit and cable on existing steel poles see Detail "P" Sheet No. 17.
6. Contractor to exercise extreme caution when excavating for foundations.

DESIGN HOUR VOLUMES

SIGNAL PHASING



Date
Date
Chief Engr.

TOPICS

CONNECTICUT DEPARTMENT OF TRAN BUREAU OF HIGHW

CITY OF NORWIC

4/14 MAIN STREET AR BROADWAY AND SHETUCKE SIGNALIZATION

DESIGNED BY
CE MAGUIRE, INC.
TRAFFIC DEPARTMENT
NEW BRITAIN, CONNECTICUT

MS-A

CONN. PIN	WIRE NO.	FUNCTION	TO
A	A-1	SPARE 4	
B	A-2	+24 VDC	TB-80
C	A-3	VOLT MON.	TB-82
D	A-4	#1 RED	TB-63
E	A-5	#1 D.W.	TB-69
F	A-6	#2 RED	TB-66
G	A-7	#2 D.W.	TB-72
H	A-8	#2 PED CLEAR	TB-73
J	A-9	#2 WALK	TB-74
K	A-10	#2 VEH CALL	TB-32
L	A-11	#2 PED CALL	TB-34
M	A-12	#2 HOLD	TB-48
N	A-13	STOP TIMING	TB-62
P	A-14	INH.MAX.TERM	TB-60
R	A-15	EXT. START	TB-28
S	A-16	INT. ADV.	TB-30
T	A-17		
U	A-18	AC-(COMMON)	TB-76
V	A-19	CHASSIS GND.	TB-77
W	A-20	LOGIC GND.	TB-78
X	A-21	FL.LOG.OUT	TB-61
Y	A-22	STAT.BIT C	TB-27
Z	A-23	#1 YELLOW	TB-64
AA	A-24	#1 PED CLEAR	TB-70
BB	A-25	#2 YELLOW	TB-67
CC	A-26	#2 GREEN	TB-68
DD	A-27	#2 CHECK	TB-46

CONN. PIN	WIRE NO.	FUNCTION	TO
F	A-29	#1 VEH.CALL	TB-31
G	A-30	#1 PED CALL	TB-33
H	A-31	#1 HOLD	TB-47
J	A-32	FORCE OFF	TB-49
K	A-33	MIN. RECALL	TB-52
L	A-34	MAN.ENABLE	TB-29
M	A-35	NON.ACT 1	TB-54
N	A-36	TEST INPUT A	TB-23
P	A-37	115 VAC	TB-75
Q	A-38	SPARE 1	
R	A-39	STAT.BIT B	TB-26
S	A-40	#1 GREEN	TB-65
T	A-41	#1 WALK	TB-71
U	A-42	#1 CHECK	TB-45
V	A-43	#2 PED OMIT	TB-58
W	A-44	OMIT ALL RED	TB-50
X	A-45	RED REST	TB-51
Y	A-46	SPARE 2	
Z	A-47	NON ACT 2	TB-55
AA	A-48	TEST INPUT B	TB-24
BB	A-49	WALK REST MOD	TB-57
CC	A-50	STAT.BIT A	TB-25
DD	A-51	#1 PHASE ON	TB-43
EE	A-52		TB-56
FF	A-53		TB-53

REVISIONS				
SYM	DESCRIPTION	DATE	APPRD.	LTR. NO.
1	RELEASED FOR PRODUCTION E-935	-		

NOTES:
1- WIRE TERMINATIONS ON THE FRONT SIDE OF THE REAR PANEL ARE INDICATED BY CIRCLING THE WIRE CODE.
2-(12) TURNS PER.FT.FOR LOOP WIRES.
3- [R/C] RESISTOR/CAPACITOR SERIES NETWORK - 1uF, 600V, 100Ω, 1/2 W (PART NO. 20851-001)
4- SOLDER ALL CM & GCM CONNECTIONS ON BACK OF PANEL.
5- CM-20 FOR 2¢ & CONC. PED. CONTROLLERS GCM-X1 FOR MORE THAN 2¢ CONT.
6-GCM 42 VM PROGRAMING.
A-1 ON
A-B ON
1-2 ON
B-2 ON

CONT.	FUNCTION
1	CHASSIS GROUND
2	#1 GREEN
3	#1 YELLOW
4	#1 WALK
5	#2 GREEN
6	#2 YELLOW
7	#2 WALK
8	AC COMMON
9	DC GROUND
10	
11	+24 VDC MONITOR
12	BROWN OUT
13	115 VAC
14	RELAY #1 COMMON (115 VAC)
15	RELAY #1 N.C.
16	FSLAY #1 N.O. (TO CONTROLS
17	
18	RELAY #2 COMMON (STOP TIME)
19	RELAY #2 N.O.
20	RELAY #2 N.C. (LOGIC GND.)
21	
22	CHASSIS GROUND

DO NOT SCALE DRAWING

FLASH TRANSFER RELAY

FLASH TRANSFER RELAY

AC(-) TO SAFETY GND. JUMPER

SAFETY GROUND TERMINAL

115 VAC 60 HZ

FS		
DCU-1	FS-1	BX115
DS-2	FS-2	DIAL 2
DS-5	FS-3	DIAL 3
PS-1	FS-4	RESET 1
RS-3	FS-5	RESET 2
RS-5	FS-6	RESET 3
SS-2	FS-7	SPLIT 2
SS-5	FS-8	SPLIT 3
DCU-23	FS-9	FREE OPERATION

POLICE DOOR

15343N RELAY

#16 AWG WIRE TO BE TYPE MS1722 (WRE) 10 AWG BLACK WIRE TO BE TYPE LISTED ON MS1740 (WRE) 10 AWG. WHITE TO BE LISTED ON MS1741 (WRE)
ALL OTHER WIRE TO BE TYPE LISTED ON MS1723 (WRE)

NO.	PART NUMBER	QTY	DESCRIPTION

PARTS LIST

CROUSE-HINDS COMPANY
SYRACUSE, N.Y., U.S.A. 13201

ORIGINAL DATE	4-12-77
REDRAWN DATE	
DRAFTSMAN	R.M.K.
CHECKER	
OPT'L SUPV.	
DESIGNER	
ENGINEER	
MAT. E	

C604354	A/D	
NEXT ASSY	USED ON	

APPLICATION

FIRST MADE FOR

CODE IDENT. NO 0892258

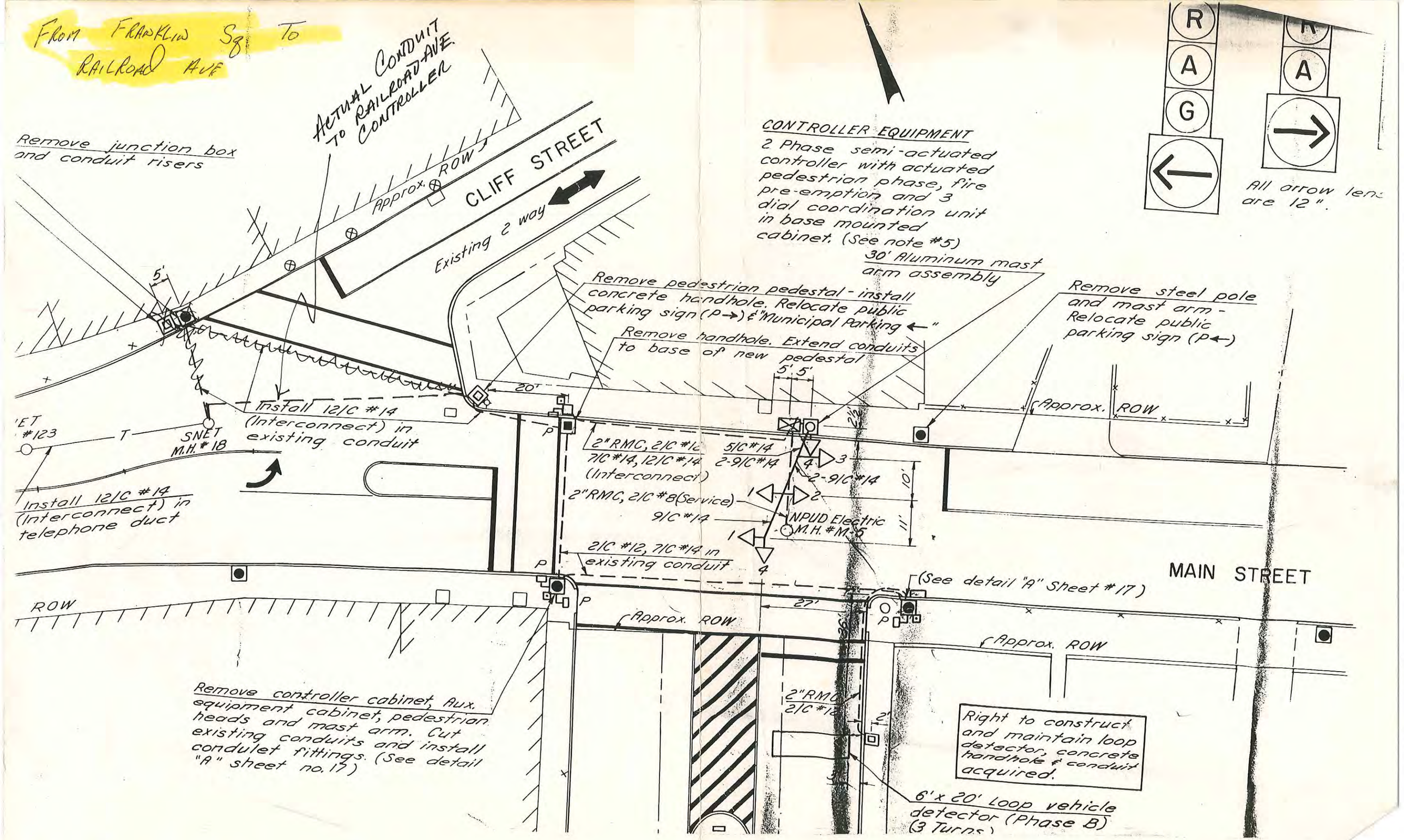
DWG NO. MS1163

SCALE

WT

SHEET 1 OF 2

0892258



FROM FRANKLIN Sq TO RAILROAD AVE
ACTUAL CONDUIT TO RAILROAD AVE. CONTROLLER
Remove junction box and conduit risers
Approx. ROW
CLIFF STREET
Existing 2 way
5'
CONTROLLER EQUIPMENT
2 Phase semi-actuated controller with actuated pedestrian phase, fire pre-emption and 3 dial coordination unit in base mounted cabinet. (See note #5)
30' Aluminum mast arm assembly
Remove pedestrian pedestal - install concrete handhole. Relocate public parking sign (P→) & "Municipal Parking ←"
Remove handhole. Extend conduits to base of new pedestal
Remove steel pole and mast arm - Relocate public parking sign (P←)
R
A
G
All arrow lens are 12".
20'
5' 5'
Approx. ROW
Install 12/C #14 (Interconnect) in existing conduit
SNET M.H. #18
#123
T
P
2" RMC, 2/C #12 7/C #14, 12/C #14 (Interconnect)
5/C #14
2-9/C #14
2-9/C #14
2" RMC, 2/C #8 (Service)
9/C #14
NPUD Electric M.H. #M-5
10'
11'
Install 12/C #14 (Interconnect) in telephone duct
2/C #12, 7/C #14 in existing conduit
MAIN STREET
(See detail "A" Sheet #17)
ROW
27'
Approx. ROW
Approx. ROW
Remove controller cabinet, Aux. equipment cabinet, pedestrian heads and mast arm. Cut existing conduits and install condulet fittings. (See detail "A" sheet no. 17)
2" RMC 2/C #12
2'
Right to construct and maintain loop detector, concrete handhole & conduit acquired.
6' x 20' Loop vehicle detector (Phase B) (3 Turns)

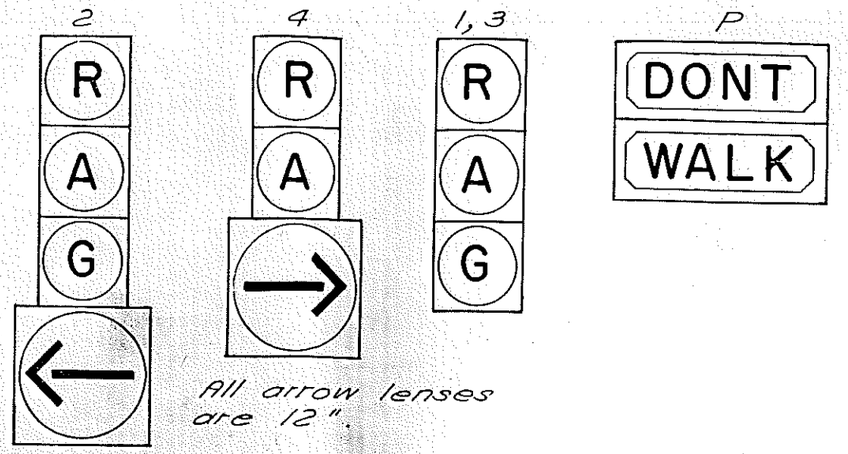
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	NORWICH	MT-1103(8)	103-163	1975		21	35

TRAFFIC CONTROL IMPROVEMENTS
NORWICH TOPICS

SCALE IN FEET

40' 20' 0 40'

SIGNAL FACES



All arrow lenses are 12".

ove steel pole
mast arm -
cate public
ing sign (P←)

SEQUENCE AND TIMING

FACE NO.	PHASE A ⑥			PHASE B					PHASE C ④ (PED. ACT.)		PRE-EMPTION ⑥		FLASH. OPER.
	MIN.	CL 1	CL 2	INIT.	VEH.	MAX.	CL 1	CL 2	PED.	CL	1	HOLD	
1	G	A	R	R	R	R	R	R	R	R	G ⑤	G	A
2	G	G ①	G ②	G/←	G/←	G/←	A ③	R ③	R	R	G ⑤	G	A
3	G	G ①	G ②	G	G	G	A ③	R ③	R	R	G ⑤	G	A
4	R	R	R	→	→	→	A	R	R	R	A ⑤	R	R
P	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	OFF
	MIN.	30	3	0.5	6	2	10	3	0.5	7	10	3	30	—
	MAX.	60	5	2	10	5	20	5	2	10	15	5	90	—
OFFSET 60% 54 sec.	DIAL 1	45	3	2	6	3	15	3	2	7	13	3	50	90°CYCLE
OFFSET 60% 54 sec.	DIAL 2	45	3	2	6	3	15	3	2	7	13	3	50	90°CYCLE
OFFSET 60% 54 sec.	DIAL 3	45	3	2	6	3	15	3	2	7	13	3	50	90°CYCLE

OFFSET POINT

① "A" if phase C next

② "R" if phase C next

③ "G" if phase A next

④ If pre-emption is called during ØC the entire phase shall time out before pre-emption begins.

⑤ If "R" remains "R"

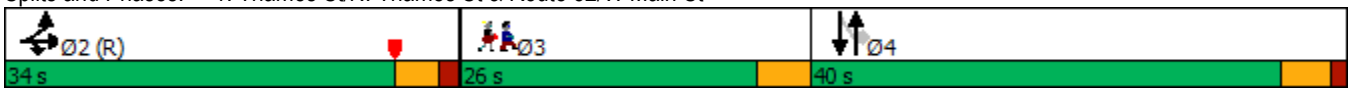
⑥ During the hold interval of the pre-emption sequence the controller shall return to phase A.

E Intersection Capacity Analysis Worksheets – Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	490	80	0	0	0	0	30	220	20	190	0
Future Volume (vph)	10	490	80	0	0	0	0	30	220	20	190	0
Peak Hour Factor	0.98	0.98	0.98	0.25	0.25	0.25	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	510	82	0	0	0	0	37	272	22	207	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.23	0.08					0.10	0.51	0.09	0.66	
Control Delay		11.1	6.2					30.9	7.4	30.6	46.6	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		11.1	6.2					30.9	7.4	30.6	46.6	
Queue Length 50th (ft)		36	0					20	0	12	124	
Queue Length 95th (ft)		119	30					38	39	29	178	
Internal Link Dist (ft)		533			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		2195	1044					643	742	449	571	
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	0.08					0.06	0.37	0.05	0.36	

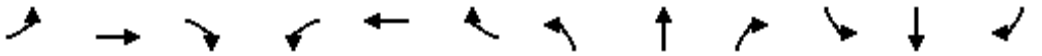
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



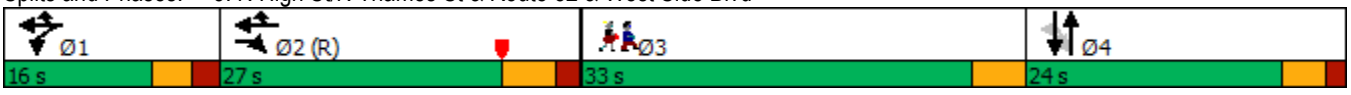
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	490	80	0	0	0	0	30	220	20	190	0
Future Volume (vph)	10	490	80	0	0	0	0	30	220	20	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3351	1552					1844	1620	1667	1638	
Flt Permitted		1.00	1.00					1.00	1.00	0.73	1.00	
Satd. Flow (perm)		3351	1552					1844	1620	1287	1638	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	10	500	82	0	0	0	0	37	272	22	207	0
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	220	0	0	0
Lane Group Flow (vph)	0	510	51	0	0	0	0	37	52	22	207	0
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	5%	5%	5%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		62.3	62.3					19.2	19.2	19.2	19.2	
Effective Green, g (s)		62.3	62.3					19.2	19.2	19.2	19.2	
Actuated g/C Ratio		0.62	0.62					0.19	0.19	0.19	0.19	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2087	966					354	311	247	314	
v/s Ratio Prot		c0.15	0.03					0.02			c0.13	
v/s Ratio Perm									0.03	0.02		
v/c Ratio		0.24	0.05					0.10	0.17	0.09	0.66	
Uniform Delay, d1		8.4	7.3					33.3	33.7	33.2	37.4	
Progression Factor		1.05	1.49					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.1					0.1	0.3	0.2	4.9	
Delay (s)		9.1	11.0					33.4	34.0	33.4	42.3	
Level of Service		A	B					C	C	C	D	
Approach Delay (s)		9.4			0.0			33.9			41.5	
Approach LOS		A			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR	Ø3
Lane Configurations												
Traffic Volume (vph)	530	10	70	600	200	10	0	40	10	10	30	
Future Volume (vph)	530	10	70	600	200	10	0	40	10	10	30	
Peak Hour Factor	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.81	0.81	0.81	
Heavy Vehicles (%)	4%	4%	5%	5%	5%	6%	6%	6%	3%	3%	3%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	658	0	83	714	238	0	64	0	0	61	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA		
Protected Phases	2		1	1 2	1 2		4			4		3
Permitted Phases						4			4			
Detector Phase	2		1	1 2	1 2	4	4		4	4		
Switch Phase												
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0	9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9	13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0	24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%	24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3	3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6	1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0			0.0		
Total Lost Time (s)	6.0		5.0				4.9			4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Recall Mode	C-Max		Max			None	None		None	None		None
v/c Ratio	0.39		0.43	0.28	0.20		0.24			0.32		
Control Delay	16.2		48.9	9.7	2.5		2.1			26.3		
Queue Delay	0.0		0.0	0.0	0.0		0.0			0.0		
Total Delay	16.2		48.9	9.7	2.5		2.1			26.3		
Queue Length 50th (ft)	77		50	42	0		0			14		
Queue Length 95th (ft)	203		91	180	31		0			46		
Internal Link Dist (ft)				1164			138			182		
Turn Bay Length (ft)			130									
Base Capacity (vph)	1672		195	2545	1169		417			366		
Starvation Cap Reductn	0		0	0	0		0			0		
Spillback Cap Reductn	0		0	0	0		0			0		
Storage Cap Reductn	0		0	0	0		0			0		
Reduced v/c Ratio	0.39		0.43	0.28	0.20		0.15			0.17		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	530	10	70	600	200	10	0	40	10	10	30
Future Volume (vph)	530	10	70	600	200	10	0	40	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	8	16	8
Grade (%)				0%			2%			4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9			4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00			1.00	
Frt	1.00		1.00	1.00	0.85		0.89			0.92	
Flt Protected	1.00		0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	3015		1776	3553	1538		1724			1863	
Flt Permitted	1.00		0.95	1.00	1.00		0.94			0.94	
Satd. Flow (perm)	3015		1776	3553	1538		1634			1761	
Peak-hour factor, PHF	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.81	0.81	0.81
Adj. Flow (vph)	646	12	83	714	238	13	0	51	12	12	37
RTOR Reduction (vph)	59	0	0	0	80	0	59	0	0	34	0
Lane Group Flow (vph)	599	0	83	714	158	0	5	0	0	27	0
Heavy Vehicles (%)	4%	4%	5%	5%	5%	6%	6%	6%	3%	3%	3%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA	
Protected Phases	2		1	1 2	1 2		4			4	
Permitted Phases						4			4		
Actuated Green, G (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Effective Green, g (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Actuated g/C Ratio	0.50		0.11	0.66	0.66		0.07			0.07	
Clearance Time (s)	6.0		5.0				4.9			4.9	
Vehicle Extension (s)	0.2		3.0				2.0			2.0	
Lane Grp Cap (vph)	1516		195	2355	1019		117			126	
v/s Ratio Prot	c0.20		c0.05	0.20	0.10						
v/s Ratio Perm							0.00			c0.02	
v/c Ratio	0.40		0.43	0.30	0.15		0.04			0.21	
Uniform Delay, d1	15.4		41.6	7.1	6.3		43.2			43.7	
Progression Factor	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8		6.7	0.3	0.3		0.1			0.3	
Delay (s)	16.2		48.2	7.4	6.7		43.2			44.0	
Level of Service	B		D	A	A		D			D	
Approach Delay (s)				10.5			43.2			44.0	
Approach LOS				B			D			D	

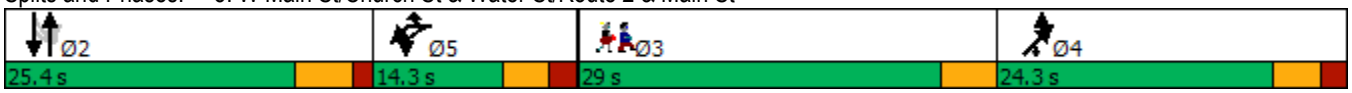
Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations										
Traffic Volume (vph)	10	0	80	740	20	290	140	130	390	
Future Volume (vph)	10	0	80	740	20	290	140	130	390	
Peak Hour Factor	0.79	0.79	0.79	0.89	0.70	0.70	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	4%	8%	8%	6%	6%	6%	
Shared Lane Traffic (%)			44%						36%	
Lane Group Flow (vph)	0	57	57	831	0	443	152	294	271	
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	5	2		2	4	4	4	3
Permitted Phases					2					
Detector Phase	5	5	5	2	2	2	4	4	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	29.0
Total Split (s)	14.3	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	29.0
Total Split (%)	15.4%	15.4%	15.4%	27.3%	27.3%	27.3%	26.1%	26.1%	26.1%	31%
Yellow Time (s)	3.2	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										Yes
Recall Mode	None	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio		0.35	0.38	0.56		0.51	0.30	0.52	0.44	
Control Delay		37.8	39.3	22.7		23.6	23.7	16.9	6.4	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		37.8	39.3	22.7		23.6	23.7	16.9	6.4	
Queue Length 50th (ft)		20	21	86		65	41	45	0	
Queue Length 95th (ft)		61	65	215		134	140	#208	70	
Internal Link Dist (ft)		724		133		359		434		
Turn Bay Length (ft)		90	90				270			
Base Capacity (vph)		257	238	1613		944	507	561	616	
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		0.22	0.24	0.52		0.47	0.30	0.52	0.44	

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 63.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations									
Traffic Volume (vph)	10	0	80	740	20	290	140	130	390
Future Volume (vph)	10	0	80	740	20	290	140	130	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	14	12	12	12	12	12	12
Grade (%)		6%		6%		2%		12%	
Total Lost time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor		1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt		0.88	0.85	1.00		1.00	1.00	0.92	0.85
Flt Protected		0.99	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1719	1587	4838		3298	1601	1476	1361
Flt Permitted		0.99	1.00	1.00		0.86	0.95	1.00	1.00
Satd. Flow (perm)		1719	1587	4838		2834	1601	1476	1361
Peak-hour factor, PHF	0.79	0.79	0.79	0.89	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	13	0	101	831	29	414	152	141	424
RTOR Reduction (vph)	0	0	0	0	0	0	0	96	190
Lane Group Flow (vph)	0	57	57	831	0	443	152	198	81
Heavy Vehicles (%)	0%	0%	0%	4%	8%	8%	6%	6%	6%
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	5	2		2	4	4	4
Permitted Phases					2				
Actuated Green, G (s)		4.6	4.6	19.4		19.4	20.1	20.1	20.1
Effective Green, g (s)		4.6	4.6	19.4		19.4	20.1	20.1	20.1
Actuated g/C Ratio		0.07	0.07	0.29		0.29	0.30	0.30	0.30
Clearance Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)		0.2	0.2	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)		117	108	1390		814	476	439	405
v/s Ratio Prot		0.03	c0.04	c0.17			0.09	c0.13	0.06
v/s Ratio Perm						0.16			
v/c Ratio		0.49	0.53	0.60		0.54	0.32	0.45	0.20
Uniform Delay, d1		30.3	30.4	20.7		20.3	18.4	19.2	17.7
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.2	2.1	0.6		0.6	1.8	3.3	1.1
Delay (s)		31.5	32.5	21.3		20.9	20.2	22.5	18.8
Level of Service		C	C	C		C	C	C	B
Approach Delay (s)		32.0		21.3		20.9		20.6	
Approach LOS		C		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	67.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	310	310	560	400	0	0	
Future Volume (vph)	310	310	560	400	0	0	
Peak Hour Factor	0.89	0.89	0.96	0.96	0.25	0.25	
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	696	0	583	417	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.71		0.32	0.25			
Control Delay	20.2		12.7	2.9			
Queue Delay	0.0		0.0	0.0			
Total Delay	20.2		12.7	2.9			
Queue Length 50th (ft)	94		63	0			
Queue Length 95th (ft)	152		177	148			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	985		1834	1670			
Starvation Cap Reductn	0		0	107			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.71		0.32	0.27			

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: West Side Blvd & Route 2





Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	310	310	560	400	0	0
Future Volume (vph)	310	310	560	400	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.93		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3226		3335	1810		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3226		3335	1810		
Peak-hour factor, PHF	0.89	0.89	0.96	0.96	0.25	0.25
Adj. Flow (vph)	348	348	583	417	0	0
RTOR Reduction (vph)	227	0	0	0	0	0
Lane Group Flow (vph)	469	0	583	417	0	0
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	758		1700	1348		
v/s Ratio Prot	c0.15		c0.17	0.23		
v/s Ratio Perm						
v/c Ratio	0.62		0.34	0.31		
Uniform Delay, d1	27.4		11.6	3.4		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	3.8		0.6	0.6		
Delay (s)	31.2		12.2	4.0		
Level of Service	C		B	A		
Approach Delay (s)	31.2			8.8	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

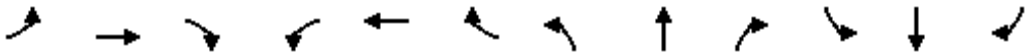
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	680	10	0	0	0	0	10	10	10	10	0
Future Volume (vph)	20	680	10	0	0	0	0	10	10	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	772	0	0	0	0	0	22	0	0	22	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	59.5	59.5						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.5	3.5						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		4.5						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.17						0.14			0.17	
Control Delay		1.5						25.4			36.7	
Queue Delay		0.0						0.0			0.0	
Total Delay		1.5						25.4			36.7	
Queue Length 50th (ft)		21						5			10	
Queue Length 95th (ft)		34						26			32	
Internal Link Dist (ft)		510			404			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4452						325			279	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.17						0.07			0.08	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	680	10	0	0	0	0	10	10	10	10	0
Future Volume (vph)	20	680	10	0	0	0	0	10	10	10	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		4.5						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.93			1.00	
Flt Protected		1.00						1.00			0.98	
Satd. Flow (prot)		5067						1737			1799	
Flt Permitted		1.00						1.00			0.83	
Satd. Flow (perm)		5067						1737			1532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	739	11	0	0	0	0	11	11	11	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	771	0	0	0	0	0	12	0	0	22	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		66.7						4.4			4.4	
Effective Green, g (s)		66.7						4.4			4.4	
Actuated g/C Ratio		0.83						0.06			0.06	
Clearance Time (s)		4.5						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4224						95			84	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.15									c0.01	
v/c Ratio		0.18						0.12			0.26	
Uniform Delay, d1		1.3						36.0			36.2	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.6			1.7	
Delay (s)		1.4						36.5			37.9	
Level of Service		A						D			D	
Approach Delay (s)		1.4			0.0			36.5			37.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	130	30	280	220	50	20	160	200	110	320	80
Future Volume (vph)	30	130	30	280	220	50	20	160	200	110	320	80
Peak Hour Factor	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	205	0	329	318	0	0	432	0	131	476	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.13	0.65		0.82	0.61			0.92		0.37	0.55	
Control Delay	24.0	46.3		43.8	37.8			58.1		20.7	23.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	24.0	46.3		43.8	37.8			58.1		20.7	23.0	
Queue Length 50th (ft)	12	97		128	149			196		35	154	
Queue Length 95th (ft)	43	200		#315	#392			#587		115	416	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	383	384		402	518			468		356	862	
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	0.53		0.82	0.61			0.92		0.37	0.55	

Intersection Summary
Cycle Length: 123.5
Actuated Cycle Length: 92.1
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

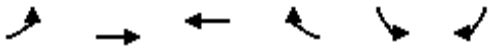
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	130	30	280	220	50	20	160	200	110	320	80
Future Volume (vph)	30	130	30	280	220	50	20	160	200	110	320	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97			0.93		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1662	1701		1787	1829			1651		1710	1807	
Flt Permitted	0.51	1.00		0.40	1.00			0.95		0.28	1.00	
Satd. Flow (perm)	890	1701		752	1829			1580		497	1807	
Peak-hour factor, PHF	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	38	167	38	329	259	59	23	182	227	131	381	95
RTOR Reduction (vph)	0	6	0	0	6	0	0	29	0	0	6	0
Lane Group Flow (vph)	38	199	0	329	312	0	0	403	0	131	470	0
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	22.3	18.4		33.7	25.8			25.6		36.9	41.9	
Effective Green, g (s)	22.3	18.4		33.7	25.8			25.6		36.9	41.9	
Actuated g/C Ratio	0.23	0.19		0.35	0.27			0.26		0.38	0.43	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	236	323		383	487			418		331	782	
v/s Ratio Prot	0.01	0.12		c0.10	0.17					0.05	c0.26	
v/s Ratio Perm	0.03			c0.20				c0.25		0.10		
v/c Ratio	0.16	0.61		0.86	0.64			0.96		0.40	0.60	
Uniform Delay, d1	29.3	35.9		27.3	31.4			35.1		21.6	21.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.5		16.6	2.9			34.1		0.3	0.9	
Delay (s)	29.4	39.3		43.9	34.2			69.2		21.9	21.9	
Level of Service	C	D		D	C			E		C	C	
Approach Delay (s)		37.8			39.1			69.2			21.9	
Approach LOS		D			D			E			C	

Intersection Summary			
HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	96.7	Sum of lost time (s)	25.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



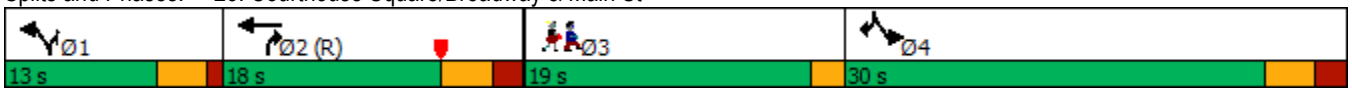
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Right Turn Channelized						
Traffic Volume (veh/h)	60	220	130	190	60	110
Future Volume (veh/h)	60	220	130	190	60	110
Peak Hour Factor	0.73	0.73	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	82	301	165	241	74	136
Approach Volume (veh/h)		383	406		210	
Crossing Volume (veh/h)		74	82		165	
High Capacity (veh/h)		1307	1299		1217	
High v/c (veh/h)		0.29	0.31		0.17	
Low Capacity (veh/h)		1091	1083		1009	
Low v/c (veh/h)		0.35	0.37		0.21	

Intersection Summary			
Maximum v/c High	0.31		
Maximum v/c Low	0.37		
Intersection Capacity Utilization	53.5%	ICU Level of Service	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	240	0	20	0	170	110	0	80
Future Volume (vph)	0	0	0	0	240	0	20	0	170	110	0	80
Peak Hour Factor	0.25	0.25	0.25	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	308	0	22	0	187	129	0	94
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.38		0.03		0.17	0.49		0.40
Control Delay					20.8		0.1		2.6	36.6		34.6
Queue Delay					0.0		0.0		0.0	0.0		0.0
Total Delay					20.8		0.1		2.6	36.6		34.6
Queue Length 50th (ft)					115		0		0	60		43
Queue Length 95th (ft)					183		0		34	99		77
Internal Link Dist (ft)		307			210			206			413	
Turn Bay Length (ft)												
Base Capacity (vph)					812		835		1090	542		485
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					0.38		0.03		0.17	0.24		0.19

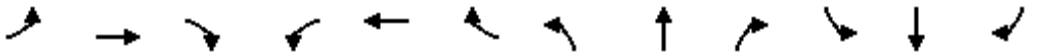
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	240	0	20	0	170	110	0	80
Future Volume (vph)	0	0	0	0	240	0	20	0	170	110	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1809		1939		1734	1735		1552
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1809		1939		1734	1735		1552
Peak-hour factor, PHF	0.25	0.25	0.25	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	0	308	0	22	0	187	129	0	94
RTOR Reduction (vph)	0	0	0	0	0	0	20	0	80	0	0	0
Lane Group Flow (vph)	0	0	0	0	308	0	2	0	107	129	0	94
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					35.1		6.5		45.6	12.2		12.2
Effective Green, g (s)					35.1		6.5		45.6	12.2		12.2
Actuated g/C Ratio					0.44		0.08		0.57	0.15		0.15
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					793		157		988	264		236
v/s Ratio Prot					c0.17		0.00		c0.06	c0.07		0.06
v/s Ratio Perm												
v/c Ratio					0.39		0.01		0.11	0.49		0.40
Uniform Delay, d1					15.2		33.8		7.9	31.0		30.6
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					1.4		0.0		0.0	1.9		1.5
Delay (s)					16.6		33.8		7.9	33.0		32.1
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			16.6			10.7			32.6	
Approach LOS		A			B			B			C	

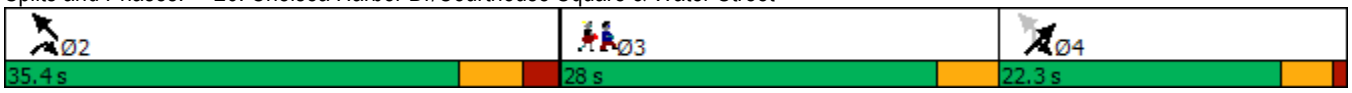
Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	500	50	10	140	550	0	0	0
Future Volume (vph)	0	0	0	0	500	50	10	140	550	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	612	0	0	177	647	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.31			0.33	0.44			
Control Delay					9.5			13.6	1.6			
Queue Delay					0.2			0.0	0.0			
Total Delay					9.7			13.6	1.6			
Queue Length 50th (ft)					27			10	0			
Queue Length 95th (ft)					184			42	30			
Internal Link Dist (ft)		230			208			404			206	
Turn Bay Length (ft)												
Base Capacity (vph)					1975			1300	1454			
Starvation Cap Reductn					613			0	32			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.45			0.14	0.45			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 52.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	500	50	10	140	550	0	0	0
Future Volume (vph)	0	0	0	0	500	50	10	140	550	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3386			3423	1537			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3386			3423	1537			
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	556	56	12	165	647	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	82	206	0	0	0
Lane Group Flow (vph)	0	0	0	0	612	0	0	95	441	0	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.8			7.1	42.2			
Effective Green, g (s)					30.8			7.1	37.9			
Actuated g/C Ratio					0.55			0.13	0.68			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1875			437	1047			
v/s Ratio Prot					0.18				c0.29			
v/s Ratio Perm								0.03				
v/c Ratio					0.33			0.22	0.42			
Uniform Delay, d1					6.8			21.8	4.0			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.5			0.1	0.1			
Delay (s)					7.2			21.8	4.1			
Level of Service					A			C	A			
Approach Delay (s)		0.0			7.2			7.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	55.6	Sum of lost time (s)	14.7
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Sign Control		Stop			Stop		Stop		Stop	
Traffic Volume (vph)	0	0	0	0	30	10	0	0	30	120
Future Volume (vph)	0	0	0	0	30	10	0	0	30	120
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.25	0.25	0.77	0.77
Hourly flow rate (vph)	0	0	0	0	40	13	0	0	39	156

Direction, Lane #	WB 1	NW 1	NW 2
Volume Total (vph)	53	39	156
Volume Left (vph)	0	39	0
Volume Right (vph)	13	0	0
Hadj (s)	-0.03	0.52	0.02
Departure Headway (s)	4.3	5.1	4.6
Degree Utilization, x	0.06	0.06	0.20
Capacity (veh/h)	796	685	760
Control Delay (s)	7.6	7.2	7.6
Approach Delay (s)	7.6	7.5	
Approach LOS	A	A	

Intersection Summary				
Delay	7.6			
Level of Service	A			
Intersection Capacity Utilization	19.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	60	0	0	0	0	130
Future Volume (vph)	60	0	0	0	0	130
Peak Hour Factor	0.75	0.75	0.25	0.25	0.83	0.83
Hourly flow rate (vph)	80	0	0	0	0	157

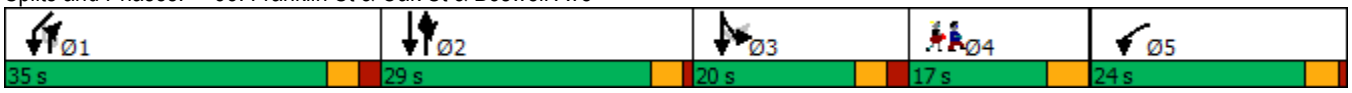
Direction, Lane #	WB 1	SB 1	SB 2
Volume Total (vph)	80	79	79
Volume Left (vph)	80	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.32	0.00	0.00
Departure Headway (s)	4.6	4.7	4.7
Degree Utilization, x	0.10	0.10	0.10
Capacity (veh/h)	761	746	746
Control Delay (s)	8.1	7.0	7.0
Approach Delay (s)	8.1	7.0	
Approach LOS	A	A	

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	10	60	80	10	10	10	80	10	110	10
Future Volume (vph)	10	10	10	60	80	10	10	10	80	10	110	10
Peak Hour Factor	0.81	0.81	0.81	0.72	0.72	0.72	0.83	0.83	0.83	0.73	0.73	0.73
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	10%	10%	10%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	0	0	83	125	0	0	24	96	0	179	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			Min			None	None		None	None	
v/c Ratio	0.14			0.18	0.12			0.15	0.13		0.43	
Control Delay	27.7			24.2	9.4			30.8	15.0		22.9	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	27.7			24.2	9.4			30.8	15.0		22.9	
Queue Length 50th (ft)	7			15	8			5	10		29	
Queue Length 95th (ft)	42			65	59			33	70		116	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	793			1163	1441			504	1069		1122	
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	0.05			0.07	0.09			0.05	0.09		0.16	

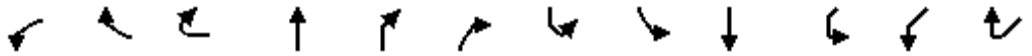
Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 49.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	10	60	80	10	10	10	80	10	110	10
Future Volume (vph)	10	10	10	60	80	10	10	10	80	10	110	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.91			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.98			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1664			1954	1661			1477	1555		1554	
Flt Permitted	0.98			1.00	1.00			0.91	1.00		0.97	
Satd. Flow (perm)	1664			1954	1661			1413	1555		1580	
Peak-hour factor, PHF	0.81	0.81	0.81	0.72	0.72	0.72	0.83	0.83	0.83	0.73	0.73	0.73
Adj. Flow (vph)	12	12	12	83	111	14	12	12	96	14	151	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	36	0	0	83	125	0	0	24	96	0	179	0
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	10%	10%	10%	11%	11%	11%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	2.4			11.6	29.7			4.4	20.0		13.1	
Effective Green, g (s)	2.4			11.6	29.7			4.4	20.0		13.1	
Actuated g/C Ratio	0.04			0.21	0.54			0.08	0.36		0.24	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				1.0			3.0	
Lane Grp Cap (vph)	72			412	896			113	565		376	
v/s Ratio Prot	c0.02			c0.04	0.08				c0.06			
v/s Ratio Perm								0.02			c0.11	
v/c Ratio	0.50			0.20	0.14			0.21	0.17		0.48	
Uniform Delay, d1	25.7			17.9	6.3			23.7	11.9		18.0	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	5.4			0.2	0.1			0.3	0.1		1.0	
Delay (s)	31.1			18.1	6.4			24.0	12.0		19.0	
Level of Service	C			B	A			C	B		B	
Approach Delay (s)	31.1			11.1					14.4		19.0	
Approach LOS	C			B					B		B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

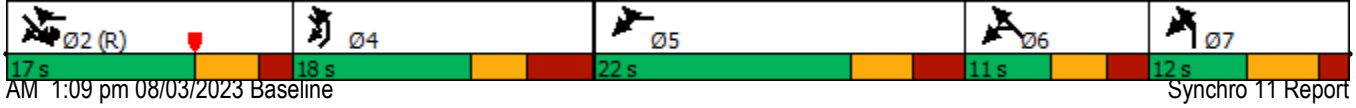
Intersection Sign configuration not allowed in HCM analysis.

Lane Group	WBL	WBR	NBL	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations									
Traffic Volume (vph)	280	300	5	320	10	220	5	240	160
Future Volume (vph)	280	300	5	320	10	220	5	240	160
Peak Hour Factor	0.83	0.83	0.50	0.80	0.80	0.80	0.25	0.73	0.73
Shared Lane Traffic (%)									
Lane Group Flow (vph)	337	361	10	0	413	275	20	548	0
Turn Type	Prot	pt+ov	Prot	Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7	2	2	2 4	6	4	
Permitted Phases									
Detector Phase	5	2 5	7	2	2	2 4	6	4	
Switch Phase									
Minimum Initial (s)	5.0		5.0	10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2	15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0	17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%	21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3	3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9	2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2		5.8		5.8	7.4	
Lead/Lag	Lead						Lag		
Lead-Lag Optimize?	Yes						Yes		
Recall Mode	None		None	C-Max	C-Max		None	None	
v/c Ratio	1.06	0.40	0.09		0.70	0.32	0.17	1.40	
Control Delay	101.5	9.8	36.8		35.3	13.2	38.8	225.7	
Queue Delay	0.0	0.0	0.0		0.0	1.3	0.0	0.0	
Total Delay	101.5	9.8	36.8		35.3	14.4	38.8	225.7	
Queue Length 50th (ft)	~188	58	5		150	51	10	~191	
Queue Length 95th (ft)	#305	108	11		#411	150	8	#213	
Internal Link Dist (ft)	1347		266		208		336	287	
Turn Bay Length (ft)		465						200	
Base Capacity (vph)	318	913	118		590	871	121	391	
Starvation Cap Reductn	0	0	0		0	399	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	1.06	0.40	0.08		0.70	0.58	0.17	1.40	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ 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: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road

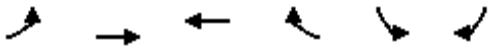




Movement	WBL	WBR	NBL	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations									
Traffic Volume (vph)	280	300	5	320	10	220	5	240	160
Future Volume (vph)	280	300	5	320	10	220	5	240	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	10	12
Grade (%)	4%		15%		6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2		5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.97	
Frt	1.00	0.85	1.00		1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	0.95		0.95	1.00	1.00	0.97	
Satd. Flow (prot)	1676	1552	1637		1723	1536	1863	2955	
Flt Permitted	0.95	1.00	0.95		0.95	1.00	1.00	0.97	
Satd. Flow (perm)	1676	1552	1637		1723	1536	1863	2955	
Peak-hour factor, PHF	0.83	0.83	0.50	0.80	0.80	0.80	0.25	0.73	0.73
Adj. Flow (vph)	337	361	10	400	12	275	20	329	219
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	337	361	10	0	413	275	20	548	0
Turn Type	Prot	pt+ov	Prot	Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7	2	2	2 4	6	4	
Permitted Phases									
Actuated Green, G (s)	15.2	34.1	1.2		18.9	35.3	2.1	10.6	
Effective Green, g (s)	15.2	34.1	1.2		18.9	35.3	2.1	10.6	
Actuated g/C Ratio	0.19	0.43	0.01		0.24	0.44	0.03	0.13	
Clearance Time (s)	6.8		6.2		5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0		3.0		2.0	3.0	
Lane Grp Cap (vph)	318	661	24		407	677	48	391	
v/s Ratio Prot	c0.20	0.23	c0.01		c0.24	0.18	c0.01	c0.19	
v/s Ratio Perm									
v/c Ratio	1.06	0.55	0.42		1.01	0.41	0.42	1.40	
Uniform Delay, d1	32.4	17.2	39.1		30.6	15.2	38.3	34.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	67.1	0.9	4.2		48.4	0.4	2.1	195.5	
Delay (s)	99.5	18.1	43.3		78.9	15.6	40.5	230.2	
Level of Service	F	B	D		E	B	D	F	
Approach Delay (s)	57.4		43.3		53.6		40.5	230.2	
Approach LOS	E		D		D		D	F	

Intersection Summary			
HCM 2000 Control Delay	104.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	630	0	0	30	0
Future Volume (Veh/h)	100	630	0	0	30	0
Sign Control		Free	Free		Stop	
Grade		12%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	685	0	0	33	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		331	514			
pX, platoon unblocked					0.94	
vC, conflicting volume	0				560	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				417	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				93	100
cM capacity (veh/h)	1622				497	1084

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	337	457	0	33
Volume Left	109	0	0	33
Volume Right	0	0	0	0
cSH	1622	1700	1700	497
Volume to Capacity	0.07	0.27	0.00	0.07
Queue Length 95th (ft)	5	0	0	5
Control Delay (s)	2.8	0.0	0.0	12.8
Lane LOS	A			B
Approach Delay (s)	1.2		0.0	12.8
Approach LOS				B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	0	220	120	0	0
Future Volume (Veh/h)	0	0	220	120	0	0
Sign Control	Free			Free	Stop	
Grade	0%			6%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	239	130	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	804			387		
pX, platoon unblocked					0.91	
vC, conflicting volume			0		608	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		517	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		100	100
cM capacity (veh/h)			1623		401	1085

Direction, Lane #	EB 1	WB 1
Volume Total	0	369
Volume Left	0	239
Volume Right	0	0
cSH	1700	1623
Volume to Capacity	0.00	0.15
Queue Length 95th (ft)	0	13
Control Delay (s)	0.0	5.3
Lane LOS		A
Approach Delay (s)	0.0	5.3
Approach LOS		

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	21.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	660	60	0	0	0	0	40	210	10	130	0
Future Volume (vph)	10	660	60	0	0	0	0	40	210	10	130	0
Peak Hour Factor	0.93	0.93	0.93	0.25	0.25	0.25	0.87	0.87	0.87	0.76	0.76	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	721	65	0	0	0	0	46	241	13	171	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.31	0.06					0.15	0.50	0.06	0.62	
Control Delay		11.6	7.6					33.8	8.2	32.0	47.5	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		11.6	7.6					33.8	8.2	32.0	47.5	
Queue Length 50th (ft)		48	0					25	0	7	103	
Queue Length 95th (ft)		170	30					50	52	18	128	
Internal Link Dist (ft)		533			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		2341	1106					656	733	445	571	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.31	0.06					0.07	0.33	0.03	0.30	

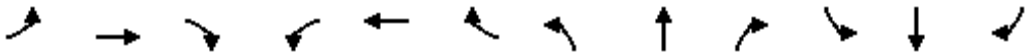
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



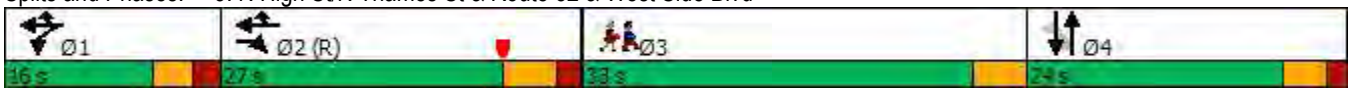
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	660	60	0	0	0	0	40	210	10	130	0
Future Volume (vph)	10	660	60	0	0	0	0	40	210	10	130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3452	1599					1881	1652	1667	1638	
Flt Permitted		1.00	1.00					1.00	1.00	0.73	1.00	
Satd. Flow (perm)		3452	1599					1881	1652	1276	1638	
Peak-hour factor, PHF	0.93	0.93	0.93	0.25	0.25	0.25	0.87	0.87	0.87	0.76	0.76	0.76
Adj. Flow (vph)	11	710	65	0	0	0	0	46	241	13	171	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	201	0	0	0
Lane Group Flow (vph)	0	721	42	0	0	0	0	46	40	13	171	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	5%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		64.7	64.7					16.8	16.8	16.8	16.8	
Effective Green, g (s)		64.7	64.7					16.8	16.8	16.8	16.8	
Actuated g/C Ratio		0.65	0.65					0.17	0.17	0.17	0.17	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2233	1034					316	277	214	275	
v/s Ratio Prot		c0.21	0.03					0.02			c0.10	
v/s Ratio Perm									0.02	0.01		
v/c Ratio		0.32	0.04					0.15	0.15	0.06	0.62	
Uniform Delay, d1		7.9	6.4					35.5	35.5	35.0	38.6	
Progression Factor		1.17	1.96					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.1					0.2	0.2	0.1	4.3	
Delay (s)		9.6	12.6					35.7	35.7	35.1	43.0	
Level of Service		A	B					D	D	D	D	
Approach Delay (s)		9.8			0.0			35.7			42.4	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR	Ø3
Lane Configurations												
Traffic Volume (vph)	690	10	50	710	130	10	10	30	10	0	30	
Future Volume (vph)	690	10	50	710	130	10	10	30	10	0	30	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.94	0.80	0.80	0.80	0.75	0.75	0.75	
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	753	0	53	755	138	0	64	0	0	53	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA		
Protected Phases	2		1	1 2	1 2		4			4		3
Permitted Phases						4			4			
Detector Phase	2		1	1 2	1 2	4	4		4	4		
Switch Phase												
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0	9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9	13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0	24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%	24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3	3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6	1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0			0.0		
Total Lost Time (s)	6.0		5.0				4.9			4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Recall Mode	C-Max		Max			None	None		None	None		None
v/c Ratio	0.44		0.26	0.29	0.12		0.23			0.19		
Control Delay	17.0		44.6	9.7	2.8		1.9			1.6		
Queue Delay	0.0		0.0	0.0	0.0		0.0			0.0		
Total Delay	17.0		44.6	9.7	2.8		1.9			1.6		
Queue Length 50th (ft)	94		31	45	0		0			0		
Queue Length 95th (ft)	279		69	207	31		0			0		
Internal Link Dist (ft)				1164			138			182		
Turn Bay Length (ft)			130									
Base Capacity (vph)	1722		201	2621	1173		445			439		
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	0.44		0.26	0.29	0.12		0.14			0.12		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	690	10	50	710	130	10	10	30	10	0	30
Future Volume (vph)	690	10	50	710	130	10	10	30	10	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	8	16	8
Grade (%)				0%			2%			4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9			4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00			1.00	
Frt	1.00		1.00	1.00	0.85		0.92			0.90	
Flt Protected	1.00		0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	3105		1829	3657	1583		1865			1872	
Flt Permitted	1.00		0.95	1.00	1.00		0.94			0.92	
Satd. Flow (perm)	3105		1829	3657	1583		1777			1747	
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.94	0.80	0.80	0.80	0.75	0.75	0.75
Adj. Flow (vph)	742	11	53	755	138	12	12	38	13	0	40
RTOR Reduction (vph)	59	0	0	0	47	0	59	0	0	49	0
Lane Group Flow (vph)	694	0	53	755	91	0	5	0	0	4	0
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA	
Protected Phases	2		1	1 2	1 2		4			4	
Permitted Phases						4			4		
Actuated Green, G (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Effective Green, g (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Actuated g/C Ratio	0.50		0.11	0.66	0.66		0.07			0.07	
Clearance Time (s)	6.0		5.0				4.9			4.9	
Vehicle Extension (s)	0.2		3.0				2.0			2.0	
Lane Grp Cap (vph)	1561		201	2424	1049		127			125	
v/s Ratio Prot	c0.22		0.03	c0.21	0.06						
v/s Ratio Perm							c0.00			0.00	
v/c Ratio	0.44		0.26	0.31	0.09		0.04			0.03	
Uniform Delay, d1	15.9		40.8	7.2	6.0		43.2			43.2	
Progression Factor	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.9		3.2	0.3	0.2		0.0			0.0	
Delay (s)	16.8		44.0	7.5	6.2		43.2			43.2	
Level of Service	B		D	A	A		D			D	
Approach Delay (s)				9.3			43.2			43.2	
Approach LOS				A			D			D	

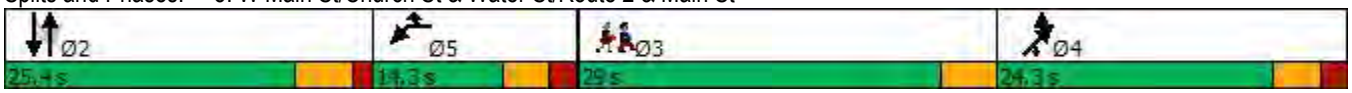
Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

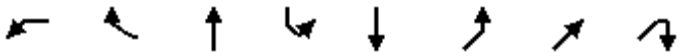
Lane Group	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations									
Traffic Volume (vph)	0	140	740	10	250	130	150	570	
Future Volume (vph)	0	140	740	10	250	130	150	570	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.91	0.87	0.87	0.87	
Heavy Vehicles (%)	0%	0%	1%	1%	1%	1%	1%	1%	
Shared Lane Traffic (%)		50%						39%	
Lane Group Flow (vph)	79	78	813	0	286	149	427	400	
Turn Type	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	2		2	4	4	4	3
Permitted Phases				2					
Detector Phase	5	5	2	2	2	4	4	4	
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	29.0
Total Split (s)	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	29.0
Total Split (%)	15.4%	15.4%	27.3%	27.3%	27.3%	26.1%	26.1%	26.1%	31%
Yellow Time (s)	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag						Lag	Lag	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio	0.38	0.40	0.56		0.31	0.29	0.75	0.56	
Control Delay	36.5	37.2	23.6		22.1	24.2	27.3	6.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	36.5	37.2	23.6		22.1	24.2	27.3	6.7	
Queue Length 50th (ft)	28	28	92		43	43	102	0	
Queue Length 95th (ft)	90	94	212		115	131	#377	71	
Internal Link Dist (ft)	724		133		359		434		
Turn Bay Length (ft)	90	90				270			
Base Capacity (vph)	245	233	1628		1052	521	569	719	
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	0.32	0.33	0.50		0.27	0.29	0.75	0.56	

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 64.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations								
Traffic Volume (vph)	0	140	740	10	250	130	150	570
Future Volume (vph)	0	140	740	10	250	130	150	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	14	12	12	12	12	12	12
Grade (%)	6%		6%		2%		12%	
Total Lost time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt	0.85	0.85	1.00		1.00	1.00	0.91	0.85
Flt Protected	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)	1671	1587	4982		3532	1680	1529	1428
Flt Permitted	1.00	1.00	1.00		0.91	0.95	1.00	1.00
Satd. Flow (perm)	1671	1587	4982		3221	1680	1529	1428
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.91	0.87	0.87	0.87
Adj. Flow (vph)	0	157	813	11	275	149	172	655
RTOR Reduction (vph)	0	0	0	0	0	0	97	283
Lane Group Flow (vph)	79	78	813	0	286	149	330	117
Heavy Vehicles (%)	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	2		2	4	4	4
Permitted Phases				2				
Actuated Green, G (s)	6.4	6.4	18.7		18.7	20.1	20.1	20.1
Effective Green, g (s)	6.4	6.4	18.7		18.7	20.1	20.1	20.1
Actuated g/C Ratio	0.09	0.09	0.27		0.27	0.29	0.29	0.29
Clearance Time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)	155	147	1356		876	491	447	417
v/s Ratio Prot	0.05	c0.05	c0.16			0.09	c0.22	0.08
v/s Ratio Perm					0.09			
v/c Ratio	0.51	0.53	0.60		0.33	0.30	0.74	0.28
Uniform Delay, d1	29.7	29.7	21.7		20.0	18.9	21.9	18.7
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	3.6	0.6		0.2	1.6	10.4	1.7
Delay (s)	32.3	33.4	22.3		20.1	20.5	32.4	20.4
Level of Service	C	C	C		C	C	C	C
Approach Delay (s)	32.8		22.3		20.1		25.6	
Approach LOS	C		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	260	260	630	380	0	0	
Future Volume (vph)	260	260	630	380	0	0	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.25	0.25	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	578	0	692	418	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.58		0.36	0.24			
Control Delay	15.8		13.1	2.8			
Queue Delay	0.0		0.0	0.0			
Total Delay	15.8		13.1	2.8			
Queue Length 50th (ft)	64		77	0			
Queue Length 95th (ft)	114		212	146			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	994		1906	1735			
Starvation Cap Reductn	0		0	119			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.58		0.36	0.26			

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: West Side Blvd & Route 2





Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	260	260	630	380	0	0
Future Volume (vph)	260	260	630	380	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.93		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3290		3467	1881		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3290		3467	1881		
Peak-hour factor, PHF	0.90	0.90	0.91	0.91	0.25	0.25
Adj. Flow (vph)	289	289	692	418	0	0
RTOR Reduction (vph)	221	0	0	0	0	0
Lane Group Flow (vph)	357	0	692	418	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	773		1768	1401		
v/s Ratio Prot	c0.11		c0.20	0.22		
v/s Ratio Perm						
v/c Ratio	0.46		0.39	0.30		
Uniform Delay, d1	26.3		12.0	3.3		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	2.0		0.7	0.5		
Delay (s)	28.2		12.7	3.9		
Level of Service	C		B	A		
Approach Delay (s)	28.2			9.4	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

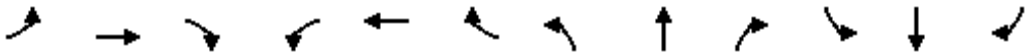
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	800	10	0	0	0	0	10	20	20	10	0
Future Volume (vph)	20	800	10	0	0	0	0	10	20	20	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	903	0	0	0	0	0	33	0	0	33	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	60.2	60.2						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.8	3.8						3.0		3.0	3.0	
All-Red Time (s)	1.4	1.4						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.2						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.21						0.19			0.25	
Control Delay		1.8						20.8			38.1	
Queue Delay		0.0						0.0			0.0	
Total Delay		1.8						20.8			38.1	
Queue Length 50th (ft)		29						5			16	
Queue Length 95th (ft)		47						30			41	
Internal Link Dist (ft)		510			404			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4392						327			262	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.21						0.10			0.13	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	800	10	0	0	0	0	10	20	20	10	0
Future Volume (vph)	20	800	10	0	0	0	0	10	20	20	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		5.2						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.91			1.00	
Flt Protected		1.00						1.00			0.97	
Satd. Flow (prot)		5070						1695			1785	
Flt Permitted		1.00						1.00			0.78	
Satd. Flow (perm)		5070						1695			1437	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	870	11	0	0	0	0	11	22	22	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	21	0	0	0	0
Lane Group Flow (vph)	0	902	0	0	0	0	0	12	0	0	33	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		65.5						4.9			4.9	
Effective Green, g (s)		65.5						4.9			4.9	
Actuated g/C Ratio		0.82						0.06			0.06	
Clearance Time (s)		5.2						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4151						103			88	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.18									c0.02	
v/c Ratio		0.22						0.12			0.38	
Uniform Delay, d1		1.6						35.5			36.1	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.5			2.7	
Delay (s)		1.7						36.0			38.8	
Level of Service		A						D			D	
Approach Delay (s)		1.7			0.0			36.0			38.8	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

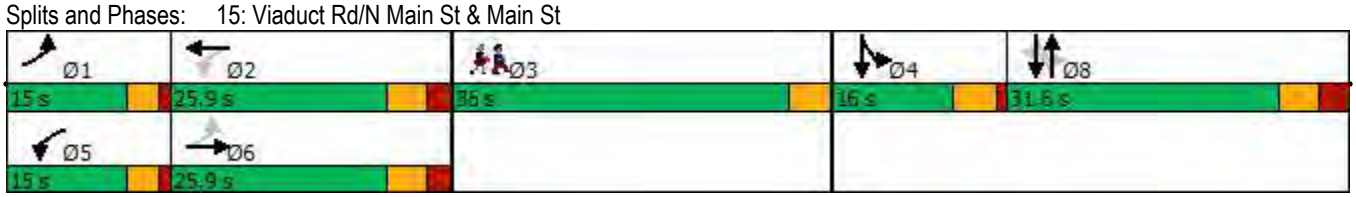
Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	140	40	260	190	80	30	200	270	90	240	80
Future Volume (vph)	50	140	40	260	190	80	30	200	270	90	240	80
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.82	0.82	0.82	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	202	0	292	303	0	0	610	0	101	360	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.19	0.63		0.72	0.65			1.30		0.35	0.42	
Control Delay	24.4	44.8		37.1	40.0			177.2		20.9	19.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	24.4	44.8		37.1	40.0			177.2		20.9	19.8	
Queue Length 50th (ft)	18	94		110	138			~384		26	104	
Queue Length 95th (ft)	65	#231		#291	#406			#816		98	320	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	382	396		403	467			470		296	848	
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	0.15	0.51		0.72	0.65			1.30		0.34	0.42	

Intersection Summary

Cycle Length: 123.5
Actuated Cycle Length: 91.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

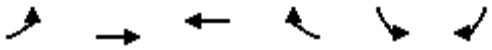
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	140	40	260	190	80	30	200	270	90	240	80
Future Volume (vph)	50	140	40	260	190	80	30	200	270	90	240	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96			0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1711	1740		1805	1815			1647		1727	1810	
Flt Permitted	0.48	1.00		0.40	1.00			0.95		0.16	1.00	
Satd. Flow (perm)	856	1740		753	1815			1573		284	1810	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.82	0.82	0.82	0.89	0.89	0.89
Adj. Flow (vph)	56	157	45	292	213	90	37	244	329	101	270	90
RTOR Reduction (vph)	0	8	0	0	11	0	0	31	0	0	8	0
Lane Group Flow (vph)	56	194	0	292	292	0	0	579	0	101	352	0
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	23.0	17.4		32.7	23.1			25.6		36.6	41.6	
Effective Green, g (s)	23.0	17.4		32.7	23.1			25.6		36.6	41.6	
Actuated g/C Ratio	0.24	0.18		0.34	0.24			0.27		0.38	0.44	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	256	317		382	439			422		275	789	
v/s Ratio Prot	0.01	0.11		c0.09	0.16					0.04	c0.19	
v/s Ratio Perm	0.04			c0.17				c0.37		0.10		
v/c Ratio	0.22	0.61		0.76	0.66			1.37		0.37	0.45	
Uniform Delay, d1	28.5	35.9		25.5	32.6			34.9		21.8	18.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	3.5		8.0	3.8			181.4		0.3	0.1	
Delay (s)	28.6	39.4		33.5	36.4			216.3		22.1	19.0	
Level of Service	C	D		C	D			F		C	B	
Approach Delay (s)		37.0			35.0			216.3			19.7	
Approach LOS		D			C			F			B	

Intersection Summary			
HCM 2000 Control Delay	89.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	95.4	Sum of lost time (s)	25.5
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Right Turn Channelized						
Traffic Volume (veh/h)	110	200	190	190	20	90
Future Volume (veh/h)	110	200	190	190	20	90
Peak Hour Factor	0.87	0.87	0.82	0.82	0.85	0.85
Hourly flow rate (vph)	126	230	232	232	24	106
Approach Volume (veh/h)		356	464		130	
Crossing Volume (veh/h)		24	126		232	
High Capacity (veh/h)		1359	1255		1155	
High v/c (veh/h)		0.26	0.37		0.11	
Low Capacity (veh/h)		1138	1043		952	
Low v/c (veh/h)		0.31	0.44		0.14	

Intersection Summary				
Maximum v/c High		0.37		
Maximum v/c Low		0.44		
Intersection Capacity Utilization		54.9%	ICU Level of Service	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	280	0	10	0	200	110	0	100
Future Volume (vph)	0	0	0	0	280	0	10	0	200	110	0	100
Peak Hour Factor	0.25	0.25	0.25	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	322	0	11	0	225	128	0	116
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.38		0.01		0.20	0.48		0.48
Control Delay					20.7		0.0		2.5	36.1		37.0
Queue Delay					0.0		0.0		0.2	0.0		0.0
Total Delay					20.7		0.0		2.7	36.1		37.0
Queue Length 50th (ft)					120		0		0	59		54
Queue Length 95th (ft)					218		0		36	99		92
Internal Link Dist (ft)		307			210			206			413	
Turn Bay Length (ft)												
Base Capacity (vph)					845		813		1136	552		494
Starvation Cap Reductn					0		0		424	0		0
Spillback Cap Reductn					0		0		0	0		0
Storage Cap Reductn					0		0		0	0		0
Reduced v/c Ratio					0.38		0.01		0.32	0.23		0.23

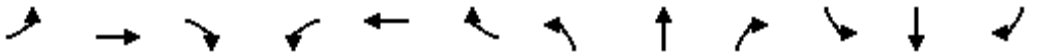
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	280	0	10	0	200	110	0	100
Future Volume (vph)	0	0	0	0	280	0	10	0	200	110	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1881		1996		1785	1769		1583
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1881		1996		1785	1769		1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	322	0	11	0	225	128	0	116
RTOR Reduction (vph)	0	0	0	0	0	0	10	0	97	0	0	0
Lane Group Flow (vph)	0	0	0	0	322	0	1	0	128	128	0	116
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					35.1		6.5		45.6	12.2		12.2
Effective Green, g (s)					35.1		6.5		45.6	12.2		12.2
Actuated g/C Ratio					0.44		0.08		0.57	0.15		0.15
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					825		162		1017	269		241
v/s Ratio Prot					c0.17		0.00		c0.07	0.07		c0.07
v/s Ratio Perm												
v/c Ratio					0.39		0.01		0.13	0.48		0.48
Uniform Delay, d1					15.2		33.8		8.0	31.0		31.0
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					1.4		0.0		0.1	1.8		2.1
Delay (s)					16.6		33.8		8.0	32.8		33.1
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			16.6			9.2			32.9	
Approach LOS		A			B			A			C	

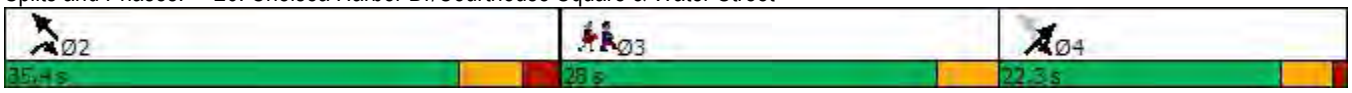
Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	500	20	10	190	640	0	0	0
Future Volume (vph)	0	0	0	0	500	20	10	190	640	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	667	0	0	220	703	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.34			0.37	0.47			
Control Delay					10.0			15.0	1.7			
Queue Delay					0.2			0.0	0.0			
Total Delay					10.2			15.0	1.7			
Queue Length 50th (ft)					32			16	0			
Queue Length 95th (ft)					170			60	41			
Internal Link Dist (ft)		230			208			404			206	
Turn Bay Length (ft)												
Base Capacity (vph)					1982			1309	1485			
Starvation Cap Reductn					621			0	34			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.49			0.17	0.48			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 53.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	500	20	10	190	640	0	0	0
Future Volume (vph)	0	0	0	0	500	20	10	190	640	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3447			3494	1567			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3447			3494	1567			
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	641	26	11	209	703	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	81	221	0	0	0
Lane Group Flow (vph)	0	0	0	0	667	0	0	139	482	0	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.8			7.8	42.9			
Effective Green, g (s)					30.8			7.8	38.6			
Actuated g/C Ratio					0.55			0.14	0.69			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1885			484	1074			
v/s Ratio Prot					0.19				c0.31			
v/s Ratio Perm								0.04				
v/c Ratio					0.35			0.29	0.45			
Uniform Delay, d1					7.2			21.8	4.0			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.5			0.1	0.1			
Delay (s)					7.7			21.9	4.1			
Level of Service					A			C	A			
Approach Delay (s)		0.0			7.7			8.4			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	56.3	Sum of lost time (s)	14.7
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

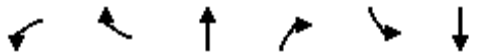
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Sign Control		Stop			Stop		Stop		Stop	
Traffic Volume (vph)	0	0	0	0	30	10	0	0	30	100
Future Volume (vph)	0	0	0	0	30	10	0	0	30	100
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.25	0.25	0.77	0.77
Hourly flow rate (vph)	0	0	0	0	38	12	0	0	39	130

Direction, Lane #	WB 1	NW 1	NW 2
Volume Total (vph)	50	39	130
Volume Left (vph)	0	39	0
Volume Right (vph)	12	0	0
Hadj (s)	-0.06	0.50	0.00
Departure Headway (s)	4.2	5.1	4.6
Degree Utilization, x	0.06	0.06	0.17
Capacity (veh/h)	817	689	764
Control Delay (s)	7.5	7.2	7.3
Approach Delay (s)	7.5	7.3	
Approach LOS	A	A	

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	60	0	0	0	0	160
Future Volume (vph)	60	0	0	0	0	160
Peak Hour Factor	0.80	0.80	0.25	0.25	0.92	0.92
Hourly flow rate (vph)	75	0	0	0	0	174

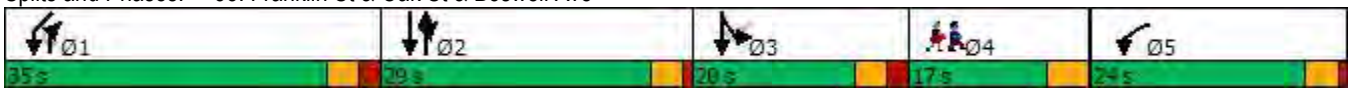
Direction, Lane #	WB 1	SB 1	SB 2
Volume Total (vph)	75	87	87
Volume Left (vph)	75	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.29	0.00	0.00
Departure Headway (s)	4.6	4.7	4.7
Degree Utilization, x	0.10	0.11	0.11
Capacity (veh/h)	759	749	749
Control Delay (s)	8.1	7.1	7.1
Approach Delay (s)	8.1	7.1	
Approach LOS	A	A	

Intersection Summary			
Delay	7.4		
Level of Service	A		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	80	140	20	10	20	70	10	100	10
Future Volume (vph)	10	10	20	80	140	20	10	20	70	10	100	10
Peak Hour Factor	0.69	0.69	0.69	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	0	0	89	178	0	0	33	75	0	147	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			None			None	None		Min	Min	
v/c Ratio	0.22			0.26	0.18			0.22	0.12		0.29	
Control Delay	30.4			28.7	13.7			34.6	17.7		26.1	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	30.4			28.7	13.7			34.6	17.7		26.1	
Queue Length 50th (ft)	15			24	30			9	14		38	
Queue Length 95th (ft)	47			86	109			44	60		111	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	694			1067	1386			436	980		1062	
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	0.08			0.08	0.13			0.08	0.08		0.14	

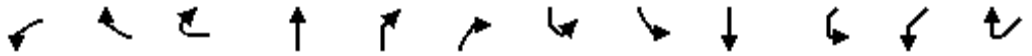
Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 56
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	80	140	20	10	20	70	10	100	10
Future Volume (vph)	10	10	20	80	140	20	10	20	70	10	100	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.90			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.99			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1699			2089	1776			1624	1710		1708	
Flt Permitted	0.99			1.00	1.00			0.83	1.00		0.97	
Satd. Flow (perm)	1699			2089	1776			1425	1710		1733	
Peak-hour factor, PHF	0.69	0.69	0.69	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81
Adj. Flow (vph)	14	14	29	89	156	22	11	22	75	12	123	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	57	0	0	89	178	0	0	33	75	0	147	0
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	4.6			9.2	30.3			4.8	18.0		16.1	
Effective Green, g (s)	4.6			9.2	30.3			4.8	18.0		16.1	
Actuated g/C Ratio	0.08			0.15	0.50			0.08	0.30		0.27	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				1.0			3.0	
Lane Grp Cap (vph)	129			318	890			113	509		461	
v/s Ratio Prot	c0.03			c0.04	0.10				0.04			
v/s Ratio Perm								c0.02			c0.08	
v/c Ratio	0.44			0.28	0.20			0.29	0.15		0.32	
Uniform Delay, d1	26.7			22.7	8.3			26.2	15.6		17.8	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.4			0.5	0.1			0.5	0.1		0.4	
Delay (s)	29.1			23.2	8.4			26.7	15.7		18.2	
Level of Service	C			C	A			C	B		B	
Approach Delay (s)	29.1			13.3					19.1		18.2	
Approach LOS	C			B					B		B	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	60.4	Sum of lost time (s)	22.0
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

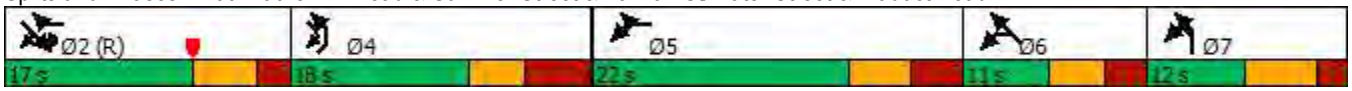
Intersection Sign configuration not allowed in HCM analysis.

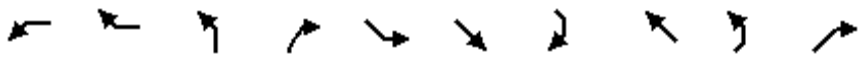
Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	200	340	5	5	470	40	130	5	170	140
Future Volume (vph)	200	340	5	5	470	40	130	5	170	140
Peak Hour Factor	0.82	0.82	0.44	0.44	0.92	0.92	0.92	0.75	0.89	0.89
Shared Lane Traffic (%)										
Lane Group Flow (vph)	244	415	22	0	0	554	141	7	348	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Detector Phase	5	2 5	7		2	2	2 4	6	4	
Switch Phase										
Minimum Initial (s)	5.0		5.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2		15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0		17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%		21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3		3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9		2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2			5.8		5.8	7.4	
Lead/Lag	Lead							Lag		
Lead-Lag Optimize?	Yes							Yes		
Recall Mode	None		None		C-Max	C-Max		None	None	
v/c Ratio	0.81	0.46	0.21			0.92	0.16	0.06	0.89	
Control Delay	53.8	11.7	39.9			52.0	11.9	36.4	61.7	
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	53.8	11.7	39.9			52.0	11.9	36.4	61.7	
Queue Length 50th (ft)	117	70	11			226	24	3	89	
Queue Length 95th (ft)	#192	127	16			#647	91	13	#162	
Internal Link Dist (ft)	1347		266			208		336	287	
Turn Bay Length (ft)		465							200	
Base Capacity (vph)	318	881	113			605	884	121	389	
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	0.77	0.47	0.19			0.92	0.16	0.06	0.89	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road





Movement	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	200	340	5	5	470	40	130	5	170	140
Future Volume (vph)	200	340	5	5	470	40	130	5	170	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	12	10	12
Grade (%)	4%		15%			6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2			5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00	1.00	0.97	
Frt	1.00	0.85	0.93			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	0.98			0.96	1.00	1.00	0.97	
Satd. Flow (prot)	1676	1552	1568			1727	1536	1863	2938	
Flt Permitted	0.95	1.00	0.98			0.96	1.00	1.00	0.97	
Satd. Flow (perm)	1676	1552	1568			1727	1536	1863	2938	
Peak-hour factor, PHF	0.82	0.82	0.44	0.44	0.92	0.92	0.92	0.75	0.89	0.89
Adj. Flow (vph)	244	415	11	11	511	43	141	7	191	157
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	244	415	22	0	0	554	141	7	348	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Actuated Green, G (s)	14.3	34.1	2.3			19.8	36.2	1.0	10.6	
Effective Green, g (s)	14.3	34.1	2.3			19.8	36.2	1.0	10.6	
Actuated g/C Ratio	0.18	0.43	0.03			0.25	0.45	0.01	0.13	
Clearance Time (s)	6.8		6.2			5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0			3.0		2.0	3.0	
Lane Grp Cap (vph)	299	661	45			427	695	23	389	
v/s Ratio Prot	c0.15	0.27	c0.01			c0.32	0.09	c0.00	c0.12	
v/s Ratio Perm										
v/c Ratio	0.82	0.63	0.49			1.30	0.20	0.30	0.89	
Uniform Delay, d1	31.6	18.0	38.3			30.1	13.2	39.2	34.2	
Progression Factor	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.6	1.9	3.0			150.2	0.1	2.7	22.1	
Delay (s)	47.2	19.9	41.3			180.3	13.3	41.9	56.2	
Level of Service	D	B	D			F	B	D	E	
Approach Delay (s)	30.0		41.3			146.4		41.9	56.2	
Approach LOS	C		D			F		D	E	

Intersection Summary			
HCM 2000 Control Delay	82.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	0	250	140	0	0
Future Volume (Veh/h)	0	0	250	140	0	0
Sign Control	Free			Free	Stop	
Grade	0%			6%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	272	152	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	804			387		
pX, platoon unblocked					0.89	
vC, conflicting volume			0		696	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		596	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		100	100
cM capacity (veh/h)			1623		345	1085

Direction, Lane #	EB 1	WB 1
Volume Total	0	424
Volume Left	0	272
Volume Right	0	0
cSH	1700	1623
Volume to Capacity	0.00	0.17
Queue Length 95th (ft)	0	15
Control Delay (s)	0.0	5.4
Lane LOS		A
Approach Delay (s)	0.0	5.4
Approach LOS		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	760	80	0	0	0	0	50	220	10	170	0
Future Volume (vph)	10	760	80	0	0	0	0	50	220	10	170	0
Peak Hour Factor	0.90	0.90	0.90	0.25	0.25	0.25	0.94	0.94	0.94	0.69	0.69	0.69
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	855	89	0	0	0	0	53	234	14	246	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.44	0.10					0.13	0.44	0.05	0.70	
Control Delay		18.4	9.9					29.4	6.4	27.5	46.1	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		18.4	9.9					29.4	6.4	27.5	46.1	
Queue Length 50th (ft)		60	0					28	0	7	146	
Queue Length 95th (ft)		222	m34					53	53	16	146	
Internal Link Dist (ft)		533			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		1938	935					643	717	437	566	
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		0.44	0.10					0.08	0.33	0.03	0.43	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

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

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	760	80	0	0	0	0	50	220	10	170	0
Future Volume (vph)	10	760	80	0	0	0	0	50	220	10	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3352	1552					1844	1620	1652	1623	
Flt Permitted		1.00	1.00					1.00	1.00	0.72	1.00	
Satd. Flow (perm)		3352	1552					1844	1620	1256	1623	
Peak-hour factor, PHF	0.90	0.90	0.90	0.25	0.25	0.25	0.94	0.94	0.94	0.69	0.69	0.69
Adj. Flow (vph)	11	844	89	0	0	0	0	53	234	14	246	0
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	183	0	0	0
Lane Group Flow (vph)	0	855	49	0	0	0	0	53	51	14	246	0
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	6%	6%	6%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		55.4	55.4					21.7	21.7	21.7	21.7	
Effective Green, g (s)		55.4	55.4					21.7	21.7	21.7	21.7	
Actuated g/C Ratio		0.55	0.55					0.22	0.22	0.22	0.22	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1857	859					400	351	272	352	
v/s Ratio Prot		c0.26	0.03					0.03			c0.15	
v/s Ratio Perm									0.03	0.01		
v/c Ratio		0.46	0.06					0.13	0.14	0.05	0.70	
Uniform Delay, d1		13.4	10.3					31.6	31.6	31.0	36.1	
Progression Factor		1.05	1.89					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7	0.1					0.2	0.2	0.1	6.0	
Delay (s)		14.8	19.5					31.7	31.8	31.1	42.1	
Level of Service		B	B					C	C	C	D	
Approach Delay (s)		15.2			0.0			31.8			41.5	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR	Ø3
Lane Configurations											
Traffic Volume (vph)	790	10	80	860	160	20	0	60	10	40	
Future Volume (vph)	790	10	80	860	160	20	0	60	10	40	
Peak Hour Factor	0.86	0.86	0.77	0.77	0.77	0.80	0.80	0.80	0.61	0.61	
Heavy Vehicles (%)	1%	1%	2%	2%	2%	3%	3%	3%	2%	2%	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	931	0	104	1117	208	0	100	0	82	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		NA		
Protected Phases	2		1	1 2	1 2		4		4		3
Permitted Phases						4					
Detector Phase	2		1	1 2	1 2	4	4		4		
Switch Phase											
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0		0.0		
Total Lost Time (s)	6.0		5.0				4.9		4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes		Yes
Recall Mode	C-Max		None			None	None		None		None
v/c Ratio	0.57		0.52	0.45	0.18		0.38		0.36		
Control Delay	20.4		51.9	11.7	2.5		8.0		19.8		
Queue Delay	0.0		0.0	0.0	0.0		0.0		0.0		
Total Delay	20.4		51.9	11.7	2.5		8.0		19.8		
Queue Length 50th (ft)	132		64	76	0		0		10		
Queue Length 95th (ft)	#362		100	270	21		17		23		
Internal Link Dist (ft)				1164			138		182		
Turn Bay Length (ft)			130								
Base Capacity (vph)	1637		201	2481	1141		412		405		
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		0.52	0.45	0.18		0.24		0.20		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



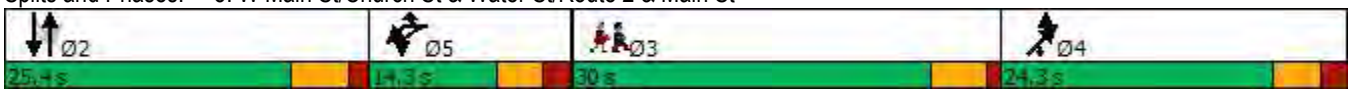
Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	790	10	80	860	160	20	0	60	10	40
Future Volume (vph)	790	10	80	860	160	20	0	60	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	16	8
Grade (%)				0%			2%		4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9		4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00		1.00	
Frt	1.00		1.00	1.00	0.85		0.90		0.89	
Flt Protected	1.00		0.95	1.00	1.00		0.99		1.00	
Satd. Flow (prot)	3105		1829	3657	1583		1783		1844	
Flt Permitted	1.00		0.95	1.00	1.00		0.89		1.00	
Satd. Flow (perm)	3105		1829	3657	1583		1604		1844	
Peak-hour factor, PHF	0.86	0.86	0.77	0.77	0.77	0.80	0.80	0.80	0.61	0.61
Adj. Flow (vph)	919	12	104	1117	208	25	0	75	16	66
RTOR Reduction (vph)	61	0	0	0	74	0	91	0	60	0
Lane Group Flow (vph)	870	0	104	1117	134	0	9	0	22	0
Heavy Vehicles (%)	1%	1%	2%	2%	2%	3%	3%	3%	2%	2%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		NA	
Protected Phases	2		1	1 2	1 2		4		4	
Permitted Phases						4				
Actuated Green, G (s)	48.5		11.0	64.5	64.5		9.0		9.0	
Effective Green, g (s)	48.5		11.0	64.5	64.5		9.0		9.0	
Actuated g/C Ratio	0.48		0.11	0.64	0.64		0.09		0.09	
Clearance Time (s)	6.0		5.0				4.9		4.9	
Vehicle Extension (s)	0.2		3.0				2.0		2.0	
Lane Grp Cap (vph)	1505		201	2358	1021		144		165	
v/s Ratio Prot	c0.28		0.06	c0.31	0.08				c0.01	
v/s Ratio Perm							0.01			
v/c Ratio	0.58		0.52	0.47	0.13		0.06		0.13	
Uniform Delay, d1	18.4		42.0	9.1	6.9		41.6		41.9	
Progression Factor	1.00		1.00	1.00	1.00		1.00		1.00	
Incremental Delay, d2	1.6		2.2	0.2	0.1		0.1		0.1	
Delay (s)	20.0		44.2	9.2	6.9		41.7		42.0	
Level of Service	C		D	A	A		D		D	
Approach Delay (s)				11.4			41.7		42.0	
Approach LOS				B			D		D	

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations										
Traffic Volume (vph)	10	0	170	870	10	240	200	210	540	
Future Volume (vph)	10	0	170	870	10	240	200	210	540	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.89	0.89	0.95	0.95	0.95	
Heavy Vehicles (%)	0%	0%	0%	3%	1%	1%	2%	2%	2%	
Shared Lane Traffic (%)			47%						33%	
Lane Group Flow (vph)	0	92	93	897	0	281	211	408	381	
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	5	2		2	4	4	4	3
Permitted Phases					2					
Detector Phase	5	5	5	2	2	2	4	4	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	30.0
Total Split (s)	14.3	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	30.0
Total Split (%)	15.2%	15.2%	15.2%	27.0%	27.0%	27.0%	25.9%	25.9%	25.9%	32%
Yellow Time (s)	3.2	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio		0.54	0.59	0.65		0.31	0.44	0.74	0.56	
Control Delay		49.0	52.7	28.7		25.7	30.5	28.8	7.4	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		49.0	52.7	28.7		25.7	30.5	28.8	7.4	
Queue Length 50th (ft)		33	35	99		40	61	86	0	
Queue Length 95th (ft)		#112	#126	#257		114	192	#367	86	
Internal Link Dist (ft)		724		133		359		434		
Turn Bay Length (ft)		90	90				270			
Base Capacity (vph)		233	218	1498		982	484	555	682	
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		0.39	0.43	0.60		0.29	0.44	0.74	0.56	

Intersection Summary
Cycle Length: 94
Actuated Cycle Length: 70.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations									
Traffic Volume (vph)	10	0	170	870	10	240	200	210	540
Future Volume (vph)	10	0	170	870	10	240	200	210	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	14	12	12	12	12	12	12
Grade (%)		6%		6%		2%		12%	
Total Lost time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor		1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt		0.87	0.85	1.00		1.00	1.00	0.93	0.85
Flt Protected		0.99	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1694	1587	4885		3532	1663	1549	1414
Flt Permitted		0.99	1.00	1.00		0.90	0.95	1.00	1.00
Satd. Flow (perm)		1694	1587	4885		3201	1663	1549	1414
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.89	0.89	0.95	0.95	0.95
Adj. Flow (vph)	10	0	175	897	11	270	211	221	568
RTOR Reduction (vph)	0	0	0	0	0	0	0	106	276
Lane Group Flow (vph)	0	92	93	897	0	281	211	302	105
Heavy Vehicles (%)	0%	0%	0%	3%	1%	1%	2%	2%	2%
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	5	2		2	4	4	4
Permitted Phases					2				
Actuated Green, G (s)		5.5	5.5	19.9		19.9	20.6	20.6	20.6
Effective Green, g (s)		5.5	5.5	19.9		19.9	20.6	20.6	20.6
Actuated g/C Ratio		0.07	0.07	0.27		0.27	0.28	0.28	0.28
Clearance Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)		0.2	0.2	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)		125	117	1304		855	459	428	390
v/s Ratio Prot		0.05	c0.06	c0.18			0.13	c0.19	0.07
v/s Ratio Perm						0.09			
v/c Ratio		0.74	0.79	0.69		0.33	0.46	0.70	0.27
Uniform Delay, d1		33.8	33.9	24.5		21.9	22.3	24.2	21.1
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		17.5	28.3	1.4		0.2	3.3	9.4	1.7
Delay (s)		51.3	62.2	25.9		22.1	25.6	33.6	22.8
Level of Service		D	E	C		C	C	C	C
Approach Delay (s)		56.8		25.9		22.1		27.8	
Approach LOS		E		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	21.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	250	330	770	470	0	0	
Future Volume (vph)	250	330	770	470	0	0	
Peak Hour Factor	0.84	0.84	0.88	0.88	0.25	0.25	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	691	0	875	534	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.65		0.46	0.31			
Control Delay	14.8		14.5	3.2			
Queue Delay	0.0		0.0	0.0			
Total Delay	14.8		14.5	3.2			
Queue Length 50th (ft)	66		104	0			
Queue Length 95th (ft)	105		#278	191			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	1064		1906	1735			
Starvation Cap Reductn	0		0	106			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.65		0.46	0.33			

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: West Side Blvd & Route 2



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	250	330	770	470	0	0
Future Volume (vph)	250	330	770	470	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.91		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3253		3467	1881		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3253		3467	1881		
Peak-hour factor, PHF	0.84	0.84	0.88	0.88	0.25	0.25
Adj. Flow (vph)	298	393	875	534	0	0
RTOR Reduction (vph)	300	0	0	0	0	0
Lane Group Flow (vph)	391	0	875	534	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	764		1768	1401		
v/s Ratio Prot	c0.12		c0.25	0.28		
v/s Ratio Perm						
v/c Ratio	0.51		0.49	0.38		
Uniform Delay, d1	26.6		12.8	3.6		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	2.4		1.0	0.8		
Delay (s)	29.1		13.8	4.4		
Level of Service	C		B	A		
Approach Delay (s)	29.1			10.3	0.0	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

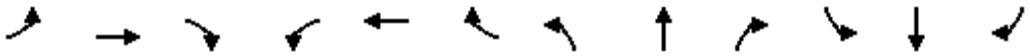
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	850	10	0	0	0	0	10	10	25	10	0
Future Volume (vph)	30	850	10	0	0	0	0	10	10	25	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	968	0	0	0	0	0	22	0	0	38	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	60.2	60.2						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.8	3.8						3.0		3.0	3.0	
All-Red Time (s)	1.4	1.4						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.2						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.22						0.13			0.28	
Control Delay		1.9						23.9			38.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		1.9						23.9			38.3	
Queue Length 50th (ft)		33						5			18	
Queue Length 95th (ft)		53						26			45	
Internal Link Dist (ft)		510			404			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4371						325			260	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.22						0.07			0.15	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	850	10	0	0	0	0	10	10	25	10	0
Future Volume (vph)	30	850	10	0	0	0	0	10	10	25	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		5.2						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.93			1.00	
Flt Protected		1.00						1.00			0.97	
Satd. Flow (prot)		5068						1737			1781	
Flt Permitted		1.00						1.00			0.78	
Satd. Flow (perm)		5068						1737			1430	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	924	11	0	0	0	0	11	11	27	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	967	0	0	0	0	0	12	0	0	38	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		65.2						5.2			5.2	
Effective Green, g (s)		65.2						5.2			5.2	
Actuated g/C Ratio		0.82						0.07			0.07	
Clearance Time (s)		5.2						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4130						112			92	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.19									c0.03	
v/c Ratio		0.23						0.10			0.41	
Uniform Delay, d1		1.7						35.2			35.9	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.4			3.0	
Delay (s)		1.8						35.6			38.9	
Level of Service		A						D			D	
Approach Delay (s)		1.8			0.0			35.6			38.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

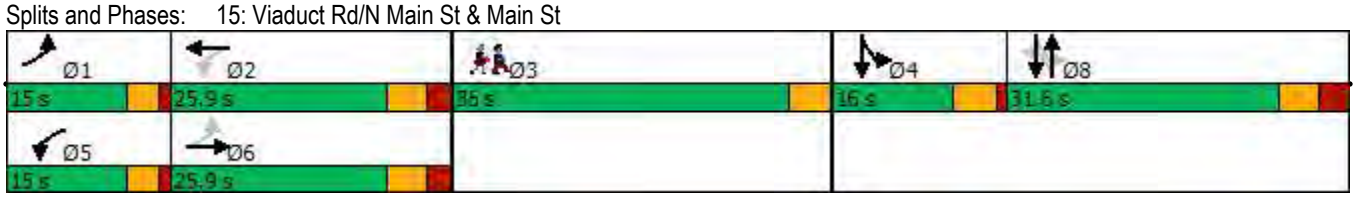
Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	170	50	280	230	120	10	320	190	80	250	80
Future Volume (vph)	70	170	50	280	230	120	10	320	190	80	250	80
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	250	0	333	417	0	0	572	0	99	408	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.37	0.72		0.90	0.87			1.21		0.34	0.48	
Control Delay	27.4	48.5		54.7	54.5			146.0		21.6	21.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	27.4	48.5		54.7	54.5			146.0		21.6	21.9	
Queue Length 50th (ft)	27	121		130	211			~373		29	138	
Queue Length 95th (ft)	86	#325		#374	#574			#872		86	324	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	288	383		369	477			471		289	849	
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	0.28	0.65		0.90	0.87			1.21		0.34	0.48	

Intersection Summary

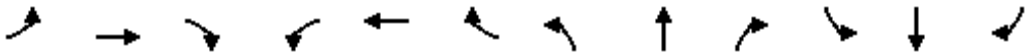
Cycle Length: 123.5
Actuated Cycle Length: 93.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

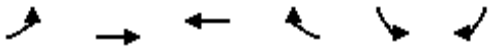


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	170	50	280	230	120	10	320	190	80	250	80
Future Volume (vph)	70	170	50	280	230	120	10	320	190	80	250	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.95			0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1694	1722		1787	1784			1692		1727	1813	
Flt Permitted	0.22	1.00		0.33	1.00			0.99		0.16	1.00	
Satd. Flow (perm)	393	1722		617	1784			1673		285	1813	
Peak-hour factor, PHF	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	80	193	57	333	274	143	11	352	209	99	309	99
RTOR Reduction (vph)	0	8	0	0	13	0	0	16	0	0	8	0
Lane Group Flow (vph)	80	242	0	333	404	0	0	556	0	99	400	0
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	25.6	19.4		34.6	24.4			25.5		36.7	41.7	
Effective Green, g (s)	25.6	19.4		34.6	24.4			25.5		36.7	41.7	
Actuated g/C Ratio	0.26	0.20		0.35	0.25			0.26		0.38	0.43	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	185	342		353	446			437		272	775	
v/s Ratio Prot	0.03	0.14		c0.11	0.23					0.04	c0.22	
v/s Ratio Perm	0.09			c0.23				c0.33		0.09		
v/c Ratio	0.43	0.71		0.94	0.90			1.27		0.36	0.52	
Uniform Delay, d1	28.5	36.4		28.1	35.4			36.0		22.6	20.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.6	6.6		33.0	21.5			139.9		0.3	0.2	
Delay (s)	29.1	43.0		61.1	56.9			175.9		22.9	20.7	
Level of Service	C	D		E	E			F		C	C	
Approach Delay (s)		39.6			58.8			175.9			21.2	
Approach LOS		D			E			F			C	

Intersection Summary			
HCM 2000 Control Delay	78.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	97.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Right Turn Channelized						
Traffic Volume (veh/h)	170	260	180	220	40	140
Future Volume (veh/h)	170	260	180	220	40	140
Peak Hour Factor	0.88	0.88	0.90	0.90	0.88	0.88
Hourly flow rate (vph)	193	295	200	244	45	159
Approach Volume (veh/h)		488	444		204	
Crossing Volume (veh/h)		45	193		200	
High Capacity (veh/h)		1337	1191		1184	
High v/c (veh/h)		0.37	0.37		0.17	
Low Capacity (veh/h)		1118	985		979	
Low v/c (veh/h)		0.44	0.45		0.21	

Intersection Summary				
Maximum v/c High		0.37		
Maximum v/c Low		0.45		
Intersection Capacity Utilization		66.9%	ICU Level of Service	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	320	0	30	0	290	140	0	140
Future Volume (vph)	0	0	0	0	320	0	30	0	290	140	0	140
Peak Hour Factor	0.25	0.25	0.25	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	0	37	0	358	147	0	147
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.42		0.05		0.31	0.49		0.55
Control Delay					23.2		0.1		2.6	34.7		37.3
Queue Delay					0.0		0.0		0.3	0.0		0.0
Total Delay					23.2		0.1		2.9	34.7		37.3
Queue Length 50th (ft)					132		0		0	67		68
Queue Length 95th (ft)					#276		0		30	113		116
Internal Link Dist (ft)		307			210			206			413	
Turn Bay Length (ft)												
Base Capacity (vph)					799		776		1153	552		494
Starvation Cap Reductn					0		0		347	0		0
Spillback Cap Reductn					0		0		0	0		0
Storage Cap Reductn					0		0		0	0		0
Reduced v/c Ratio					0.42		0.05		0.44	0.27		0.30

Intersection Summary

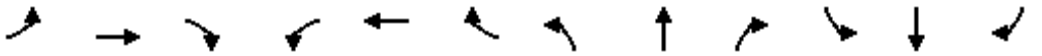
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	320	0	30	0	290	140	0	140
Future Volume (vph)	0	0	0	0	320	0	30	0	290	140	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1862		1976		1768	1769		1583
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1862		1976		1768	1769		1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	337	0	37	0	358	147	0	147
RTOR Reduction (vph)	0	0	0	0	0	0	34	0	160	0	0	0
Lane Group Flow (vph)	0	0	0	0	337	0	3	0	198	147	0	147
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					33.6		6.6		44.2	13.6		13.6
Effective Green, g (s)					33.6		6.6		44.2	13.6		13.6
Actuated g/C Ratio					0.42		0.08		0.55	0.17		0.17
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					782		163		976	300		269
v/s Ratio Prot					c0.18		0.00		c0.11	0.08		c0.09
v/s Ratio Perm												
v/c Ratio					0.43		0.02		0.20	0.49		0.55
Uniform Delay, d1					16.4		33.7		9.0	30.1		30.4
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					1.7		0.0		0.1	1.7		2.8
Delay (s)					18.2		33.8		9.1	31.8		33.2
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			18.2			11.4			32.5	
Approach LOS		A			B			B			C	

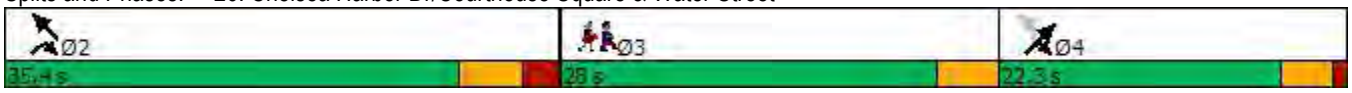
Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	50	10	270	770	0	0	0
Future Volume (vph)	0	0	0	0	550	50	10	270	770	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	698	0	0	341	939	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.37			0.49	0.62			
Control Delay					11.0			18.0	2.6			
Queue Delay					0.3			0.0	0.0			
Total Delay					11.3			18.0	2.6			
Queue Length 50th (ft)					43			32	0			
Queue Length 95th (ft)					207			87	21			
Internal Link Dist (ft)		230			208			404			206	
Turn Bay Length (ft)												
Base Capacity (vph)					1891			1260	1516			
Starvation Cap Reductn					576			0	21			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.53			0.27	0.63			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 55.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	50	10	270	770	0	0	0
Future Volume (vph)	0	0	0	0	550	50	10	270	770	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3424			3497	1567			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3424			3497	1567			
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	640	58	12	329	939	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	78	287	0	0	0
Lane Group Flow (vph)	0	0	0	0	698	0	0	263	652	0	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.6			9.9	44.8			
Effective Green, g (s)					30.6			9.9	40.5			
Actuated g/C Ratio					0.52			0.17	0.69			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1797			593	1088			
v/s Ratio Prot					0.20				c0.42			
v/s Ratio Perm								0.08				
v/c Ratio					0.39			0.44	0.60			
Uniform Delay, d1					8.3			21.7	4.7			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.6			0.2	0.6			
Delay (s)					8.9			21.9	5.3			
Level of Service					A			C	A			
Approach Delay (s)		0.0			8.9			9.7			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	14.7
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Sign Control		Stop			Stop		Stop		Stop	
Traffic Volume (vph)	0	0	0	0	50	10	0	0	40	150
Future Volume (vph)	0	0	0	0	50	10	0	0	40	150
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.25	0.25	0.83	0.83
Hourly flow rate (vph)	0	0	0	0	60	12	0	0	48	181

Direction, Lane #	WB 1	NW 1	NW 2
Volume Total (vph)	72	48	181
Volume Left (vph)	0	48	0
Volume Right (vph)	12	0	0
Hadj (s)	-0.05	0.50	0.00
Departure Headway (s)	4.4	5.2	4.7
Degree Utilization, x	0.09	0.07	0.23
Capacity (veh/h)	783	680	754
Control Delay (s)	7.8	7.4	7.9
Approach Delay (s)	7.8	7.8	
Approach LOS	A	A	

Intersection Summary			
Delay		7.8	
Level of Service		A	
Intersection Capacity Utilization		22.9%	ICU Level of Service
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	90	0	0	0	0	190
Future Volume (vph)	90	0	0	0	0	190
Peak Hour Factor	0.83	0.83	0.25	0.25	0.90	0.90
Hourly flow rate (vph)	108	0	0	0	0	211

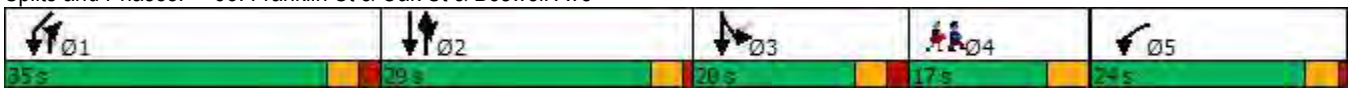
Direction, Lane #	WB 1	SB 1	SB 2
Volume Total (vph)	108	106	106
Volume Left (vph)	108	0	0
Volume Right (vph)	0	0	0
Hadj (s)	0.25	0.00	0.00
Departure Headway (s)	4.6	4.8	4.8
Degree Utilization, x	0.14	0.14	0.14
Capacity (veh/h)	749	734	733
Control Delay (s)	8.4	7.3	7.3
Approach Delay (s)	8.4	7.3	
Approach LOS	A	A	

Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	110	210	20	10	20	70	10	120	10
Future Volume (vph)	10	10	20	110	210	20	10	20	70	10	120	10
Peak Hour Factor	0.82	0.82	0.82	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	0	0	126	264	0	0	36	82	0	172	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			Min			None	None		None	None	
v/c Ratio	0.19			0.30	0.26			0.20	0.10		0.43	
Control Delay	34.9			30.4	14.2			36.3	17.4		30.3	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	34.9			30.4	14.2			36.3	17.4		30.3	
Queue Length 50th (ft)	14			35	49			11	15		49	
Queue Length 95th (ft)	57			118	160			49	63		141	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	743			1095	1325			379	1010		1010	
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	0.06			0.12	0.20			0.09	0.08		0.17	

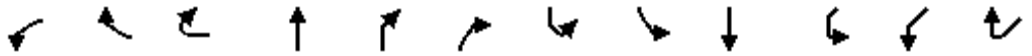
Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 59
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	110	210	20	10	20	70	10	120	10
Future Volume (vph)	10	10	20	110	210	20	10	20	70	10	120	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.90			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.99			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1635			2049	1741			1562	1644		1660	
Flt Permitted	0.99			1.00	1.00			0.68	1.00		0.97	
Satd. Flow (perm)	1635			2049	1741			1112	1644		1678	
Peak-hour factor, PHF	0.82	0.82	0.82	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81
Adj. Flow (vph)	12	12	24	126	241	23	12	24	82	12	148	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	48	0	0	126	264	0	0	36	82	0	172	0
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	4.2			12.0	31.0			6.4	22.4		14.0	
Effective Green, g (s)	4.2			12.0	31.0			6.4	22.4		14.0	
Actuated g/C Ratio	0.07			0.19	0.50			0.10	0.36		0.23	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				3.0			3.0	
Lane Grp Cap (vph)	110			396	870			114	593		378	
v/s Ratio Prot	c0.03			0.06	c0.15				0.05			
v/s Ratio Perm								c0.03			c0.10	
v/c Ratio	0.44			0.32	0.30			0.32	0.14		0.46	
Uniform Delay, d1	27.8			21.5	9.1			25.8	13.3		20.7	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.8			0.5	0.2			1.6	0.1		0.9	
Delay (s)	30.5			22.0	9.3			27.4	13.4		21.6	
Level of Service	C			C	A			C	B		C	
Approach Delay (s)	30.5			13.4					17.7		21.6	
Approach LOS	C			B					B		C	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

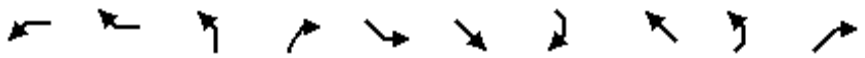
Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	240	360	5	5	410	180	180	5	230	220
Future Volume (vph)	240	360	5	5	410	180	180	5	230	220
Peak Hour Factor	0.95	0.95	0.69	0.69	0.87	0.87	0.87	0.42	0.94	0.94
Shared Lane Traffic (%)										
Lane Group Flow (vph)	253	379	14	0	0	678	207	12	479	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Detector Phase	5	2 5	7		2	2	2 4	6	4	
Switch Phase										
Minimum Initial (s)	5.0		5.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2		15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0		17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%		21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3		3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9		2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2			5.8		5.8	7.4	
Lead/Lag	Lead							Lag		
Lead-Lag Optimize?	Yes							Yes		
Recall Mode	None		None		C-Max	C-Max		None	None	
v/c Ratio	0.83	0.39	0.13			1.03	0.22	0.10	1.24	
Control Delay	55.8	9.6	38.0			70.8	10.8	37.2	160.0	
Queue Delay	0.0	0.0	0.0			0.0	0.6	0.0	0.0	
Total Delay	55.8	9.6	38.0			70.8	11.4	37.2	160.0	
Queue Length 50th (ft)	122	62	7			307	36	6	~155	
Queue Length 95th (ft)	#240	#136	19			#758	125	10	#247	
Internal Link Dist (ft)	1347		266			208		336	287	
Turn Bay Length (ft)		465							200	
Base Capacity (vph)	318	969	113			660	927	121	387	
Starvation Cap Reductn	0	0	0			0	422	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	0.80	0.39	0.12			1.03	0.41	0.10	1.24	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road





Movement	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	240	360	5	5	410	180	180	5	230	220
Future Volume (vph)	240	360	5	5	410	180	180	5	230	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	12	10	12
Grade (%)	4%		15%			6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2			5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00	1.00	0.97	
Frt	1.00	0.85	0.93			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	0.98			0.97	1.00	1.00	0.98	
Satd. Flow (prot)	1676	1552	1568			1746	1536	1863	2926	
Flt Permitted	0.95	1.00	0.98			0.97	1.00	1.00	0.98	
Satd. Flow (perm)	1676	1552	1568			1746	1536	1863	2926	
Peak-hour factor, PHF	0.95	0.95	0.69	0.69	0.87	0.87	0.87	0.42	0.94	0.94
Adj. Flow (vph)	253	379	7	7	471	207	207	12	245	234
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	253	379	14	0	0	678	207	12	479	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Actuated Green, G (s)	14.5	35.2	1.2			20.7	37.1	1.0	10.6	
Effective Green, g (s)	14.5	35.2	1.2			20.7	37.1	1.0	10.6	
Actuated g/C Ratio	0.18	0.44	0.01			0.26	0.46	0.01	0.13	
Clearance Time (s)	6.8		6.2			5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0			3.0		2.0	3.0	
Lane Grp Cap (vph)	303	682	23			451	712	23	387	
v/s Ratio Prot	c0.15	0.24	c0.01			c0.39	0.13	c0.01	c0.16	
v/s Ratio Perm										
v/c Ratio	0.83	0.56	0.61			1.50	0.29	0.52	1.24	
Uniform Delay, d1	31.6	16.6	39.2			29.6	13.3	39.3	34.7	
Progression Factor	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.7	1.0	27.4			237.8	0.2	9.5	127.3	
Delay (s)	49.3	17.6	66.6			267.5	13.5	48.7	162.0	
Level of Service	D	B	E			F	B	D	F	
Approach Delay (s)	30.3		66.6			208.1		48.7	162.0	
Approach LOS	C		E			F		D	F	

Intersection Summary			
HCM 2000 Control Delay	139.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	0	310	180	0	0
Future Volume (Veh/h)	0	0	310	180	0	0
Sign Control	Free			Free	Stop	
Grade	0%			6%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	337	196	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	804			387		
pX, platoon unblocked					0.87	
vC, conflicting volume			0		870	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		777	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		100	100
cM capacity (veh/h)			1623		252	1085

Direction, Lane #	EB 1	WB 1
Volume Total	0	533
Volume Left	0	337
Volume Right	0	0
cSH	1700	1623
Volume to Capacity	0.00	0.21
Queue Length 95th (ft)	0	20
Control Delay (s)	0.0	5.6
Lane LOS		A
Approach Delay (s)	0.0	5.6
Approach LOS		

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

F Existing Conditions Public Engagement Materials

Meeting Notes

Date: Tuesday, June 20, 2023
10:30 am – 2:00 pm

Place: Norwich City Hall
Room 335
100 Broadway
Norwich, CT 06360

Re: SCCOG Chelsea Harbor/Downtown Mobility Study
CTDOT Project No.: DOT01030281PL
Project Kick-Off Meeting and Walking Tour

Project No.: 43283.00

ATTENDEES:

Name	Affiliation
Amanda Kennedy	SCCOG
Jim Butler	SCCOG
Nicole Haggerty	SCCOG
Kate Rattan	SCCOG
Patrick McLaughlin	City of Norwich
Deanna Rhodes	City of Norwich
Dan Daniska	City of Norwich
Brian Long	City of Norwich
Marlon Pena	CTDOT
Fred Kulakowski	CTDOT
Edward Sabourin	CTDOT
Jake Fusco	CTDOT
Joe Balskus	VHB
Daniel Amstutz	VHB
Will Britnell	VHB
Will Kresic	VHB (Remotely Attended)
Eric Tang	VHB (Remotely Attended)
Charlie Baker	VHB (Remotely Attended)
Bridget Moriarty	VN Engineers

NOTES:

Welcome and Introductions

› Jim Butler opened the meeting with a brief history of the project. Representatives from SCCOG, the City of Norwich, CTDOT, and the Consultant Team introduced themselves. Butler noted the importance of collaborating with CTDOT on this project so that the outcome is more likely to be implemented and not a study that sits on a shelf.

Project Overview

› City staff noted the need to make downtown Norwich more pedestrian-friendly and multi-modal. Pedestrian access is a high priority. Better connecting the park & marina to downtown is key. There is potential for the marina to be redeveloped.

› Plans to review for the project go back to 1962. The City received state/federal funding mid-20th century to change the circulation downtown, which focused on car traffic. Circulation was not beneficial it was determined later. A lot of ideas over the years have been shared that should be evaluated through this new study.

Downtown Happenings

› City staff noted a number of redevelopment projects and relevant changes in the downtown area:

- 77-91 Main Street – 42 housing units with mixed-use on the first floor is planned.
- Reed & Hughes Institute building – 20 housing units are planned.
- YMCA on Main Street is being reconstructed and may include a brewery and other retail.
- Across the street from the YMCA a boutique hotel in an old Elks Lodge will have 20 hotel rooms.
- 16 Cedar Street – old jail site – there is the potential for 26-36 units of housing, but the developer needs more density to make it work and include affordable units.
- The Plan of Conservation & Development (POCD) is being updated and must be adopted by August 15. A draft can be shared, though it will change between now and when it gets adopted. The plan has a lot of discussion of downtown, including transit-oriented development (TOD), housing, etc. The plan also references this study and to implement what comes out of the recommendations.
- The Shoreline East Study was noted.
- The Marina is up for redevelopment. Housing is not likely because it is in a flood hazard zone.
- 115 Forest Street – a cannabis manufacturing facility is moving in here.
- An RFP is out for an art installation in the downtown roundabout.
- Hollyhock Island – the sewage plant here will be redeveloped.
- Route 82 – this project has some overlap with the CTDOT project to reconstruct this corridor.
- A parking study of downtown was produced before COVID and can be provided by staff. There are over 3,000 parking spaces downtown but many of them are dedicated to specific agencies or organizations and not open to the public.

› VHB to provide a map to the City so they can note all these locations and provide to VHB to include to be helpful for keeping track of them.

Project Presentation, Scope, Schedule

› VHB Team then went through a presentation about the project scope, schedule, initial crash data, public engagement, the concept diagrams produced for the proposal, and data needs from the City, SCCOG and CTDOT.

› The group discussed stakeholders and outreach strategies for the project. Additional stakeholders to include are:

- Police and Fire Departments
- Social service agencies
- Local state representative
- List of stakeholders from the Route 82 project list
- Public transit (Southeast Area Transit District, Windham Region Transit District)
- Castle Church on Broadway
- Waste Management companies
- Parking Authority/Finance (City of Norwich)
- Norwich Community Development Corporation (NCDC)

› Additional events to target for outreach events include:

- Rock the Docks concerts on Wednesdays during the summer in downtown
- Rose Arts Festival
- Diversity Festival (3rd Monday in September)
- Events put on by the Chamber of Commerce or Norwichevents.org

› Public outreach in the downtown itself is important. If possible, doing outreach during the summer is recommended.

Discussion

› The makeup of the Technical Advisory Committee (TAC) was discussed. Besides the people attending the kick-off meeting today from SCCOG, the City, and CTDOT, the TAC should also include:

- Fire Chief
- Local Traffic Authority
- Local transit authorities (WRTD, SEAT)
- Invite the City Manager to TAC meetings

› Stakeholders to include, but not necessarily to be on the TAC, include waste management operators and event organizations (as noted above in the stakeholder discussion).

› Members agreed that the project website address, if available (confirmed as available by VHB webmaster), shall be: www.downtownnorwichmobilitystudy.com

Next Steps

› The second TAC meeting will be scheduled for September 12, 2023, at 10:30 am in the SCCOG offices.

› Monthly check-in meetings will be scheduled with the Consultant Team.

› A list of TAC members will be circulated so additional member contact information can be filled in.

Lunch – 11:45 am – 12:15 pm

1230pm Project Study Area Walking Tour

› Attendees participated into a walking tour of downtown Norwich to view transportation and circulation conditions in the study area. Attendees were able to visit the following points of interest and discussed general observations:

- Courthouse Square
  - Concerns raised with the pedestrian crossings in front of City Hall amidst the channelized islands and traffic flows and need to address them in the study
- Broadway
  - City providing a concept for reconfiguring on street parking and providing single lane
  - Broadway intersection with Main Street needs to be reviewed for concept plan by City and changes to the signalization and intersection markings and islands
- Main Street
  - Narrowness of roadway was reviewed, concerns for emergency vehicle access were discussed, changing flow was not expected, existing parking garage was noted as vastly underutilized
- Washington St/Water St/Main St/Chelsea Harbor Drive (Washington Square)
  - Development on northeast corner expected to be considered soon by City, concerns with traffic speeds through intersection, pedestrian crossings, and connections
- Chelsea Harbor Drive & Brown Memorial Park
  - Converting the three lane one way roadway to single lane was agreed upon as a needed improvement as well as improving connection to park
- Chelsea Harbor Drive at Water Street/Courthouse Square
  - Vehicle queueing is constant for the southbound Water Street traffic turning left onto Viaduct Street during all times of the day, particularly significant backups in the afternoon peak hours
  - Converting the intersection to a simple T type intersection is advantageous
  - City suggested looking at traffic control for Water Street at Market Street intersection

› The meeting adjourned in the field at approximately 2:00 pm.

Meeting Notes

Date: Tuesday, September 12, 2023
10:30 am – 12:00 pm

Place: Southeastern Connecticut Council of Governments (SCCOG)
5 Connecticut Avenue
Norwich, CT 06360

Re: SCCOG Chelsea Harbor/Downtown Mobility Study
CTDOT Project No.: DOT01030281PL
Transportation Advisory Committee Meeting #2

Project No.: 43283.00

ATTENDEES:

Name	Affiliation
Amanda Kennedy	SCCOG
Jim Butler	SCCOG
Nicole Haggerty	SCCOG
Kate Rattan	SCCOG
Patrick McLaughlin	City of Norwich
Deanna Rhodes	City of Norwich (Remotely Attended)
Dan Daniska	City of Norwich (Remotely Attended)
Brian Long	City of Norwich
Marlon Pena	CTDOT
Fred Kulakowski	CTDOT (Remotely Attended)
Jake Fusco	CTDOT
Claudel Merronis	CTDOT (Remotely Attended)
Quinn Becotte	CTDOT (Remotely Attended)
Joe Balskus	VHB
Daniel Amstutz	VHB (Remotely Attended)
Will Kresic	VHB (Remotely Attended)
Eric Tang	VHB (Remotely Attended)
Charlie Baker	VHB
Andre Singer	VHB (Remotely Attended)
Bridget Moriarty	VN Engineers

NOTES:

Welcome and Introductions

› TAC members and consultant staff introduced themselves.

Existing Conditions Presentation

› Joe Balskus briefly went over the scope of work for the existing conditions element of the project.

› Daniel Amstutz discussed the transportation context of Norwich and particularly downtown. In the mid-20th century the goal was to speed traffic through Norwich so it could get east to the beaches in Westerly, Rhode Island. The topography of Norwich makes travel north or south of downtown difficult; downtown ends up being a bottleneck for people trying to go east and west. Hilly terrain and rivers limit the ability to circumvent downtown. In 1970 a proposal to extend the freeway portion of Route 2 north of Norwich and continue east was rejected by the City. The TOPICS program was instituted in the 1970s with traffic signals and one-way streets, but it was widely unpopular with travelers and residents. Other proposals to push traffic south across the Thames River Bridge never materialized. More recently, the City has adopted a Complete Streets Policy and planning for other modes has been a shift in focus.

› Balskus presented on traffic data:

- Route 2 and 12 are principal arterials and converge downtown, along with other arterial and collector streets. Most other roads are classified as Local.
- Traffic volumes were compared between 2014, 2020, and June 2023 counts. In general, traffic volumes have been steady, with not much change.
- Turning Movement Traffic counts were collected in June at 12 intersections. There is a high variability in traffic volumes throughout the day with traffic spread out over the day.
- The 2023 traffic counts collected in June of this year are similar to what CTDOT has for the ADT. They are higher than the CTDOT 2020 ADT. There are some non-traditional peak hours showing up in the data, with weekday mid-day peaks and 3 pm afternoon peak hours, likely due to school and summer time traffic.
- In terms of speeds, the 85th percentile speeds are not unusually high – not many instances of speeds being 10 mph over the speed limit or higher. However, there are higher speeds along Chelsea Harbor Drive and Water St due to these roads being wider.
- Observations showed congestion caused by congestion at the key intersections studied, and queuing was observed at Water St & Chelsea Harbor Drive/Courthouse Square, trying to go eastbound on Route 2. Additionally, there was queuing at Main St and Courthouse Square/Broadway, going westbound, backing up into the Frankling Square roundabout.

› Charlie Baker went over the intersection capacity analyses and modeling data.

- VHB developed a traffic model in Synchro from the turning movement count data collected. It modeled three peak periods – weekday morning and evening peaks, and the weekend peak. It includes information about the signal timings and phasing, roadway geometries and storage lanes, and was calibrated from existing observations.
- Most intersections are operating at level of service (LOS) C or better. Two intersections have poor LOS: the intersection of Route 2/12 at Viaduct Road/Laurel Hill Ave/Summer Street/Talman Street, and Route 2 at Route 12 (Viaduct Road at N. Main Street). The first intersection operates at a failing condition partly because there are too many approaches, with a long signal cycle. The second intersection operates at LOS E and F and there are long queues.
- The Stop-controlled intersections analyzed for the project do not have any capacity issues.

› Eric Tang presented the crash data analysis:

- Crash data was collected from the CT Crash Data Repository (CT CDR) for the 2018-2022 period, the most recent period of five full years of data.
- For this period there were 938 crashes total. 17% of this were injury crashes. One fatality occurred during this period.
- The most common crash types were front to rear (rear-end) crashes at 43%, sideswipe same direction at 20%, and angle crashes at 18%.
- December accounted for the highest proportion of crashes by month (10%), and Friday accounts for the highest proportion of crashes by day of the week (17%).
- There were also 20 pedestrian crashes and 4 bicycle crashes.
- For all crashes, the location with the highest number of crashes was at Washington Street and W. Main Street/Water Street/Church Street/Chelsea Harbor Drive (Washington Square) with 96 crashes total. For crashes of high severity (fatality [K], serious injury [A], and minor injury [B]), several intersections had high densities of these crashes, including Washington Square, Water Srteet/Chelsea Harbor Drive, W. Main Street/Thames Street, and Main Street/Viaduct Road.
- 70% of pedestrian crashes resulted in a KAB level injury. Pedestrian crashes account for nearly 17% of all KAB level injuries despite having a commute to work mode share of only 2.4% and represent only 2% of total crashes in the area. Most pedestrian crashes happened in low-light conditions. Locations of pedestrian crashes were generally scattered over the project area.
- 408 crashes occurred at intersections. Other emphasis area crash types include aggressive driver (334 crashes), older drivers (192 crashes), young drivers (175 crashes), and roadway departures (115 crashes).

› Amstutz discussed pedestrians, bicycling, and transit services.

- Observations made of pedestrians include:
  - Only some curb ramps are upgraded at many intersections. In many cases, only one or two curb ramps are upgraded at an intersection, instead of being comprehensively fixed. This leaves a disjointed experience for pedestrians with mobility issues or who are low-vision.
  - Lack of yielding for pedestrians at unsignalized crosswalks was observed. At a crosswalk across Water Street at the Market Street intersection, two pedestrians were observed waiting to cross the street. About a dozen drivers sped by without yielding to them to cross. They had to wait until the road was clear before they could cross.
  - Some sidewalks are located along corridors with high-speed of car traffic with a limited buffer, creating uncomfortable conditions for pedestrians. In addition, lack of shade trees expose pedestrians to sun and the weather that also reduces the comfort of walking in the area.
  - Aggressive driving, particularly pulling forward into crosswalks while waiting for signals, was observed.
- Maps of crosswalks and curb ramps were shown. It was noted that the crosswalk map needs to be updated.
- The following observations were noted about public transportation:
  - The Southeast Area Transit Service (SEAT) is a "flag-down service" meaning that the bus can be flagged down and boarded at any point, and riders may also stop the bus at any point to get off. However, Google Map and

GIS data show bus stops, and there are bus stop signs in certain locations. It is unclear if transit users are expected to use these locations as bus stops.

- There are several Bus shelters in the area, but they lack route information or bus service information that would be helpful to riders.
- As noted above, some SEAT signage is present and is affixed to other signs and posts, which can be hard to see or notice for transit users.

- Maps of the local SEAT bus services in downtown Norwich and the greater region were displayed. The maps also include a route run by the Windham Region Transit District (WRTD) which runs a service from Willimantic to Norwich.
- Observations of bicycling in downtown were made:
  - No bicycle lanes or bike pavement markings were observed in the area.
  - Two bike racks were identified near the library, but no other bike parking was observed.
  - During the field visit, few people observed bicycling, except near Howard T. Brown Park.
  - The Heritage Walk Trail is the only off-road facility in the area, but it has limited connectivity and is oriented to pedestrians. It is unclear if bikes are allowed on the trail.
- The SCCOG Bicycle and Pedestrian Plan includes several bicycling-related recommendations for downtown Norwich and on the fringes of downtown:
  - Provide bike lanes, sharrows, and "Bikes May Use Full Lane" signs in downtown.
  - Bicycle accommodations are needed for Boswell Ave and Talman Street.
  - Route 12 from Water Street to the Preston Border: widen roadway for bike-safe shoulders.
  - Add short-term and long-term bike parking.
  - Add a signed bike route along Norwich Ave from the Town Green in Colchester to downtown Norwich.
- Maps were displayed showing the CTDOT On Road Bicycle Planning Network from the CTDOT Active Transportation Plan, as well as the Bicycle Suitability Map for state roads in downtown and the Bicycle Facility Implementation Tiers from the same Plan. Generally, the roads in the study area have lower suitability for bicycling, including Washington Street, Route 82, and Viaduct Road. These roads have planned Bicycle Facility Implementation Tiers which are in the higher ranges (Tier II-1 to Tier II-5 and Tier II-6 to Tier II-8).

› Amstutz briefly discussed parking.

- On-street parking observations included:
  - There is a wide array of on-street parking regulations and restrictions focused on directly adjacent land uses. For example, there are spaces blocked off for police vehicles only on Water Street, and for DCF vehicles only on Courthouse Square.
  - Time-limited on-street parking may change in a single block (e.g., 2-hour parking from 7 am – 4 pm and 8 am – 6 pm). There are also locations with very short durations, such as 10- or 15-minutes, next to longer-term spaces.
  - Main Street, Broadway, Courthouse Square had the heaviest parking occupancy observed.

- Some off-street parking garages and lots were observed. In general, they are underutilized, and few people park in them.
- A map was displayed of the locations of on-street parking and their regulations downtown.

› Bridget Moriarty discussed public outreach for the project to date and future outreach:

- A public survey for the project is now available. English and Spanish versions have been created. The survey is planned to be up through the end of September. So far, only about 10 people have taken the survey. Comments include wanting more downtown events, safety is an issue, and more bike lanes are needed. Locations that are unappealing or unsafe include Washington Square, the Franklin Square Roundabout, and places without sidewalks.
- VHB, VN and SCCOG staff attended the Rock the Docks event on Wednesday, August 23 from 6-8 pm at Howard T. Brown Park. The Study Team interacted with 30+ individuals. In summary, many people came from the surrounding region and don't usually come downtown except for events. There was general concern about safety in downtown. Overall, engagement was limited for completing the survey because most people came to the event to listen to the music.
- Comments on the map that was brought to the event included concerns about safety at Route 82 and N. High Street/N. Thames Street (red-light running and u-turns), Route 82 and Route 2/Washington Street, and Route 2 at Water Street/Courthouse Square (lane jockeying). Franklin Square roundabout had mixed comments, and Route 82 over the Yantic River was a concern.
- The Study Team will attend the Celebrate Cultural Diversity Event hosted by the Rotary clubs of Norwich on September 18, and will have an event table and share information about the study and collect comments.

› The TAC further discussed public outreach during the presentation.

- The public survey needs more promotion to get people to take it. Putting flyers at the Transportation Center bus waiting area was recommended instead of inside the station. Flyers can be placed at a coffee shop downtown, restaurants, convenience stores, the post office, and Howard T. Brown Park. The City should put the survey up on their Envision Norwich 06360 website. Potentially do a news article with the Day – contact Claire Bessette. The City can also do a press release for the survey and when the public information meeting is scheduled.
- The location of the public information meeting was discussed. Otis Library was recommended as the best location for the meeting, they have good size rooms and you can pay to stay later than they close, which is typically 7 pm. Parking is also easier than other locations. The TAC members agreed that Wednesday, October 25 should be the day to schedule the meeting. Deanna Rhodes has a meeting there but she can move it. October 23 is another potential date.
- The public information meeting will include existing condition information, similar to this TAC meeting. Tabletop exercises and games for kids were discussed; could be workshop style format. The goal is to show the public what we found and to respond to that – did we get it right, and what to do about it? Include maps and pictures of locations so people can remember what they look like.

› VHB staff discussed some missing information and data requests. Norwich Public Utilities will reach out to the Study Team regarding the GIS data request. Rhodes should be contacted about planned development projects as some are not as likely to occur. Rhodes will also forward the draft parking study from a few years ago. CTDOT may have an

update about the Route 82 project in mid-November. VHB should follow up with Marlon Pena about the CTDOT ADA map.

Discussion/Next Steps

- The VHB Team will draft the existing conditions technical memo. It will be finalized after the public information meeting in October.
- Once the public meeting date and location is established, make a flyer and send to Rhodes. Staff will bring it to Council Members. A draft press release should be done as well.

- The meeting adjourned at approximately 12:00 pm.

Meeting Notes

Date:	Wednesday, October 25, 2023 5:00 pm – 7:00 pm		
Place:	Otis Library Community Room, 2nd Floor 261 Main Street Norwich, CT 06360	Re:	CTDOT Project No.: DOT01030281PL SCCOG Chelsea Harbor/Downtown Mobility Study **Public Information Meeting #1**
Project No.:	43283.00		

- This meeting was conducted as a hybrid meeting with an in-person component and a virtual component. The in-person meeting took place at the Otis Library in Norwich, CT, while the on-line meeting was conducted simultaneously on Microsoft Teams. Approximately 30 people attended the in-person meeting, including staff from the City of Norwich, the Southeastern Connecticut Council of Governments (SCCOG), CTDOT, VHB and VN Engineers. Three people attended the online meeting. Audio and video of the meeting was recorded using Microsoft Teams. The recording of the meeting can be found at the project website: https://downtownnorwichmobilitystudy.com/
- Jim Butler, Senior Advisor at SCCOG, opened the meeting, introduced himself, and thanked all attendees for coming. Norwich City Council President Pro-Tempore Joseph DeLucia provided opening remarks about the Chelsea Harbor/Downtown Norwich Mobility Study project.
- Daniel Amstutz, Senior Transportation Planner with VHB, provided an introduction to the mobility study. The study has its own website. The public meeting will go over the existing conditions for the study area and have a Q&A session at the end of the meeting.
- The goals of the study include improving livabilty, mobility, and access to essential services; creating safe routes to the waterfront, Howard T. Brown Park, the Transportation Center, Norwich Marina, and downtown; and development of alternatives to the current road configuration and traffic flows. The study is a key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Amstutz showed a map of the study area, which includes much of downtown Norwich by the waterfront as well as west across Holly Hock Island and east on Main Street to just across the Shetucket River.
- Amstutz went over the Norwich transportation context.
  - Norwich was the commercial, transportation, and manufacturing hub of the region in the 19th century. There is a convergence of state roads into Downtown Norwich due to the fact that the local topography and rivers make it difficult to route traffic around downtown.
  - In the mid-20th century the transportation concern was getting traffic quickly from Hartford to the beaches in Westerly, Rhode Island, for vacationers. There was a proposal to extend the express highway portion of Route 2 north of the downtown, but it was rejected by the City. Other proposals to route traffic south of downtown never materialized. Instead, the TOPICS traffic program was implemented, with new traffic signals and one-way streets, which was immediately unpopular with local residents and the city.
  - More recently, the City of Norwich has affirmed its commitment to transportation for all users with the recent adoption of its Complete Streets Policy (2022).

› The existing conditions overview includes data on traffic, safety, pedestrians, bicyclists, public transportation, parking, and public engagement.

› Joe Balskus with VHB discussed the traffic data.

- Several state routes converge into downtown, including Route 2, Route 12 (Principal Arterials), Route 82, and Route 32. Traffic data was collected over summer 2023 including Turning Movement Counts (TMCs) at intersections and machine counts along the corridor. The goal is to understand when peak traffic periods occur and get average daily traffic volumes, speeds, and vehicle types.
- Traffic volumes this year are higher compared with CTDOT traffic data collected in 2020. Speeds are not unusually high for the type of roads in the study. Traffic tends to be spread out over the day, and some days have similar volume counts. There are also some non-traditional peak hours.
- Traffic observations included:
  - Typical Route 2 through traffic
  - Higher speeds along Chelsea Harbor Drive and Water Street due to wider roadways
  - Signals causing congestion at key intersections
  - Queuing observed at: Water Street & Chelsea Harbor Drive/Courthouse Square, going eastbound on Route 2; and Main Street & Courthouse Square/Broadway, going westbound, backing up into the roundabout
- Intersection capacity was analyzed and a traffic model was developed. Level of Service (LOS), indicating how well intersections serve vehicle traffic based on congestion and delay, were analyzed for each intersection. Most intersections work acceptably, except for the large intersection of Route 2 at Viaduct Road/Laurel Hill Ave/Summer Street/Talman Street, and Route 2 at Route 12 (Viaduct Road and Main Street/N. Main Street).

› Amstutz went over crash data collected for the project.

- For the 2018-2022 period there were 938 crashes in the study area. 291 crashes occurred at key intersections in the study area. The highest crash density with the highest number of crashes (96) was at Washington Square (Washington Street at Main Street).
- 17% of these crashes were injury crashes. The locations where the highest number of injuries occurred include Washington Square, Water Street/Chelsea Harbor Drive, W. Main Street at Thames Street, and Main Street at Viaduct Road.
- The most common crash types were front to rear (rear-end) at 43%, sideswipe same direction at 20%, and angle crashes at 18%.
- December accounts for highest proportion of crashes by month (10%), while Friday accounts for highest proportion of crashes by day of the week (17%).
- There were 20 pedestrian crashes and 4 bicycle crashes during the 2018-2022 period. 70% of pedestrian-involved crashes resulted in a KAB level injury (the most severe injuries including fatalities). Pedestrians account for nearly 17% of all KAB level injuries despite having commute to work mode share of only 2.4% and represent only 2% of total crashes. Most pedestrian crashes happened in low-light conditions (70%). The highest number of pedestrian crashes happened at Washington Square and Viaduct Road and Main Street (3 each). The four bicycle crashes occurred in daylight, and three of them resulted in injuries.

› Amstutz went over information about pedestrian conditions:
  - As an older urban center, Norwich generally has a good pedestrian network, with not many gaps in the sidewalk network. However, the pedestrian experience varies and conditions along the state roadways are generally less appealing than the local roadways that still have a dense, walkable built environment.
  - Pedestrian observations in the field included:
    - Only some curb ramps upgraded at many intersections
    - Lack of yielding for pedestrians at unsignalized crosswalks (Water Street for example)
    - Speed of car traffic with limited buffer on some streets
    - Aggressive driving observed – including pulling beyond Stop bars into crosswalks and blocking pedestrian travel
    - Outside of immediate downtown, long distances to find safe crossings
  - Maps of existing sidewalks, crosswalks, and general conditions of curb ramps were also shown.

› Amstutz went over information about public transportation conditions.
  - Norwich is the hub of a regional transportation network. Southeast Area Transit District (SEAT) routes travel through and around downtown Norwich. In addition, an express route of the Windam Regional Transit District (WRTD) travels to Norwich via Willimantic. Amstutz showed a map of transit in the region, and a zoomed-in map of transit in the study area.
  - Public transportation observations in the field included:
    - Google Map and GIS data show bus stops, although SEAT is a flag-down service.
    - Bus shelters lack route information; some shelters are simply not being used by transit service.
    - Some SEAT signage is present, but unclear of its purpose, and they are affixed to other signs and posts, which can be hard to notice.

› Amstutz went over information about bicycling conditions.
  - Bicycling observations in the field included:
    - No bicycle lanes or bike pavement markings were observed in the study area.
    - There are some bike racks near the library and at the Transportation Center.
    - People were observed bicycling on Main Street and near Howard T. Brown Park.
    - The Heritage Walk Trail is the only off-road facility in the study area, but it has limited connectivity, and is oriented to pedestrians.
  - The SCCOG Regional Bicycle and Pedestrian Plan included recommendations around the Downtown Norwich area. They are:
    - Provide bike lanes, sharrows, and "Bikes May Use Full Lane" signs in downtown
    - Bicycle accommodations for Boswell Ave and Talman Street
    - Route 12 from Water Street to the Preston Border: widen roadway for bike-safe shoulders
    - Add short-term and long-term bike parking

  - Create signed bike route along Norwich Ave from the Town Green in Colchester to downtown Norwich
- The CTDOT Active Transportation Plan was reviewed for this study as well. Route 2 through Downtown Norwich is on the CTDOT On Road Bicycle Planning Network as a priority for including bicycle facilities in future projects. Additionally, Courthouse Square and Broadway are part of the network as municipally-maintained roads. A review of the suitability of the roads for bicycling by the Plan shows that many of the state roads downtown have low suitability for bicycling. Route 2 and Route 12 are in the higher implementation tiers for creating bicycle improvements, being in Tier II-1 to Tier II-5 and Tier II-6 to Tier II-8.

› Amstutz discussed parking observations and data.

- The VHB Team made parking observations and collected data about on-street parking regulations. On-street parking observations included:
  - There is a wide array of parking regulations and restrictions for on-street parking, often focused on directly adjacent land uses. This can make it confusing for people to know where to park.
  - Time-limited on-street parking may change in a single block (e.g., 2-hour parking from 7 am – 4 pm and 8 am – 6 pm). This was observed on Water Street between Market Street and Washington Street. This also causes confusion for residents and visitors.
  - Main Street, Broadway, and Courthouse Square had the heaviest parking occupancy observed.
- Off-street parking observations were also made. In general, off-street parking garages and lots are underutilized. Observations were made a public and private parking garages and lots that could be accessed. Signage directing people to garages is not very effective, and some garage layouts are confusing.
- Amstutz showed a map of on-street parking regulations in downtown.

› Bridget Moriarty, from VN Engineers, went over public engagement for the project so far.

- The public survey for the study is available in English, Spanish, and Chinese. As of this meeting, 275 responses have been collected. The survey will continue to be available online through the study website through November 20. Sample comments received include:
  - Requests: More events, beautification, more green space, Improved bike and pedestrian amenities, more economic development, more restaurants and shops.
  - Concerns: Driver behavior, personal safety, and congestion.
  - Specific Requests: More bike lanes, improvements at marina, improved ped crossings, parking improvements.
- Two pop-up events have been conducted: at the Rock the Docks event on August 23, and the Celebrate Cultural Diversity event on September 19. These opportunities allowed the Study Team to share information about the project, promote the public survey, and gather feedback. The Team interacted with about 75 people.
- Feedback was put onto maps either written on by members of the public or by the Study Team in their conversations with people. Feedback on the maps covered themes such as safety at intersections, comments about the Franklin Square Roundabout, pedestrian safety, the boat launch at Howard T. Brown Park, and general traffic concerns.

› At the end of the presentation was a Q & A session for attendees. Comments made during Q&A included the following:

- There was a request for future public meetings to have communication options made available for people who are low-vision or hearing impaired to make them more accessible. Also, please include a reference to wheelchair users in the public survey.
- Ugly trash cans, blank storefronts, bad sidewalks are in downtown and need to be addressed.
- Empty buildings and storefronts are falling into disrepair. Windows should be covered up so people do not see the empty, messy areas inside.
- Consistent litter and weed control is needed – get property owners and businesses to help clean up.
- Too many one-way streets make commutes longer, as you have to go on a circuitous route to get anywhere.
- Better wheelchair accessibility is needed around downtown.
- Encourage more use of the Transportation Center parking garage by the Marina and Park.
- Bike lanes are needed in downtown.
- In front of the City Hall and Post Office, drivers are not stopping for pedestrians in the crosswalks; a few people mentioned almost getting hit while walking across the street.
- Norwich is not very walkable, yet the historical society is investing time, effort and money into promoting walking tours; need to support walkability downtown.
- The Franklin Square roundabout is confusing for people to use.
- There are many unhoused people around the downtown that make people concerned about their personal safety.
- The City should try to close of a street to make it for pedestrians only to support local businesses and do what other communities are doing and testing out.
- Public restrooms are needed downtown for events and visitors.
- More art is needed downtown.
- Trees and vegetation are overgrown and not maintained well. This creates an eyesore downtown.
- Improve public transportation to support as an alternative mode of transportation for residents.
- Making Water Street (for example) walkable may have to come at the cost of lowering the speed limit and causing some congestion. These are trade-offs that need to be made.
- Accessibility for children to youth centers should be considered in this study.
- Reduce on-street parking and make room for bike lanes; encourage people to use the garages instead.
- Parking garages are blocking the view of the river/marina and could be removed to make it easier to see and access the riverfront. That property could then be used for other things, such as an extension of the Howard T. Brown Park.

› After the Q&A session, in-person attendees were able to review maps of the project study area and ask additional questions or give comments.

› The meeting was adjourned at 7:05 pm.

G Existing Conditions Public Survey

Q1 What town or city do you live in?

Answered: 383 Skipped: 0

#	RESPONSES	DATE
1	Ledyard	12/1/2023 9:05 AM
2	Norwich	11/26/2023 7:23 PM
3	Norwich	11/22/2023 12:23 PM
4	Quaker hill	11/21/2023 5:50 PM
5	Norwich	11/21/2023 2:19 PM
6	Norwich	11/21/2023 10:50 AM
7	Montville	11/21/2023 9:11 AM
8	Norwich	11/21/2023 7:32 AM
9	Norwich	11/20/2023 11:13 AM
10	Norwich	11/20/2023 9:27 AM
11	Norwich	11/20/2023 9:19 AM
12	Lebanon	11/20/2023 8:30 AM
13	Taftville	11/19/2023 6:42 PM
14	Uncasville	11/18/2023 8:15 PM
15	Norwich	11/17/2023 9:52 PM
16	Norwich	11/17/2023 2:16 PM
17	Brooklyn	11/17/2023 2:01 PM
18	Norwich	11/17/2023 12:43 PM
19	Colchester	11/17/2023 10:22 AM
20	Norwich Greenville section	11/17/2023 5:52 AM
21	Norwich	11/16/2023 2:54 PM
22	Norwich	11/16/2023 2:33 PM
23	NORWICH	11/16/2023 2:27 PM
24	Bozrah	11/16/2023 2:03 PM
25	Norwich	11/16/2023 1:59 PM
26	Norwich	11/16/2023 1:21 PM
27	Norwich	11/16/2023 1:20 PM
28	Norwich	11/15/2023 4:03 PM
29	Norwich	11/15/2023 3:37 PM
30	Norwich	11/15/2023 9:23 AM
31	Norwich	11/15/2023 8:02 AM
32	Norwich	11/14/2023 7:05 PM
33	Norwich	11/13/2023 2:17 PM

34	west hartford	11/13/2023 11:11 AM
35	Norwich	11/12/2023 9:25 AM
36	Norwich	11/9/2023 4:22 PM
37	Norwich	11/8/2023 5:30 PM
38	Old Lyme	11/8/2023 3:43 PM
39	Norwich	11/8/2023 8:36 AM
40	Norwich	11/7/2023 6:45 PM
41	Norwich	11/7/2023 9:34 AM
42	Norwich	11/7/2023 9:32 AM
43	Norwich	11/7/2023 3:18 AM
44	Norwich	11/6/2023 7:23 PM
45	Norwich	11/6/2023 7:18 PM
46	Norwich	11/6/2023 2:33 PM
47	Norwich	11/5/2023 12:14 PM
48	Norwich	11/2/2023 12:09 PM
49	Norwichtown	11/2/2023 10:36 AM
50	Norwich	11/2/2023 8:08 AM
51	Norwich	11/1/2023 10:48 PM
52	Norwich	11/1/2023 10:17 PM
53	Groton	11/1/2023 9:31 PM
54	Norwich	11/1/2023 8:36 PM
55	Norwich	11/1/2023 7:51 PM
56	Norwich	11/1/2023 9:38 AM
57	Norwich	10/31/2023 10:17 AM
58	Waterford	10/31/2023 9:39 AM
59	x	10/31/2023 9:37 AM
60	Greenville	10/31/2023 9:33 AM
61	Sprague CT	10/31/2023 9:30 AM
62	Norwich	10/31/2023 9:29 AM
63	Sciutate Rhode Island	10/31/2023 9:27 AM
64	New York	10/29/2023 5:07 PM
65	Norwich	10/29/2023 10:43 AM
66	Norwich	10/29/2023 1:50 AM
67	Norwich	10/28/2023 11:06 PM
68	Norwich	10/28/2023 4:52 PM
69	Norwich	10/28/2023 12:37 PM
70	Norwich	10/28/2023 11:47 AM
71	Norwich	10/28/2023 10:15 AM

72	Norwich	10/28/2023 7:53 AM
73	Norwich	10/28/2023 6:25 AM
74	Norwich	10/28/2023 1:09 AM
75	Norwich	10/28/2023 12:15 AM
76	Norwich	10/27/2023 11:27 PM
77	Franklin	10/27/2023 11:21 PM
78	Norwich, CT	10/27/2023 9:41 PM
79	Killingly	10/27/2023 7:06 PM
80	Norwich	10/27/2023 3:32 PM
81	Norwich	10/27/2023 8:52 AM
82	Taftville	10/27/2023 1:51 AM
83	Norwich	10/26/2023 6:11 PM
84	Norwich	10/26/2023 4:55 PM
85	Preston	10/26/2023 4:40 PM
86	Norwich	10/26/2023 4:17 PM
87	Voluntown	10/26/2023 10:26 AM
88	Norwich	10/26/2023 7:59 AM
89	Norwich	10/26/2023 7:00 AM
90	Norwich	10/26/2023 6:32 AM
91	Norwich	10/25/2023 11:21 PM
92	Norwich	10/25/2023 8:27 PM
93	Norwich	10/25/2023 8:22 PM
94	Norwich	10/25/2023 8:14 PM
95	Norwich	10/25/2023 7:25 PM
96	Salem	10/25/2023 7:17 PM
97	Norwich	10/25/2023 11:00 AM
98	Norwich	10/25/2023 9:06 AM
99	Killingly CT, 30+ year Norwich Firefighter	10/25/2023 8:02 AM
100	Norwich	10/25/2023 6:45 AM
101	Norwich	10/24/2023 10:18 PM
102	I live in Colchester	10/24/2023 6:53 PM
103	Norwich	10/24/2023 6:17 PM
104	Norwich Ct	10/24/2023 6:15 PM
105	Norwich	10/24/2023 2:33 PM
106	Norwich	10/24/2023 12:58 PM
107	Jewett City	10/24/2023 7:07 AM
108	Norwich	10/24/2023 6:45 AM
109	norwich	10/19/2023 3:38 AM

110	Norwich	10/17/2023 12:22 PM
111	Norwich	10/17/2023 12:20 PM
112	Norwich	10/16/2023 6:28 PM
113	baltic	10/16/2023 5:17 AM
114	Norwich	10/15/2023 6:31 PM
115	Norwich	10/15/2023 10:08 AM
116	Norwich	10/15/2023 8:55 AM
117	Norwich	10/14/2023 9:12 AM
118	Norwich	10/14/2023 8:24 AM
119	Norwich	10/13/2023 8:39 PM
120	Norwich	10/13/2023 11:08 AM
121	Norwich	10/13/2023 9:58 AM
122	Norwich	10/13/2023 8:30 AM
123	Taftville	10/7/2023 7:35 AM
124	Norwich	10/7/2023 7:29 AM
125	Norwich	10/7/2023 7:02 AM
126	Baltic	10/6/2023 12:07 PM
127	North Stonington	10/5/2023 6:37 PM
128	Norwich	10/5/2023 11:02 AM
129	Yantic	10/4/2023 6:23 PM
130	Norwich	10/4/2023 3:23 PM
131	East Lyme	10/4/2023 2:45 PM
132	Norwich	10/4/2023 1:41 PM
133	Norwich	10/4/2023 1:19 PM
134	norwich	10/4/2023 12:24 PM
135	Norwich	10/4/2023 9:51 AM
136	Norwich	10/4/2023 8:13 AM
137	Norwich	10/4/2023 7:48 AM
138	Norwich	10/4/2023 7:16 AM
139	Franklin	10/3/2023 10:19 PM
140	Norwich	10/3/2023 9:11 PM
141	Norwich CT	10/3/2023 7:53 PM
142	Norwich	10/3/2023 6:27 PM
143	Norwich	10/3/2023 5:52 PM
144	Norwich	10/3/2023 5:17 PM
145	Norwich	10/3/2023 5:03 PM
146	Ledyard	10/3/2023 4:42 PM
147	Jewett City	10/3/2023 4:24 PM

148	Norwich	10/3/2023 3:41 PM
149	Baltic	10/3/2023 3:29 PM
150	Norwichtown	10/3/2023 3:26 PM
151	Bozrah	10/3/2023 3:14 PM
152	Columbia	10/3/2023 2:53 PM
153	Norwich	10/3/2023 1:33 PM
154	Norwich	10/3/2023 1:25 PM
155	Norwich, CT	10/3/2023 1:17 PM
156	Norwich	10/3/2023 12:52 PM
157	A few hundred feet over the town line in Bozrah, Lived in Norwich for 40 years. Do 90% of my business in Norwich A volunteer time in Norwich at 2 locations, I Hike, in Norwich, Photo the Norwich area and may other things. I also promote Norwich in several ways.	10/3/2023 12:48 PM
158	Norwich	10/3/2023 12:43 PM
159	Montville	10/3/2023 12:01 PM
160	Norwich	10/2/2023 9:12 PM
161	Norwich	10/2/2023 11:34 AM
162	Norwich	10/1/2023 7:07 PM
163	Norwich	10/1/2023 3:43 PM
164	Norwich, CT	10/1/2023 3:22 PM
165	Norwich	10/1/2023 8:33 AM
166	Norwich	9/30/2023 8:15 PM
167	Norwich	9/30/2023 4:21 PM
168	Montville	9/30/2023 11:22 AM
169	Norwich	9/30/2023 11:22 AM
170	Norwich	9/30/2023 11:10 AM
171	Norwich	9/30/2023 9:11 AM
172	Norwich	9/30/2023 8:35 AM
173	Norwich	9/30/2023 7:39 AM
174	Norwichtown	9/30/2023 7:38 AM
175	Norwich	9/30/2023 7:20 AM
176	Norwich	9/30/2023 7:19 AM
177	New London	9/30/2023 1:53 AM
178	Norwich	9/29/2023 9:56 PM
179	Niantic	9/29/2023 7:53 PM
180	Norwich	9/29/2023 7:27 PM
181	Norwich	9/28/2023 8:05 PM
182	Norwich	9/27/2023 12:44 PM
183	Norwich	9/26/2023 2:49 PM
184	Norwich	9/26/2023 9:58 AM

185	Taftville	9/25/2023 8:11 AM
186	Norwich	9/24/2023 9:48 PM
187	Norwich	9/23/2023 4:51 PM
188	Norwich	9/23/2023 11:58 AM
189	Norwich	9/22/2023 10:52 AM
190	Norwich	9/21/2023 7:30 PM
191	Norwich	9/21/2023 3:32 PM
192	Norwich	9/21/2023 6:52 AM
193	Lisbon	9/20/2023 7:14 PM
194	Norwich	9/20/2023 12:47 PM
195	preston	9/20/2023 12:35 PM
196	Norwich	9/20/2023 10:07 AM
197	Norwich	9/20/2023 6:20 AM
198	Norwich	9/19/2023 9:11 PM
199	Norwich	9/19/2023 8:30 PM
200	Norwich	9/19/2023 7:39 PM
201	Norwich	9/19/2023 7:24 PM
202	Norwich	9/19/2023 7:03 PM
203	Work in Greeneville	9/19/2023 6:13 PM
204	norwich	9/19/2023 5:28 PM
205	norwich	9/19/2023 5:28 PM
206	WATERFORD	9/19/2023 4:13 PM
207	Bozrah	9/19/2023 3:56 PM
208	Norwich	9/19/2023 3:31 PM
209	Waterford	9/19/2023 3:09 PM
210	Preston	9/19/2023 1:40 PM
211	Montville	9/19/2023 1:14 PM
212	Norwich	9/19/2023 1:02 PM
213	Norwich	9/19/2023 11:50 AM
214	Norwich	9/19/2023 11:41 AM
215	Norwich	9/19/2023 8:59 AM
216	Norwich	9/19/2023 7:35 AM
217	Norwich	9/18/2023 10:55 PM
218	Norwich	9/18/2023 9:44 PM
219	Norwich	9/18/2023 8:54 PM
220	Norwich	9/18/2023 7:12 PM
221	Norwich	9/18/2023 7:01 PM
222	Norwich	9/18/2023 6:26 PM

223	Norwich	9/18/2023 6:09 PM
224	Morwich	9/18/2023 5:59 PM
225	Lisbon	9/18/2023 5:43 PM
226	Taftville	9/18/2023 5:41 PM
227	Quaker Hill	9/18/2023 5:27 PM
228	Norwich	9/18/2023 5:00 PM
229	Norwich	9/18/2023 4:03 PM
230	Guilford	9/18/2023 4:03 PM
231	Norwich	9/18/2023 3:07 PM
232	Norwich	9/18/2023 2:56 PM
233	Norwich	9/18/2023 2:46 PM
234	Franklin	9/18/2023 2:36 PM
235	Norwich	9/18/2023 2:30 PM
236	Norwich	9/18/2023 2:26 PM
237	Norwich	9/18/2023 2:26 PM
238	Norwich	9/18/2023 2:10 PM
239	Norwichtown	9/18/2023 1:58 PM
240	NORWICH	9/18/2023 9:57 AM
241	Ocean Ridge, Florida	9/18/2023 9:00 AM
242	Norwich	9/18/2023 8:57 AM
243	Niantic	9/18/2023 8:55 AM
244	Waterford	9/17/2023 4:31 PM
245	Norwich	9/17/2023 2:52 PM
246	Norwich	9/17/2023 12:59 PM
247	Norwich	9/17/2023 12:23 PM
248	Norwich	9/17/2023 9:49 AM
249	Norwich	9/17/2023 9:23 AM
250	Norwich	9/16/2023 8:08 PM
251	Norwich	9/16/2023 6:27 PM
252	Norwich	9/16/2023 3:09 PM
253	Norwich	9/16/2023 2:35 PM
254	Norwich	9/16/2023 11:09 AM
255	Norwich	9/16/2023 10:48 AM
256	norwich	9/16/2023 9:51 AM
257	Taftville	9/16/2023 9:19 AM
258	Willimantic	9/16/2023 6:33 AM
259	Norwich	9/15/2023 7:08 PM
260	Norwich	9/15/2023 5:47 PM

261	New London	9/15/2023 4:55 PM
262	Norwich	9/15/2023 3:13 PM
263	Norwich	9/15/2023 10:54 AM
264	Norwich	9/15/2023 10:31 AM
265	Norwich	9/15/2023 8:54 AM
266	Griswold	9/15/2023 7:38 AM
267	Norwichtown	9/15/2023 6:51 AM
268	Norwich	9/15/2023 5:53 AM
269	norwich	9/14/2023 11:21 PM
270	Norwich	9/14/2023 9:03 PM
271	Norwich	9/14/2023 8:53 PM
272	Norwich	9/14/2023 7:34 PM
273	Norwich	9/14/2023 7:06 PM
274	Norwich	9/14/2023 6:28 PM
275	Norwich	9/14/2023 5:55 PM
276	Preston	9/14/2023 5:14 PM
277	Norwich	9/14/2023 4:39 PM
278	Norwich native(50 years) now in Plainfield	9/14/2023 4:33 PM
279	Taftville	9/14/2023 4:30 PM
280	Norwich	9/14/2023 4:01 PM
281	Stonington	9/14/2023 3:56 PM
282	Norwich	9/14/2023 3:40 PM
283	Norwich	9/14/2023 2:53 PM
284	Norwich	9/14/2023 2:41 PM
285	Norwich	9/14/2023 2:32 PM
286	Norwich	9/14/2023 12:43 PM
287	Norwich	9/14/2023 12:43 PM
288	Norwich	9/14/2023 12:42 PM
289	Norwich	9/14/2023 12:41 PM
290	Norwich	9/14/2023 12:17 PM
291	Norwich	9/14/2023 12:16 PM
292	Norwich	9/14/2023 12:16 PM
293	Norwich	9/14/2023 12:13 PM
294	Norwich	9/14/2023 11:27 AM
295	Norwich	9/14/2023 11:26 AM
296	Norwich	9/14/2023 11:16 AM
297	Norwich	9/14/2023 11:16 AM
298	Norwich	9/14/2023 10:55 AM

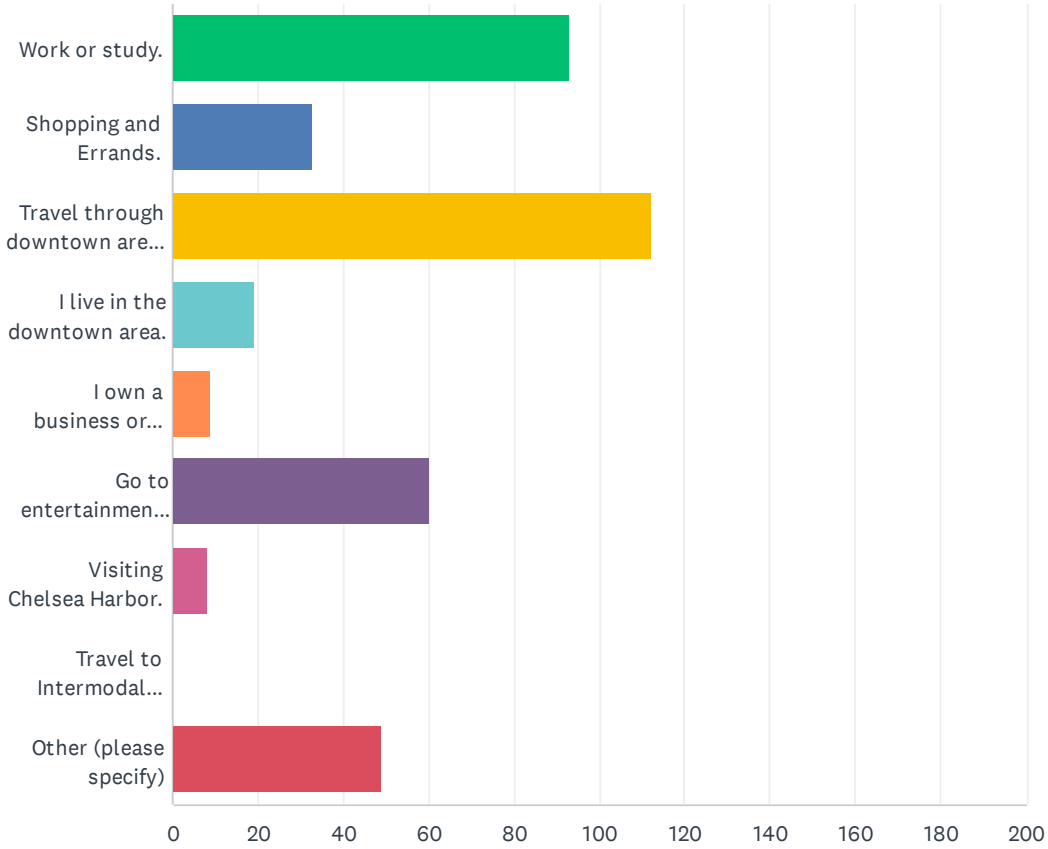
299	Norwich	9/14/2023 10:41 AM
300	Norwich	9/14/2023 10:35 AM
301	Norwich	9/14/2023 10:30 AM
302	Norwich	9/14/2023 10:28 AM
303	Norwich	9/14/2023 10:27 AM
304	Norwich	9/14/2023 10:15 AM
305	uncasville	9/14/2023 9:46 AM
306	Preston	9/14/2023 8:40 AM
307	New London	9/14/2023 7:42 AM
308	Greenville	9/14/2023 7:08 AM
309	Norwich	9/14/2023 1:48 AM
310	Norwich	9/13/2023 7:35 PM
311	Norwich	9/13/2023 7:22 PM
312	Norwich	9/13/2023 6:12 PM
313	Taftville	9/13/2023 5:10 PM
314	Norwich	9/13/2023 4:26 PM
315	Norwich	9/13/2023 3:07 PM
316	Norwich	9/13/2023 2:00 PM
317	Norwich	9/13/2023 1:52 PM
318	Norwich	9/13/2023 1:45 PM
319	Colchester	9/13/2023 1:18 PM
320	Brooklyn, CT	9/13/2023 1:12 PM
321	Norwich	9/13/2023 1:08 PM
322	Niantic, CT	9/13/2023 11:31 AM
323	New London	9/13/2023 10:54 AM
324	Norwich	9/13/2023 10:32 AM
325	Volutown	9/13/2023 9:32 AM
326	North Stonington	9/13/2023 8:29 AM
327	Lebanon	9/13/2023 8:14 AM
328	Coventry, CT	9/13/2023 7:44 AM
329	Norwich	9/12/2023 10:48 PM
330	NORWICH	9/12/2023 10:20 PM
331	Norwich	9/12/2023 9:43 PM
332	Norwich	9/12/2023 9:42 PM
333	montville	9/12/2023 8:46 PM
334	Griswold	9/12/2023 8:42 PM
335	Taftville	9/12/2023 8:19 PM
336	Ivoryton	9/12/2023 7:16 PM

337	East lyme	9/12/2023 6:40 PM
338	Baltic	9/12/2023 5:58 PM
339	Norwich	9/12/2023 5:24 PM
340	Waterford, CT	9/12/2023 5:21 PM
341	Norwich	9/12/2023 5:01 PM
342	Baltic	9/12/2023 4:52 PM
343	Mystic	9/12/2023 4:46 PM
344	Norwich CT	9/12/2023 4:42 PM
345	East Haddam CT	9/12/2023 4:40 PM
346	New London CT	9/12/2023 4:39 PM
347	Plainfield	9/12/2023 4:37 PM
348	Waterford	9/12/2023 4:34 PM
349	Waterford	9/12/2023 4:34 PM
350	Windham	9/12/2023 4:31 PM
351	Westerly, RI	9/12/2023 4:27 PM
352	North Windham	9/12/2023 4:25 PM
353	Norwich	9/12/2023 4:24 PM
354	Hebron, CT	9/12/2023 4:24 PM
355	Colchester	9/12/2023 4:24 PM
356	Uncasville	9/12/2023 4:22 PM
357	Ledyard	9/12/2023 4:19 PM
358	Norwich	9/12/2023 4:17 PM
359	Norwich	9/12/2023 3:56 PM
360	Norwich	9/12/2023 3:16 PM
361	Norwichtown	9/12/2023 3:13 PM
362	Norwich	9/12/2023 3:08 PM
363	Norwich	9/12/2023 2:57 PM
364	Norwich	9/12/2023 1:59 PM
365	Norwich	9/12/2023 1:57 PM
366	Voluntown	9/12/2023 1:47 PM
367	Norwich	9/12/2023 1:45 PM
368	Norwich	9/12/2023 1:24 PM
369	Norwich	9/12/2023 12:54 PM
370	Norwich	9/12/2023 12:48 PM
371	Taftville	9/12/2023 12:35 PM
372	Norwich	9/12/2023 12:18 PM
373	new london	9/7/2023 2:55 PM
374	Norwich	9/6/2023 10:54 AM

375	Oakdale, ct	9/6/2023 10:50 AM
376	Norwich	9/6/2023 10:28 AM
377	Lebanon	9/6/2023 10:27 AM
378	North Stonington	9/6/2023 10:25 AM
379	Lisbon	9/6/2023 10:23 AM
380	Norwich	9/6/2023 9:32 AM
381	Taftville	8/23/2023 6:26 PM
382	Norwich	8/23/2023 6:09 PM
383	Norwich	8/23/2023 5:33 PM

Q2 Why do you typically come to downtown Norwich/the study area?

Answered: 383 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work or study.	24.28%	93
Shopping and Errands.	8.62%	33
Travel through downtown area on way to other destinations.	29.24%	112
I live in the downtown area.	4.96%	19
I own a business or residence downtown.	2.35%	9
Go to entertainment venues, events, or restaurants.	15.67%	60
Visiting Chelsea Harbor.	2.09%	8
Travel to Intermodal Center	0.00%	0
Other (please specify)	12.79%	49
TOTAL		383

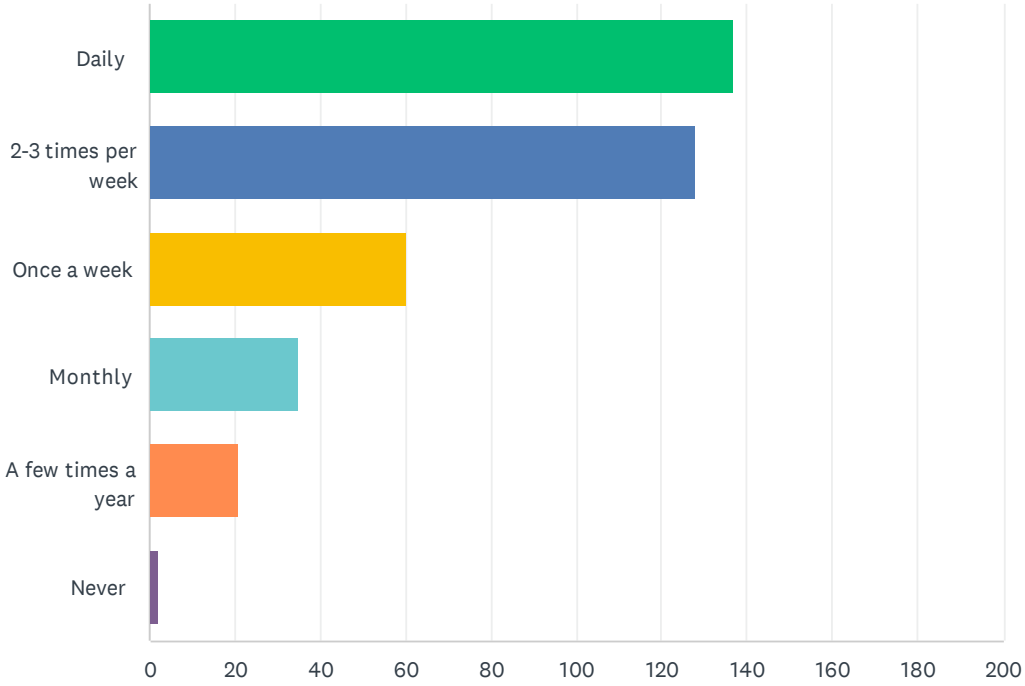
#	OTHER (PLEASE SPECIFY)	DATE
1	Dialysis treatments	12/1/2023 9:05 AM

2	Drive through, nothing down there	11/19/2023 6:42 PM
3	Library	11/18/2023 8:15 PM
4	Library	11/17/2023 2:16 PM
5	Library	11/14/2023 7:05 PM
6	i own rental properties in occum	11/13/2023 11:11 AM
7	Post office, City Hall, Chelsea Harbor, Restaurant, Plays and entertainment	11/6/2023 7:23 PM
8	Library, post office, Chelsea harbor, Art Space and NAC, City Hall,	11/6/2023 7:18 PM
9	Otis library	11/1/2023 10:17 PM
10	Otis library	10/28/2023 4:52 PM
11	Interest in history of Norwich	10/27/2023 7:06 PM
12	Town hall	10/27/2023 3:32 PM
13	Minister of congregation located on Main Street	10/24/2023 10:18 PM
14	I am an active member of the Unitarian Congregation (67-69 Main St).	10/24/2023 6:53 PM
15	to pay taxes	10/4/2023 9:51 AM
16	Church	10/3/2023 4:24 PM
17	I don't go downtown	10/3/2023 3:26 PM
18	To use the library and post office	10/3/2023 1:17 PM
19	Just about all eccept own a buisness and do not use the intermodle center yet. Your 20 years over due on the train station.	10/3/2023 12:48 PM
20	Resturant	10/1/2023 3:43 PM
21	Library, Post Office, restaurants	9/30/2023 4:21 PM
22	Go to courthouse, SSA, occasionally restaurants	9/30/2023 11:22 AM
23	I do more than one of these - travel through, use Otis Library weekly, shop	9/30/2023 7:38 AM
24	NCDC and NPU matters as a member of both boads	9/29/2023 9:56 PM
25	Travel through; and go to venues, events, or restaurants.	9/20/2023 6:20 AM
26	Library	9/19/2023 9:11 PM
27	I don't like downtown Norwich. No parking, scary, full of bad people.	9/19/2023 8:30 PM
28	Client meetings or business meetings	9/19/2023 3:56 PM
29	Visit post office and Otis Library	9/19/2023 11:50 AM
30	To go to the Harbor, or the Library, or to shop, or enroute to elsewhere	9/18/2023 6:26 PM
31	F66 yoga class , Library and restaurants	9/18/2023 5:00 PM
32	question lacks flexibility. should allow all that apply.	9/18/2023 4:03 PM
33	congregation	9/17/2023 12:23 PM
34	Boat launch	9/16/2023 2:35 PM
35	No one other than drug addicts and homeless people are down there so people are afraid to go there.	9/16/2023 10:48 AM
36	Visit friends	9/16/2023 6:33 AM
37	Try not to go if I don’t have to	9/14/2023 7:34 PM
38	I don't go to the city	9/14/2023 7:06 PM

39	I don’t nothing in downtown	9/14/2023 12:41 PM
40	My partner owns a downtown business	9/14/2023 10:30 AM
41	Library	9/14/2023 1:48 AM
42	Library	9/12/2023 4:42 PM
43	To visit the local shops, and walk around.	9/12/2023 3:13 PM
44	Kayaking & Restaurants	9/12/2023 2:57 PM
45	Often To walk my dog in a different environment	9/12/2023 1:45 PM
46	I only drive through going elsewhere.	9/12/2023 12:35 PM
47	Errands, events, chelsea harbor, and travel to other destinations	9/6/2023 10:54 AM
48	Summer Concerts	9/6/2023 10:27 AM
49	Library, events, and travel to other destinations	9/6/2023 10:23 AM

Q3 How often do you travel within Downtown Norwich?

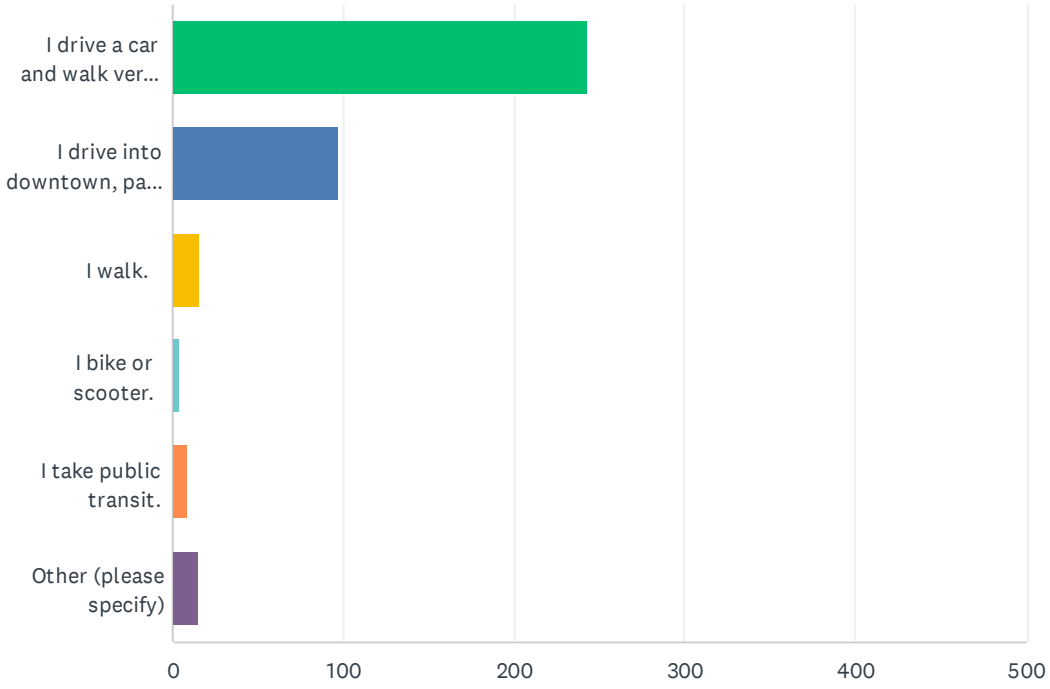
Answered: 383 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	35.77%	137
2-3 times per week	33.42%	128
Once a week	15.67%	60
Monthly	9.14%	35
A few times a year	5.48%	21
Never	0.52%	2
TOTAL		383

Q4 How do you typically travel to and around Downtown Norwich? (chose one)

Answered: 383 Skipped: 0



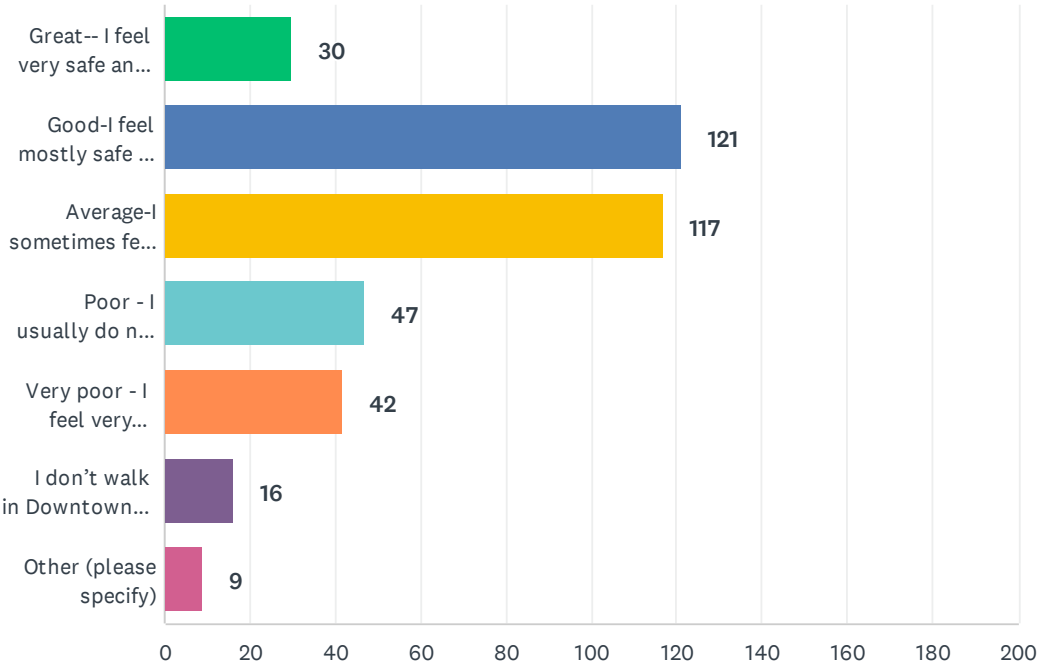
ANSWER CHOICES	RESPONSES	
I drive a car and walk very little.	63.45%	243
I drive into downtown, park, and walk around.	25.33%	97
I walk.	4.18%	16
I bike or scooter.	1.04%	4
I take public transit.	2.09%	8
Other (please specify)	3.92%	15
TOTAL		383

#	OTHER (PLEASE SPECIFY)	DATE
1	I use car but, if it was easier to I would love to use public transit or bike.	11/16/2023 2:03 PM
2	I drive a car but also walk daily	11/7/2023 6:45 PM
3	I would love to be able to ride my bike into downtown or walk but we have I do not believe there are many sidewalks to do so	11/2/2023 10:36 AM
4	Drives car.	10/26/2023 4:40 PM
5	Motorcycle	10/26/2023 6:32 AM
6	Drive only- never stop in downtown	10/4/2023 6:23 PM

7	I drive through on my way to other places	10/3/2023 3:26 PM
8	I drive a car	9/30/2023 7:20 AM
9	Only car. Downtown is not comfortable or safe to me	9/28/2023 8:05 PM
10	I drive for businesses, and drive through on commute to/from work.	9/20/2023 6:20 AM
11	never I hate downtown Norwich	9/19/2023 8:30 PM
12	electric wheelchair	9/18/2023 7:01 PM
13	Sometimes I drive and other times I walk	9/18/2023 6:26 PM
14	I drive but have difficulty walking and breathing	9/14/2023 1:48 AM
15	NO answer	9/6/2023 10:27 AM

Q5 What is your level of safety and comfort walking in Downtown Norwich? (choose one)

Answered: 382 Skipped: 1



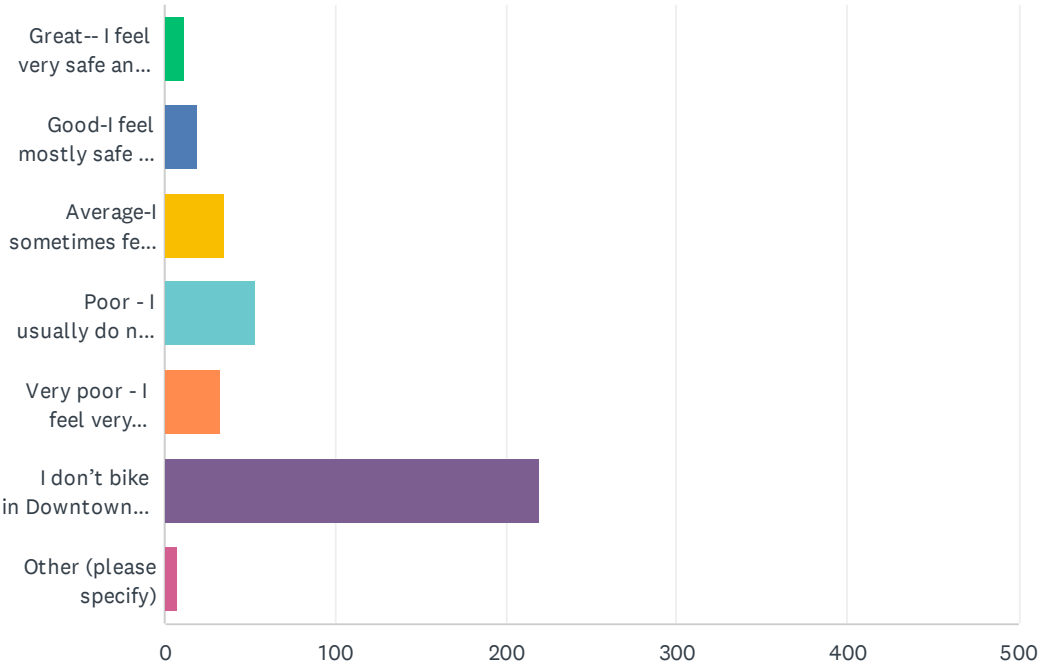
ANSWER CHOICES	RESPONSES	
Great-- I feel very safe and comfortable	7.85%	30
Good-I feel mostly safe and comfortable	31.68%	121
Average-I sometimes feel unsafe and uncomfortable	30.63%	117
Poor - I usually do not feel safe or comfortable	12.30%	47
Very poor - I feel very unsafe and uncomfortable	10.99%	42
I don't walk in Downtown Norwich.	4.19%	16
Other (please specify)	2.36%	9
TOTAL		382

#	OTHER (PLEASE SPECIFY)	DATE
1	Some sections of Norwich are fine for walking, such as areas around Franklin street and Main Street, but outside of that the walking experience ranges from not great to really poor. It is especially poor the closer one gets to the river.	11/1/2023 9:38 AM
2	I never walk anywhere downtown. Don't feel safe and my mobility disabilty makes it neraly impossible	10/3/2023 3:26 PM
3	I don't feel safe walking due to the character of downtown	9/30/2023 7:39 AM
4	Average due to the loitering of people who are not patronizing businesses	9/30/2023 7:20 AM

5	I feel fine in most of downtown but intimidated to walk across streets to marina	9/29/2023 9:56 PM
6	As a white male, I feel safe but not everyone is a white male.	9/18/2023 6:26 PM
7	I avoid walking downtown because of the people hanging around downtown.	9/14/2023 2:32 PM
8	There are areas that need to be addressed like the pipe running across the bridge	9/12/2023 3:08 PM
9	Good but sometimes sketchy at night	9/6/2023 10:23 AM

Q6 What is your level of safety and comfort biking in Downtown Norwich? (Choose one.)

Answered: 379 Skipped: 4



ANSWER CHOICES	RESPONSES	
Great-- I feel very safe and comfortable and there is no need for improvement for bicycling facilities.	3.17%	12
Good-I feel mostly safe and comfortable and some improvement is needed to make bicycling better.	5.01%	19
Average-I sometimes feel unsafe and uncomfortable and bicycling facilities need improvement for safety.	9.23%	35
Poor - I usually do not feel safe or comfortable and significant improvements are needed to make bicycling better.	13.98%	53
Very poor - I feel very unsafe and uncomfortable and I avoid bicycling in Downtown Norwich as much as possible.	8.71%	33
I don't bike in Downtown Norwich.	58.05%	220
Other (please specify)	1.85%	7
TOTAL		379

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm too afraid of shootings. I don't get out	10/28/2023 1:09 AM
2	I don't feel the downtown harbor area of Norwich is conducive to biking or walking. The pedestrian design definately needs addressing.	10/24/2023 6:53 PM
3	Never had an issue, yet. But the city needs more "trails" Not bike lanes. Most cities these are waisted space, with little use. Detroits bike lanes are mostlly empty. Finish the trail system you started 30 years ago.	10/3/2023 12:48 PM
4	Great, but they do need bike racks so we can lock up our bikes.	9/21/2023 3:32 PM

5	I don't bike in Downtown Norwich however I feel the area is unsafe for bikers	9/19/2023 1:40 PM
6	west main is very busy	9/14/2023 11:21 PM
7	Very POOR, no proper lane for bikes. And driver don’t care about bike riders.	9/12/2023 3:13 PM

Q7 Are there any specific areas -intersections, crossings or corridors in the Downtown Norwich that you feel are unsafe or unappealing to walk or bike in? Please explain.

Answered: 303 Skipped: 80

#	RESPONSES	DATE
1	N/A	12/1/2023 9:05 AM
2	Laurel hill.. sidewalks are not handicapped accessible.. There are homeless that live at the railroad tracks. Think FUTURE.. rt 12 is a complete and utter mess. Rt 12 has not changed since I was a kid and I am 55. Think future.. Mohegan Sun will be making the state hospital into an amazing attraction.. driving on laurel hill rt 12 is not inviting.	11/26/2023 7:23 PM
3	Harbor and courthouse area. All the side streets	11/22/2023 12:23 PM
4	Near the library, I parked my car and walked to the library. In a short time it felt like a lot of eyes were watching me, very uncomfortable	11/21/2023 5:50 PM
5	n/a	11/21/2023 2:19 PM
6	Route 82 due to the higher speeds, high number of lanes, and high number of potential conflict points due to the mix of fast road speeds with lots of businesses in close proximity and intersections	11/21/2023 7:32 AM
7	There needs to be more crosswalks & more signs reminding drivers pedestrians have right of way	11/20/2023 11:13 AM
8	Not after the rotary went in	11/20/2023 9:27 AM
9	No	11/20/2023 9:19 AM
10	I fear for the pedestrians on W. Main Street because there is a sidewalk on one side of the road however most people are coming from the other side, from the Norwich Marina. Many are walking with strollers and there is no room for them on that side. There is also a right on red so everyone is moving very quickly.	11/20/2023 8:30 AM
11	Coming in via Boswell the sidewalks are horrendous and no one stops at the constant blinking red	11/19/2023 6:42 PM
12	All of them, between the drug addicts all over and the drivers with distracted driving, speeding, wrong way drivers on every one way street, total lack of police presence or any sort of traffic enforcement or proactive policing. The drunks all over at night, vehicle breakins constantly, people illegally parked all over. The list goes on and on. I live here and I see it all day and night 24/7 365	11/17/2023 9:52 PM
13	Roundabout	11/17/2023 2:16 PM
14	Washington Street in Chelsea Harbor Drive is unsafe for vehicles and pedestrians. Very often cars coming down West Main Street making a left onto Washington Street still use the center lane to make a left which is no longer marked for a turn. Pedestrians will cross from one side of the road to the other, crossing four lanes of traffic. In addition, the sewer line that was moved takes up the sidewalk on the bridge, often putting people in the road.	11/17/2023 2:01 PM
15	Greenville	11/17/2023 5:52 AM
16	All area	11/16/2023 2:54 PM
17	The round about	11/16/2023 2:33 PM
18	Pretty much everywhere, downtown norwich dosent really have the right planning right now to support walkability and bike use.	11/16/2023 2:03 PM
19	Mainly near the marina. There appears to be alot of loitering and I feel uncommon visiting with	11/16/2023 1:20 PM

	my children.	
20	Most. There is no space for bikes and roads are in poor shape force cyclists to weave around these obstacles	11/15/2023 4:03 PM
21	No	11/15/2023 3:37 PM
22	The roundabout was a mistake. I feel a traffic signal would have been better just like it was 50 years ago. I approach the roundabout with caution because other drivers do not know or understand the rule. Also, the roundabout caused the city to lose valuable parking.	11/15/2023 8:02 AM
23	Try crossing the street to go to the post office. - Where is the traffic warning - pedestrian crossing signage?	11/14/2023 7:05 PM
24	Crossing from the harbor to downtown; parking on Cliff Street and crossing Main Street to get to the library.	11/13/2023 2:17 PM
25	There aren't any biking lanes. That would help. Truthfully though very rarely bike, preferring to walk	11/12/2023 9:25 AM
26	Most of downtown doesn't feel appealing or safe to walk. The times that I have walked someone has approached me asking for money.	11/9/2023 4:22 PM
27	Otis Library area, sometimes seem sketchy/dangerous and begging can get aggressive at times.	11/8/2023 3:43 PM
28	No	11/8/2023 8:36 AM
29	Any of the crosswalks on Washington street (green me Ave intersection) no one stops and everyone is speeding by. often the sidewalks on Washington are littered with large trash like couches or residents trash barrels. They are left on the sidewalk blocking pedestrian passage and many of the sidewalks are broken, damaged or puddled making waking in the road the only option. The harbor walk is nice but poorly maintained, branches, shrubs and overgrown paths make waking difficult. The Tyler Ave area and Harbor walk to Yantic street is an accident waiting to happen even for a very fit person. Howard t brown memorial park always has strange men loitering and using foul language.	11/7/2023 6:45 PM
30	Entirety of route 82 leading to downtown, especially near MarinA coming up hill	11/7/2023 9:34 AM
31	No	11/7/2023 3:18 AM
32	Near Post office and Court house	11/6/2023 7:23 PM
33	The are past the furnitire store heading towards the Norwich Public utilities. I do not walk through there anymore, too risky.	11/6/2023 2:33 PM
34	I could easily walk downtown via the Heritage Trail but it doesn't feel safe for a mother/young child. There is a really long corridor along the river with no exit areas (not totally a bad thing because it is really pretty) but it would feel safer with a blue light system, similar to how UCONN places emergency 'blue-lights' police-auto call stations along long dark passages, primarily to reduce assault likelihoods.	11/5/2023 12:14 PM
35	I can answer this in more detail once we move...but having walkability and bike access to downtown is something that was on my wish list for Norwich...you guys are doing a great job!	11/2/2023 10:36 AM
36	No	11/2/2023 8:08 AM
37	The courthouse area is especially difficult for people with mobility issues	11/1/2023 10:17 PM
38	Haven't needed to	11/1/2023 8:36 PM
39	N/A	11/1/2023 7:51 PM
40	Most of downtown could use some improvement (there are no bike lanes, street side parking forces cyclists to ride in the middle of the road to get through certain sections, and you can't ride on the sidewalk) but it's worse around Chelsea Harbor drive, Water street, and west Main Street. The streets are wide and full of cars which drive fast, it's neither a pleasant nor safe are to cycle through.	11/1/2023 9:38 AM
41	Most areas in the downtown area are unappealing to visit, either walking or biking. That's disappointing to me, a lifelong Norwich resident. We need to attract businesses, restaurants,	10/31/2023 10:17 AM

	cafes, people want to visit/enjoy. Other towns do it. Why not us? What are we not seeing?	
42	reliance health Otis Library (heavy traffic, hard to see car sometimes)	10/31/2023 9:39 AM
43	Bridge to westside has no pedestrian passageway for wheelchairs, bikes or walking	10/31/2023 9:37 AM
44	None	10/31/2023 9:33 AM
45	Crossing near library and court house	10/31/2023 9:30 AM
46	The pedestrian crossing between Otis Library and Chelsea Groton Bank bc of the flashing yellow light	10/31/2023 9:29 AM
47	Crossing from Otis Library to Cliff Street feels unsafe at times	10/31/2023 9:27 AM
48	especially around the rotary, motorists are often confused	10/29/2023 10:43 AM
49	Rotary and crossing g by town hall.	10/28/2023 11:06 PM
50	Feel Leary when people are hanging out in front of library smelling of pot	10/28/2023 4:52 PM
51	Thames Sq. thru West Main St. to Washington Sq.	10/28/2023 12:37 PM
52	Definitely brown park, but just downtown in general. With all the beggars and drunks and drug addicts bothering you it’s not safe	10/28/2023 11:47 AM
53	Water st to Howard t Brown park	10/28/2023 10:15 AM
54	All of it	10/28/2023 7:53 AM
55	8th street gun fire	10/28/2023 6:25 AM
56	New London Turn pike getting off the veterans of foreign war exit. It needs a light. The majority are allowed to smoke weed so it stinks. There’s been several shootings. West side is bad. Drugs and homeless people. Be in by ten is my motto. Also the Walmart and big y parking lot is crazy. After all these shootings I don’t wanna do anything downtown.	10/28/2023 1:09 AM
57	No	10/28/2023 12:15 AM
58	The area surrounding the Artspaces building can feel unsafe at night	10/27/2023 11:27 PM
59	Around Harp Dragon not that many occupied buildings feels shady	10/27/2023 11:21 PM
60	Better signs and lighting, especially during the evening.	10/27/2023 9:41 PM
61	No	10/27/2023 7:06 PM
62	No	10/27/2023 3:32 PM
63	Any intersections that cars can turn right on red.	10/27/2023 8:52 AM
64	The "viaduct" behind the old YMCA	10/27/2023 1:51 AM
65	People drive very fast near the waterfront	10/26/2023 6:11 PM
66	I feel unsafe in downtown Norwich and it’s surrounding streets . People are begging for money on the street corners at intersections. Dirt bikers and mopeds have been running in groups at night. This has happened multiple times to me . I would love to take my grandson to the Howard T Brown memorial park but I never see a police presence there. It’s very scary especially for a woman .	10/26/2023 4:40 PM
67	Crosswalks/lights don’t correlate with parking/destinations. Ex, Cliff Street lot/Otis Library. One should be able to walk down sidewalk by parking lot and cross in front of Library.	10/26/2023 4:17 PM
68	Not specifically.	10/26/2023 10:26 AM
69	Main street	10/26/2023 7:59 AM
70	Rt 82, Washington Street, Franklin Street. There aren't bike lanes and traffic does not follow speed limits	10/26/2023 7:00 AM
71	The round-a-bout	10/26/2023 6:32 AM
72	Rt.2 @ Washington intersection	10/25/2023 11:21 PM

73	The rotary is very dangerous for pedestrian crossing because sometimes u have p people speeding thru there	10/25/2023 8:22 PM
74	All of downtown	10/25/2023 8:14 PM
75	The parking lot near the Norwich Bulletin could use better lighting, perhaps motion lights.	10/25/2023 7:25 PM
76	Water street, near HTB Park. Traffic screams through.	10/25/2023 11:00 AM
77	No. Only use the roads to get from point a to point b.	10/25/2023 9:06 AM
78	All need addressing	10/25/2023 8:02 AM
79	The area at the new roundabout seems to be the worst, but there have also been a lot if loitering and pot smoking in the parking structures across feom the harbor lately as well.	10/25/2023 6:45 AM
80	High-speed driving is my main concern, especially on Chelsea Harbor Drive and the western section of Main Street.	10/24/2023 10:18 PM
81	On Main St from the Court House to the Flat Iron Building needs to be considered. Parking on both sides of the street should be restricted to one side of the street. (There is a parking garage available, I've never seen it full. Maybe a sign informing drivers of the location at the bottom of the hill is in order.) Traffic speed is often outrageous and dangerous by some travelers (and loud). Presently there is a lot of reconstruction of buildings creats a lot of pedestrian blind spots. This stretch needs to have a few speed bumps permanently placed.	10/24/2023 6:53 PM
82	Crossing Water St from 22-70 Market St Garage going to Norwich Superior Court Green Space.	10/24/2023 6:17 PM
83	All over.	10/24/2023 6:15 PM
84	All around Chelsea Harbor and the Marina and Howard T Brown Park	10/24/2023 2:33 PM
85	Crossing the street from Route 82 over to Church, Main & Market Streets. Forget it.	10/24/2023 12:58 PM
86	Cliff St., Bath St., Willow St., Union St., Church St., and Chelsea Harbor Dr., all have terrible reputations. While I feel safe as a 31 year old man, my wife and those unfamiliar with Downtown Norwich are not comfortable spending any amount of time there.	10/24/2023 7:07 AM
87	I have concerns about the area between Norwich City Hall and the harbor - often cars seem to be moving too fast, drivers ignore the red lights, and pedestrians sometimes ignore the lights as well and cross at unsafe times. Recent construction near the Norwich Arts Center (the pocket park) has made traffic worse. Also - people double-parking near Reliance House and the Wauregan make traffic flow difficult. The number of people crossing the street and driving in and around the Courthouse can also be challenging.	10/24/2023 6:45 AM
88	by the waterfront along rt 2 or accessing the transit center	10/19/2023 3:38 AM
89	Almost all of them	10/17/2023 12:22 PM
90	The Norwich Marina; extremely unappealing due to lot of loitering in cars, on mopeds, and in the gazebo. There are lots of nips and trash constantly, and smoking. Often times in the summer there are transient people in the gazebo or walking around inebriated, shirtless, using extremely colorful language, playing loud music, and otherwise making the whole waterfront feel unsafe, not family friendly, not relaxing, it is dirty and undesirable to be. I have a young child that I love to take and walk the docks and look at the ducks but I really have to limit my time there unfortunately.	10/17/2023 12:20 PM
91	Trying to get to La Stella if there's no parking on main street and I have to park on the side street perpendicular to Main (maybe Water Street? - it's along the road with the garage that has the murals on it). The cars coming from the Laurel hill area go too fast and it is a wide street to cross. Also, it's tough getting to Howard Brown park for events because it doesn't feel safe crossing the street that runs along the marina because the traffic goes too fast. It was better back in the early 90's when there was the boat that brought you from the marina parking lot to Howard T. Brown park.	10/16/2023 6:28 PM
92	location of the so called mass transportation center is an insult to all who must use the bus system. guess it is better to not have a roof over it with solar panels is one example. then next to a sewer plant? i seem to recall where one intersection was torn up seven times. oh i could go on and on	10/16/2023 5:17 AM

93	Big intersection of 2,12,etc. As well as the bridge which leads up to Laurel Hill, there are often bikers or walkers in that area that frighten me as a driver	10/15/2023 6:31 PM
94	Down by the buses needs to be cleaned up there's significant drug use, needles and wreaks of feces. More cameras at all angles near the court house there was a car vd ped and no camera on that side of the court house an an officer whom knew the victim trying to pin it as the drivers fault when the man clearly was not hit in the crosswalk as there is no way someone can stay on a car after smacking a windshield for 160 feet that's just common sense. So police that are unbiased and that speak with the person whom hit the victim upon arrival too not at the very end, police that give thorough accounts of injuries stated. Proper maintenance to city lights there were two that were out that night. Better lighting. More beautiful white string lights to project ambience. A nice restaurant we have to go out of town to find a good seafood or steak restaurant.	10/15/2023 10:08 AM
95	NA- safety concerns are not roadway related	10/15/2023 8:55 AM
96	Generally , nor enough crosswalks. People driving too fast. And not enough police presence to catch them doing it.	10/14/2023 9:12 AM
97	I do not feel safe biking downtown. Roads are too narrow and too many distracted drivers. Walking is ok.	10/14/2023 8:24 AM
98	Washington street and water street. East and westbound.	10/13/2023 8:39 PM
99	All street ways as they do not have bike lanes specified or flashing lights for bike crossings as other states and areas in CT designate for bikers.	10/13/2023 11:08 AM
100	Crossing over to transportation center when walking. Certain neighborhoods, especially at night, lower Cliff Street, Boswell Street, Central Ave. I usually stay in at night out of fear. In the past I have heard gun shots so I stay inside. If safer I would venture out as there are some great places to eat and enjoy music, etc.	10/13/2023 9:58 AM
101	Overall, all of Main Street.	10/13/2023 8:30 AM
102	Most of it.	10/7/2023 7:35 AM
103	All of it. There's to many homeless people with mental illness/on drugs. Or to many people under the influence/drunks from to many Bars and Dispensaries!	10/7/2023 7:29 AM
104	All of it. People drive way too fast and recklessly	10/5/2023 6:37 PM
105	Na	10/5/2023 11:02 AM
106	Norwich is very dangerous- especially downtown.	10/4/2023 6:23 PM
107	The new rotary	10/4/2023 3:23 PM
108	Franklin Street	10/4/2023 1:41 PM
109	It would be good if there were bike lanes for bicycles. The intersection at the corner of Cliff Street and Main Street isn't great. It's a bit of a blind corner.	10/4/2023 1:19 PM
110	from Marina to downtown, the sidewalk is blocked by a giant pipe over the bridge. please fix!	10/4/2023 12:24 PM
111	Yes downtown is a shithole	10/4/2023 9:51 AM
112	Crossing the street to attend events at the marina or restaurants.	10/4/2023 7:48 AM
113	I go through downtown several times a day and NEVER see a police presence there. I do st the waterfront and viaduct, but NEVER downtown.	10/4/2023 7:16 AM
114	Downtown by the library and that ridiculous rotary.	10/3/2023 7:53 PM
115	West Main st & west main bld bridge across the yantic by seat bus terminal.	10/3/2023 6:27 PM
116	Crossing at main and Washington	10/3/2023 5:52 PM
117	Whole area	10/3/2023 5:17 PM
118	No	10/3/2023 5:03 PM
119	Washington Square and Thames Square, Sweeney Bridge Area	10/3/2023 4:42 PM

120	Parking garages feel unsafe	10/3/2023 4:24 PM
121	No	10/3/2023 3:41 PM
122	Franklin Square	10/3/2023 3:29 PM
123	Franklin square	10/3/2023 3:14 PM
124	All of downtown Norwich	10/3/2023 2:53 PM
125	specifically downtown Norwich. Too much drug attacks making me feel unsafe to browse and shop with family.	10/3/2023 1:33 PM
126	Bike lanes	10/3/2023 1:25 PM
127	I get anxious thinking about being approached by strangers, unsavory characters that hang out downtown. Crossings with the stop & go lights work well for pedestrians in the area. Crosswalks without them (like the one near La Stella & the parking garage) are risky. Cars don't necessarily stop for pedestrians even though the crosswalk is there, so it's a risk to cross expecting cars to stop.	10/3/2023 1:17 PM
128	The intersection at Chelsea Harbor Drive, Washington St, Main St, and Church St, with the bridge heading into town. There are so many different ways that people are turning there and sometimes people make turns into the wrong lane almost pushing you off the road, especially on Main at that light, and coming off the bridge. I feel like people need clearer lines so they know which lane they have chosen at the lights.	10/3/2023 12:52 PM
129	Biking, the main roads down town and Rt82. If you finish the trail that will open the path to Greenville then on to Taftville and Occum. what ever happened to the trail system in the Ipark? A outer loop at Moheagan Park, out of dirt should be low cost is you allow a local bike group to open it up. No need for an engineer to waist time and money.	10/3/2023 12:48 PM
130	This new roundabout has become a headache for both pedestrians and those driving. Traffic backs up and blocks people/cars. Noone stops to let others cross, etc	10/3/2023 12:43 PM
131	Laurel hill area	10/2/2023 9:12 PM
132	All of them!	10/1/2023 7:07 PM
133	North Main. Main, Viaduct intersection - bad for bikes	10/1/2023 3:22 PM
134	Artspace area near Boswell/unoccupied giant buildings; past the library; Heritage Walk, anytime after dark, including walking from downtown up towards Parade. I would love to walk instead of drive, but it’s not safe at night.	10/1/2023 8:33 AM
135	The intersection at Main and North Main, where I usually make a left turn on my bike, can be difficult. I have to get into the traffic lane to do so, and the beginning of North Main is very narrow. The roundabout however, is very easy to easy to maneuver on a bike.	9/30/2023 8:15 PM
136	Crossing on west side of Broadway in front of City Hall. Crossing Bath St at the lower end.	9/30/2023 4:21 PM
137	Some of the pedestrian crosswalks do not have good visibility, I feel I am risking my life at heavy traffic times	9/30/2023 11:22 AM
138	All of downtown, especially the South Eastside.	9/30/2023 11:22 AM
139	From the parking garage to La Stella pizza, walking across the intersection with cars flying in from the bridge is unsafe after sunset	9/30/2023 11:10 AM
140	No. They are all bad.	9/30/2023 9:11 AM
141	People do not pay attention to traffic regulations. Some do not how to use the roundabout. I know of two people that had bicycle vs. car accidents.	9/30/2023 8:35 AM
142	Road in front of Billy Wilson and in front of harp and dragon. Much too narrow with cars parking there	9/30/2023 7:39 AM
143	No - the areas I visit are fine.	9/30/2023 7:38 AM
144	The roundabout due to cars not yielding and people not using the crosswalks	9/30/2023 7:20 AM
145	Many. Cars go to fast on Chelsea Harbor Drive and Water St. Walking (crossing) by the court	9/30/2023 7:19 AM

	is not easy. The one way streets are confusing to out of towners	
146	None	9/30/2023 1:53 AM
147	Yes. Chelsea Harbor Drive and Water or Shetucket Streets create a barrier between downtown and the marina. They are not pedestrian friendly	9/29/2023 9:56 PM
148	No	9/29/2023 7:27 PM
149	The one going into downtown by Thayers as well as the roundabout. I almost hit hit on the roundabout	9/28/2023 8:05 PM
150	Sidewalk conditions along Main Street need improvement. Garbage cans often obstruct walking.	9/27/2023 12:44 PM
151	Cars sometimes don't stop on red when turning onto the small bridge off of Chelsea Harbor Drive heading towards Rte 12	9/26/2023 2:49 PM
152	No	9/26/2023 9:58 AM
153	Going up the hill that's one way near social security office. Very narrow area, and I always feel very unsafe in that area	9/25/2023 8:11 AM
154	Intersection of Railroad Ave and Main Street. People sometimes run the red light. It could be that the sun makes visibility difficult at some points of the day. Visibility is also difficult when the transit van parks in front of the library	9/24/2023 9:48 PM
155	No	9/23/2023 4:51 PM
156	Where oak, Boswell, and McKinley meet is a terrible intersection	9/23/2023 11:58 AM
157	Walking over the bridge and down w. Main st is unappealing with the high traffic and fast speeds	9/22/2023 10:52 AM
158	Near the courthouse and library traffic is not aware of pedestrian traffic. It makes me go elsewhere for dinner. I would never walk far. And I lived in Alexandria VA with no car for 3 years! Going to the post office is a nightmare unless you can park in front of steps... I go to other towns to do my postal business but I live right in norwichtown! The harbor area is often a hangout for a questionable crowd and I don't go there even though it's beautiful. The marina area is a disgrace. It was nice 10 years ago. Now? Blight	9/21/2023 7:30 PM
159	Nothing particular	9/21/2023 3:32 PM
160	Entire area from the post office to the round about and surrounding areas	9/21/2023 6:52 AM
161	The area from Royal Punjabi to the Asian market is often unappealing due to litter and things not being kept up.	9/20/2023 7:14 PM
162	library area	9/20/2023 12:35 PM
163	No	9/20/2023 10:07 AM
164	Water Street and Chelsea Harbor Drive. Vehicles drive too fast. It is difficult to cross these roads.	9/20/2023 6:20 AM
165	I hate downtown. NOT ENOUGH CLOSE PARKING TO BUSINESSES. I refuse to park in parking garage a walk through downtown. Not safe!	9/19/2023 8:30 PM
166	Howard brown park	9/19/2023 7:24 PM
167	I drive Rt 82 into Norwich. I am a bicyclist and would never ride to work on that rd, I occasionally bike from the Norwichtown green, but only on weekend mornings and get out of Norwich asap to safer bike friendly roads	9/19/2023 6:13 PM
168	im not sure	9/19/2023 5:28 PM
169	CT-2/water 2	9/19/2023 5:28 PM
170	All of the downtown area	9/19/2023 3:56 PM
171	Drivers treat Chelsea Harbor Drive like it's a speedway. It should be reduced to 2 lanes with speed bumps, and the sidewalks should be widened.	9/19/2023 3:31 PM

172	No	9/19/2023 3:09 PM
173	Areas near the harbor where shoulders are thin and people drive very fast	9/19/2023 1:02 PM
174	Yes	9/19/2023 11:50 AM
175	None of it is safe. Drivers don't pay attention	9/19/2023 11:41 AM
176	No	9/19/2023 8:59 AM
177	No	9/19/2023 7:35 AM
178	Too much trash on the street between Otis Library and The Bulletin.	9/18/2023 9:44 PM
179	By the court house going over the river. Traffic is usually backed up going up Laurel Hill and it makes it dangerous.	9/18/2023 7:12 PM
180	The sidewalks in Norwich are impassible by wheelchair. Broken cement, uneven pavement, too narrow. In summer, overgrown with bruch	9/18/2023 7:01 PM
181	Actually, all of it. Most motor vehicle traffic is people going through downtown to someplace else and everyone is going too fast. Sidewalks are uneven and in some cases in disrepair or dirty or obstructed. At night the overhead lights that illuminate the street should be turned 45 degrees so that they also light up the sidewalks (cars and trucks already have headlights) for pedestrians and cyclists and their safety	9/18/2023 6:26 PM
182	City Hall, LaStella area	9/18/2023 5:59 PM
183	Main st from Shannon corner to Washington Square. It is very narrow and with parking on both sides of the street does not leave much room for vehicles let alone bicycles. Broadway from Union Sq to Shannon corner. This stretch of road is a race track as people often speed to make the light at Shannon corner. Either make it one lane with a bike lane or two way like in the old days with no on street parking.	9/18/2023 5:43 PM
184	No	9/18/2023 5:41 PM
185	Franklin street area near D'elias is a very busy section of town with a blind corner of traffic	9/18/2023 5:27 PM
186	Especially in the evening, near the roundabout and Franklin St There are many folks hanging out rowdy that make a middle age woman feel unsafe	9/18/2023 5:00 PM
187	Washington Square and Burnham Square due to volume of traffic congestion	9/18/2023 4:03 PM
188	Unsafe = West Main/Washington/Water/Church/Chelsea Harbor ... particularly if we ever want pedestrians to walk to and from the Marina and the Intermodal Transportation Center. Unappealing = Franklin Street from ArtsSpace North	9/18/2023 4:03 PM
189	Washington St intersection between the two bridges.	9/18/2023 3:07 PM
190	Walking in downtown Norwich isn't too bad from my perspective. The new roundabout makes that particular area so much easier to navigate and I would love to see more ideas like that at other intersections. As for biking, it can be incredibly dangerous for cyclists due to speeding, stop sign and red light running by drivers. Most people getting around downtown revert to riding on the sidewalks, which are too narrow and unsafe to accommodate cyclists and pedestrians. Due to the lack of bike lanes, lack of driver awareness, not knowing or understanding the laws and responsibilities drivers have upon them when it comes to sharing the road with cyclists, or actual aggression towards cyclists, people don't feel safe riding in the lanes as directed by the CTDOT. More "sharrows" and other signage indicating that cyclists may use the full lane, that there is a 3-foot minimum passing distance between cars and cyclists and lights that will either recognize when a cyclist pulls up or is timed in a way that a cyclist won't be tempted to run the light could help. Also, adding proper bicycle parking for people who would like to bike commute to jobs and shopping would be wonderful.	9/18/2023 2:56 PM
191	By marina	9/18/2023 2:46 PM
192	nothing in particular	9/18/2023 2:36 PM
193	Walking/cycling in Downtown Norwich is generally safe. The problem lies in walking/bicycling TO downtown along Route 82. Especially as the right-hand sidewalk is closed due to the large pipe running along it, crosswalks and signals are inadequate, and there is a car-centric culture	9/18/2023 2:30 PM

	to the point that cars do not even register pedestrians when they have the right of way. Route 82 needs a road diet and bicycle lanes ASAP in my opinion.	
194	Market Street, Water Street, Chelsea Harbor Drive,	9/18/2023 2:26 PM
195	Sidewalks often stop and do not connect to either cross the street, or cross over at a stop light. Sidewalks are also overgrown, and not ADA compliant with curb issues. This is relevant on the bridge connecting route 82 and Washington, as well as North Main Street to Main Street. Often I see parents with strollers and there is no sidewalk connecting these locations. Families should be able to walk to Johnnys Clam Shack from the new Calista Hotel downtown, safely on a sidewalk.	9/18/2023 2:26 PM
196	Main Street, Broadway, Chelsea Harbor Drive, Water Street, West Main Street	9/18/2023 1:58 PM
197	no	9/18/2023 9:00 AM
198	Basically the entire area including down town. There are always people of question sitting in cars using illegal drugs in the area of Brown Park or others just hanging around or sleeping in the area	9/18/2023 8:57 AM
199	While I do feel very safe walking around the city, the intersection of the courthouse and DCF often has non-functioning crosswalk buttons.	9/18/2023 8:55 AM
200	Intersection in front of city hall.	9/17/2023 2:52 PM
201	Nobody stops for pedestrians in the crosswalk on water st in front of Las Stellas. It could use a red light triggered only by a pedestrian pushing a button. Also people drive on Chelsea Harbor Dr too fast, and everyone is always cramming to get into the right lane to get over the Water st bridge, so that entire road from where Washington meets 82 is super uncomfortable to walk or bike on, and i find it much safer to get into town (from the yantic area) by using back roads like Broadway or Union.	9/17/2023 12:59 PM
202	Franklin St is unappealing	9/17/2023 9:23 AM
203	northbound sidewalk on Washington Street feels partially uncared for.	9/16/2023 8:08 PM
204	Where to start lol. Almost every intersection, crosswalk area is unsafe. Cars do not stop and look during crosswalk sign activations, do not know how to use the roundabout safely or efficiently. People drive too fast downtown and run red lights constantly.	9/16/2023 6:27 PM
205	N/A	9/16/2023 3:09 PM
206	Franklin st	9/16/2023 2:35 PM
207	I am wary of walking the downtown area because there is an overwhelming presence of panhandlers, and people who present as unsavory. I visit the library and will visit the S&S Market by foot between the two areas and worry about being mugged. There is zero police presence in the downtown area.	9/16/2023 11:09 AM
208	Howard T Brown park is dangerous. Downtown is dangerous. Homeless drug addicts yelling. Guys with tattoos of knives on their necks staring you down. Homeless drunk people smoking sitting on the ground in front of the library. Mentally I'll people hallucinating. Where are the police? I never see them.	9/16/2023 10:48 AM
209	Chelsea harbor drive, water St. And Washington St. Cars drive too fast and switch lanes	9/16/2023 9:19 AM
210	Any of the uphill sidewalks (Like the two that are split by the old Dunkin) Any place with a jutting sidewalk	9/16/2023 6:33 AM
211	Intersection of Boswell Ave, Franklin Street, Oak Street area. Main Street Lower Washington St	9/15/2023 7:08 PM
212	All the areas are very unsafe,drivers have zero respect	9/15/2023 5:47 PM
213	the downtown is a space that is surrounded by fast pace road that most use to get to the other side of town my understanding its not appropriate for pedestrians or bikes to be expected to travel its a hazard for all	9/15/2023 10:54 AM
214	No	9/15/2023 10:31 AM
215	Anywhere there isn't a wide enough sidewalk for walkers and bicycles. Especially anywhere	9/15/2023 8:54 AM

	there isn't a sidewalk	
216	Boat launch	9/15/2023 7:38 AM
217	No	9/15/2023 6:51 AM
218	i would not bike on west main	9/14/2023 11:21 PM
219	No	9/14/2023 9:03 PM
220	Most of it	9/14/2023 7:34 PM
221	The city it self	9/14/2023 7:06 PM
222	Franklin st round a bout	9/14/2023 6:28 PM
223	Not really	9/14/2023 5:55 PM
224	The bridges are poorly maintained and weeds/shrubs make visibility difficult. Speed along Water Street is a problem. Pedestrian access is limited on the bridge leading into downtown from West Main due to a sewage pipe blocking the sidewalk. The area just beyond the rotary towards Franklin often has groups of people waiting for buses and sit all over the place. Willow Street feels scary due to poor lighting. The rear lot behind Eastern Savings Bank often smells of sewage. Garbage cans line the sidewalks making it difficult for pedestrian and bike traffic to navigate. Drug paraphernalia, excrement, trash and poor lighting in all the downtown parking garages deter parking and foot traffic.	9/14/2023 5:14 PM
225	The bridge intersections and in front of the court house	9/14/2023 4:39 PM
226	Otis entrance is often uncomfortable.	9/14/2023 4:33 PM
227	New the new traffic circle	9/14/2023 3:56 PM
228	The bridge area near the wharf	9/14/2023 2:53 PM
229	No.	9/14/2023 2:32 PM
230	No	9/14/2023 12:43 PM
231	Most of Franklin Street, especially after These Guys, the Library area, especially when the Chinese shuttle van is parked waiting for people,	9/14/2023 12:43 PM
232	The very short section of road on Water Street between the south side of the courthouse and the Water Street parking garage is not lit, and there is no crosswalk there. There are several cross walks further down on Water Street, but this spot is where a lot of pedestrians cross. It is very dangerous driving through there at dusk when the area is in full shadow. You have to focus on watching the crosswalks further down the street, and traffic pulling out of the right and left intersections, and moving yourself into the correct lane. People just walk out into the road in this spot and are very hard to see and sometimes not visible at all. Several times I have had near misses. Other drivers complain about that spot as well, because the pedestrians' yell obscenities at the drivers for not stopping. For me the worst was an evening when a group of women, that I could not see at all, was in the road. I could hear them laughing because my windows were open, but I was instantly terrified because they were not visible to avoid. That area needs lights, please, before someone is run over. Also, I have several times lately seen people turn right out of the parking garage, driving the wrong way into onto oncoming traffic. Better signage may be needed for that problem. I also dislike the Franklin Square roundabout. It is so tight it is tough to navigate with people walking through it and drivers trying to figure out who has the right of way. There is no slack to pull away and avoid someone else making a mistake.	9/14/2023 12:42 PM
233	The whole downtown.	9/14/2023 12:41 PM
234	Main at lastella's	9/14/2023 12:17 PM
235	No	9/14/2023 12:16 PM
236	No bike paths in entire Norwich, so very unsafe all over. Unsafe to walk on Laurel Hill near Thamesview Apartments.	9/14/2023 11:27 AM
237	None come to mind	9/14/2023 11:26 AM
238	Laurel hill Ave near downtown. Sidewalk on water side needs widening for ADA and needs to	9/14/2023 10:55 AM

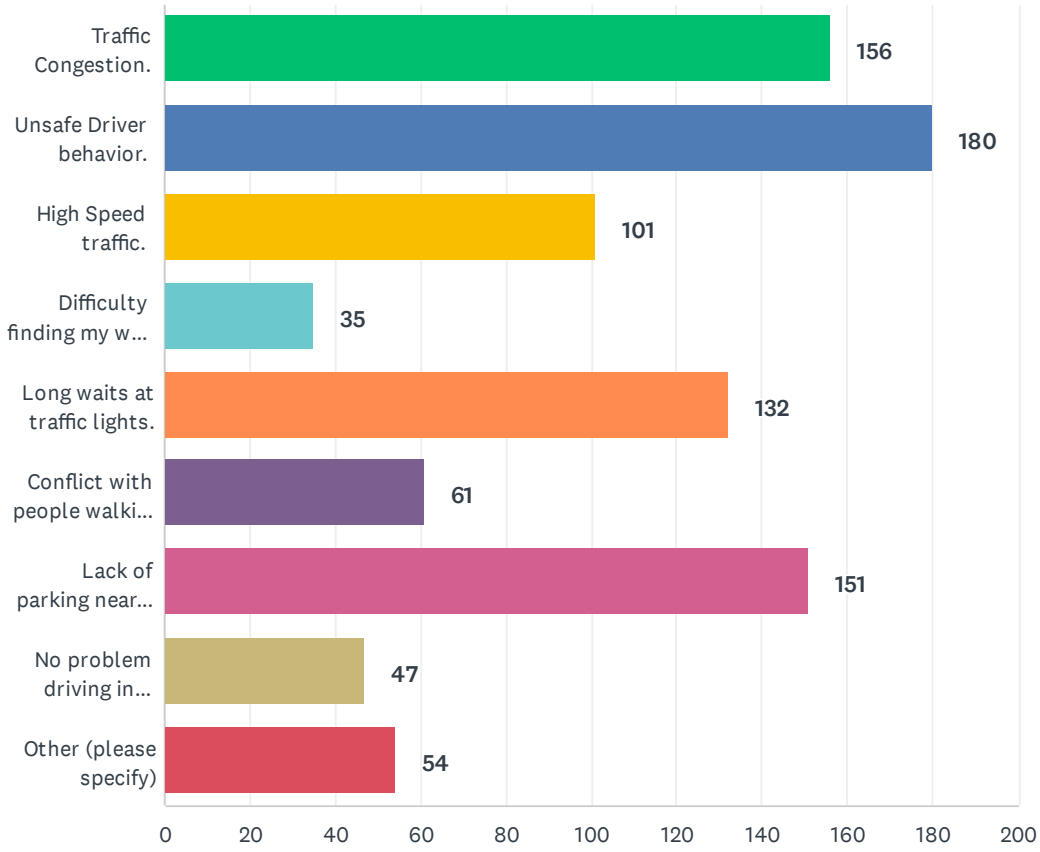
	be maintained in winter. Other side of street needs slate sidewalks repaired or replace similar to what was done on Boswell ave reently. Love the area.	
239	The whole west side and downtown.	9/14/2023 10:41 AM
240	The stretch from NFA/Chelsea Parade to the Marina/businesses is dark and unsafe at night. More lighting & the town should hire security as there is no police presence. And improve facilities for the unhoused.	9/14/2023 10:28 AM
241	No	9/14/2023 10:27 AM
242	walking from DCF to lastellas crossing the roads people drive so fast and run through the crosswalks all the time. walking to the viaduct sometimes the people make me feel unsafe	9/14/2023 8:40 AM
243	Washington Square; downtown walking towards Lord's Parking Lot and the viaduct.	9/14/2023 7:42 AM
244	Boswell area in general it’s so congested WTH No off street parking the hill thin roads and lots of traffic	9/14/2023 7:08 AM
245	The air pollution from trucks and buses near the library has made it more difficult to breathe just going from car to library	9/14/2023 1:48 AM
246	The new rotary is always backed up because of the light. It is quicker to go up bath and down broadway when it’s backed up. Doesn’t make sense why the project was done only to create the backup.	9/13/2023 7:35 PM
247	Crossing Main Street as a pedestrian between the GOATs restaurant all the way down past the roundabout is hard even in the crosswalk people sometimes fly through the light	9/13/2023 6:12 PM
248	On Franklin square, where the new rotary is.	9/13/2023 4:26 PM
249	All, no bike lanes, cars speeding too close, sketchy people.	9/13/2023 3:07 PM
250	Near the traffic circle. Crossing from the library parking lot to the library	9/13/2023 2:00 PM
251	No	9/13/2023 1:52 PM
252	Washington Square, Chelsea Harbor Drive, The Mid-Block crossing on Water Street.	9/13/2023 11:31 AM
253	The crosswalks on Courthouse Square are incredibly dangerous. Many motorists run this light, even though it is clearly posted "no turn on red", and has at times, been life threatening even with the walk signal is well-lighted.	9/13/2023 10:54 AM
254	No	9/13/2023 10:32 AM
255	Parking and sidewalks around the DCF building.	9/13/2023 9:32 AM
256	courthouse square	9/13/2023 8:29 AM
257	The entire downtown is very unsafe	9/13/2023 8:14 AM
258	Washington Square area. Cars are driving far too fast, pedestrians crossing wherever/whenever they want.	9/13/2023 7:44 AM
259	Main and park. No lights and looks like a dead end. Sidewalk is alluneven someone can trip at night cause no good lighting.	9/12/2023 10:48 PM
260	The intersection where west main st, and Washington st come into downtown	9/12/2023 10:20 PM
261	Trash to the left of la Stella, (in front of the former Pho restaurant), further down on Franklin towards Boswell, and sometimes Howard brown park (trash left by the people who hang out at the gazebo) and the people themselves -sometimes make comments as I’m walking .	9/12/2023 9:43 PM
262	1. As you enter roundabout entering city, unappealing. 2.Going up Main St. unsafe to drive on.	9/12/2023 9:42 PM
263	the crosswalk in front of DCF going towards Broadway. It seems like the light in front of the courthouse turns red at the same time that we get the walk single. There should be a little delay as people run the yellow light and when it turns red they almost hit whoever is walking in the crosswalk. I have almost been hit and I have almost hit someone.	9/12/2023 8:46 PM
264	NA	9/12/2023 8:42 PM
265	Court House	9/12/2023 7:16 PM

266	Walking down the hill from where Buckingham elementary used to be to actual Downtown Proper is a bit treacherous at times.	9/12/2023 5:24 PM
267	No	9/12/2023 5:21 PM
268	No	9/12/2023 5:01 PM
269	by the courthouse/dcf office	9/12/2023 4:52 PM
270	no	9/12/2023 4:46 PM
271	Main St, Bath St, Broadway, Union St, Church St	9/12/2023 4:42 PM
272	NA	9/12/2023 4:40 PM
273	DCF Courthouse Parking lots	9/12/2023 4:39 PM
274	Specifically where the bench was put in at the new rotary. This invited impaired (alcohol/drugs) people to sit for hours (if they stay conscious) and often harass people passing by who are walking. (while being assaulted with strong odor of marijuana).	9/12/2023 4:37 PM
275	Around the court house and DCF	9/12/2023 4:34 PM
276	The corner of Courthouse Square can be scary because people take a right on red	9/12/2023 4:34 PM
277	I work at DCF. The surrounding streets and especially the parking area at night are scary.	9/12/2023 4:31 PM
278	N/a	9/12/2023 4:27 PM
279	Drivers coming down Viaduct Road to Water Street go very fast	9/12/2023 4:25 PM
280	Lord's Lot and viaduct area	9/12/2023 4:24 PM
281	Intersection of Water Street and Market Street. No one ever stops at the cross walk even though signs are up.	9/12/2023 4:22 PM
282	The viaduct parkimg lot	9/12/2023 4:19 PM
283	By harbor, around side streets near bus station	9/12/2023 3:56 PM
284	Sadly, all of it.	9/12/2023 3:16 PM
285	The Washington square coming from the west side, the intersection in front of Otis library. And the intersection before gling to RT 2 E to Foxwoods. These area are horrible for pedestrians.	9/12/2023 3:13 PM
286	The bridge going into downtown	9/12/2023 3:08 PM
287	No parking areas in harbor park are not enforced on weekends. Makes it difficult for people with trailers to access boat launch. Cars don’t stop for stop signs. Scooters that don’t follow road rules. It is safer to kayak than bike in Norwich.	9/12/2023 2:57 PM
288	The intersection at Water St & Market St is very hard to cross on foot, traffic goes very fast and is coming from multiple directions.	9/12/2023 1:59 PM
289	Yeah crosswalks by the old Dunkin’ and puts up dock are a lot to cross	9/12/2023 1:57 PM
290	Unfortunately the marina. Unless there is an even with police presence going on.	9/12/2023 1:45 PM
291	People hanging out in front of the library are scary. I love Otis library.	9/12/2023 12:54 PM
292	Franklin and willow. Bus stop and congestion	9/12/2023 12:48 PM
293	All of downtown is unappealing	9/12/2023 12:35 PM
294	The round about is extremely unsafe for bikers	9/12/2023 12:18 PM
295	The street plan is disorienting, I often am not sure how to get to my destination. Cars are moving quickly and crossing the street feels unsafe. the pedestrian zone generally lacks any landscaping and storefronts often do not project a feeling of safety and welcome. There are a lot of vacancies, or bodega type storefronts that contribute to my sense of disease.	9/7/2023 2:55 PM
296	Traffic circle and roads without sidewalks	9/6/2023 10:54 AM
297	N/A	9/6/2023 10:28 AM

298	Washington Square	9/6/2023 10:25 AM
299	Need bike lanes in general, the roundabout	9/6/2023 10:23 AM
300	Washington Square - there is traffic coming from multiple directions and the road is really wide to cross for pedestrians. Especially coming from 82 to Chelsea Harbor where people turn right on red. Water Street by the parking garage - doesn't always feel safe as a woman to walk by the parking garage. Washington Street - there is no shade and it gets very hot with all of the pavement	9/6/2023 9:32 AM
301	No	8/23/2023 6:26 PM
302	The rotary is terrible	8/23/2023 6:09 PM
303	Times	8/23/2023 5:33 PM

Q8 If you often drive through the study area, do you experience any problems when driving in Downtown Norwich? (check all that apply)

Answered: 381 Skipped: 2



ANSWER CHOICES	RESPONSES	
Traffic Congestion. (1)	40.94%	156
Unsafe Driver behavior. (2)	47.24%	180
High Speed traffic. (3)	26.51%	101
Difficulty finding my way around the downtown. (4)	9.19%	35
Long waits at traffic lights.	34.65%	132
Conflict with people walking and biking. (6)	16.01%	61
Lack of parking near my destination. (7)	39.63%	151
No problem driving in downtown. (8)	12.34%	47
Other (please specify) (9)	14.17%	54
Total Respondents: 381		

BASIC STATISTICS

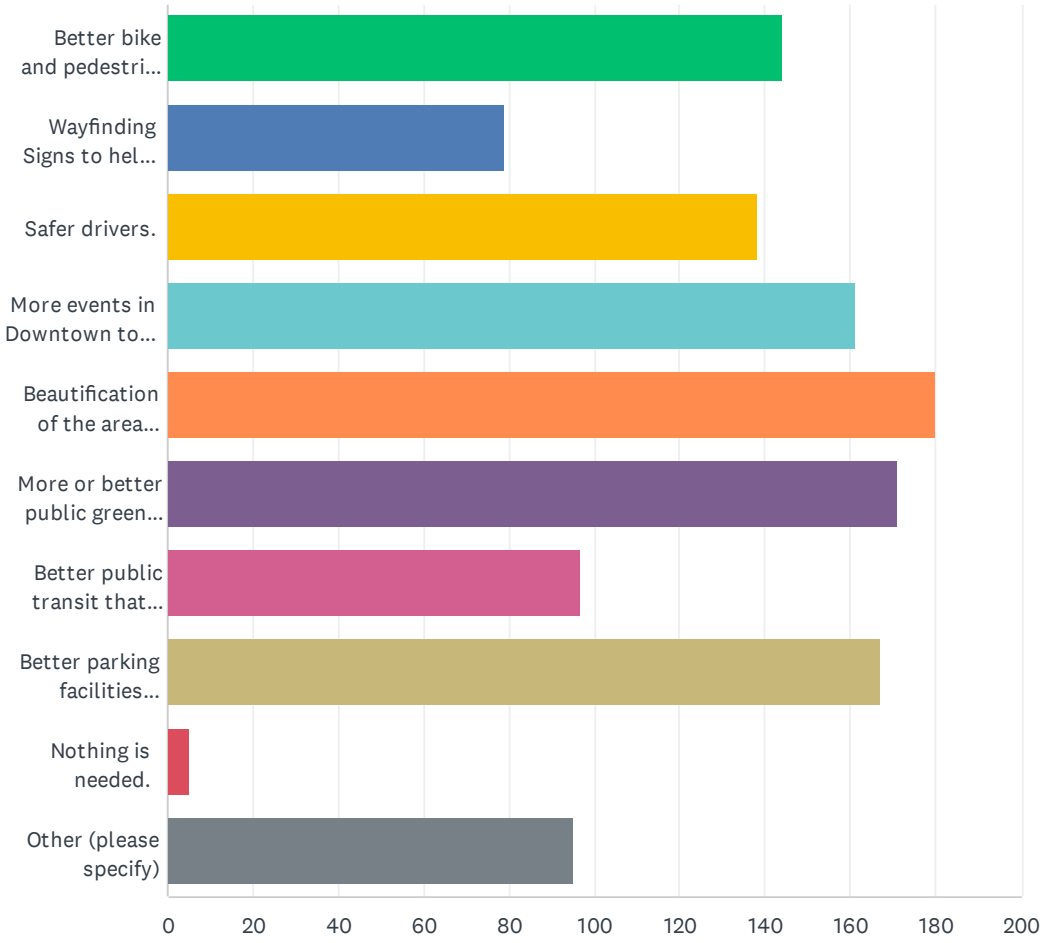
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	9.00	4.00	4.26	2.56

#	OTHER (PLEASE SPECIFY)	DATE
1	I think the parking on Bath Street is dangerous for those drivers to back out. Cars sometimes enter Bath St from the roundabout without realizing a car may be backing out of the parking space. This could be a dangerous situation.	11/15/2023 8:02 AM
2	Remembering one way streets	11/8/2023 3:43 PM
3	Confusing one way streets	11/7/2023 6:45 PM
4	i can answer this one in more depth once my husband and i settle in	11/2/2023 10:36 AM
5	I do not drive	11/1/2023 9:38 AM
6	Driving seems to go in circles with one way streets.	10/31/2023 10:17 AM
7	semi trucks, bigwheelers get stuck or cause traffic back up when deliveries are done. No turn around space bc of oneway streets.	10/31/2023 9:37 AM
8	Dirt bikes	10/31/2023 9:30 AM
9	People running the lights	10/28/2023 7:53 AM
10	Homeless people being out of control	10/26/2023 6:32 AM
11	The roundabout is dangerously configured	10/25/2023 8:14 PM
12	The Route 2 stretch from the Route 82 intersection through downtown is terribly designed. Cars changing lanes (sometimes at higher speeds), the road going from one lane to two lanes and back down to one lane is confusing to new drivers and thru traffic.	10/24/2023 6:53 PM
13	When turning right onto the bridge from Chelsea Harbor Drive, traffic is backed-up becuase drivers turing into the left lane (who then take a left to go over the next bridge) block traffic turing into the right lane (who will next turn right onto Laurel Hill).	10/24/2023 12:58 PM
14	When my kids were little I wouldn't feel safe bringing them to the library if there wasn't parking right in front or along RailRoad Avenue but there are not enough parking spots there.	10/16/2023 6:28 PM
15	signage.	10/16/2023 5:17 AM
16	Lot of homeless people hanging around and even though i feel so bad for them, it makes me very uncomfortable. hanging around with signs to help them. I feel bad for them. But it makes me	10/14/2023 9:12 AM
17	People not understanding how a traffic circle works cause congestion and near accidents	10/7/2023 7:02 AM
18	All of the above	10/5/2023 6:37 PM
19	I drive through downtown at early an hours, traffic is light	10/4/2023 6:23 PM
20	I am familiar with downtown and have no trouble navigating the area, but visitors are very confused with the traffic pattern and one way roads.	10/4/2023 1:19 PM
21	Jaywalking	10/4/2023 8:13 AM
22	People still don't understand how to use a rotary. And there is never a police presence so I will never park, walk, shop, be in the downtown area outside of driving through.	10/4/2023 7:16 AM
23	Rotary	10/3/2023 7:53 PM
24	I believe the roundabout downtown has improved traffic flow, as well as esthetics.	10/3/2023 6:27 PM
25	There is nobody in downtown.....	10/3/2023 5:17 PM
26	Very confusing when streets change direction. Main goes one way at one point, and then another. Broadway goes north only, but a small part goes south in town. 🤪	9/30/2023 11:22 AM

27	Otis Library used to have much more parking	9/30/2023 11:10 AM
28	SEAT busses stopping randomly to pickup or drop off passengers	9/30/2023 7:20 AM
29	One way streets confusing	9/29/2023 7:27 PM
30	People begging for money, people walking in front of cars	9/28/2023 8:05 PM
31	Parked cars on narrow streets obstructing traffic flow.	9/27/2023 12:44 PM
32	The light at Chelsea Harbor Drive behind the Courthouse is too slow	9/26/2023 2:49 PM
33	The only problem I have is determining whether it is safe to go from the stop sign at Bath and Franklin. Some cars come fast through the roundabout and I don't know if they are going straight o to Franklin or turning onto Bath. .	9/24/2023 9:48 PM
34	Driving from Walmart to the Marina is terrible.	9/19/2023 6:13 PM
35	I love the roundabout. Big improvement	9/18/2023 9:44 PM
36	Adequate, and safe passage to almost anywhere and Norwich for the few of us who want to get around town.	9/18/2023 7:01 PM
37	Congestion at the Laurel Hill Bridge.	9/18/2023 6:26 PM
38	Groups of dirt bikers doing wheelies	9/18/2023 5:00 PM
39	question well formulated to allow all that apply.	9/18/2023 4:03 PM
40	Not car friendly. One ways etc	9/18/2023 2:46 PM
41	Too many vacant buildings on Main and Broadway, making for safety issues.	9/18/2023 1:58 PM
42	rotary is not working	9/18/2023 9:57 AM
43	Solicitors	9/17/2023 9:23 AM
44	People flagrantly breaking the law doing wheelies on dirt bikes terrorizing people happens down there. I've seen it.	9/16/2023 10:48 AM
45	Don't drive, but notice drivers	9/16/2023 6:33 AM
46	2 hour parking restrictions are unnecessary and punitive to those who live, work, and visit.	9/14/2023 5:14 PM
47	Inattentive pedestrians.	9/14/2023 2:32 PM
48	I have to preplan how to get places. Think about coming down Broadway to go to the library. What a convoluted route to get to the parking lot behind Chelsea bank and then crossing 2 intersections on foot with a load of books, and a kid or two in tow.	9/14/2023 12:42 PM
49	Weekly, when I'm in the roundabout, I almost get hit by the other driver not knowing I have the right of way.	9/14/2023 12:16 PM
50	People learning how to navigate the round about. while quicker to go through downtown at the round about, it does nothing to help the businesses. People drive right through and don't have a chance to stop and look at what's around what's	9/12/2023 9:43 PM
51	Coming from the bridge that allows you to enter Downtown Proper, you sometimes have people who try to turn left from the middle lane.	9/12/2023 5:24 PM
52	No problem since there is nothing in our downtown to complain about because people don't visit Norwich. The reason for it, because there's nothing down there. There's no traffic down there to complain about because nobody comes to Norwich	9/12/2023 3:08 PM
53	Rules are not enforced.	9/12/2023 2:57 PM
54	Need painted arrows and signs by the lights	9/12/2023 1:57 PM

Q9 Are there any transportation or public space improvements needed in Downtown Norwich? (check all that apply).

Answered: 378 Skipped: 5



ANSWER CHOICES	RESPONSES	
Better bike and pedestrian facilities.	38.10%	144
Wayfinding Signs to help me find my destination.	20.90%	79
Safer drivers.	36.51%	138
More events in Downtown to attend.	42.59%	161
Beautification of the area with features like murals, planters, and trees.	47.62%	180
More or better public green spaces like mini parks.	45.24%	171
Better public transit that is more frequent or reliable.	25.66%	97
Better parking facilities and/or more parking.	44.18%	167
Nothing is needed.	1.32%	5
Other (please specify)	25.13%	95
Total Respondents: 378		

#	OTHER (PLEASE SPECIFY)	DATE
1	Removal of extra lanes as well as slip lanes to deincentivise dangerous vehicle speeds in Downtown Norwich, the construction of dense mixed use housing around Downtown Norwich, and the abolishment of single family housing as well as zoning restrictions such as parking requirements, setbacks, and other policies that constrict the construction of mixed use development, and the removal of wasted land use such as parking lots in favor of dense urban development that promotes walking and cycling	11/21/2023 7:32 AM
2	Need bike racks for bikes	11/20/2023 9:19 AM
3	Free parking, no permits required for residents in the garages. The garages should be free for residents.	11/17/2023 9:52 PM
4	Driver’s parking in no parking zones	11/17/2023 2:16 PM
5	Traffic patrols, better marked crosswalks, more sidewalks.	11/17/2023 2:01 PM
6	New Police Department	11/17/2023 10:22 AM
7	Too many drug addicts	11/17/2023 5:52 AM
8	Definitely improved transit before anything else so people have ways to get to downtown that could decrease traffic. More advents and things to do would be great for the city. More parking in not the solution, public transportation in the future of American cities. Improving walkability and bikablity would greatly liven downtown, as foot and bike traffic drives can help drive businesses!	11/16/2023 2:03 PM
9	Need more inviting stores/shops. Downtown Norwich has the potential to be like downtown Mystic or Westerly. Start with relocating the courthouse, raze the building, build new with retail on bottom floors and apartments on second and third floors. Design the new buildings with a Norwich’s history. Also, construct and relocate the police station to the former Buckingham school location. Or, keep the station where it is and have a satellite or police substation in the Greenville/Taftville area. Relocate the courthouse out of the downtown main artery to where the armory used to be on Franklin St. Raze the two story parking garage on Water St and use this valuable property for more retail/apartments.	11/15/2023 8:02 AM
10	Better Retail	11/8/2023 3:43 PM
11	Please consider adding Washington Streeet all the way up to nfa and the Backus intersection in your study	11/7/2023 6:45 PM
12	Over the years I’ve seen a lot of demolition of buildings in and around downtown with no effort	11/1/2023 9:38 AM

	to replace lost structures. With time downtown feels more or more empty as plots which used to have buildings become sad, empty spaces of gravel or dirt or another parking lot. I'd like to see something be done to encourage the construction of new structures and the preservation of existing structures that, with their continued neglect, will surely become too unstable to save. I feel we often forget that these buildings cannot really be built today as they were 100 or so years ago, and their loss is permanent degradation of downtowns beauty and character.	
13	Please - no more murals.	10/31/2023 10:17 AM
14	less one-way streets	10/31/2023 9:37 AM
15	Clean up what we have! No need for outdoor dining, etc. Waste of taxpayer dollars.	10/28/2023 7:53 AM
16	More homeless outreach programs needed	10/28/2023 6:25 AM
17	Sidewalk that aren't in disrepair	10/26/2023 6:11 PM
18	A police presence !	10/26/2023 4:40 PM
19	Don't expect me to park near Mercantile to return a book at the Library.	10/26/2023 4:17 PM
20	There is very little reason to go downtown	10/26/2023 7:00 AM
21	A mayor that knows what his job is	10/25/2023 11:21 PM
22	Clean up the drugs and criminals	10/25/2023 8:14 PM
23	I am not sure if this qualifies, but I would like to see more consistency in signage on buildings. For example, the Wauregan looks very nice with the green awnings. But then a block away you have just a mish-mash of signs, some of which look trashy and are unappealing. It does not give a feel of a unified downtown space.	10/25/2023 7:25 PM
24	More transportation options for people with disabilities	10/25/2023 7:17 PM
25	Male the front of some buildings more attractive, clean up the buildi gs.	10/25/2023 9:06 AM
26	Better lighting, existing lights buildings not the sidewalks.	10/25/2023 8:02 AM
27	Parking garages between Chelsea Harbor Drive and Water Street are hideous. The removal of one or both would add open park space with a view of the harbor.	10/24/2023 10:18 PM
28	Locally historically signifigant murals as seen in other "history-rich" small cities.	10/24/2023 12:58 PM
29	Better lighting. More police presence	10/14/2023 9:12 AM
30	Improved police presence	10/13/2023 9:58 AM
31	More business needed	10/5/2023 11:02 AM
32	Please stop spending tax payer money on anything related to downtown.	10/4/2023 6:23 PM
33	No more murals please. Instead, focus on green space/landscaping and traffic calming measures.	10/4/2023 1:19 PM
34	ban all vehicle traffic downtown. bring back the trolleys.	10/4/2023 9:51 AM
35	NO more murals please!! Please narrow the roads and widen the sidewalks, add benches and provide protected bike lanes. Pick up the litter and organize rubbish bins.	10/4/2023 8:13 AM
36	Rotary needs to be widened or dug up	10/3/2023 7:53 PM
37	More stores	10/3/2023 4:24 PM
38	Get the scooters and the homeless on their electric bkies out of here	10/3/2023 3:26 PM
39	Without more buisness, more parking is not needed. Take the unused spaces the state holds hostage in the parking garages, and clean the garages that would be a start. Update and clean the green scapes. NPUs lack of care for city property is sad, Keep on the state for that contraled roads and land also. The Murals, almost a waist. Unless you have the money for upkeep, they will be removed in 5-10 years. Signs, for destiantions, could be more rustic looking, some updated.	10/3/2023 12:48 PM
40	Deal with trash litter	10/3/2023 12:01 PM

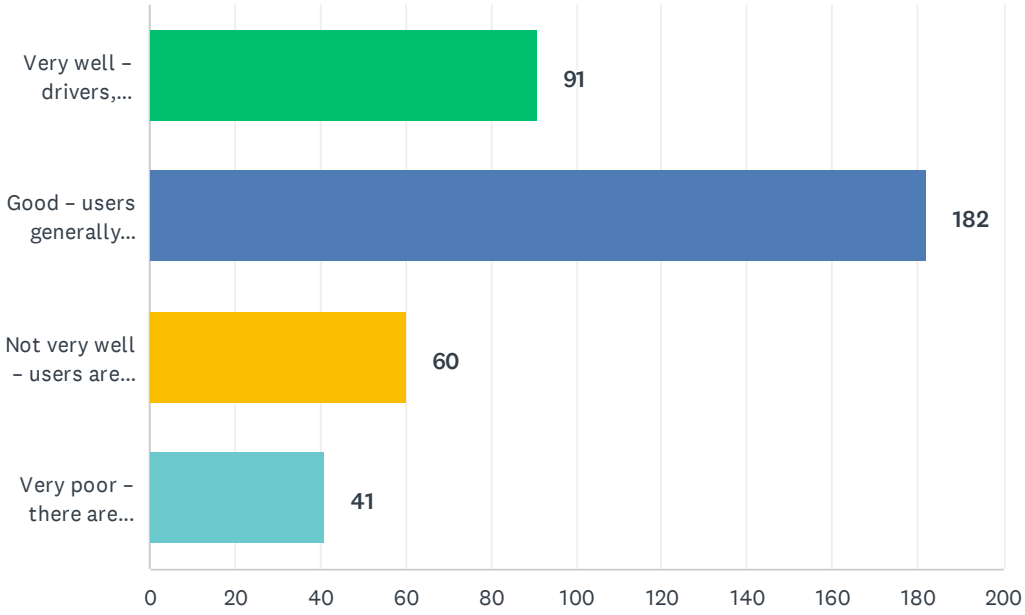
41	Less begging on street corners. It really makes the city undesirable	10/1/2023 7:07 PM
42	Put some public parking signs	10/1/2023 3:43 PM
43	Better lighting & security- parking garage is not safe.	10/1/2023 8:33 AM
44	Parking for library!!!!! Parking for Arts Center!!	9/30/2023 11:22 AM
45	Generally feels unsafe, not just traffic, but the type of people who are around. I don't let my wife and daughter go to Otis library without me, even for just a short walk from the parking lot to the main door	9/30/2023 11:10 AM
46	Would love to see the railway system come through Norwich.	9/30/2023 8:35 AM
47	More handicapped parking especially by courthouse. Some of the current murals are not attractive. Clean up the population	9/30/2023 7:39 AM
48	More shops, restaurants et	9/29/2023 9:56 PM
49	More police	9/28/2023 8:05 PM
50	Why aren't we running a shuttle from the transportation center and downtown? There's plenty of parking at the center, and it would make it easier to spend time downtown. I almost never even use the library because there is so little parking, and I can't walk long distances. But a shuttle, maybe made to look kind of like the old street cars? That would be amazing!	9/20/2023 12:47 PM
51	Murals, mini green spaces, outside restaurant seating parleys are a great start	9/19/2023 6:13 PM
52	The ground level of the parking garages on Chelsea Harbor Drive should be converted to retail space for restaurants, coffee shops, and other shops. The waterfront is beautiful, but there is nothing there to encourage tourists and locals to park and walk around down there.	9/19/2023 3:31 PM
53	Address blight. It is the single biggest issue holding Norwich back.	9/19/2023 8:59 AM
54	People need to stop getting shot	9/19/2023 7:35 AM
55	Trash must be contained and picked up. Please upgrade parking like other cities with the ability to use debit/credit cards to pay for it. Does that lot behind the Bulletin really help Norwich?	9/18/2023 9:44 PM
56	Tear down the unused buildings and parking lot blocking the marina views	9/18/2023 7:12 PM
57	more destinations in downtown, When there's RTD, close off Main Street all the way to the Castle Church so that there's a platform for street festivals just celebrating Wednesdays as an example.	9/18/2023 6:26 PM
58	Litter and filth are the achilles heels to success.	9/18/2023 4:03 PM
59	Wayfinding ... did I say wayfinding?	9/18/2023 4:03 PM
60	Bring back the old street cars as a downtown transportation option as well as a tourist destination!	9/18/2023 9:00 AM
61	While it's not a parking issue, it would be great if the portable restroom unit in the Market Street garage could be moved to the "bottom" of the first floor nearer to Chelsea Harbor Drive, as it's very unsightly, unsanitary, and overall gross to have to walk past it when parking in my assigned (by my employer) garage parking area. The other end of the first floor is has less foot traffic as most people parking in the garage are heading toward downtown and not the marina. There have been numerous times I have pulled into the garage to park for the day and someone has been using the toilet with the door open.	9/18/2023 8:55 AM
62	I like the idea of a pedestrian bridge from Howard T to the marina, but also the marina would be to be fully functioning (has dock, reliable restaurant). Fix or demolish the unused building at the entrance to American Wharf Dr, put a community/fitness/pool center there, and put another bridge directly over W Main St from the [barely used] parking garage above the bus station. If people could park there and walk into the harbor and then walk over to Howard T without interacting with traffic, that might actually be a good welcome for tourists.	9/17/2023 12:59 PM
63	The downtown area is filthy with weeds and sumac growing through the cracks, garbage strewn on the sidewalks and gutters, the ugly murals which is a huge mistake, and the overwhelming population of poverty and riff raff, makes the downtown area unsafe and unpleasant to be in.	9/16/2023 11:09 AM

	How about cleaning up the city instead of spending the money on murals which will peel and become unsightly? We are life long residents of Norwich and are looking to move to another area that is safe and clean.	
64	Murals are destroying historic buildings. Any park you put in will be filled with drug addicts, homeless people who haven't bathed in a year and mentally I'll people screaming at you. Those are the people who will populate the parks. So no "regular" person will go there. The city is geared towards the extremely poor. The vile language I hear down in the city. It's terrifying. I never see a police officer down there.	9/16/2023 10:48 AM
65	Encourage business growth that doesn't rely on close parking	9/16/2023 6:33 AM
66	Rotary sucks	9/15/2023 7:38 AM
67	Less Murals. they are ghetto	9/14/2023 11:21 PM
68	Stop with all the murals. The ones that have been here for 5-10 years are peeling and look awful.	9/14/2023 9:03 PM
69	Murals are terrible, we use to be a close family type community…these murals look like your driving through a ghetto	9/14/2023 7:34 PM
70	Rail service would be amazing. Deal with the garbage cans on the sidewalks. Bus waiting areas/shelters away from storefronts. More electric car and bike chargers. Parking signs and signage for attractions.	9/14/2023 5:14 PM
71	More space for people who walk and bike	9/14/2023 4:39 PM
72	Many of the people loitering downtown are rather scary.	9/14/2023 2:32 PM
73	When there is an event at the harbor, perhaps a drop-off spot can be reserved along the road so drivers can unload and pick up passengers safely without holding up traffic. That way elderly and handicapped folks can attend events more easily and not be jamming up the traffic flow. Just a spot or two near where the police are minding traffic.	9/14/2023 12:42 PM
74	I'm glad there are events downtown, but I live at the Wauregan, and sometimes am not able to park in the garage, which I pay for, when the events are going on. I usually have worked all day, and find this very inconvenient as well as unfair. I had to park at a parking garage quite far and walk.	9/14/2023 12:16 PM
75	New wharf area cleaned out to provide vender hookups like carnivals, biking, ice skating, music half shell with boat docking, ferris wheel w center rose etc	9/14/2023 10:55 AM
76	Raised pedestrian walkways. Dedicated bicycle lanes. Move the Police station, it's prime real estate.	9/14/2023 10:15 AM
77	a cop that monitors the people...	9/14/2023 8:40 AM
78	Handicapped parking with curb cuts	9/14/2023 1:48 AM
79	Trash clean up	9/13/2023 7:35 PM
80	More policing less panhandling and drug activity	9/13/2023 6:12 PM
81	Security guards walking or biking around	9/13/2023 3:07 PM
82	Parking Information, Clear Signage. There is plenty of parking.	9/13/2023 11:31 AM
83	Entire downtown needs improvement. There have been some good things happening, but city needs a vision.	9/12/2023 9:42 PM
84	more businesses	9/12/2023 8:46 PM
85	Work on repairing crossing lights. The ones in Courthouse Square are often broken.	9/12/2023 4:37 PM
86	It would be nice to see some of the trash and dog waste picked up	9/12/2023 4:34 PM
87	More lighting	9/12/2023 4:31 PM
88	More police presence at times.	9/12/2023 4:24 PM
89	Better side walks	9/12/2023 3:56 PM

90	Everything is needed. More businesses to bring more people in, make the area somewhat nice. It's a disaster down there. Clean it up	9/12/2023 3:08 PM
91	Public bathroom, like the one it Putnam. Car charging station for transportation center.	9/12/2023 2:57 PM
92	More trees to help with the heat	9/12/2023 1:45 PM
93	More businesses	9/12/2023 12:35 PM
94	signage for buses,	9/7/2023 2:55 PM
95	More community events to draw people downtown	9/6/2023 10:23 AM

Q10 If you have used the existing roundabout at Franklin Street and Main Street, how well do you think the roundabout works?

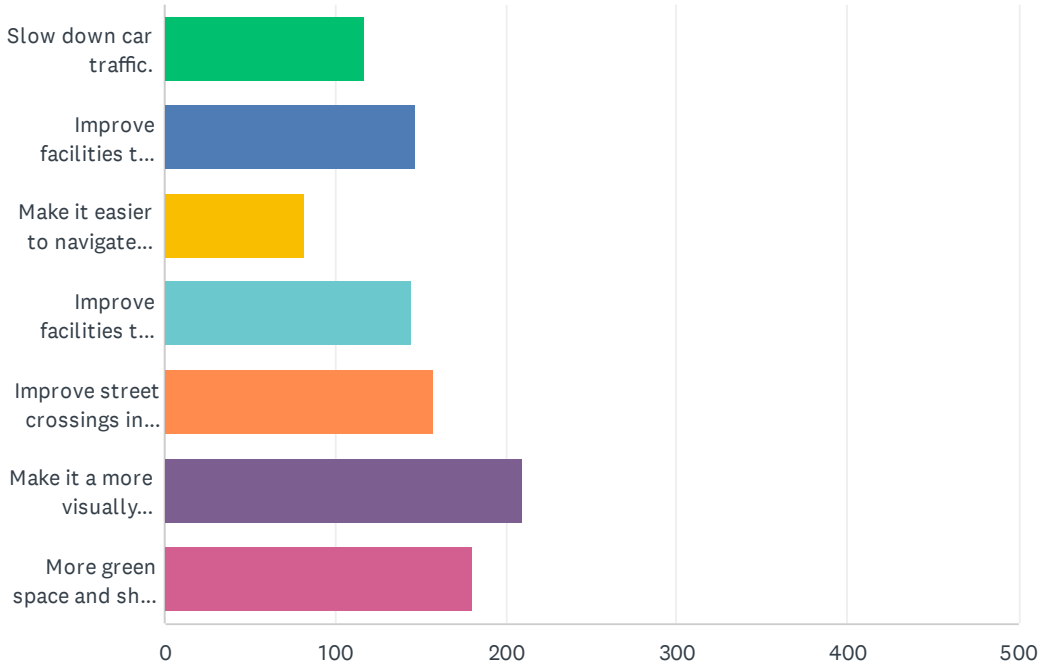
Answered: 374 Skipped: 9



ANSWER CHOICES	RESPONSES	
Very well – drivers, pedestrians, public transit and bicyclists understand how to use it and traffic flows well.	24.33%	91
Good – users generally understand how to use it but there are sometimes conflicts between drivers, pedestrians, public transit and/or bicyclists.	48.66%	182
Not very well – users are often confused about how to use it and there are conflicts between users.	16.04%	60
Very poor – there are frequent conflicts between users of the roundabout and traffic does not flow well around it.	10.96%	41
TOTAL		374

Q11 How do you think Downtown Norwich could be improved for non-motorized users (bicyclists, pedestrians, scooters, etc..)? (Check all that apply)

Answered: 364 Skipped: 19



ANSWER CHOICES	RESPONSES	
Slow down car traffic.	32.14%	117
Improve facilities to make it easier to bike around downtown.	40.38%	147
Make it easier to navigate downtown.	22.53%	82
Improve facilities to make it easier to walk downtown.	39.84%	145
Improve street crossings in the downtown area.	43.41%	158
Make it a more visually appealing area.	57.69%	210
More green space and shade trees.	49.45%	180
Total Respondents: 364		

Q12 Please feel free to leave additional thoughts about how to improve Downtown Norwich. Please limit comments to 100 words.

Answered: 217 Skipped: 166

#	RESPONSES	DATE
1	N/A	12/1/2023 9:05 AM
2	Round about in down town are to big... who ever designed them should have thought smaller.. Move the vagrants along .. the vagrants hang out at the marina.. worried about fentanyl and drug odds when sitting on bench... make the marina more inviting. Spruce up the water front. Have a river boat ride.. make the river banks pleasing tonthe eyes.. make more apatments..	11/26/2023 7:23 PM
3	The round about does not work with school buses. When picking up or dropping off kids. Emergency vehicles cannot get through as there is no place to pull over. The solution would be to stop on street parking. That would require more public shuttles and off street parking	11/22/2023 12:23 PM
4	Use the history to make it more appealing, bring back trolleys to make people feel safer and able to get back to their car	11/21/2023 5:50 PM
5	what the city needs to do is create a plan for that huge building 132-176 takes up half of chestnut and franklin street that 47,000,000$ they were about to spend on the police department needs to be spend on that on a multi-level family rec center with affordable housing and boutique shops with services and goods	11/21/2023 2:19 PM
6	Whilst this does not relate directly to downtown Norwich, I still see this as a major issue that if fixed would massively improve public transit as well as making the lives of residents safer. This is due to the fact that route 32 is consistently congested by heavy traffic which in turn causes major delays on SEAT Run 5 and since the other buses wait for each other, this often leads to significant delays during mid day and rush hour, but where this becomes a major concern is the fact that 32 is the home of Backus Hospital which combined with the congestion often leads to ambulances and other vital emergency services being stuck in traffic and potentially costing lives. As such I strongly suggest the installation of extra lanes in both directions FOR BUSES AND EMERGENCY VEHICLES ONLY as to improve not only the quality of service to downtown Norwich, but also to potentially save lives	11/21/2023 7:32 AM
7	We always need to think of tomorrow. New out of city people investing in the docks and areas for example.	11/20/2023 9:27 AM
8	NCDC is doing a great job!	11/20/2023 9:19 AM
9	CT-2 / Washington Street going towards Chelsea Harbor Road is very dangerous. At the light with West Side Blvd, most cars that are in the right lane turn right. If they don't it causes a lot of traffic. Also, everyone in the left lane typically gets over to the right after that light. If people in the right lane go straight it causes traffic and road rage. I dealt with that this morning and had to go around the block to get away from the road rage at 7:45am.	11/20/2023 8:30 AM
10	All the abandoned looking building are disgusting ands rents are astronomical for locals to open shops. The city is set up for failure 100% the whole town not just your survey area NEEDS SIDEWALKS!	11/19/2023 6:42 PM
11	Need more handicap parking	11/18/2023 8:15 PM
12	Clearly by the questions you've asked you already know what the problems are. Fix them. Were taxes to death in this town. The police need to do something about all the speeding, wrong way drivers, reckless drivers, illegal scooters, scooters doing illegal things, the drug addicts all over, the vehicle break-ins, the city has spend so much money on downtown over the last decade and there's nothing to show for it except a bunch of social services that are inviting criminals into downtown; why would anyone want to frequent downtown Norwich with it being like that?	11/17/2023 9:52 PM
13	There needs to be more services to help the homeless and drug addicts and a crack down on all these thugs running around. I often get pan handled while sitting on my porch minding my	11/17/2023 5:52 AM

	own business and hear gunshots on a normal basis.	
14	Okok	11/16/2023 2:54 PM
15	Bring back fun business' make i more visually appealing. The breweries get jammed on friday/saturday. we need to expand that enthusiasm to roatray and outwards. Make people feel safe and happy to get around. Make it affordable for new and young business to come in. Kill the old worthless people that probably own most of the building downtown	11/16/2023 2:27 PM
16	Basically, Norwich has great potential the future design of the city needs to be focused more transit options and better infrastructure for walking a biking.	11/16/2023 2:03 PM
17	There is honestly alot of congestion at times, between city bus school bus and just cars in general. Traffic doesn't flow. People drive without a care and it takes me about 20 minutes from shop rite to the other side of the marina near mannys Pizza. It's mainly due to traffic backing up.	11/16/2023 1:20 PM
18	Please see my previous comments. Downtown Norwich could be an absolute gem, but not with the way it is today. To reiterate: 1) relocate courthouse out of the main artery of downtown to the old armory property. 2) raze the ugly courthouse and construct new buildings with historic designs for retail on the bottom floors and apartments in the upper floors. 3) raze the two story parking garage on Water Street and construct new buildings for retail/apartments with historic designs. 4) build new police station on the old Buckingham school property. But also, consider constructing or using an existing building in the Greenville/Taftville area forca police substation. 5) the old A&P/Starwood building is valuable for new retail or perhaps the police substation. Or maybe a community center for the children of Norwich to use for activities. 6) the traffic lines in the center of roads at the Preston Bridge/North Main St/Viaduct/Main St intersection needs to be designed to make the traffic flow less dangerous. Need to construct lines for cars in the left lanes know to turn left and not go straight. Look at the issues of downtown from the point of view from looking down from the sky with a magnifying glass and see more clearly what can be done to make Norwich a destination. Downtown Norwich has the potential to become a downtown Mystic. No doubt about it.	11/15/2023 8:02 AM
19	Eliminate all the reserved parking on Railroad Ave.	11/14/2023 7:05 PM
20	Promote coffee shops, add a rec center, more events downtown. Also places like Westbrook have free busing to area towns. Public transport is confusing and convoluted around here. I wouldn't know how to use it....	11/12/2023 9:25 AM
21	I drive through downtown fairly often and I rarely see any police in the area. If they are there they are parked in a back parking lot. I wish they were walking around.	11/9/2023 4:22 PM
22	Make harbor area more accessible and appealing. The cement structures are an eyesore, it is unfortunate that we seem to be stuck with them.	11/8/2023 3:43 PM
23	Incentivize filling the vacant store fronts.	11/8/2023 8:36 AM
24	I enjoy waking in Norwich but the residents don’t seem to care for their property, shrubs or sidewalks. They are poorly kept, rarely shoveled in snow, and blocked with trash barrels or trashed furniture. Requests for shrubs to be trimmed yearly is ridiculous. The homeowners should be fined and the city should come out and trim to give proper access.	11/7/2023 6:45 PM
25	Love what has happen thus far but have a bit more way to go	11/7/2023 9:32 AM
26	Social Services and Homeless services should be located outside of downtown to provide Norwich with a safer, appealing environment.	11/6/2023 7:23 PM
27	Take down antiquated building(s) in disrepair and replace with modernized space with working/food/green space.	11/6/2023 7:18 PM
28	I walking raised structure or tram would be amazing, A tram could bring more food traffic to downtown Norwich.	11/6/2023 2:33 PM
29	Since it’s such an old area, I’m not sure it is really possible to dramatically increase bike safety. There aren’t really too many people biking around Norwich, more people seem to walk or drive into Norwich. I don’t think there is a realistic way to make bike lanes ever feel safe for kids around the 32/2 intersections areas and adults are fully capable of navigating current conditions if they truly wanted to bike downtown. I think it would be wiser to cater to pedestrians first.	11/5/2023 12:14 PM

30	Walk ability and Bike ability into downtown Norwich would be amazing! As well as putting more greenery/plants to line the side walks for beautification! :) It would be nice to have more small businesses as well that can fill the empty retail space. (One of my dreams is to open up my own book store in downtown norwich in 4 years once I save capital...but there's not a lot of foot traffic)	11/2/2023 10:36 AM
31	Wider sidewalks, better lighting	11/1/2023 10:17 PM
32	I'd like to see more shopping, parking, trees where possible. Revitalize the city. Putts up Dock was fantastic	11/1/2023 8:36 PM
33	Lower taxes for business to come into the vacant storefronts. Boost tourism. Bring in an anchor business to draw people in.	11/1/2023 7:51 PM
34	Use the old Lamparelli Motors facilities on Franklin St. for the new Police Station. Keep the "safety factor" closer to downtown so more people will feel comfortable visiting down town with visible police. Attract restaurants people want to try. Good news with the Marina - an opportunity finally realized. Keep people in town versus going out of town for a nice meal or entertainment. Look at Niantic - tiny town starting to boom. New London, too. Get people excited again!	10/31/2023 10:17 AM
35	Roundabout is too close to stop signs and traffic lights. Roundabout eliminated 15 minute parking for in and out restaurants and shops. Making it difficult to do a quick pickup	10/31/2023 9:37 AM
36	bike lanes	10/31/2023 9:29 AM
37	The roundabout has a lot of traffic congestion due to traffic light	10/31/2023 9:27 AM
38	Clean up empty buildings, more places or the whole street to have outside patio like Billy Wilson’s.	10/28/2023 11:06 PM
39	Improving downtown would mean having a reason to go there. No shops, restaurants etc, why do you feel We need to change walkways, roadways in this area it doesn’t have any buildings/ businesses. I feel we need to accept the idea of a vibrant downtown and look everywhere to spend taxpayer money. Let’s move on and try to enhance other parts of Norwich.	10/28/2023 4:52 PM
40	Lower Broadway should be closed from Union Sq. to Shannon Corner and reconfigured to a pedestrian promenade.	10/28/2023 12:37 PM
41	Bikers should be forced to do as they are supposed to and follow road laws, stop allowing beggars and drunks and addicts to bother people, clean up the streets and sidewalks	10/28/2023 11:47 AM
42	Police presence would be nice. Tickets need to be given to those double parked at the Wauregan. NO MORE VERTICAL PARKING making streets narrow and additional danger of cars backing out into traffic. JUST CLEAN UP WHAT WE HAVE AND STOP WASTING MONEY.	10/28/2023 7:53 AM
43	More murals are needed on the skyline bricks & some unfinished murals need work	10/28/2023 6:25 AM
44	Bring more businesses downtown to fill the empty storefronts. Better promotion of the downtown area (businesses or activities)	10/27/2023 11:27 PM
45	Put some trees and park bench’s make it more inviting for both businesses and people to come downtown	10/27/2023 11:21 PM
46	Thank you for designing this survey in order to improve the City of Norwich. Many of the questions and answers have everything listed that I believe Downtown Norwich needs. This includes more green spaces, events, trees, walkways for pedestrians, clear paths and signs, especially during the evening, parking, recreational activities.	10/27/2023 9:41 PM
47	More restaurants, a theater, boat tours	10/27/2023 7:06 PM
48	If I could park nearby, I’d patronize Cliffman Coffee Roasters . But it’s always full on Broadway. I don’t want to park on Cliff Street to pick up a coffee.	10/26/2023 4:17 PM
49	Like most places in CT, I think the main safety issue is unsafe/ risky drivers and lack of enforcement. Motorcycles/ dirtbikes that weave in and out at high speeds, sports cars doing the same. I know police aren't allowed to chase most of the time, maybe some kind of plate capture and tiered system of mailing out fines leading up to impounding the vehicle? It would	10/26/2023 10:26 AM

	be cool if Norwich could find a way to set an example for the surrounding towns when it comes to traffic safety.	
50	Norwich was designed during a horse-drawn era for pedestrian traffic when jobs, commerce and everything people needed was downtown. Today neither of those things apply significantly. Preserving old infrastructure stands in the way of modernization.	10/26/2023 7:00 AM
51	There are homeless people under the bridge by the marina and it scares the little children where there was an ice cream shop. Not family friendly after 4pm	10/26/2023 6:32 AM
52	Clean up the vacant storefronts. Better lighting downtown More venues to visit and spend social time within.	10/25/2023 11:21 PM
53	There is too many shootings and such. Too many drugs. More police presence might help. There used to be police on bicycles. Haven't seen any in a long time. Better Christmas decorations. I think Norwich used to be called the Christmas City. Now it looks like a 5yo decorated it.	10/25/2023 8:14 PM
54	As you do the study regarding bikes in downtown, please be mindful that most of the rest of Norwich is bike unfriendly. Having a bike-friendly downtown is pointless if you can't safely get there. Bike friendly needs to be a city-wide commitment to be effective.	10/25/2023 7:25 PM
55	There is nothing to attract me to downtown Norwich.	10/25/2023 9:06 AM
56	More walking police presence. Allow public use of parking garage with attendant for safety. CLEAN trash and urine, all corners smell. Cannot navigate without dodging people blocking sidewalk and cigarette smoke in entry to buildings. Move Intermodel back to viaduct, not away from business, NEVER used. Redo all water access areas, complete shambles. Crosswalks to Marina are all unsafe due to traffic speed and not stopping. You asked, I've got more. 30+ years of working in the city as a fireman and have seen a lot.	10/25/2023 8:02 AM
57	I chose to work in downtown and I find that it has improved a bit, but still has a ways to go. I think that the harbor needs a jolt of excitement and promotion because it is still the unrecognized jewell of the town, especially the marina.	10/25/2023 6:45 AM
58	1. Empty, blighted buildings need to be cleaned up and stabilized or landlords fined. 2. Need improved weed and litter control year-round. 3. Stop businesses from storing their trash and recycling bins on the sidewalks or in the doorways of vacant buildings. 4. Repair the facade of the Main Street parking garage and thoroughly clean the interior	10/24/2023 10:18 PM
59	The vacant modern buildings/parking garage opposite the river landing serve little to no purpose. They appear to be permanently unused (and are in my opinion ugly) and outdated. If they were removed it would open up a space for a park, provide visibility to the historic downtown area, add value to the newly viewable buildings/small businesses and possibly provide a better traffic flow redesign for Rt 2 thru traffic.	10/24/2023 6:53 PM
60	Limits as to how long dumpsters can be left in front of vacant store fronts. I go to church at 69 Main St on Sundays & there have been dumpsters on the street next door for over a year. They leak, stink & take up parking spaces.	10/24/2023 6:15 PM
61	Downtown Norwich has the potential to become the destination, not simply the route by which we exit our community to spend time elsewhere. We all know that things that are aesthetically pleasing positively influence our overall opinions. Any real visual effort implies that we care; that "it" is important, that "it" is worthwhile. Green spaces and shade trees (as was mentioned in the survey), even the up-keep of what already exists, is an almost immediate low-cost, high-impact visual improvement to the city. A Polish, if you will. Make it look good and people will naturally be drawn to it. After that, we can focus on our true assets: the Harbor and all of its unused/poorly used coastal real estate, the Wharf, Uncas Leap, Slater Museum, many historic districts, architecture, and our deeply-rich mostly- forgotten culturally -relevant and utterly fascinating history from the Native Peoples, the original settlers, Norwich's importance during the Revolutionary War, ship building, trade, immigration, industrialization and the sudden economical boon and of course, to the eventual bust. And, the many small details that fill in these semantic holes, I could go on and on, etc. It could be so amazing if we simply stop overthinking, and just act. And yes, if there was an organized centralized pro-active volunteer group to join, I'd join it. Put it up on the NorwichNow website, and I bet others would join, too. Good Luck.	10/24/2023 12:58 PM
62	There are a lot of public services offered to assist those in need, which, unfortunately, invites	10/24/2023 7:07 AM

	some individuals who are troubled in one way or another. These facilities need to remain and remain accessible, but at least off of Main St. assuming you want visitors and one of a kind shops. Additionally, there is nothing for children's recreation. The YMCA was all they ever had.	
63	I live at the top of Union Street - I walk in and around downtown. Car traffic makes me cautious, and a lack of parking also is a challenge.	10/24/2023 6:45 AM
64	more trains and transit for the love of god	10/19/2023 3:38 AM
65	I feel like there should be more done to develop the Marina space as a green space/concert venue/park where larger events can be held with food trucks etc etc can bring the public some value, not just an elite boating community that doesn't exist in norwich. With a foot bridge to easily access that area from Chelsea harbor drive where there is adequate parking. And more policing and clean up should be done to maintain the vagrants, prostitution and drug use that is out in the open in the current waterfront area. It's not appealing for kids and families with the demographic of people that are occupying that space and the activities they take part in. More police presence and enforcement is needed in the down town area.	10/17/2023 12:22 PM
66	Beautification is in order. Downtown Norwich continues to hold so much potential despite projects such as murals and rehabing buildings. I would love to see green spaces, improved store fronts, better sidewalks, better businesses, less loitering, relocating some public assistance facilities, etc. Lets keep going!	10/17/2023 12:20 PM
67	I appreciate what you are doing to make downtown better. It has so much potential- transportation improvements are just one piece of it but every little bit helps. Anything that can attract more businesses down there will be wonderful.	10/16/2023 6:28 PM
68	downtown was a complete walking large shopping mall.... then they shut down the state hospital. now you need an up to date map (on paper) to know where to go and how to easily get there	10/16/2023 5:17 AM
69	Encourage more business development such as restaurants to draw more people into downtown not just for work	10/15/2023 6:31 PM
70	Crosswalks could have blinking reflective lights and also the federal signage to stop also the traffic lights that are orange that change red when ppl are crossing. See town of Groton for example.	10/15/2023 10:08 AM
71	The marina needs mini golf again!	10/15/2023 8:55 AM
72	I wish there was more to do downtown. I wish the YNCA would be repaired and opened. I wish there was an inviting coffee shop. And stores to go to. The taxes in Norwich are very high. But downtown Norwich has cery little to 9ffer. Many beautiful older closed up buildings that could be revitalized for public use	10/14/2023 9:12 AM
73	Areas of downtown shut down to cars. Roads of town hall to courthouse. Main st. Courthouse to library. All Bath st. Franklin st. Up to art space. Allow emergency/public works vehicles only.	10/14/2023 8:24 AM
74	More free parking and more events	10/13/2023 8:39 PM
75	First Fridays need more involvement, great way to introduce what city has to offer. Marina needs to accommodate more events. It's a beautiful space.	10/13/2023 9:58 AM
76	Never see Police Officers or Police cruisers. No bicycle Police, walking patrols. Just cameras.	10/13/2023 8:30 AM
77	Add a community center for people who dont wish to drink or smoke weed. As a person in recovery I have nothing to replace going to bars, except to stay home and/or attend the few events that are provided. We would like to get out more often too, in a substance free environment.	10/7/2023 7:29 AM
78	Loitering of people seems to be a constant. More restaurants coffee shops or even kiosks Cops on bikes Events for teens or city leaders to hold meet and greet its cirizens	10/5/2023 11:02 AM
79	As a lifetime resident of over 60 years.... We have seen too many plans for downtown. It's not reasonable to thinks it's Mystic or even New London. Crime and blight have sadly taken over as the casinos have become the only destination for drivers through the city.	10/4/2023 6:23 PM
80	Too many strange people hanging around begging for money when you enter or leave a busines. No police walking through downtown. Too many empy buildings because because the city harasses business owners so they leave.	10/4/2023 3:23 PM

81	The traffic light at Washington Square is atrocious. A vey long green light for traffic on Water Street and Washington Street and a very, very short green light from West Main Street. If there is a truck at the light to turn left, he may be the only vehicle to get through the light. It is not unusual for traffic to be backed up past the West main Street/West Thames Street intersection.	10/4/2023 2:45 PM
82	More education is needed for bicyclists and scooter operators on following the rules of the road.	10/4/2023 1:41 PM
83	Please look at installing traffic calming measures and wayfinding signage directing people to restaurants, parking, and art galleries. Please consider widening the sidewalks and installing more lighting/period lighting. Please make Chelsea Harbor Drive down to one single lane with two way traffic. Chelsea Harbor Drive is a highway and people use it to leave Downtown Norwich, not to visit. Please add bike lanes.	10/4/2023 1:19 PM
84	All social services should be moved / consolidated out of downtown. Blight enforcement should do their job. Not a family friendly place to be. All kinds of weirdos just hanging out doing nothing wont attract visitors to shop, eat or visit.	10/4/2023 9:51 AM
85	Hi, I think Norwich needs to be beautified and made a better place to live. These sites below are perfect for what we need to do. All of Norwich needs to take these measures and make all of our neighborhoods a nice place to live. Please look them up online. Let's do all of it and make Norwich great! Thank you. https://www.pps.org/article/livememtraffic https://www.smatstraffic.com/2021/08/30/traffic-calming/	10/4/2023 8:13 AM
86	Traffic moves too fast around the marina/ Water street area. Too many drivers changing lanes unsafely.	10/4/2023 7:48 AM
87	Get rid of rotary. Put in moderate sized restaurants like DeAngelo's. Give people a reason to go there. Open facility outside Norwich for homeless.	10/3/2023 7:53 PM
88	Bring in interesting festivals, roundabout was a great improvement, perhaps plant a tree in the middle. Furthur roundabouts down west main st are a smart move in all the reasons this survey brings up. People oppose them because they are unfamiliar and don't understand them.	10/3/2023 6:27 PM
89	Why is street parking for the post office in the right turning lane?	10/3/2023 5:52 PM
90	The light at Courthouse Square needs to be changed so traffic doesn't back up into the traffic circle	10/3/2023 4:42 PM
91	Do something with the old Dunkin donuts store. Stop taking up the small roadways with restaurant setting outside. Like Billy Wilson's, how will snow plows get around.	10/3/2023 4:24 PM
92	Just stop with these worthless studies. Waste of time and resources. Norwich has a problem with poverty, decay and lack of vision nad leadership. Until you acknowledge that nothing will ever improve	10/3/2023 3:26 PM
93	We need good quality businesses to draw people in; not liquor stores, check cashing places, and tons of empty buildings	10/3/2023 2:53 PM
94	Im hoping to see downtown norwich be revive again and be full of peoples from all ages	10/3/2023 1:25 PM
95	I wish the 2 garages weren't on the waterfront. Not the greatest use for prime property. I envision a marketplace of all kinds of shops and restaurants...kind of like a harbor-front Mystic Village or Newport. Rock the Docks & other festivals bring a lot people to Howard Brown Park just for the time of those events. Shopping/dining could help citizens & tourists stick around. Take more advantage of our gorgeous harbor!	10/3/2023 1:17 PM
96	When you come to the light from the bridge at Chelsea Harbor Drive and Washington Street, you are met with a “Do Not Enter” sign and two empty buildings(the old Dunkin and The Flat Iron Bldg). Not very inviting welcome to downtown.	10/3/2023 12:52 PM
97	Norwich really needs to decide, what type of area they want to be. you can not be a social services haven and be a Real safe tourist, outdoor venue area at the same time. You have to pick. Every time we build something nice, with in weeks some decides to damage it. The PD does not enforce or try to find the people causing the issues. Now we are starting to have the off road motor bike issues. This will lead to major safety issues and keep more people away. But If they decide to improve all around, Norwich could be a mystic in a different aspect. It could be thriving, We have just about everything needed, its just waiting for the proper	10/3/2023 12:48 PM

	direction. But no one has the focus we keep throwing darts at different areas without finishing one of them. Some of these people on these boards need to get out of CT, and see what the areas that changed did. Not all of it, comes from money from the state and towns.	
98	Cleanup or condemn empty buildings. Dunkin donuts, triangle building water street store fronts and on and on. It's a dump that murals on buildings will never improve. My observation about poor cities: The more depressed, the more murals.	10/3/2023 12:01 PM
99	More businesses in downtown which will bring people in that area. Keep people from just hanging around! Appreciate the Otis Library located in downtown Norwich. More business should be downtown if some of the hang around population were not there! We must Clean up our down town!!' Otis Library is a great asset to Norwich but how many people use it???	10/2/2023 9:12 PM
100	Less begging! Less homeless squatting at the harbor. Less graffiti.	10/1/2023 7:07 PM
101	Needs more restaurants/ shopping to make people want to come downtown.	10/1/2023 3:22 PM
102	Needs more lighting at night; empty buildings need to be occupied by businesses- create an atmosphere to *attract* businesses.	10/1/2023 8:33 AM
103	More bike racks	9/30/2023 8:15 PM
104	I am new to Norwich, and find the downtown street plan absurd!! Split streets going one way north, then one way south! Never seen a library with no parking!! Good thing i have a good sense of direction or i'd still be downtown!	9/30/2023 11:22 AM
105	Benchmarking needed. Look at how bank street in NL has transformed over the years. Growing up in the 90s we were not allowed to walk bank street. Now it's much safer.	9/30/2023 11:10 AM
106	The entrance into the city from Washington Street needs a RIGHT TURN ONLY lane for vehicles crossing the bridge to the West Side.	9/30/2023 9:11 AM
107	Norwich needs to improve their roads. They are habitually being dug up and patched. The burden should not fall on tax payers in the city. Planning needs to do better and stop wasting taxpayer monies on stupid projects that people do not utilize or need.	9/30/2023 8:35 AM
108	The roundabout is way too large for the space, no need to be that big. Some streets need to have no parking as too narrow.	9/30/2023 7:39 AM
109	Would like better parking options for the library. Round about sometimes gets backed up with the light and/or people not understanding how to use it.	9/30/2023 7:38 AM
110	No roundabouts	9/30/2023 7:20 AM
111	None	9/30/2023 1:53 AM
112	The streets between downtown and the marina are designed to move traffic as fast as possible. Consequently, they create a barrier and separate downtown from the marina and waterfront.	9/29/2023 9:56 PM
113	Reverse direction with the one way street on Main Street. It should flow from Rte 2, not into Rte 2. Chokes off a potential place for business growth.	9/29/2023 7:27 PM
114	Way too much drugs and crime. Too many drunken or high people blocking entrances to places like the library, during the day. Very dark and poor/unsafe parking. We need heavier police presence	9/28/2023 8:05 PM
115	We need shops that will make downtown more of a destination so people will spend a few hours or the day. Gift shops, clothing stores, bakery, sit-down breakfast and lunch restaurants, specialty stores, etc.	9/24/2023 9:48 PM
116	There is little to draw a pedestrian to explore downtown. I'm a bit old for pub crawls but young enough to want a downtown to enjoy. Take some hints from Westerly! There are beautiful buildings but nothing in them	9/21/2023 7:30 PM
117	One way street are confusing for most drivers and should be easier to navigate	9/21/2023 6:52 AM
118	How about some red light enforcement at Water Street and Courthouse Square? People Northbound are ALWAYS running that light, blocking the whole intersection and making it more dangerous for everyone, cars, bikers, and walkers.	9/20/2023 12:47 PM

119	Consider closing Chelsea Harbor Drive. Change traffic flow on Water and Main to accept east-west traffic. This opens the waterfront for green space, possibly slows down traffic on other roads. CHD creates bottleneck at intersection with Water Street bridge. People forced to zigzag through this area in either direction. Straight path on Water heading east alleviates. Bridges over the Yantic-do we both of them? Is there better way for traffic flow? Short and long term repair/maintenance costs could be drastically reduced. Fully support lower Broadway initiative. There are better ways to get traffic through downtown, especially with the roundabout.	9/20/2023 6:20 AM
120	More close parking to businesses. Parking garages too far and I refuse to walk through downtown too scary.	9/19/2023 8:30 PM
121	Drivers to obey traffic lights.	9/19/2023 7:39 PM
122	Open up the harbor and move the road away from the water	9/19/2023 6:13 PM
123	Make Norwich beautiful again	9/19/2023 5:28 PM
124	There is a lot of hot pavement and not much shade. Benches and plantings would encourage people to stop, sit and stay awhile	9/19/2023 3:56 PM
125	Howard T Brown Park and the waterfront could be a highly vibrant area, but the parking garages block it off from the rest of downtown. If there were restaurants and shops on the ground-floor levels of those garages along Chelsea Harbor Drive and up Market Street, the waterfront would come alive and downtown and the waterfront would be tied together	9/19/2023 3:31 PM
126	Fill empty buildings & store fronts.	9/19/2023 3:09 PM
127	Add more mixed use spaces like the new brewery thats being built! Also a road diet might be a good idea to encourage walking.	9/19/2023 1:02 PM
128	Let’s make it happen. I moved to Norwich 25 years ago. Nothing really has changed for the better. We have to stop saying, “ I want Norwich to be like it used to be!” This is “ stinking’ thinking’.” We need real change and people who will make this happen! No more expensive studies!!! Vote for people who want to make Norwich a thriving community!! There just has to be a way to get more successful businesses downtown!!	9/19/2023 11:50 AM
129	Get the vacant buildings refurbished for some low income housing, since the areas two casinos pay largely poverty wages. Open the Main St garage to all without time limit since it sits mostly empty all day. Count for yourself	9/19/2023 11:41 AM
130	Doing away with the 2 tiered tax system. I don't think businesses or homeowners are attracted to an area where the will be paying a 15% penalty for locating in that area. Also, Crack down on absentee landlords who don't Maintain their properties.	9/19/2023 8:59 AM
131	All businesses and non-profits must continue to support each other and do so quite publicly. It will create a sense of building something together.	9/18/2023 9:44 PM
132	Stop creating low income housing in the downtown area. Create a better traffic flow. Provide incentives to bring business downtown.	9/18/2023 7:12 PM
133	More of us need to give a damn about Chelsea. We talk about its importance, but it's all in the past. It has a history but no future unless we all work to create one. This is just one of those attempts but we need a sustained, coordinated effort.	9/18/2023 6:26 PM
134	Two way traffic on lower Broadway would ease traffic in Franklin Square. It's a convoluted pattern for drivers trying to get to city hall and upper Broadway.	9/18/2023 5:43 PM
135	Move the boat ramp from Howard Park and expand the park.	9/18/2023 5:41 PM
136	Clean up the former YMCA property. Maybe knock it down & add parking or clean it up & renovate it to become a community center for Norwich youth.	9/18/2023 5:27 PM
137	Increase responsible building occupancy. Expand decorative lighting. Expand seasonal plantings and maintenance thereof.	9/18/2023 4:03 PM
138	The light in front of Castle Church to turn left is the worst! Otherwise, most of the area is fine.	9/18/2023 3:07 PM
139	Drivers do not stop for pedestrians in cross walks in downtown Norwich. Too many times I or other people have almost been hit crossing in crosswalks as the drivers just speed through downtown.	9/18/2023 2:26 PM

140	Offer creative solutions for businesses to host outdoor meeting or dining options. Perhaps an incentive to activate unused outdoor spaces to create vibrancy. The parklets are a great example of that.	9/18/2023 2:26 PM
141	The harbor is seriously underdeveloped and could be a beautiful tourist area if the city planners and mayor would just take the time to ensure a vision is developed for the entire city. I honestly don't know what the city planners and the mayor have ever done to ensure the development of this area and bring about economic viability.	9/18/2023 1:58 PM
142	historic street cars, not the look alike bus, the real deal. Continue, as you are, to encourage redevelopment. Things are on the right track.	9/18/2023 9:00 AM
143	While I have found memories of the entire downtown area from growing up, it would seem that the Norwich City Council has wasted alot of taxpayer money. State services should be moved to 401 West Thames and that will eliminate alot of the questionable people. The murals were a waste of money cause in a few years after the are weathered they will look horrible	9/18/2023 8:57 AM
144	Get the marina fully functional and have the restaurant there be reliably open and enticing. Utilize the parking garages better. There's not enough signage....are they free? Are they public? Am I gonna get towed? Can I park in the garage above the bus station? Can I park in the main st garage? I literally have no idea and I've lived here almost 8 years. (Street parking is usually easy enough to find, but if more people start visiting, that'll become a problem.) Hire a security officer for Howard T Brown park specifically to stop people from feeding the birds, cuz they park is nasty with all the poop. Also dog poop on sidewalks is a problem. Clean it? Give out tickets?	9/17/2023 12:59 PM
145	Bring local college satellite- more shops, junkyard development, riding/walking path	9/17/2023 9:23 AM
146	Waiting at long lights at almost all intersections on Washington Street causes drives to run reds light and block ped walking paths in anticipation for green lights.	9/16/2023 8:08 PM
147	Social service agencies need to be relocated out of downtown to allow more shops and restaurants to come in. The same can be said for all the churches going in as well.	9/16/2023 6:27 PM
148	Appreciate any and all efforts to improve downtown appeal	9/16/2023 3:09 PM
149	Move the boat launch out of Brown Park. Closed a lot for activities, no designated trailer parking and people wandering around behind you while recovering boats from the launch.	9/16/2023 2:35 PM
150	Why are you concerned about the walk ability of the city? Talk a walk around the city instead of driving through so you can see the pan handlers, the criminals, and the filth for yourself. The sidewalks would be fine if the weeds were pulled out of the cracks so no one would trip. I am frightened when I park my car next to S&S Market and walk along the side of the building alone, with a long line of homeless sitting on the ledge of the windows, asking me for money. I am a senior citizen and am afraid I will be attacked. Patrons of Otis Library are afraid to come to the library for books, so the library offers a home delivery service.....this is sad and pathetic.	9/16/2023 11:09 AM
151	Ban pan handlers from holding signs asking for money so they can use it to buy drugs. Zone out all the businesses that cater to nothing but extreme poverty and mentally ill. The downtown is filled with dangerous criminals and mentally ill people. Zone out all social services. Move the soup kitchen to somewhere at least 5 miles from the city. It's a magnet for drug addicts, criminals, sociopaths and general scary people. I walk around the city often. I'm usually the only person down there that isn't either a drug addict or a mentally ill pan handler.	9/16/2023 10:48 AM
152	Slow down the reckless driving	9/16/2023 9:19 AM
153	Is Norwich using the parking garage next to Brown Park? Times have changed	9/16/2023 6:33 AM
154	Bring back Police foot patrols. Downtown Police Substation	9/15/2023 7:08 PM
155	Bring more small businesses in to sell their wares. Have a tourist information booth of places of interest that we have here. Maybe include coupons of businesses at the booth to promote people to patronize the businesses when in town. Have a yearly contest for businesses that decorate their windows to bring in business and show the beauty we have here. Make a list of the many things that are in the surrounding areas that many people would enjoy to go too. I have seen scavenger hunts use to entice people to come to the area also. We need new ideas to help our Rose of England.	9/15/2023 3:13 PM

156	Library parking can be an issue. There are reserved spaces for the building to the right of the library as you face the street. Yet those are usually vacant- you can't they be used for library? I have seen the light by the court house back up traffic in the new traffic circle. I personally like the circle but you need to keep traffic flowing through it.	9/15/2023 6:51 AM
157	I'm really happy with how much downtown has improved already :)	9/15/2023 5:53 AM
158	Been a resident my whole life , use to walk down city as a kid and always felt safe …..not no more	9/14/2023 7:34 PM
159	Eliminate the CCD tax	9/14/2023 6:28 PM
160	Need bike racks to lock bikes.	9/14/2023 5:55 PM
161	Clean up and maintain parking facilities, offer shuttle service to and from transportation center, redevelopment of vacant properties, create multi-function spaces	9/14/2023 5:14 PM
162	I would like downtown to be more walking friendly. Street crossings are not safe at all. Since people don't stop. Maybe add crossing lights? If you design the city for people first instead of cars people will eventually come and stay. Too many cars make it unsafe, noisy and unpleasant to be in downtown. It also causes foot traffic to be low causing local businesses to lose on potential customers	9/14/2023 4:39 PM
163	Poor signage for people unfamiliar with driving the downtown area.	9/14/2023 3:56 PM
164	Smarter usage of the current buildings would be a start. Waste of space letting Mattern take the old YMCA for office space when half the buildings downtown are empty office space. Would have been better as a rec center like it was. If there was a suggestion box, I'd leave a whole mess of suggestions that make more sense than what the city is already doing.	9/14/2023 3:40 PM
165	Improve the quality of merchants and restaurants, and decrease the number of "transients and court case loiterers" in the area. The lovely harbor is ruined by parking garages and declining buildings (like the old donut shop and bank), and the marina needs serious improvements. The city center could be transformed into a lovely white collar/shopping/artisan village center. I go to lengths to avoid the area basically because of rather dubious-looking/behaving loiterers drawn to the trashy shops and the courthouse. There are beautiful building downtown that owners are letting go to ruin - which is shameful.	9/14/2023 2:32 PM
166	Limited parking. Better signage and marking of public parking in the parking garages and lots.	9/14/2023 12:43 PM
167	Overall, it's not very appealing. Most of the buildings need a facade overhaul and a more cohesive look. Landlords need to be held to a high standard for their property. There is plenty of parking, but most is hard to find or is privately owned/rented by state. Not a fan of the murals, I think a fresh coat of paint and nice storefronts would look a lot better overall. I don't have a problem displaying Norwich's history, but the art on the parking garages was not well executed, especially the one near the octagon building. Instead of focusing on improving one side of a building with a splashy painting, it would be better to put a little effort into improving the look of each building that needs it.	9/14/2023 12:43 PM
168	I don't see any survey questions about accessibility for folks using motorized wheelchairs and scooters. There are areas still that get blocked with stuff, impeded with poles, or get blocked by groups of standing people. Also, the wider crossings need additional seconds for scooters and elderly to get across before vehicles begin to move again. I believe that the best way to discover our problem areas is to actually get in a scooter and go around from parking areas to restaurants, public buildings and event venues to see where the hard areas are.	9/14/2023 12:42 PM
169	Start knocking down buildings that are not used and get rid of people hanging around and asking for money. Downtown is a total mess and nothing will improve it and these surveys are useless.	9/14/2023 12:41 PM
170	Some pedestrians are still going to cross streets and do what they want no matter how well the crossings are laid out.	9/14/2023 12:17 PM
171	Not just more parking but also more bicycle racks and more places for sitting and social activities, with trees or structures for shade.	9/14/2023 12:16 PM
172	Make small businesses more affordable,so all downtown is filled with people. More events also equals more investors. Local media should focus more on local events rather than out of town events or crime. That scares investors away. Example: Rose City Festival wasn't covered in	9/14/2023 11:27 AM

	local news except few photos from morning 5K. No pictures or article about great music and attendance. Instead we could read about shooting in local bar.	
173	My thoughts have already been addressed during the survey. Thank you!	9/14/2023 11:26 AM
174	We need more vendors (stores/businesses)…it is a shame to see so many empty storefronts still in the downtown area.	9/14/2023 11:16 AM
175	New wharf area is key to city entrance. Cut trees to see harbor when entering city, graffiti removal, enforce loitering and park camping ordinances, city take over or organize vacant storefronts so ext look good and have them bookable for special events and holiday downtown takeovers	9/14/2023 10:55 AM
176	It will awesome to bring more reliable sources to our local food trucks and activities at the Brown Park. It will be amazing to have electrIcity where food trucks can connect to avoid sounds from the generators so our guest can enjoy the Marina without loud sounds. Just like New Haven Harbor. We are willing to pay an additional fee to use city power! So Delicious Food Truck LLC Yummm!!!	9/14/2023 10:41 AM
177	Clean up the entrances to downtown. Maybe start with the flat iron building and the old DD. Power wash, sweep, paint. Fix the sewage treatment plant, and disguise it somehow.	9/14/2023 10:15 AM
178	the murals that are here now are absolutely beautiful and the planters are so nice, i feel like norwich looks better today than 10 years ago. good job.	9/14/2023 8:40 AM
179	Norwich is a dirty city. Not just litter, but the air from the buses , trucks, and cars gets trapped between the buildings. I have no idea how to clean the air or create a breeze. Increased handicapped parking would help the aging population.	9/14/2023 1:48 AM
180	The biggest problem downtown is socio economic and the problems associated with that…drug use, crime , homelessness and mental health issues. Relocating more services to Uncas on the Thames and having more public transit more often to there would help. Move the probation office there too. Crack down on slum lords also. They're taking advantage of poor people and not keeping safe or sightly properties . And then there are the sex offenders. Clustered on Union and Cliff etc.	9/13/2023 6:12 PM
181	More covered area for those waiting for the bus. More police presence for shady characters	9/13/2023 4:26 PM
182	Lower small business taxes or make it more affordable to rent space downtown so there is more businesses to walk to, more variation in businesses to enjoy, fix blighted properties and have more security so people feel safe walking around with all these delinquents.	9/13/2023 3:07 PM
183	I wish there were somewhere to park longer than 2hrs so I could spend more time downtown/more time at the library. The old YMCA parking lot was a good option until it got sold. Now there isn't anywhere to park for free for long enough.	9/13/2023 2:00 PM
184	The answers do not properly reflect the questions asked. It is a very poor survey and a waste of tax payer funding to be produced.	9/13/2023 1:52 PM
185	Main street as more crime and it has made me feel unsafe at times.	9/13/2023 10:32 AM
186	Thanks for asking! (DCF social worker)	9/13/2023 7:44 AM
187	Fill empty storefronts. Make norwich a hub for commerce. Boost tourism. Play the history angle. It could be a mystic type city.	9/12/2023 10:20 PM
188	Put in restaurants that overlook the water. Perhaps a "chain" restaurant or store to lure people downtown who don't think it's "safe." Perhaps more cops on foot? Incentives for businesses to open up downtown. Rerouting traffic to make it go THROUGH downtown, not AROUND. Street musicians/performers at various events or on first Fridays. More free things/events/music for kids which will bring families downtown. More advertising to reach a younger demographic that is not aware of Norwich's full potential. Look into other towns-how do they attract people? What activities do they have that are successful and/or near the waterfront. Old fashioned candy shop/ice cream parlor in one of the historic buildings -just a thought!	9/12/2023 9:43 PM
189	Norwich needs to establish a theme for downtown. Putnam..antiques…NL…waterfront… Norwich theme should be art, theater, music. Pieces are in place for this. Build it and they will come.	9/12/2023 9:42 PM
190	Salem Turnpike needs to be addressed	9/12/2023 8:42 PM

191	More police presence. Maybe putting up signs reminding people the speed limit. Limit the amount of homeless on the street. There are a lot of untreated mentally ill folks walking around. Fall and winter are coming and it gets dark earlier.	9/12/2023 7:16 PM
192	Please just advocate for more frequent bus schedules and also an interstate train.	9/12/2023 5:24 PM
193	The rotary was a great addition, but there are some people who clearly don't know how to use them	9/12/2023 5:21 PM
194	More convenient parking, bring in restaurants and bars, shops something for people to do. Clear out the vagrants. Clean up the area	9/12/2023 5:01 PM
195	n/a	9/12/2023 4:52 PM
196	Remove the older buildings that are not in use to improve the air conditions and view.	9/12/2023 4:42 PM
197	It might be nice to have more park/ green areas for local folks to enjoy rather than benches, store fronts, parking lots	9/12/2023 4:40 PM
198	Despite the usual problems with cities, Norwich really is nice and I enjoy walking around downtown, getting coffee, or going to the marina.	9/12/2023 4:34 PM
199	It is not safe to walk downtown across any of the streets, people are driving too fast and rarely stop for people in cross walks, go through red lights continually. Area of Courthouse and Main Street is the worst - buses fly through that area.	9/12/2023 4:22 PM
200	Side walks are uneven, no place for public parking, the park is loaded with drug addicts and pick pockets and baggars	9/12/2023 3:56 PM
201	I don’t think Norwich will ever become a welcoming user-friendly town.	9/12/2023 3:16 PM
202	We need a green space area, similar to Howard. But also use the abandoned building for a local farmers market. Do something with the building, improve the downtown quality.	9/12/2023 3:13 PM
203	More businesses to make it a "downtown" or "city." It's a ghost town. Spend some money to get businesses, not just murals. That doesn't bring money in	9/12/2023 3:08 PM
204	Farmer’s market needs to not be in middle of the day on a Wednesday to draw people in. Signs that advertise free parking after 5 and on weekends.	9/12/2023 2:57 PM
205	Convenient parking is always an issue, I don’t feel comfortable walking after dark from some of the restaurants to the parking garages.	9/12/2023 1:59 PM
206	Smoother flow up and down Washington.	9/12/2023 1:57 PM
207	More police presence on bikes and in harbor area. Cameras in gazebo area,	9/12/2023 1:45 PM
208	Having a major throughway separating downtown and the marina has a significant negative impact on the livability, walkability, and general public’s ability to fully enjoy the spaces Norwich offers	9/12/2023 1:24 PM
209	Parking for library, city hall, restaurants on Franklin Street.	9/12/2023 12:54 PM
210	One business leaves a lift in a parking spot that makes it extremely difficult to get around without going into oncoming traffic. Also, you are forced to walk underneath it if you cannot cross the street. The side alleys are absolutely disgusting and full of garbage.	9/12/2023 12:18 PM
211	the vacancies are a significant deterrent to walking downtown, focus economic development on the downtown area. Diversify courthouse square, it is a ghost town after 4 pm.	9/7/2023 2:55 PM
212	Still new to the area	9/6/2023 10:27 AM
213	More bike lanes	9/6/2023 10:23 AM
214	Police cruisers are constantly parking on the truck apron inside of the roundabout. This is inappropriate, confusing to drivers and pedestrians, and could be a safety issue if a larger vehicle needs to travel through the roundabout. The roundabout gets backed up during peak traffic hours due to the traffic signal at courthouse square. Are there bike racks/bike parking anywhere in downtown?	9/6/2023 9:32 AM
215	More roundabouts.	8/23/2023 6:26 PM

216	The rotary needs to go	8/23/2023 6:09 PM
217	Poor	8/23/2023 5:33 PM

H 2043 No-Build Network Figures

Figure 1: 2043 AM Peak Traffic Volumes
Chelsea Harbor/Downtown Mobility Study | Norwich, CT



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Figure 2: 2043 PM Peak Traffic Volumes

Chelsea Harbor/Downtown Mobility Study | Norwich, CT



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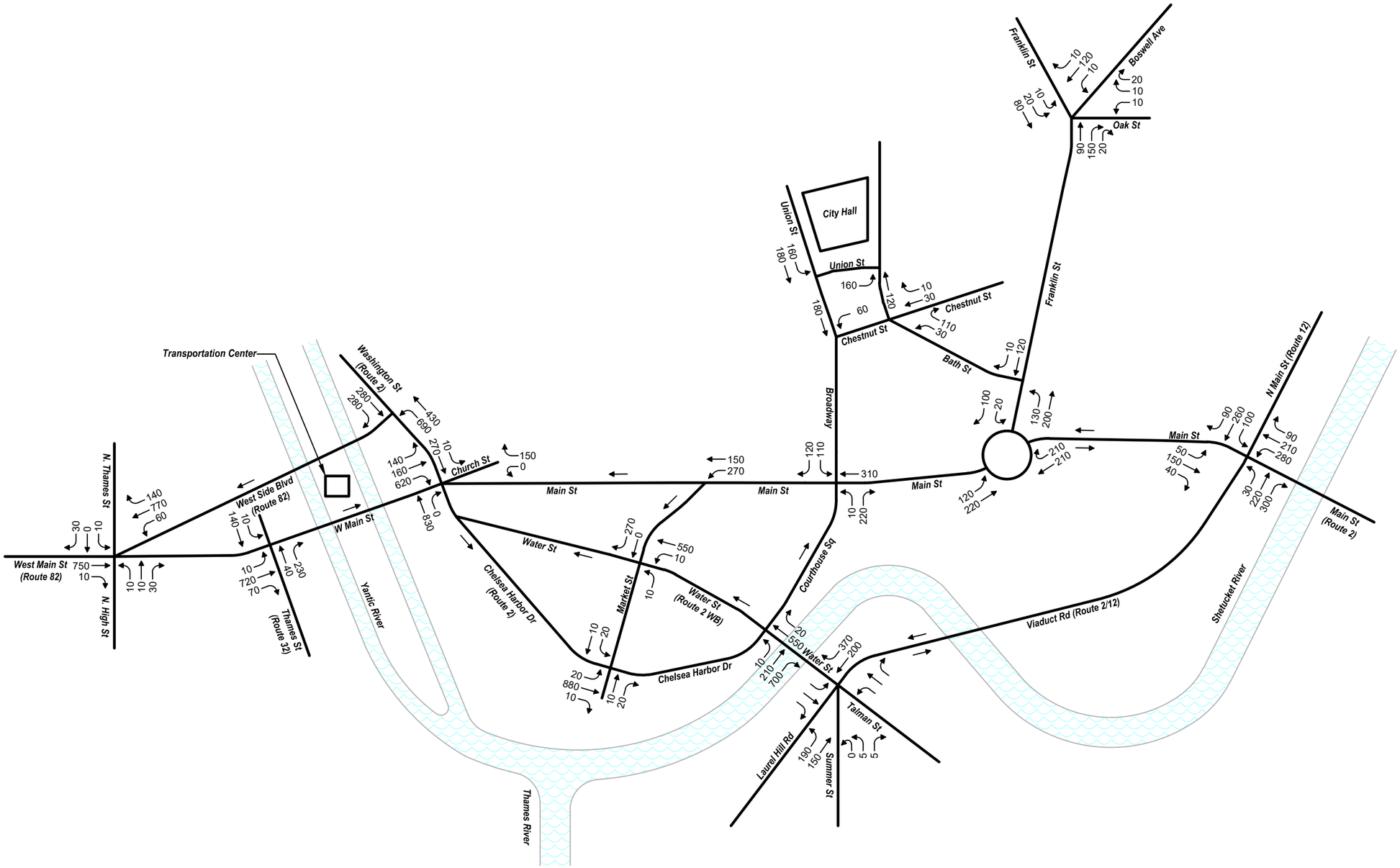
Figure 3: 2043 Saturday Peak Traffic Volumes
Chelsea Harbor/Downtown Mobility Study | Norwich, CT



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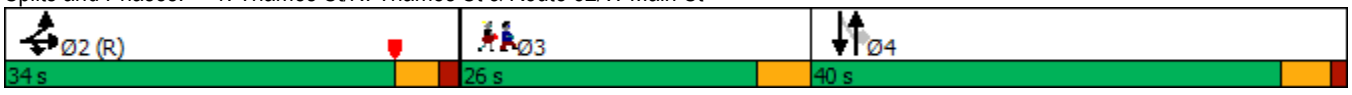
I 2043 No-Build Intersection Capacity Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	530	90	0	0	0	0	30	240	20	210	0
Future Volume (vph)	10	530	90	0	0	0	0	30	240	20	210	0
Peak Hour Factor	0.98	0.98	0.98	0.25	0.25	0.25	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	551	92	0	0	0	0	37	296	22	228	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.26	0.09					0.10	0.52	0.08	0.67	
Control Delay		12.8	7.3					29.5	6.9	29.2	45.4	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		12.8	7.3					29.5	6.9	29.2	45.4	
Queue Length 50th (ft)		39	0					19	0	11	136	
Queue Length 95th (ft)		138	37					37	38	29	192	
Internal Link Dist (ft)		534			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		2142	1025					643	758	449	571	
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		0.26	0.09					0.06	0.39	0.05	0.40	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

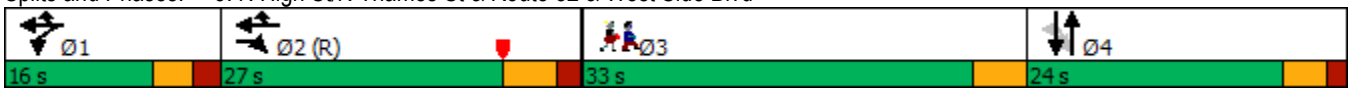
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	530	90	0	0	0	0	30	240	20	210	0
Future Volume (vph)	10	530	90	0	0	0	0	30	240	20	210	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3351	1552					1844	1620	1667	1638	
Flt Permitted		1.00	1.00					1.00	1.00	0.73	1.00	
Satd. Flow (perm)		3351	1552					1844	1620	1287	1638	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	10	541	92	0	0	0	0	37	296	22	228	0
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	234	0	0	0
Lane Group Flow (vph)	0	551	56	0	0	0	0	37	62	22	228	0
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	5%	5%	5%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		60.7	60.7					20.8	20.8	20.8	20.8	
Effective Green, g (s)		60.7	60.7					20.8	20.8	20.8	20.8	
Actuated g/C Ratio		0.61	0.61					0.21	0.21	0.21	0.21	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2034	942					383	336	267	340	
v/s Ratio Prot		c0.16	0.04					0.02			c0.14	
v/s Ratio Perm									0.04	0.02		
v/c Ratio		0.27	0.06					0.10	0.18	0.08	0.67	
Uniform Delay, d1		9.2	8.0					32.0	32.6	31.9	36.4	
Progression Factor		1.12	1.76					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.1					0.1	0.3	0.1	5.1	
Delay (s)		10.6	14.2					32.1	32.9	32.0	41.6	
Level of Service		B	B					C	C	C	D	
Approach Delay (s)		11.1			0.0			32.8			40.7	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR	Ø3
Lane Configurations												
Traffic Volume (vph)	580	10	80	660	220	10	0	40	10	10	30	
Future Volume (vph)	580	10	80	660	220	10	0	40	10	10	30	
Peak Hour Factor	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.81	0.81	0.81	
Heavy Vehicles (%)	4%	4%	5%	5%	5%	6%	6%	6%	3%	3%	3%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	719	0	95	786	262	0	64	0	0	61	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA		
Protected Phases	2		1	1 2	1 2		4			4		3
Permitted Phases						4			4			
Detector Phase	2		1	1 2	1 2	4	4		4	4		
Switch Phase												
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0	9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9	13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0	24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%	24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3	3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6	1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0			0.0		
Total Lost Time (s)	6.0		5.0				4.9			4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Recall Mode	C-Max		Max			None	None		None	None		None
v/c Ratio	0.43		0.49	0.31	0.22		0.24			0.32		
Control Delay	16.9		51.0	10.0	2.4		2.1			26.3		
Queue Delay	0.0		0.0	0.0	0.0		0.0			0.0		
Total Delay	16.9		51.0	10.0	2.4		2.1			26.3		
Queue Length 50th (ft)	89		58	47	0		0			14		
Queue Length 95th (ft)	230		101	201	31		0			46		
Internal Link Dist (ft)				1164			138			182		
Turn Bay Length (ft)			130									
Base Capacity (vph)	1672		195	2545	1176		417			366		
Starvation Cap Reductn	0		0	0	0		0			0		
Spillback Cap Reductn	0		0	0	0		0			0		
Storage Cap Reductn	0		0	0	0		0			0		
Reduced v/c Ratio	0.43		0.49	0.31	0.22		0.15			0.17		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



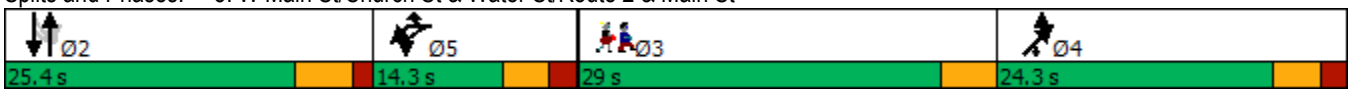
Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	580	10	80	660	220	10	0	40	10	10	30
Future Volume (vph)	580	10	80	660	220	10	0	40	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	8	16	8
Grade (%)				0%			2%			4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9			4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00			1.00	
Frt	1.00		1.00	1.00	0.85		0.89			0.92	
Flt Protected	1.00		0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	3015		1776	3553	1538		1724			1863	
Flt Permitted	1.00		0.95	1.00	1.00		0.94			0.94	
Satd. Flow (perm)	3015		1776	3553	1538		1634			1761	
Peak-hour factor, PHF	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.81	0.81	0.81
Adj. Flow (vph)	707	12	95	786	262	13	0	51	12	12	37
RTOR Reduction (vph)	59	0	0	0	88	0	59	0	0	34	0
Lane Group Flow (vph)	660	0	95	786	174	0	5	0	0	27	0
Heavy Vehicles (%)	4%	4%	5%	5%	5%	6%	6%	6%	3%	3%	3%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA	
Protected Phases	2		1	1 2	1 2		4			4	
Permitted Phases						4			4		
Actuated Green, G (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Effective Green, g (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Actuated g/C Ratio	0.50		0.11	0.66	0.66		0.07			0.07	
Clearance Time (s)	6.0		5.0				4.9			4.9	
Vehicle Extension (s)	0.2		3.0				2.0			2.0	
Lane Grp Cap (vph)	1516		195	2355	1019		117			126	
v/s Ratio Prot	c0.22		c0.05	0.22	0.11						
v/s Ratio Perm							0.00			c0.02	
v/c Ratio	0.44		0.49	0.33	0.17		0.04			0.21	
Uniform Delay, d1	15.8		41.8	7.3	6.4		43.2			43.7	
Progression Factor	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.9		8.5	0.4	0.4		0.1			0.3	
Delay (s)	16.7		50.3	7.7	6.8		43.2			44.0	
Level of Service	B		D	A	A		D			D	
Approach Delay (s)				11.0			43.2			44.0	
Approach LOS				B			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations										
Traffic Volume (vph)	10	0	90	810	20	320	150	140	430	
Future Volume (vph)	10	0	90	810	20	320	150	140	430	
Peak Hour Factor	0.79	0.79	0.79	0.89	0.70	0.70	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	4%	8%	8%	6%	6%	6%	
Shared Lane Traffic (%)			45%						36%	
Lane Group Flow (vph)	0	64	63	910	0	486	163	320	299	
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	5	2		2	4	4	4	3
Permitted Phases					2					
Detector Phase	5	5	5	2	2	2	4	4	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	29.0
Total Split (s)	14.3	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	29.0
Total Split (%)	15.4%	15.4%	15.4%	27.3%	27.3%	27.3%	26.1%	26.1%	26.1%	31%
Yellow Time (s)	3.2	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?										Yes
Recall Mode	None	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio		0.40	0.43	0.59		0.54	0.33	0.58	0.48	
Control Delay		39.4	40.9	23.3		24.3	24.1	19.0	6.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		39.4	40.9	23.3		24.3	24.1	19.0	6.6	
Queue Length 50th (ft)		23	23	97		73	44	53	0	
Queue Length 95th (ft)		67	70	#256		147	150	#249	74	
Internal Link Dist (ft)		737		133		359		434		
Turn Bay Length (ft)		90	90				270			
Base Capacity (vph)		250	232	1576		922	495	550	627	
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		0.26	0.27	0.58		0.53	0.33	0.58	0.48	

Intersection Summary
Cycle Length: 93
Actuated Cycle Length: 64.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations									
Traffic Volume (vph)	10	0	90	810	20	320	150	140	430
Future Volume (vph)	10	0	90	810	20	320	150	140	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	14	12	12	12	12	12	12
Grade (%)		6%		6%		2%		12%	
Total Lost time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor		1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt		0.88	0.85	1.00		1.00	1.00	0.92	0.85
Flt Protected		0.99	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1713	1587	4838		3299	1601	1475	1361
Flt Permitted		0.99	1.00	1.00		0.86	0.95	1.00	1.00
Satd. Flow (perm)		1713	1587	4838		2829	1601	1475	1361
Peak-hour factor, PHF	0.79	0.79	0.79	0.89	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	13	0	114	910	29	457	163	152	467
RTOR Reduction (vph)	0	0	0	0	0	0	0	97	212
Lane Group Flow (vph)	0	64	63	910	0	486	163	223	87
Heavy Vehicles (%)	0%	0%	0%	4%	8%	8%	6%	6%	6%
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	5	2		2	4	4	4
Permitted Phases					2				
Actuated Green, G (s)		4.7	4.7	20.4		20.4	19.9	19.9	19.9
Effective Green, g (s)		4.7	4.7	20.4		20.4	19.9	19.9	19.9
Actuated g/C Ratio		0.07	0.07	0.30		0.30	0.29	0.29	0.29
Clearance Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)		0.2	0.2	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)		117	108	1440		842	465	428	395
v/s Ratio Prot		0.04	c0.04	c0.19			0.10	c0.15	0.06
v/s Ratio Perm						0.17			
v/c Ratio		0.55	0.58	0.63		0.58	0.35	0.52	0.22
Uniform Delay, d1		30.9	30.9	20.8		20.4	19.2	20.3	18.4
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		2.8	5.1	0.8		0.8	2.1	4.5	1.3
Delay (s)		33.7	36.0	21.6		21.2	21.3	24.8	19.7
Level of Service		C	D	C		C	C	C	B
Approach Delay (s)		34.8		21.6		21.2		22.1	
Approach LOS		C		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	68.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	340	340	620	440	0	0	
Future Volume (vph)	340	340	620	440	0	0	
Peak Hour Factor	0.89	0.89	0.96	0.96	0.25	0.25	
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	764	0	646	458	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.78		0.35	0.27			
Control Delay	23.6		13.0	3.0			
Queue Delay	0.0		0.0	0.0			
Total Delay	23.6		13.0	3.0			
Queue Length 50th (ft)	115		71	0			
Queue Length 95th (ft)	178		198	166			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	984		1834	1670			
Starvation Cap Reductn	0		0	103			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.78		0.35	0.29			

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: West Side Blvd & Route 2





Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	340	340	620	440	0	0
Future Volume (vph)	340	340	620	440	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.93		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3226		3335	1810		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3226		3335	1810		
Peak-hour factor, PHF	0.89	0.89	0.96	0.96	0.25	0.25
Adj. Flow (vph)	382	382	646	458	0	0
RTOR Reduction (vph)	226	0	0	0	0	0
Lane Group Flow (vph)	538	0	646	458	0	0
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	758		1700	1348		
v/s Ratio Prot	c0.17		c0.19	0.25		
v/s Ratio Perm						
v/c Ratio	0.71		0.38	0.34		
Uniform Delay, d1	28.1		11.9	3.5		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	5.6		0.6	0.7		
Delay (s)	33.6		12.6	4.2		
Level of Service	C		B	A		
Approach Delay (s)	33.6			9.1	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

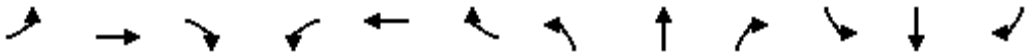
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	730	10	0	0	0	0	10	10	10	10	0
Future Volume (vph)	20	730	10	0	0	0	0	10	10	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	826	0	0	0	0	0	22	0	0	22	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	59.5	59.5						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.5	3.5						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		4.5						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.19						0.14			0.17	
Control Delay		1.5						25.4			36.7	
Queue Delay		0.0						0.0			0.0	
Total Delay		1.5						25.4			36.7	
Queue Length 50th (ft)		23						5			10	
Queue Length 95th (ft)		36						26			32	
Internal Link Dist (ft)		510			398			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4452						325			279	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.19						0.07			0.08	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	730	10	0	0	0	0	10	10	10	10	0
Future Volume (vph)	20	730	10	0	0	0	0	10	10	10	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		4.5						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.93			1.00	
Flt Protected		1.00						1.00			0.98	
Satd. Flow (prot)		5068						1737			1799	
Flt Permitted		1.00						1.00			0.83	
Satd. Flow (perm)		5068						1737			1532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	793	11	0	0	0	0	11	11	11	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	825	0	0	0	0	0	12	0	0	22	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		66.7						4.4			4.4	
Effective Green, g (s)		66.7						4.4			4.4	
Actuated g/C Ratio		0.83						0.06			0.06	
Clearance Time (s)		4.5						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4225						95			84	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.16									c0.01	
v/c Ratio		0.20						0.12			0.26	
Uniform Delay, d1		1.3						36.0			36.2	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.6			1.7	
Delay (s)		1.4						36.5			37.9	
Level of Service		A						D			D	
Approach Delay (s)		1.4			0.0			36.5			37.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	3.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	140	30	310	240	60	20	170	220	120	350	90
Future Volume (vph)	30	140	30	310	240	60	20	170	220	120	350	90
Peak Hour Factor	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88	0.84	0.84	0.84
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	217	0	365	353	0	0	466	0	143	524	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.14	0.68		0.92	0.67			1.00		0.43	0.61	
Control Delay	24.1	47.4		57.5	39.5			74.6		22.2	24.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	24.1	47.4		57.5	39.5			74.6		22.2	24.7	
Queue Length 50th (ft)	12	104		145	169			223		39	181	
Queue Length 95th (ft)	43	212		#388	#453			#646		124	471	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	358	382		395	524			466		336	856	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.11	0.57		0.92	0.67			1.00		0.43	0.61	

Intersection Summary
Cycle Length: 123.5
Actuated Cycle Length: 92.5
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

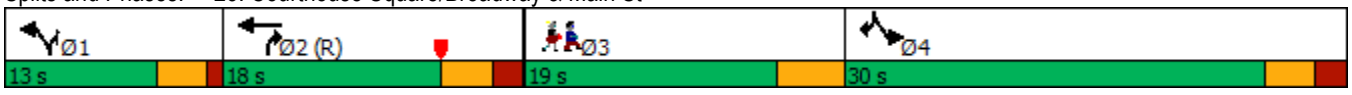
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	140	30	310	240	60	20	170	220	120	350	90
Future Volume (vph)	30	140	30	310	240	60	20	170	220	120	350	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97			0.93		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1662	1703		1787	1824			1648		1710	1805	
Flt Permitted	0.43	1.00		0.38	1.00			0.95		0.24	1.00	
Satd. Flow (perm)	758	1703		719	1824			1577		435	1805	
Peak-hour factor, PHF	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	38	179	38	365	282	71	23	193	250	143	417	107
RTOR Reduction (vph)	0	6	0	0	7	0	0	31	0	0	6	0
Lane Group Flow (vph)	38	211	0	365	346	0	0	435	0	143	518	0
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	22.8	18.9		34.2	26.3			25.6		36.9	41.9	
Effective Green, g (s)	22.8	18.9		34.2	26.3			25.6		36.9	41.9	
Actuated g/C Ratio	0.23	0.19		0.35	0.27			0.26		0.38	0.43	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	214	331		377	493			415		313	778	
v/s Ratio Prot	0.01	0.12		c0.11	0.19					0.05	c0.29	
v/s Ratio Perm	0.03			c0.23				c0.28		0.12		
v/c Ratio	0.18	0.64		0.97	0.70			1.05		0.46	0.67	
Uniform Delay, d1	29.2	36.0		29.1	31.9			35.8		22.3	22.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.1	4.0		37.4	4.5			57.4		0.4	1.7	
Delay (s)	29.4	40.0		66.5	36.4			93.2		22.6	23.7	
Level of Service	C	D		E	D			F		C	C	
Approach Delay (s)		38.4			51.7			93.2			23.5	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	97.2	Sum of lost time (s)	25.5
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	260	0	20	0	190	120	0	90
Future Volume (vph)	0	0	0	0	260	0	20	0	190	120	0	90
Peak Hour Factor	0.25	0.25	0.25	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	333	0	22	0	209	141	0	106
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.42		0.03		0.19	0.51		0.43
Control Delay					22.0		0.1		2.6	36.7		34.9
Queue Delay					0.0		0.0		0.2	0.0		0.0
Total Delay					22.0		0.1		2.8	36.7		34.9
Queue Length 50th (ft)					128		0		0	65		48
Queue Length 95th (ft)					201		0		36	105		84
Internal Link Dist (ft)		293			210			202			413	
Turn Bay Length (ft)												
Base Capacity (vph)					800		803		1089	542		485
Starvation Cap Reductn					0		0		394	0		0
Spillback Cap Reductn					0		0		0	0		0
Storage Cap Reductn					0		0		0	0		0
Reduced v/c Ratio					0.42		0.03		0.30	0.26		0.22

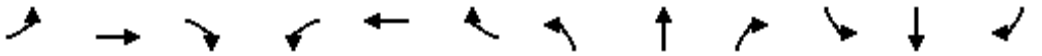
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



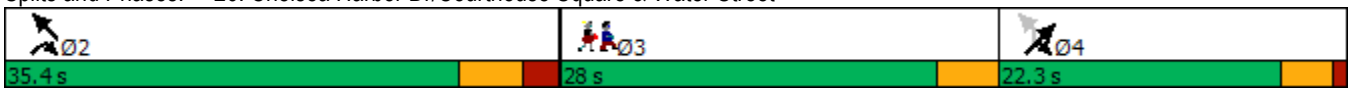
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	260	0	20	0	190	120	0	90
Future Volume (vph)	0	0	0	0	260	0	20	0	190	120	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1809		1939		1734	1735		1552
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1809		1939		1734	1735		1552
Peak-hour factor, PHF	0.25	0.25	0.25	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	0	333	0	22	0	209	141	0	106
RTOR Reduction (vph)	0	0	0	0	0	0	20	0	93	0	0	0
Lane Group Flow (vph)	0	0	0	0	333	0	2	0	116	141	0	106
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					33.8		6.5		44.3	12.7		12.7
Effective Green, g (s)					33.8		6.5		44.3	12.7		12.7
Actuated g/C Ratio					0.42		0.08		0.55	0.16		0.16
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					764		157		960	275		246
v/s Ratio Prot					c0.18		0.00		c0.07	c0.08		0.07
v/s Ratio Perm												
v/c Ratio					0.44		0.01		0.12	0.51		0.43
Uniform Delay, d1					16.4		33.8		8.5	30.8		30.4
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					1.8		0.0		0.1	2.1		1.7
Delay (s)					18.2		33.8		8.6	33.0		32.0
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			18.2			11.0			32.6	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	60	10	150	590	0	0	0
Future Volume (vph)	0	0	0	0	550	60	10	150	590	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	678	0	0	188	694	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.34			0.34	0.47			
Control Delay					10.0			13.9	1.7			
Queue Delay					0.2			0.0	0.0			
Total Delay					10.1			13.9	1.7			
Queue Length 50th (ft)					32			12	0			
Queue Length 95th (ft)					211			45	30			
Internal Link Dist (ft)		212			237			398			202	
Turn Bay Length (ft)												
Base Capacity (vph)					1966			1295	1457			
Starvation Cap Reductn					485			0	38			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.46			0.15	0.49			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 53.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	60	10	150	590	0	0	0
Future Volume (vph)	0	0	0	0	550	60	10	150	590	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3382			3424	1537			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3382			3424	1537			
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	611	67	12	176	694	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	82	219	0	0	0
Lane Group Flow (vph)	0	0	0	0	678	0	0	106	475	0	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.9			7.4	42.6			
Effective Green, g (s)					30.9			7.4	38.3			
Actuated g/C Ratio					0.55			0.13	0.68			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1866			452	1051			
v/s Ratio Prot					0.20				c0.31			
v/s Ratio Perm								0.03				
v/c Ratio					0.36			0.24	0.45			
Uniform Delay, d1					7.0			21.8	4.0			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.5			0.1	0.1			
Delay (s)					7.6			21.9	4.2			
Level of Service					A			C	A			
Approach Delay (s)		0.0			7.6			7.9			0.0	
Approach LOS		A			A			A			A	

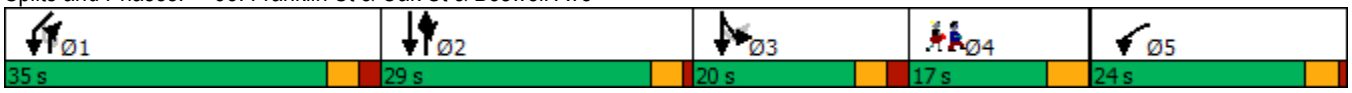
Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	10	70	90	10	10	10	90	10	120	10
Future Volume (vph)	10	10	10	70	90	10	10	10	90	10	120	10
Peak Hour Factor	0.81	0.81	0.81	0.72	0.72	0.72	0.83	0.83	0.83	0.73	0.73	0.73
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	10%	10%	10%	11%	11%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	0	0	97	139	0	0	24	108	0	192	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			Min			None	None		None	None	
v/c Ratio	0.14			0.22	0.13			0.15	0.15		0.44	
Control Delay	28.6			24.8	9.3			31.6	15.4		23.1	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	28.6			24.8	9.3			31.6	15.4		23.1	
Queue Length 50th (ft)	7			17	9			5	12		32	
Queue Length 95th (ft)	43			74	65			34	78		125	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	798			1170	1437			508	1063		1104	
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	0.05			0.08	0.10			0.05	0.10		0.17	

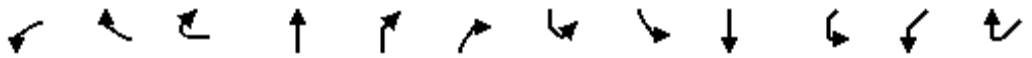
Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 50
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	10	70	90	10	10	10	90	10	120	10
Future Volume (vph)	10	10	10	70	90	10	10	10	90	10	120	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.91			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.98			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1664			1954	1661			1477	1555		1555	
Flt Permitted	0.98			1.00	1.00			0.91	1.00		0.97	
Satd. Flow (perm)	1664			1954	1661			1413	1555		1584	
Peak-hour factor, PHF	0.81	0.81	0.81	0.72	0.72	0.72	0.83	0.83	0.83	0.73	0.73	0.73
Adj. Flow (vph)	12	12	12	97	125	14	12	12	108	14	164	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	36	0	0	97	139	0	0	24	108	0	192	0
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	10%	10%	10%	11%	11%	11%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	2.4			11.5	30.3			4.4	19.9		13.8	
Effective Green, g (s)	2.4			11.5	30.3			4.4	19.9		13.8	
Actuated g/C Ratio	0.04			0.21	0.55			0.08	0.36		0.25	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				1.0			3.0	
Lane Grp Cap (vph)	71			404	906			112	557		393	
v/s Ratio Prot	c0.02			c0.05	0.08				c0.07			
v/s Ratio Perm								0.02			c0.12	
v/c Ratio	0.51			0.24	0.15			0.21	0.19		0.49	
Uniform Delay, d1	26.0			18.4	6.2			23.9	12.3		17.8	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	5.6			0.3	0.1			0.4	0.2		1.0	
Delay (s)	31.6			18.7	6.3			24.3	12.4		18.8	
Level of Service	C			B	A			C	B		B	
Approach Delay (s)	31.6			11.4					14.6		18.8	
Approach LOS	C			B					B		B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	22.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

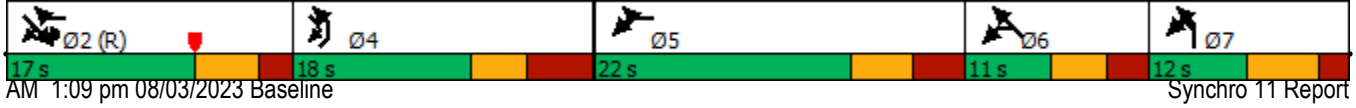


Lane Group	WBL	WBR	NBL	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations									
Traffic Volume (vph)	310	330	5	340	10	240	5	270	180
Future Volume (vph)	310	330	5	340	10	240	5	270	180
Peak Hour Factor	0.83	0.83	0.50	0.80	0.80	0.80	0.25	0.73	0.73
Shared Lane Traffic (%)									
Lane Group Flow (vph)	373	398	10	0	438	300	20	617	0
Turn Type	Prot	pt+ov	Prot	Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7	2	2	2 4	6	4	
Permitted Phases									
Detector Phase	5	2 5	7	2	2	2 4	6	4	
Switch Phase									
Minimum Initial (s)	5.0		5.0	10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2	15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0	17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%	21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3	3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9	2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2		5.8		5.8	7.4	
Lead/Lag	Lead						Lag		
Lead-Lag Optimize?	Yes						Yes		
Recall Mode	None		None	C-Max	C-Max		None	None	
v/c Ratio	1.17	0.44	0.09		0.74	0.34	0.17	1.58	
Control Delay	138.4	11.0	36.8		37.2	13.5	38.8	300.0	
Queue Delay	0.0	0.0	0.0		0.0	1.1	0.0	0.0	
Total Delay	138.4	11.0	36.8		37.2	14.6	38.8	300.0	
Queue Length 50th (ft)	~226	66	5		162	57	10	~229	
Queue Length 95th (ft)	#345	122	11		#438	164	8	#247	
Internal Link Dist (ft)	1347		266		237		336	287	
Turn Bay Length (ft)		465						200	
Base Capacity (vph)	318	913	118		590	871	121	391	
Starvation Cap Reductn	0	0	0		0	357	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	1.17	0.44	0.08		0.74	0.58	0.17	1.58	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ 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: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road





Movement	WBL	WBR	NBL	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations									
Traffic Volume (vph)	310	330	5	340	10	240	5	270	180
Future Volume (vph)	310	330	5	340	10	240	5	270	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	10	12
Grade (%)	4%		15%		6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2		5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00	1.00	0.97	
Frt	1.00	0.85	1.00		1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	0.95		0.95	1.00	1.00	0.97	
Satd. Flow (prot)	1676	1552	1637		1723	1536	1863	2955	
Flt Permitted	0.95	1.00	0.95		0.95	1.00	1.00	0.97	
Satd. Flow (perm)	1676	1552	1637		1723	1536	1863	2955	
Peak-hour factor, PHF	0.83	0.83	0.50	0.80	0.80	0.80	0.25	0.73	0.73
Adj. Flow (vph)	373	398	10	425	12	300	20	370	247
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	373	398	10	0	438	300	20	617	0
Turn Type	Prot	pt+ov	Prot	Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7	2	2	2 4	6	4	
Permitted Phases									
Actuated Green, G (s)	15.2	34.1	1.2		18.9	35.3	2.1	10.6	
Effective Green, g (s)	15.2	34.1	1.2		18.9	35.3	2.1	10.6	
Actuated g/C Ratio	0.19	0.43	0.01		0.24	0.44	0.03	0.13	
Clearance Time (s)	6.8		6.2		5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0		3.0		2.0	3.0	
Lane Grp Cap (vph)	318	661	24		407	677	48	391	
v/s Ratio Prot	c0.22	0.26	c0.01		c0.25	0.20	c0.01	c0.21	
v/s Ratio Perm									
v/c Ratio	1.17	0.60	0.42		1.08	0.44	0.42	1.58	
Uniform Delay, d1	32.4	17.7	39.1		30.6	15.5	38.3	34.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	106.0	1.6	4.2		66.5	0.5	2.1	272.1	
Delay (s)	138.4	19.3	43.3		97.0	16.0	40.5	306.8	
Level of Service	F	B	D		F	B	D	F	
Approach Delay (s)	76.9		43.3		64.1		40.5	306.8	
Approach LOS	E		D		E		D	F	

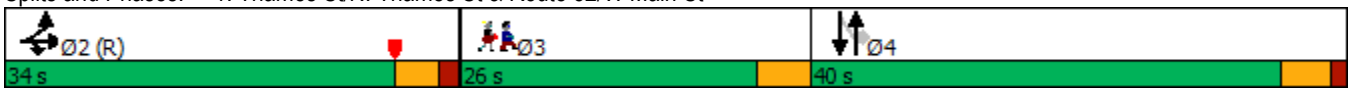
Intersection Summary			
HCM 2000 Control Delay	137.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	720	70	0	0	0	0	40	230	10	140	0
Future Volume (vph)	10	720	70	0	0	0	0	40	230	10	140	0
Peak Hour Factor	0.93	0.93	0.93	0.25	0.25	0.25	0.87	0.87	0.87	0.76	0.76	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	785	75	0	0	0	0	46	264	13	184	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.34	0.07					0.14	0.52	0.06	0.64	
Control Delay		12.7	8.4					33.0	7.9	31.3	47.4	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		12.7	8.4					33.0	7.9	31.3	47.4	
Queue Length 50th (ft)		53	0					25	0	7	110	
Queue Length 95th (ft)		195	32					49	53	18	135	
Internal Link Dist (ft)		534			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		2314	1097					656	748	445	571	
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		0.34	0.07					0.07	0.35	0.03	0.32	

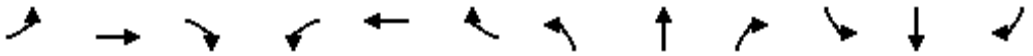
Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



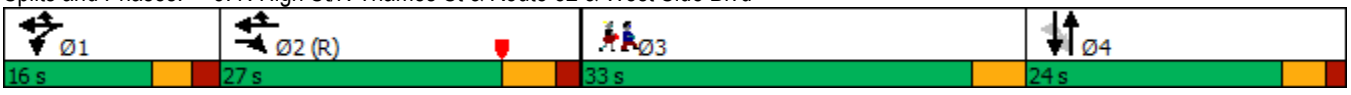
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	720	70	0	0	0	0	40	230	10	140	0
Future Volume (vph)	10	720	70	0	0	0	0	40	230	10	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3452	1599					1881	1652	1667	1638	
Flt Permitted		1.00	1.00					1.00	1.00	0.73	1.00	
Satd. Flow (perm)		3452	1599					1881	1652	1276	1638	
Peak-hour factor, PHF	0.93	0.93	0.93	0.25	0.25	0.25	0.87	0.87	0.87	0.76	0.76	0.76
Adj. Flow (vph)	11	774	75	0	0	0	0	46	264	13	184	0
RTOR Reduction (vph)	0	0	27	0	0	0	0	0	218	0	0	0
Lane Group Flow (vph)	0	785	48	0	0	0	0	46	46	13	184	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	5%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		63.9	63.9					17.6	17.6	17.6	17.6	
Effective Green, g (s)		63.9	63.9					17.6	17.6	17.6	17.6	
Actuated g/C Ratio		0.64	0.64					0.18	0.18	0.18	0.18	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		2205	1021					331	290	224	288	
v/s Ratio Prot		c0.23	0.03					0.02			c0.11	
v/s Ratio Perm									0.03	0.01		
v/c Ratio		0.36	0.05					0.14	0.16	0.06	0.64	
Uniform Delay, d1		8.4	6.7					34.8	34.9	34.3	38.2	
Progression Factor		1.21	2.12					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.1					0.2	0.3	0.1	4.6	
Delay (s)		10.6	14.4					35.0	35.2	34.4	42.9	
Level of Service		B	B					C	D	C	D	
Approach Delay (s)		10.9			0.0			35.2			42.3	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR	Ø3
Lane Configurations												
Traffic Volume (vph)	750	10	60	770	140	10	10	30	10	0	30	
Future Volume (vph)	750	10	60	770	140	10	10	30	10	0	30	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.94	0.80	0.80	0.80	0.75	0.75	0.75	
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	817	0	64	819	149	0	64	0	0	53	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA		
Protected Phases	2		1	1 2	1 2		4			4		3
Permitted Phases						4			4			
Detector Phase	2		1	1 2	1 2	4	4		4	4		
Switch Phase												
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0	9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9	13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0	24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%	24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3	3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6	1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0			0.0		
Total Lost Time (s)	6.0		5.0				4.9			4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes	Yes		Yes
Recall Mode	C-Max		Max			None	None		None	None		None
v/c Ratio	0.47		0.32	0.31	0.13		0.23			0.19		
Control Delay	17.8		45.8	9.9	2.7		1.9			1.6		
Queue Delay	0.0		0.0	0.0	0.0		0.0			0.0		
Total Delay	17.8		45.8	9.9	2.7		1.9			1.6		
Queue Length 50th (ft)	107		38	50	0		0			0		
Queue Length 95th (ft)	313		80	227	32		0			0		
Internal Link Dist (ft)				1164			138			182		
Turn Bay Length (ft)			130									
Base Capacity (vph)	1722		201	2621	1176		445			439		
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	0.47		0.32	0.31	0.13		0.14			0.12		

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



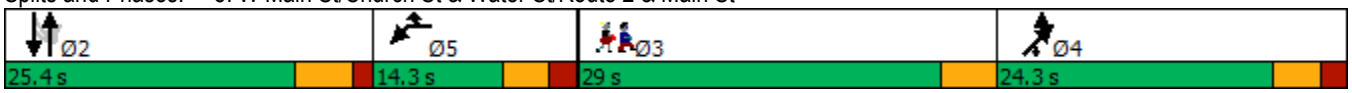
Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	750	10	60	770	140	10	10	30	10	0	30
Future Volume (vph)	750	10	60	770	140	10	10	30	10	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	8	16	8
Grade (%)				0%			2%			4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9			4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00			1.00	
Frt	1.00		1.00	1.00	0.85		0.92			0.90	
Flt Protected	1.00		0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	3105		1829	3657	1583		1865			1872	
Flt Permitted	1.00		0.95	1.00	1.00		0.94			0.92	
Satd. Flow (perm)	3105		1829	3657	1583		1777			1747	
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.94	0.80	0.80	0.80	0.75	0.75	0.75
Adj. Flow (vph)	806	11	64	819	149	12	12	38	13	0	40
RTOR Reduction (vph)	59	0	0	0	50	0	59	0	0	49	0
Lane Group Flow (vph)	758	0	64	819	99	0	5	0	0	4	0
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	0%	0%	0%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		Perm	NA	
Protected Phases	2		1	1 2	1 2		4			4	
Permitted Phases						4			4		
Actuated Green, G (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Effective Green, g (s)	50.3		11.0	66.3	66.3		7.2			7.2	
Actuated g/C Ratio	0.50		0.11	0.66	0.66		0.07			0.07	
Clearance Time (s)	6.0		5.0				4.9			4.9	
Vehicle Extension (s)	0.2		3.0				2.0			2.0	
Lane Grp Cap (vph)	1561		201	2424	1049		127			125	
v/s Ratio Prot	c0.24		0.03	c0.22	0.06						
v/s Ratio Perm							c0.00			0.00	
v/c Ratio	0.49		0.32	0.34	0.09		0.04			0.03	
Uniform Delay, d1	16.3		41.0	7.3	6.1		43.2			43.2	
Progression Factor	1.00		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1		4.1	0.4	0.2		0.0			0.0	
Delay (s)	17.4		45.2	7.7	6.2		43.2			43.2	
Level of Service	B		D	A	A		D			D	
Approach Delay (s)				9.8			43.2			43.2	
Approach LOS				A			D			D	

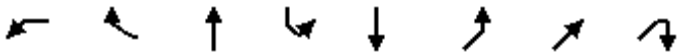
Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations									
Traffic Volume (vph)	0	150	830	10	270	140	160	620	
Future Volume (vph)	0	150	830	10	270	140	160	620	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.91	0.87	0.87	0.87	
Heavy Vehicles (%)	0%	0%	1%	1%	1%	1%	1%	1%	
Shared Lane Traffic (%)		50%						39%	
Lane Group Flow (vph)	85	84	912	0	308	161	462	435	
Turn Type	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	2		2	4	4	4	3
Permitted Phases				2					
Detector Phase	5	5	2	2	2	4	4	4	
Switch Phase									
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	29.0
Total Split (s)	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	29.0
Total Split (%)	15.4%	15.4%	27.3%	27.3%	27.3%	26.1%	26.1%	26.1%	31%
Yellow Time (s)	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag						Lag	Lag	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio	0.41	0.42	0.61		0.32	0.31	0.82	0.59	
Control Delay	37.4	38.4	24.4		22.1	24.8	32.3	6.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	37.4	38.4	24.4		22.1	24.8	32.3	6.9	
Queue Length 50th (ft)	30	31	106		46	48	123	0	
Queue Length 95th (ft)	95	#105	#255		124	141	#428	74	
Internal Link Dist (ft)	737		133		359		434		
Turn Bay Length (ft)	90	90				270			
Base Capacity (vph)	242	230	1606		1035	514	563	739	
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	0.35	0.37	0.57		0.30	0.31	0.82	0.59	

Intersection Summary
Cycle Length: 93
Actuated Cycle Length: 65.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations								
Traffic Volume (vph)	0	150	830	10	270	140	160	620
Future Volume (vph)	0	150	830	10	270	140	160	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	14	12	12	12	12	12	12
Grade (%)	6%		6%		2%		12%	
Total Lost time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt	0.85	0.85	1.00		1.00	1.00	0.91	0.85
Flt Protected	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)	1671	1587	4982		3532	1680	1528	1428
Flt Permitted	1.00	1.00	1.00		0.91	0.95	1.00	1.00
Satd. Flow (perm)	1671	1587	4982		3213	1680	1528	1428
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.91	0.87	0.87	0.87
Adj. Flow (vph)	0	169	912	11	297	161	184	713
RTOR Reduction (vph)	0	0	0	0	0	0	98	310
Lane Group Flow (vph)	85	84	912	0	308	161	364	125
Heavy Vehicles (%)	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	2		2	4	4	4
Permitted Phases				2				
Actuated Green, G (s)	6.5	6.5	19.5		19.5	20.0	20.0	20.0
Effective Green, g (s)	6.5	6.5	19.5		19.5	20.0	20.0	20.0
Actuated g/C Ratio	0.09	0.09	0.28		0.28	0.29	0.29	0.29
Clearance Time (s)	5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)	156	148	1397		901	483	439	410
v/s Ratio Prot	0.05	c0.05	c0.18			0.10	c0.24	0.09
v/s Ratio Perm					0.10			
v/c Ratio	0.54	0.57	0.65		0.34	0.33	0.83	0.31
Uniform Delay, d1	30.1	30.2	22.0		19.9	19.5	23.2	19.3
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	4.9	1.0		0.2	1.9	16.5	1.9
Delay (s)	33.9	35.1	23.0		20.1	21.3	39.6	21.2
Level of Service	C	D	C		C	C	D	C
Approach Delay (s)	34.5		23.0		20.1		29.3	
Approach LOS	C		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	280	280	690	430	0	0	
Future Volume (vph)	280	280	690	430	0	0	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.25	0.25	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	622	0	758	473	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.62		0.40	0.27			
Control Delay	17.1		13.4	3.0			
Queue Delay	0.0		0.0	0.0			
Total Delay	17.1		13.4	3.0			
Queue Length 50th (ft)	73		87	0			
Queue Length 95th (ft)	128		236	169			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	998		1906	1735			
Starvation Cap Reductn	0		0	112			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.62		0.40	0.29			

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: West Side Blvd & Route 2





Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	280	280	690	430	0	0
Future Volume (vph)	280	280	690	430	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.93		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3290		3467	1881		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3290		3467	1881		
Peak-hour factor, PHF	0.90	0.90	0.91	0.91	0.25	0.25
Adj. Flow (vph)	311	311	758	473	0	0
RTOR Reduction (vph)	226	0	0	0	0	0
Lane Group Flow (vph)	396	0	758	473	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	773		1768	1401		
v/s Ratio Prot	c0.12		c0.22	0.25		
v/s Ratio Perm						
v/c Ratio	0.51		0.43	0.34		
Uniform Delay, d1	26.6		12.3	3.5		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	2.4		0.8	0.7		
Delay (s)	29.0		13.1	4.1		
Level of Service	C		B	A		
Approach Delay (s)	29.0			9.6	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

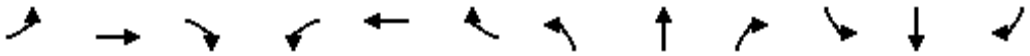
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	880	10	0	0	0	0	10	20	20	10	0
Future Volume (vph)	20	880	10	0	0	0	0	10	20	20	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	990	0	0	0	0	0	33	0	0	33	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	60.2	60.2						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.8	3.8						3.0		3.0	3.0	
All-Red Time (s)	1.4	1.4						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.2						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.23						0.19			0.25	
Control Delay		1.9						20.8			38.1	
Queue Delay		0.0						0.0			0.0	
Total Delay		1.9						20.8			38.1	
Queue Length 50th (ft)		33						5			16	
Queue Length 95th (ft)		52						30			41	
Internal Link Dist (ft)		510			398			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4392						327			262	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.23						0.10			0.13	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	880	10	0	0	0	0	10	20	20	10	0
Future Volume (vph)	20	880	10	0	0	0	0	10	20	20	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		5.2						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.91			1.00	
Flt Protected		1.00						1.00			0.97	
Satd. Flow (prot)		5071						1695			1785	
Flt Permitted		1.00						1.00			0.78	
Satd. Flow (perm)		5071						1695			1437	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	957	11	0	0	0	0	11	22	22	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	21	0	0	0	0
Lane Group Flow (vph)	0	989	0	0	0	0	0	12	0	0	33	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		65.5						4.9			4.9	
Effective Green, g (s)		65.5						4.9			4.9	
Actuated g/C Ratio		0.82						0.06			0.06	
Clearance Time (s)		5.2						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4151						103			88	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.20									c0.02	
v/c Ratio		0.24						0.12			0.38	
Uniform Delay, d1		1.6						35.5			36.1	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.5			2.7	
Delay (s)		1.8						36.0			38.8	
Level of Service		A						D			D	
Approach Delay (s)		1.8			0.0			36.0			38.8	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

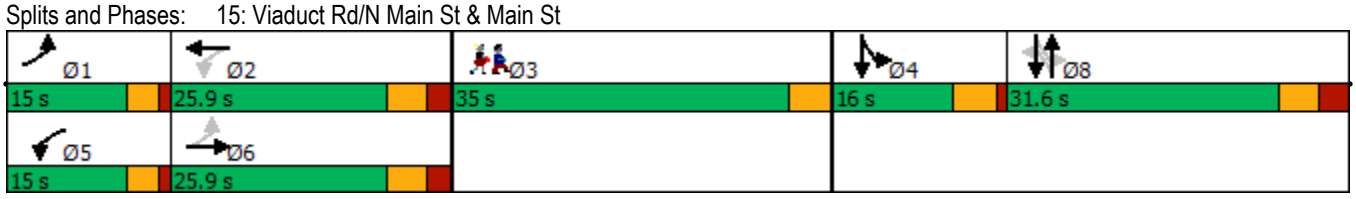
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	150	40	280	210	90	30	220	300	100	260	90
Future Volume (vph)	50	150	40	280	210	90	30	220	300	100	260	90
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.82	0.82	0.82	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	214	0	315	337	0	0	671	0	112	393	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.21	0.66		0.80	0.72			1.43		0.38	0.46	
Control Delay	24.7	46.2		42.5	42.8			233.1		21.5	20.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	24.7	46.2		42.5	42.8			233.1		21.5	20.7	
Queue Length 50th (ft)	18	101		121	158			~455		29	118	
Queue Length 95th (ft)	65	#262		#346	#469			#914		106	354	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	354	394		393	470			469		295	842	
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	0.54		0.80	0.72			1.43		0.38	0.47	

Intersection Summary

Cycle Length: 123.5
Actuated Cycle Length: 92.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ 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: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	150	40	280	210	90	30	220	300	100	260	90
Future Volume (vph)	50	150	40	280	210	90	30	220	300	100	260	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96			0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1711	1744		1805	1815			1646		1727	1808	
Flt Permitted	0.40	1.00		0.38	1.00			0.95		0.16	1.00	
Satd. Flow (perm)	715	1744		713	1815			1574		284	1808	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.82	0.82	0.82	0.89	0.89	0.89
Adj. Flow (vph)	56	169	45	315	236	101	37	268	366	112	292	101
RTOR Reduction (vph)	0	7	0	0	11	0	0	32	0	0	8	0
Lane Group Flow (vph)	56	207	0	315	326	0	0	639	0	112	385	0
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	23.3	17.7		33.0	23.4			25.6		36.8	41.8	
Effective Green, g (s)	23.3	17.7		33.0	23.4			25.6		36.8	41.8	
Actuated g/C Ratio	0.24	0.18		0.34	0.24			0.27		0.38	0.44	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	231	321		374	442			420		277	788	
v/s Ratio Prot	0.01	0.12		c0.10	0.18					0.05	c0.21	
v/s Ratio Perm	0.04			c0.19				c0.41		0.11		
v/c Ratio	0.24	0.64		0.84	0.74			1.52		0.40	0.49	
Uniform Delay, d1	28.6	36.2		26.8	33.4			35.2		22.1	19.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	4.4		15.1	6.3			246.3		0.4	0.2	
Delay (s)	28.8	40.6		41.8	39.7			281.4		22.4	19.6	
Level of Service	C	D		D	D			F		C	B	
Approach Delay (s)		38.1			40.7			281.4			20.2	
Approach LOS		D			D			F			C	

Intersection Summary			
HCM 2000 Control Delay	112.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	95.9	Sum of lost time (s)	25.5
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	310	0	10	0	220	110	0	120
Future Volume (vph)	0	0	0	0	310	0	10	0	220	110	0	120
Peak Hour Factor	0.25	0.25	0.25	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	356	0	11	0	247	128	0	140
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.44		0.02		0.22	0.44		0.53
Control Delay					23.1		0.0		2.6	33.6		37.2
Queue Delay					0.0		0.0		0.2	0.0		0.0
Total Delay					23.1		0.0		2.8	33.6		37.2
Queue Length 50th (ft)					140		0		0	58		65
Queue Length 95th (ft)					#274		0		38	96		106
Internal Link Dist (ft)		293			210			202			413	
Turn Bay Length (ft)												
Base Capacity (vph)					818		768		1123	552		494
Starvation Cap Reductn					0		0		392	0		0
Spillback Cap Reductn					0		0		0	0		0
Storage Cap Reductn					0		0		0	0		0
Reduced v/c Ratio					0.44		0.01		0.34	0.23		0.28

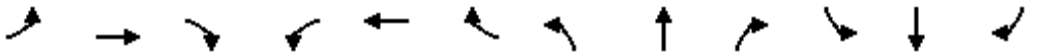
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



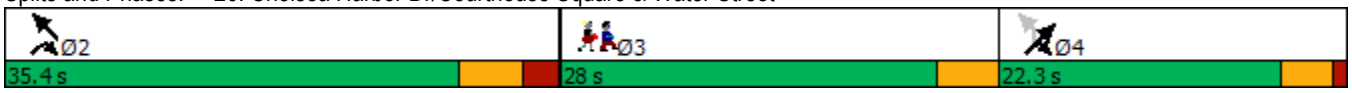
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	310	0	10	0	220	110	0	120
Future Volume (vph)	0	0	0	0	310	0	10	0	220	110	0	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1881		1996		1785	1769		1583
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1881		1996		1785	1769		1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.87	0.87	0.87	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	356	0	11	0	247	128	0	140
RTOR Reduction (vph)	0	0	0	0	0	0	10	0	112	0	0	0
Lane Group Flow (vph)	0	0	0	0	356	0	1	0	135	128	0	140
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					33.2		6.5		43.7	13.3		13.3
Effective Green, g (s)					33.2		6.5		43.7	13.3		13.3
Actuated g/C Ratio					0.42		0.08		0.55	0.17		0.17
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					780		162		975	294		263
v/s Ratio Prot					c0.19		0.00		c0.08	0.07		c0.09
v/s Ratio Perm												
v/c Ratio					0.46		0.01		0.14	0.44		0.53
Uniform Delay, d1					16.9		33.8		8.9	30.0		30.5
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					1.9		0.0		0.1	1.4		2.6
Delay (s)					18.8		33.8		9.0	31.4		33.1
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			18.8			10.0			32.3	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	20	10	210	700	0	0	0
Future Volume (vph)	0	0	0	0	550	20	10	210	700	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	731	0	0	242	769	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.37			0.40	0.51			
Control Delay					10.5			15.7	1.8			
Queue Delay					0.2			0.0	0.0			
Total Delay					10.7			15.7	1.9			
Queue Length 50th (ft)					37			18	0			
Queue Length 95th (ft)					191			66	43			
Internal Link Dist (ft)		212			237			398			202	
Turn Bay Length (ft)												
Base Capacity (vph)					1974			1302	1503			
Starvation Cap Reductn					500			0	37			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.50			0.19	0.52			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 53.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	550	20	10	210	700	0	0	0
Future Volume (vph)	0	0	0	0	550	20	10	210	700	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3449			3495	1567			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3449			3495	1567			
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	705	26	11	231	769	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	80	240	0	0	0
Lane Group Flow (vph)	0	0	0	0	731	0	0	162	529	0	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.9			8.2	43.4			
Effective Green, g (s)					30.9			8.2	39.1			
Actuated g/C Ratio					0.54			0.14	0.69			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1876			504	1078			
v/s Ratio Prot					0.21				c0.34			
v/s Ratio Perm								0.05				
v/c Ratio					0.39			0.32	0.49			
Uniform Delay, d1					7.5			21.8	4.2			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.6			0.1	0.1			
Delay (s)					8.1			21.9	4.3			
Level of Service					A			C	A			
Approach Delay (s)		0.0			8.1			8.5			0.0	
Approach LOS		A			A			A			A	

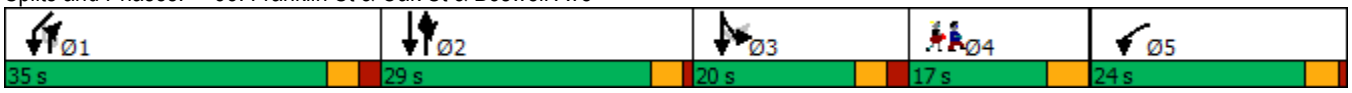
Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	14.7
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	90	150	20	10	20	80	10	120	10
Future Volume (vph)	10	10	20	90	150	20	10	20	80	10	120	10
Peak Hour Factor	0.69	0.69	0.69	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	0	0	100	189	0	0	33	86	0	172	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			None			None	None		Min	Min	
v/c Ratio	0.23			0.28	0.18			0.23	0.13		0.33	
Control Delay	32.1			29.3	13.3			36.6	18.2		26.5	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	32.1			29.3	13.3			36.6	18.2		26.5	
Queue Length 50th (ft)	16			28	32			10	17		46	
Queue Length 95th (ft)	50			97	114			46	69		131	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	674			1036	1380			415	971		1039	
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	0.08			0.10	0.14			0.08	0.09		0.17	

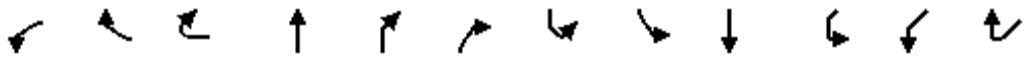
Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 58.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	90	150	20	10	20	80	10	120	10
Future Volume (vph)	10	10	20	90	150	20	10	20	80	10	120	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.90			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.99			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1699			2089	1776			1624	1710		1709	
Flt Permitted	0.99			1.00	1.00			0.82	1.00		0.97	
Satd. Flow (perm)	1699			2089	1776			1396	1710		1743	
Peak-hour factor, PHF	0.69	0.69	0.69	0.90	0.90	0.90	0.93	0.93	0.93	0.81	0.81	0.81
Adj. Flow (vph)	14	14	29	100	167	22	11	22	86	12	148	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	57	0	0	100	189	0	0	33	86	0	172	0
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	4.6			10.0	32.4			4.9	18.9		17.4	
Effective Green, g (s)	4.6			10.0	32.4			4.9	18.9		17.4	
Actuated g/C Ratio	0.07			0.16	0.52			0.08	0.30		0.28	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				1.0			3.0	
Lane Grp Cap (vph)	125			334	920			109	517		485	
v/s Ratio Prot	c0.03			c0.05	0.11				0.05			
v/s Ratio Perm								c0.02			c0.10	
v/c Ratio	0.46			0.30	0.21			0.30	0.17		0.35	
Uniform Delay, d1	27.8			23.2	8.1			27.2	16.0		18.1	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.6			0.5	0.1			0.6	0.2		0.4	
Delay (s)	30.4			23.7	8.2			27.8	16.2		18.5	
Level of Service	C			C	A			C	B		B	
Approach Delay (s)	30.4			13.6					19.4		18.5	
Approach LOS	C			B					B		B	

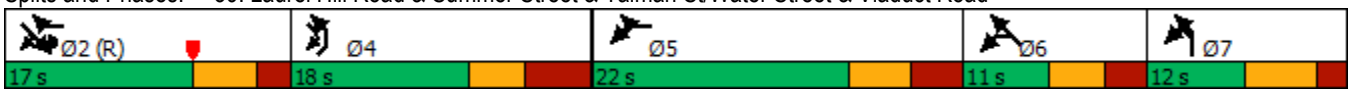
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	62.5	Sum of lost time (s)	22.0
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

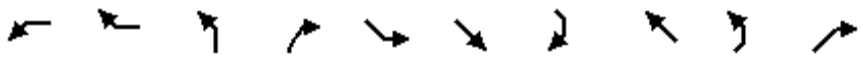
Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	200	370	5	5	510	40	140	5	190	150
Future Volume (vph)	200	370	5	5	510	40	140	5	190	150
Peak Hour Factor	0.82	0.82	0.44	0.44	0.92	0.92	0.92	0.75	0.89	0.89
Shared Lane Traffic (%)										
Lane Group Flow (vph)	244	451	22	0	0	597	152	7	382	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Detector Phase	5	2 5	7		2	2	2 4	6	4	
Switch Phase										
Minimum Initial (s)	5.0		5.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2		15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0		17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%		21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3		3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9		2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2			5.8		5.8	7.4	
Lead/Lag	Lead							Lag		
Lead-Lag Optimize?	Yes							Yes		
Recall Mode	None		None		C-Max	C-Max		None	None	
v/c Ratio	0.79	0.50	0.21			1.00	0.17	0.06	0.98	
Control Delay	51.6	12.8	39.9			68.2	12.0	36.4	78.5	
Queue Delay	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	51.6	12.8	39.9			68.2	12.0	36.4	78.5	
Queue Length 50th (ft)	117	79	11			252	26	3	99	
Queue Length 95th (ft)	#192	#188	16			#696	97	13	#183	
Internal Link Dist (ft)	1347		266			237		336	287	
Turn Bay Length (ft)		465							200	
Base Capacity (vph)	318	897	113			598	878	121	389	
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	0.77	0.50	0.19			1.00	0.17	0.06	0.98	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road





Movement	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	200	370	5	5	510	40	140	5	190	150
Future Volume (vph)	200	370	5	5	510	40	140	5	190	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	12	10	12
Grade (%)	4%		15%			6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2			5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00	1.00	0.97	
Frt	1.00	0.85	0.93			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	0.98			0.96	1.00	1.00	0.97	
Satd. Flow (prot)	1676	1552	1568			1727	1536	1863	2941	
Flt Permitted	0.95	1.00	0.98			0.96	1.00	1.00	0.97	
Satd. Flow (perm)	1676	1552	1568			1727	1536	1863	2941	
Peak-hour factor, PHF	0.82	0.82	0.44	0.44	0.92	0.92	0.92	0.75	0.89	0.89
Adj. Flow (vph)	244	451	11	11	554	43	152	7	213	169
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	244	451	22	0	0	597	152	7	382	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Actuated Green, G (s)	14.7	34.1	2.3			19.4	35.8	1.0	10.6	
Effective Green, g (s)	14.7	34.1	2.3			19.4	35.8	1.0	10.6	
Actuated g/C Ratio	0.18	0.43	0.03			0.24	0.45	0.01	0.13	
Clearance Time (s)	6.8		6.2			5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0			3.0		2.0	3.0	
Lane Grp Cap (vph)	307	661	45			418	687	23	389	
v/s Ratio Prot	c0.15	0.29	c0.01			c0.35	0.10	c0.00	c0.13	
v/s Ratio Perm										
v/c Ratio	0.79	0.68	0.49			1.43	0.22	0.30	0.98	
Uniform Delay, d1	31.2	18.6	38.3			30.3	13.6	39.2	34.6	
Progression Factor	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.2	2.9	3.0			206.1	0.2	2.7	40.6	
Delay (s)	44.4	21.5	41.3			236.4	13.7	41.9	75.2	
Level of Service	D	C	D			F	B	D	E	
Approach Delay (s)	29.5		41.3			191.2		41.9	75.2	
Approach LOS	C		D			F		D	E	

Intersection Summary			
HCM 2000 Control Delay	104.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	830	90	0	0	0	0	60	240	10	190	0
Future Volume (vph)	10	830	90	0	0	0	0	60	240	10	190	0
Peak Hour Factor	0.90	0.90	0.90	0.25	0.25	0.25	0.94	0.94	0.94	0.69	0.69	0.69
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	6%	6%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	933	100	0	0	0	0	64	255	14	275	0
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Detector Phase	2	2	2					4	4	4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0					9.0	9.0	9.0	9.0	
Minimum Split (s)	20.0	20.0	20.0					14.1	14.1	14.1	14.1	
Total Split (s)	34.0	34.0	34.0					40.0	40.0	40.0	40.0	
Total Split (%)	34.0%	34.0%	34.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.3	3.3	3.3					3.7	3.7	3.7	3.7	
All-Red Time (s)	1.7	1.7	1.7					1.4	1.4	1.4	1.4	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lead/Lag								Lag	Lag	Lag	Lag	
Lead-Lag Optimize?								Yes	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	C-Max					None	None	None	None	
v/c Ratio		0.50	0.11					0.15	0.44	0.05	0.71	
Control Delay		20.4	9.8					27.8	5.8	25.6	44.1	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		20.4	9.8					27.8	5.8	25.6	44.1	
Queue Length 50th (ft)		67	0					32	0	7	161	
Queue Length 95th (ft)		#395	m34					58	53	15	156	
Internal Link Dist (ft)		534			251			219			154	
Turn Bay Length (ft)			275						290	130		
Base Capacity (vph)		1861	906					643	731	433	566	
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		0.50	0.11					0.10	0.35	0.03	0.49	

Intersection Summary

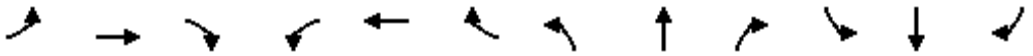
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Thames St/N. Thames St & Route 82/W Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	26.0
Total Split (s)	26.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	830	90	0	0	0	0	60	240	10	190	0
Future Volume (vph)	10	830	90	0	0	0	0	60	240	10	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	12	12	12	12	13	12	10	12
Grade (%)		2%			0%			2%			6%	
Total Lost time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Lane Util. Factor		0.95	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3352	1552					1844	1620	1652	1623	
Flt Permitted		1.00	1.00					1.00	1.00	0.72	1.00	
Satd. Flow (perm)		3352	1552					1844	1620	1244	1623	
Peak-hour factor, PHF	0.90	0.90	0.90	0.25	0.25	0.25	0.94	0.94	0.94	0.69	0.69	0.69
Adj. Flow (vph)	11	922	100	0	0	0	0	64	255	14	275	0
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	194	0	0	0
Lane Group Flow (vph)	0	933	53	0	0	0	0	64	61	14	275	0
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	2%	2%	2%	6%	6%	6%
Turn Type	Split	NA	Prot					NA	Perm	Perm	NA	
Protected Phases	2	2	2					4			4	
Permitted Phases									4	4		
Actuated Green, G (s)		53.1	53.1					24.0	24.0	24.0	24.0	
Effective Green, g (s)		53.1	53.1					24.0	24.0	24.0	24.0	
Actuated g/C Ratio		0.53	0.53					0.24	0.24	0.24	0.24	
Clearance Time (s)		5.0	5.0					5.1	5.1	5.1	5.1	
Vehicle Extension (s)		0.2	0.2					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1779	824					442	388	298	389	
v/s Ratio Prot		c0.28	0.03					0.03			c0.17	
v/s Ratio Perm									0.04	0.01		
v/c Ratio		0.52	0.06					0.14	0.16	0.05	0.71	
Uniform Delay, d1		15.2	11.4					29.9	30.0	29.2	34.8	
Progression Factor		1.02	1.83					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9	0.1					0.2	0.2	0.1	5.8	
Delay (s)		16.4	21.0					30.1	30.2	29.3	40.6	
Level of Service		B	C					C	C	C	D	
Approach Delay (s)		16.8			0.0			30.2			40.0	
Approach LOS		B			A			C			D	

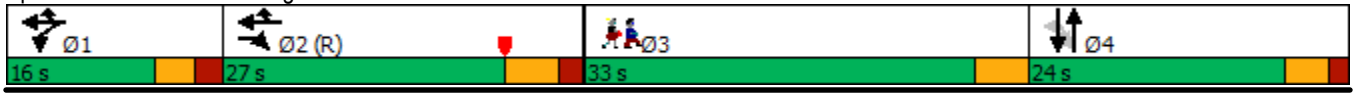
Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR	Ø3
Lane Configurations											
Traffic Volume (vph)	860	10	90	940	180	20	0	70	10	40	
Future Volume (vph)	860	10	90	940	180	20	0	70	10	40	
Peak Hour Factor	0.86	0.86	0.77	0.77	0.77	0.80	0.80	0.80	0.61	0.61	
Heavy Vehicles (%)	1%	1%	2%	2%	2%	3%	3%	3%	2%	2%	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1012	0	117	1221	234	0	113	0	82	0	
Turn Type	Prot		Prot	NA	Prot	Perm	NA		NA		
Protected Phases	2		1	1 2	1 2		4		4		3
Permitted Phases						4					
Detector Phase	2		1	1 2	1 2	4	4		4		
Switch Phase											
Minimum Initial (s)	15.0		3.0			9.0	9.0		9.0		1.0
Minimum Split (s)	21.0		8.0			13.9	13.9		13.9		33.0
Total Split (s)	27.0		16.0			24.0	24.0		24.0		33.0
Total Split (%)	27.0%		16.0%			24.0%	24.0%		24.0%		33%
Yellow Time (s)	4.1		3.0			3.3	3.3		3.3		4.0
All-Red Time (s)	1.9		2.0			1.6	1.6		1.6		0.0
Lost Time Adjust (s)	0.0		0.0				0.0		0.0		
Total Lost Time (s)	6.0		5.0				4.9		4.9		
Lead/Lag	Lag		Lead			Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes		Yes			Yes	Yes		Yes		Yes
Recall Mode	C-Max		None			None	None		None		None
v/c Ratio	0.62		0.58	0.49	0.20		0.43		0.36		
Control Delay	21.7		54.8	12.3	2.5		11.0		19.8		
Queue Delay	0.0		0.0	0.0	0.0		0.0		0.0		
Total Delay	21.7		54.8	12.3	2.5		11.0		19.8		
Queue Length 50th (ft)	152		72	86	0		0		10		
Queue Length 95th (ft)	#438		110	303	21		26		23		
Internal Link Dist (ft)				1164			138		182		
Turn Bay Length (ft)			130								
Base Capacity (vph)	1637		201	2481	1148		415		405		
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	0.62		0.58	0.49	0.20		0.27		0.20		

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N High St/N Thames St & Route 82 & West Side Blvd



Movement	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	860	10	90	940	180	20	0	70	10	40
Future Volume (vph)	860	10	90	940	180	20	0	70	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	13	12	8	15	8	16	8
Grade (%)				0%			2%		4%	
Total Lost time (s)	6.0		5.0	5.0	5.0		4.9		4.9	
Lane Util. Factor	0.88		1.00	0.95	1.00		1.00		1.00	
Frt	1.00		1.00	1.00	0.85		0.89		0.89	
Flt Protected	1.00		0.95	1.00	1.00		0.99		1.00	
Satd. Flow (prot)	3105		1829	3657	1583		1778		1844	
Flt Permitted	1.00		0.95	1.00	1.00		0.90		1.00	
Satd. Flow (perm)	3105		1829	3657	1583		1618		1844	
Peak-hour factor, PHF	0.86	0.86	0.77	0.77	0.77	0.80	0.80	0.80	0.61	0.61
Adj. Flow (vph)	1000	12	117	1221	234	25	0	88	16	66
RTOR Reduction (vph)	61	0	0	0	82	0	103	0	60	0
Lane Group Flow (vph)	951	0	117	1221	152	0	10	0	22	0
Heavy Vehicles (%)	1%	1%	2%	2%	2%	3%	3%	3%	2%	2%
Turn Type	Prot		Prot	NA	Prot	Perm	NA		NA	
Protected Phases	2		1	1 2	1 2		4		4	
Permitted Phases						4				
Actuated Green, G (s)	48.5		11.0	64.5	64.5		9.0		9.0	
Effective Green, g (s)	48.5		11.0	64.5	64.5		9.0		9.0	
Actuated g/C Ratio	0.48		0.11	0.64	0.64		0.09		0.09	
Clearance Time (s)	6.0		5.0				4.9		4.9	
Vehicle Extension (s)	0.2		3.0				2.0		2.0	
Lane Grp Cap (vph)	1505		201	2358	1021		145		165	
v/s Ratio Prot	c0.31		0.06	c0.33	0.10				c0.01	
v/s Ratio Perm							0.01			
v/c Ratio	0.63		0.58	0.52	0.15		0.07		0.13	
Uniform Delay, d1	19.1		42.3	9.5	7.0		41.7		41.9	
Progression Factor	1.00		1.00	1.00	1.00		1.00		1.00	
Incremental Delay, d2	2.0		4.2	0.2	0.1		0.1		0.1	
Delay (s)	21.1		46.6	9.7	7.0		41.7		42.0	
Level of Service	C		D	A	A		D		D	
Approach Delay (s)				12.0			41.7		42.0	
Approach LOS				B			D		D	

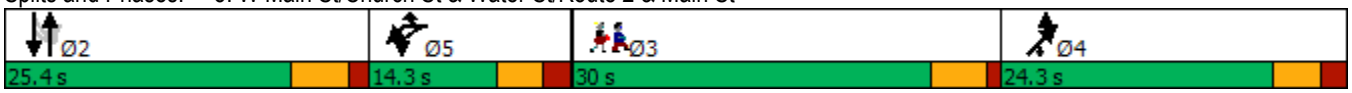
Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2	Ø3
Lane Configurations										
Traffic Volume (vph)	10	0	180	870	10	260	220	230	590	
Future Volume (vph)	10	0	180	870	10	260	220	230	590	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.89	0.89	0.95	0.95	0.95	
Heavy Vehicles (%)	0%	0%	0%	3%	1%	1%	2%	2%	2%	
Shared Lane Traffic (%)			48%						33%	
Lane Group Flow (vph)	0	99	97	897	0	303	232	447	416	
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot	
Protected Phases	5	5	5	2		2	4	4	4	3
Permitted Phases					2					
Detector Phase	5	5	5	2	2	2	4	4	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	15.0	5.0	5.0	5.0	1.0
Minimum Split (s)	10.3	10.3	10.3	20.4	20.4	20.4	10.3	10.3	10.3	30.0
Total Split (s)	14.3	14.3	14.3	25.4	25.4	25.4	24.3	24.3	24.3	30.0
Total Split (%)	15.2%	15.2%	15.2%	27.0%	27.0%	27.0%	25.9%	25.9%	25.9%	32%
Yellow Time (s)	3.2	3.2	3.2	4.1	4.1	4.1	3.3	3.3	3.3	4.0
All-Red Time (s)	2.1	2.1	2.1	1.3	1.3	1.3	2.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3	
Lead/Lag							Lag	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	Min	Max	Max	Max	None
v/c Ratio		0.60	0.63	0.68		0.35	0.51	0.84	0.60	
Control Delay		52.7	55.9	29.9		26.3	32.1	36.7	7.8	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		52.7	55.9	29.9		26.3	32.1	36.7	7.8	
Queue Length 50th (ft)		36	36	100		43	69	104	0	
Queue Length 95th (ft)		#124	#132	#257		122	#225	#425	92	
Internal Link Dist (ft)		737		133		359		434		
Turn Bay Length (ft)		90	90				270			
Base Capacity (vph)		220	206	1413		928	457	532	690	
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		0.45	0.47	0.63		0.33	0.51	0.84	0.60	

Intersection Summary

Cycle Length: 94
Actuated Cycle Length: 72.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: W Main St/Church St & Water St/Route 2 & Main St





Movement	WBL2	WBL	WBR	NBT	SBL2	SBT	NEL	NET	NER2
Lane Configurations									
Traffic Volume (vph)	10	0	180	870	10	260	220	230	590
Future Volume (vph)	10	0	180	870	10	260	220	230	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	14	14	12	12	12	12	12	12
Grade (%)		6%		6%		2%		12%	
Total Lost time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Lane Util. Factor		1.00	0.95	0.91		0.95	1.00	0.95	0.95
Frt		0.87	0.85	1.00		1.00	1.00	0.93	0.85
Flt Protected		0.99	1.00	1.00		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1692	1587	4885		3532	1663	1549	1414
Flt Permitted		0.99	1.00	1.00		0.91	0.95	1.00	1.00
Satd. Flow (perm)		1692	1587	4885		3210	1663	1549	1414
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.89	0.89	0.95	0.95	0.95
Adj. Flow (vph)	10	0	186	897	11	292	232	242	621
RTOR Reduction (vph)	0	0	0	0	0	0	0	108	306
Lane Group Flow (vph)	0	99	97	897	0	303	232	339	110
Heavy Vehicles (%)	0%	0%	0%	3%	1%	1%	2%	2%	2%
Turn Type	Prot	Prot	Prot	NA	Perm	NA	Split	NA	Prot
Protected Phases	5	5	5	2		2	4	4	4
Permitted Phases					2				
Actuated Green, G (s)		7.1	7.1	19.6		19.6	20.0	20.0	20.0
Effective Green, g (s)		7.1	7.1	19.6		19.6	20.0	20.0	20.0
Actuated g/C Ratio		0.09	0.09	0.26		0.26	0.26	0.26	0.26
Clearance Time (s)		5.3	5.3	5.4		5.4	5.3	5.3	5.3
Vehicle Extension (s)		0.2	0.2	2.5		2.5	2.0	2.0	2.0
Lane Grp Cap (vph)		159	149	1268		833	440	410	374
v/s Ratio Prot		0.06	c0.06	c0.18			0.14	c0.22	0.08
v/s Ratio Perm						0.09			
v/c Ratio		0.62	0.65	0.71		0.36	0.53	0.83	0.29
Uniform Delay, d1		32.9	33.0	25.3		22.9	23.7	26.1	22.1
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		5.4	7.5	1.7		0.2	4.5	17.2	2.0
Delay (s)		38.3	40.5	27.0		23.0	28.2	43.3	24.1
Level of Service		D	D	C		C	C	D	C
Approach Delay (s)		39.4		27.0		23.0		32.8	
Approach LOS		D		C		C		C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	75.5	Sum of lost time (s)	21.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	SET	SER	NWL	NWT	NEL	NER	Ø3
Lane Configurations							
Traffic Volume (vph)	280	360	840	510	0	0	
Future Volume (vph)	280	360	840	510	0	0	
Peak Hour Factor	0.84	0.84	0.88	0.88	0.25	0.25	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	762	0	955	580	0	0	
Turn Type	NA		Prot	NA			
Protected Phases	4		2	2 4			3
Permitted Phases							
Detector Phase	4		2	2 4			
Switch Phase							
Minimum Initial (s)	5.0		24.0				7.0
Minimum Split (s)	11.2		30.0				25.0
Total Split (s)	25.0		30.0				25.0
Total Split (%)	31.3%		37.5%				31%
Yellow Time (s)	3.7		3.7				4.0
All-Red Time (s)	2.5		2.3				0.0
Lost Time Adjust (s)	0.0		0.0				
Total Lost Time (s)	6.2		6.0				
Lead/Lag	Lag						Lead
Lead-Lag Optimize?	Yes						Yes
Recall Mode	Max		C-Max				None
v/c Ratio	0.72		0.50	0.33			
Control Delay	18.1		15.4	3.3			
Queue Delay	0.0		0.0	0.0			
Total Delay	18.1		15.4	3.3			
Queue Length 50th (ft)	89		118	0			
Queue Length 95th (ft)	131		#337	214			
Internal Link Dist (ft)	304			359	1164		
Turn Bay Length (ft)							
Base Capacity (vph)	1057		1906	1735			
Starvation Cap Reductn	0		0	101			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.72		0.50	0.35			

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NWTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: West Side Blvd & Route 2





Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	280	360	840	510	0	0
Future Volume (vph)	280	360	840	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
Total Lost time (s)	6.2		6.0	6.0		
Lane Util. Factor	0.95		0.97	1.00		
Frt	0.92		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3256		3467	1881		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	3256		3467	1881		
Peak-hour factor, PHF	0.84	0.84	0.88	0.88	0.25	0.25
Adj. Flow (vph)	333	429	955	580	0	0
RTOR Reduction (vph)	292	0	0	0	0	0
Lane Group Flow (vph)	470	0	955	580	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		Prot	NA		
Protected Phases	4		2	2 4		
Permitted Phases						
Actuated Green, G (s)	18.8		40.8	65.8		
Effective Green, g (s)	18.8		40.8	59.6		
Actuated g/C Ratio	0.24		0.51	0.75		
Clearance Time (s)	6.2		6.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	765		1768	1401		
v/s Ratio Prot	c0.14		c0.28	0.31		
v/s Ratio Perm						
v/c Ratio	0.61		0.54	0.41		
Uniform Delay, d1	27.4		13.3	3.8		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	3.7		1.2	0.9		
Delay (s)	31.0		14.4	4.7		
Level of Service	C		B	A		
Approach Delay (s)	31.0			10.7	0.0	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

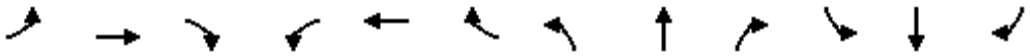
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	930	10	0	0	0	0	10	10	25	10	0
Future Volume (vph)	30	930	10	0	0	0	0	10	10	25	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1055	0	0	0	0	0	22	0	0	38	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	55.0	55.0						5.0		5.0	5.0	
Minimum Split (s)	60.2	60.2						9.4		9.4	9.4	
Total Split (s)	61.0	61.0						19.0		19.0	19.0	
Total Split (%)	76.3%	76.3%						23.8%		23.8%	23.8%	
Yellow Time (s)	3.8	3.8						3.0		3.0	3.0	
All-Red Time (s)	1.4	1.4						1.4		1.4	1.4	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.2						4.4			4.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None		None	None	
v/c Ratio		0.24						0.13			0.28	
Control Delay		2.0						23.9			38.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		2.0						23.9			38.3	
Queue Length 50th (ft)		37						5			18	
Queue Length 95th (ft)		58						26			45	
Internal Link Dist (ft)		510			398			25			129	
Turn Bay Length (ft)												
Base Capacity (vph)		4371						325			260	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.24						0.07			0.15	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 25 (31%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Chelsea Harbor Dr & Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	930	10	0	0	0	0	10	10	25	10	0
Future Volume (vph)	30	930	10	0	0	0	0	10	10	25	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	14	12	12
Grade (%)		0%			0%			0%			2%	
Total Lost time (s)		5.2						4.4			4.4	
Lane Util. Factor		0.91						1.00			1.00	
Frt		1.00						0.93			1.00	
Flt Protected		1.00						1.00			0.97	
Satd. Flow (prot)		5069						1737			1781	
Flt Permitted		1.00						1.00			0.78	
Satd. Flow (perm)		5069						1737			1430	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	1011	11	0	0	0	0	11	11	27	11	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	1054	0	0	0	0	0	12	0	0	38	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Actuated Green, G (s)		65.2						5.2			5.2	
Effective Green, g (s)		65.2						5.2			5.2	
Actuated g/C Ratio		0.82						0.07			0.07	
Clearance Time (s)		5.2						4.4			4.4	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		4131						112			92	
v/s Ratio Prot								0.01				
v/s Ratio Perm		0.21									c0.03	
v/c Ratio		0.26						0.10			0.41	
Uniform Delay, d1		1.7						35.2			35.9	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		0.1						0.4			3.0	
Delay (s)		1.9						35.6			38.9	
Level of Service		A						D			D	
Approach Delay (s)		1.9			0.0			35.6			38.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	3.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

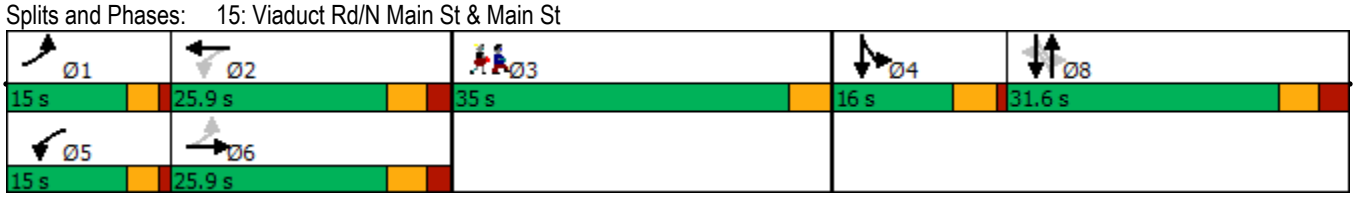
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	180	30	310	270	130	20	350	210	90	270	110
Future Volume (vph)	80	180	30	310	270	130	20	350	210	90	270	110
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	239	0	369	476	0	0	638	0	111	469	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Detector Phase	1	6		5	2		8	8		4	4 8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		5.0		
Minimum Split (s)	9.5	20.9		9.5	22.5		22.5	22.5		10.0		
Total Split (s)	15.0	25.9		15.0	25.9		31.6	31.6		16.0		
Total Split (%)	12.1%	21.0%		12.1%	21.0%		25.6%	25.6%		13.0%		
Yellow Time (s)	3.0	3.6		3.0	3.6		3.6	3.6		4.0		
All-Red Time (s)	1.0	2.3		1.0	2.3		3.0	3.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		
Total Lost Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	Min		None	Min		None	None		None		
v/c Ratio	0.42	0.70		0.99	1.02			1.37		0.38	0.55	
Control Delay	28.4	48.4		72.5	84.1			208.7		22.1	23.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	28.4	48.4		72.5	84.1			208.7		22.1	23.2	
Queue Length 50th (ft)	31	117		148	~276			~445		31	159	
Queue Length 95th (ft)	96	#308		#429	#677			#995		96	382	
Internal Link Dist (ft)		404			410			155			275	
Turn Bay Length (ft)	275			345						115		
Base Capacity (vph)	285	387		373	465			466		291	850	
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	0.32	0.62		0.99	1.02			1.37		0.38	0.55	

Intersection Summary

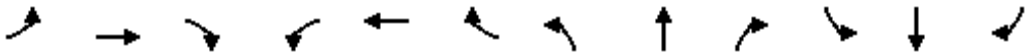
Cycle Length: 123.5
Actuated Cycle Length: 93.2
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Viaduct Rd/N Main St & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	35.0
Total Split (s)	35.0
Total Split (%)	28%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	180	30	310	270	130	20	350	210	90	270	110
Future Volume (vph)	80	180	30	310	270	130	20	350	210	90	270	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12	8	11	8	11	12	8
Grade (%)		0%			0%			6%			2%	
Total Lost time (s)	4.0	5.9		4.0	5.9			6.6		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.95			0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1694	1745		1787	1789			1692		1727	1799	
Flt Permitted	0.21	1.00		0.34	1.00			0.97		0.16	1.00	
Satd. Flow (perm)	379	1745		641	1789			1645		284	1799	
Peak-hour factor, PHF	0.88	0.88	0.88	0.84	0.84	0.84	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	91	205	34	369	321	155	22	385	231	111	333	136
RTOR Reduction (vph)	0	5	0	0	13	0	0	15	0	0	10	0
Lane Group Flow (vph)	91	234	0	369	463	0	0	623	0	111	459	0
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			8		4	4 8	
Permitted Phases	6			2			8			4 8		
Actuated Green, G (s)	25.2	18.8		34.0	23.6			25.6		36.8	41.8	
Effective Green, g (s)	25.2	18.8		34.0	23.6			25.6		36.8	41.8	
Actuated g/C Ratio	0.26	0.19		0.35	0.24			0.26		0.38	0.43	
Clearance Time (s)	4.0	5.9		4.0	5.9			6.6		5.0		
Vehicle Extension (s)	2.0	3.0		2.0	3.0			2.0		2.0		
Lane Grp Cap (vph)	185	338		357	435			434		274	775	
v/s Ratio Prot	0.03	0.13		c0.12	c0.26					0.05	c0.25	
v/s Ratio Perm	0.10			0.24				c0.38		0.11		
v/c Ratio	0.49	0.69		1.03	1.06			1.43		0.41	0.59	
Uniform Delay, d1	29.3	36.4		29.4	36.7			35.7		22.5	21.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	6.0		56.6	61.4			208.3		0.4	0.8	
Delay (s)	30.0	42.4		86.0	98.1			244.0		22.9	21.9	
Level of Service	C	D		F	F			F		C	C	
Approach Delay (s)		39.0			92.8			244.0			22.1	
Approach LOS		D			F			F			C	

Intersection Summary			
HCM 2000 Control Delay	108.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	97.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	320	0	30	0	320	150	0	150
Future Volume (vph)	0	0	0	0	320	0	30	0	320	150	0	150
Peak Hour Factor	0.25	0.25	0.25	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	0	37	0	395	158	0	158
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Detector Phase					2		1		1 2	4		4
Switch Phase												
Minimum Initial (s)					12.0		5.0			5.0		5.0
Minimum Split (s)					17.0		9.0			10.0		10.0
Total Split (s)					18.0		13.0			30.0		30.0
Total Split (%)					22.5%		16.3%			37.5%		37.5%
Yellow Time (s)					3.0		3.0			3.0		3.0
All-Red Time (s)					2.0		1.0			2.0		2.0
Lost Time Adjust (s)					0.0		0.0			0.0		0.0
Total Lost Time (s)					5.0		4.0			5.0		5.0
Lead/Lag					Lag		Lead			Lag		Lag
Lead-Lag Optimize?					Yes		Yes			Yes		Yes
Recall Mode					C-Min		None			None		None
v/c Ratio					0.43		0.05		0.34	0.50		0.56
Control Delay					24.1		0.1		2.6	34.5		37.2
Queue Delay					0.0		0.0		0.3	0.0		0.0
Total Delay					24.1		0.1		3.0	34.5		37.2
Queue Length 50th (ft)					134		0		0	72		73
Queue Length 95th (ft)					#286		0		31	119		122
Internal Link Dist (ft)		293			210			202			413	
Turn Bay Length (ft)												
Base Capacity (vph)					785		750		1159	552		494
Starvation Cap Reductn					0		0		327	0		0
Spillback Cap Reductn					0		0		0	0		0
Storage Cap Reductn					0		0		0	0		0
Reduced v/c Ratio					0.43		0.05		0.47	0.29		0.32

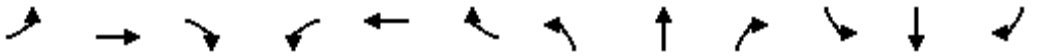
Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: Courthouse Square/Broadway & Main St



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



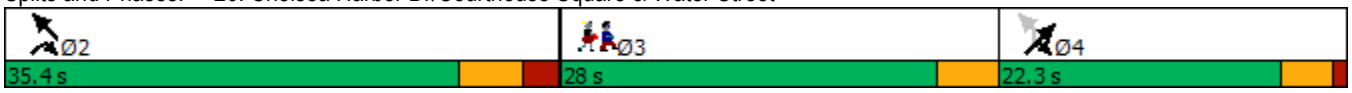
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	320	0	30	0	320	150	0	150
Future Volume (vph)	0	0	0	0	320	0	30	0	320	150	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	16	12	16	12	12	12
Grade (%)		0%			2%			1%			2%	
Total Lost time (s)					5.0		4.0		4.0	5.0		5.0
Lane Util. Factor					1.00		1.00		1.00	1.00		1.00
Frt					1.00		1.00		0.85	1.00		0.85
Flt Protected					1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)					1862		1976		1768	1769		1583
Flt Permitted					1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)					1862		1976		1768	1769		1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	337	0	37	0	395	158	0	158
RTOR Reduction (vph)	0	0	0	0	0	0	34	0	184	0	0	0
Lane Group Flow (vph)	0	0	0	0	337	0	3	0	211	158	0	158
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Turn Type					NA		Prot		custom	Prot		Prot
Protected Phases					2		1		1 2	4		4
Permitted Phases												
Actuated Green, G (s)					32.1		6.7		42.8	14.2		14.2
Effective Green, g (s)					32.1		6.7		42.8	14.2		14.2
Actuated g/C Ratio					0.40		0.08		0.53	0.18		0.18
Clearance Time (s)					5.0		4.0			5.0		5.0
Vehicle Extension (s)					0.2		3.0			4.0		4.0
Lane Grp Cap (vph)					747		165		945	313		280
v/s Ratio Prot					c0.18		0.00		c0.12	0.09		c0.10
v/s Ratio Perm												
v/c Ratio					0.45		0.02		0.22	0.50		0.56
Uniform Delay, d1					17.5		33.6		9.8	29.7		30.1
Progression Factor					1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2					2.0		0.0		0.1	1.7		3.1
Delay (s)					19.5		33.7		9.9	31.5		33.2
Level of Service					B		C		A	C		C
Approach Delay (s)		0.0			19.5			12.0			32.3	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	600	60	10	300	850	0	0	0
Future Volume (vph)	0	0	0	0	600	60	10	300	850	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	768	0	0	378	1037	0	0	0
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Detector Phase					2		4	4	2 4			
Switch Phase												
Minimum Initial (s)					29.0		5.0	5.0				
Minimum Split (s)					35.4		9.3	9.3				
Total Split (s)					35.4		22.3	22.3				
Total Split (%)					41.3%		26.0%	26.0%				
Yellow Time (s)					4.0		3.3	3.3				
All-Red Time (s)					2.4		1.0	1.0				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			4.3				
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?							Yes	Yes				
Recall Mode					Max		Min	Min				
v/c Ratio					0.41			0.51	0.68			
Control Delay					11.7			18.5	3.2			
Queue Delay					0.3			0.0	0.0			
Total Delay					12.0			18.5	3.2			
Queue Length 50th (ft)					54			38	0			
Queue Length 95th (ft)					231			98	20			
Internal Link Dist (ft)		212			237			398			202	
Turn Bay Length (ft)												
Base Capacity (vph)					1855			1240	1523			
Starvation Cap Reductn					447			0	17			
Spillback Cap Reductn					0			0	0			
Storage Cap Reductn					0			0	0			
Reduced v/c Ratio					0.55			0.30	0.69			

Intersection Summary
Cycle Length: 85.7
Actuated Cycle Length: 56.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 26: Chelsea Harbor Dr/Courthouse Square & Water Street



Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	33%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	600	60	10	300	850	0	0	0
Future Volume (vph)	0	0	0	0	600	60	10	300	850	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			4%			0%	
Total Lost time (s)					6.4			4.3	6.4			
Lane Util. Factor					0.95			0.95	1.00			
Frt					0.99			1.00	0.85			
Flt Protected					1.00			1.00	1.00			
Satd. Flow (prot)					3420			3497	1567			
Flt Permitted					1.00			1.00	1.00			
Satd. Flow (perm)					3420			3497	1567			
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	698	70	12	366	1037	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	77	313	0	0	0
Lane Group Flow (vph)	0	0	0	0	768	0	0	301	724	0	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type					NA		Perm	NA	custom			
Protected Phases					2			4	2 4			
Permitted Phases							4					
Actuated Green, G (s)					30.6			10.8	45.7			
Effective Green, g (s)					30.6			10.8	41.4			
Actuated g/C Ratio					0.52			0.18	0.70			
Clearance Time (s)					6.4			4.3				
Vehicle Extension (s)					0.2			1.0				
Lane Grp Cap (vph)					1764			636	1093			
v/s Ratio Prot					0.22				c0.46			
v/s Ratio Perm								0.09				
v/c Ratio					0.44			0.47	0.66			
Uniform Delay, d1					9.0			21.7	5.0			
Progression Factor					1.00			1.00	1.00			
Incremental Delay, d2					0.8			0.2	1.2			
Delay (s)					9.7			21.9	6.2			
Level of Service					A			C	A			
Approach Delay (s)		0.0			9.7			10.4			0.0	
Approach LOS		A			A			B			A	

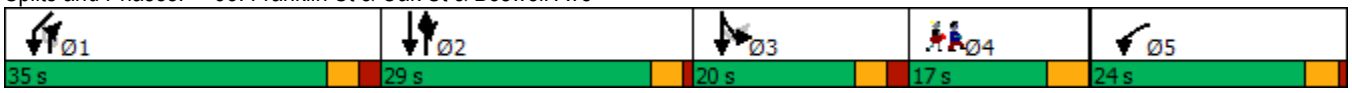
Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	14.7
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	120	230	20	10	20	80	10	130	10
Future Volume (vph)	10	10	20	120	230	20	10	20	80	10	130	10
Peak Hour Factor	0.82	0.82	0.82	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	0	0	138	287	0	0	36	94	0	184	0
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Detector Phase	5			2	1 2		3	3	2 3	1	1	
Switch Phase												
Minimum Initial (s)	5.0			6.0			1.0	1.0		6.0	6.0	
Minimum Split (s)	9.0			10.0			6.0	6.0		11.0	11.0	
Total Split (s)	24.0			29.0			20.0	20.0		35.0	35.0	
Total Split (%)	19.2%			23.2%			16.0%	16.0%		28.0%	28.0%	
Yellow Time (s)	3.0			3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0			1.0			2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	4.0			4.0				5.0			5.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Recall Mode	None			Min			None	None		None	None	
v/c Ratio	0.19			0.32	0.28			0.21	0.12		0.45	
Control Delay	36.3			30.9	14.1			37.7	17.7		30.6	
Queue Delay	0.0			0.0	0.0			0.0	0.0		0.0	
Total Delay	36.3			30.9	14.1			37.7	17.7		30.6	
Queue Length 50th (ft)	14			40	54			11	18		54	
Queue Length 95th (ft)	58			130	174			50	72		152	
Internal Link Dist (ft)	134			127					438		438	
Turn Bay Length (ft)												
Base Capacity (vph)	713			1078	1320			360	1009		994	
Starvation Cap Reductn	0			0	0			0	0		0	
Spillback Cap Reductn	0			0	0			0	0		0	
Storage Cap Reductn	0			0	0			0	0		0	
Reduced v/c Ratio	0.07			0.13	0.22			0.10	0.09		0.19	

Intersection Summary
Cycle Length: 125
Actuated Cycle Length: 60.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 35: Franklin St & Oak St & Boswell Ave



Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	17.0
Total Split (s)	17.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	10	10	20	120	230	20	10	20	80	10	130	10
Future Volume (vph)	10	10	20	120	230	20	10	20	80	10	130	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	14	12	12	16	16	12	12	9	9	12	12	12
Grade (%)	11%			4%					0%		8%	
Total Lost time (s)	4.0			4.0	5.0			5.0	4.0		5.0	
Lane Util. Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Frt	0.90			1.00	0.85			1.00	1.00		0.99	
Flt Protected	0.99			1.00	1.00			0.95	1.00		0.96	
Satd. Flow (prot)	1635			2049	1741			1562	1644		1661	
Flt Permitted	0.99			1.00	1.00			0.67	1.00		0.97	
Satd. Flow (perm)	1635			2049	1741			1100	1644		1682	
Peak-hour factor, PHF	0.82	0.82	0.82	0.87	0.87	0.87	0.85	0.85	0.85	0.81	0.81	0.81
Adj. Flow (vph)	12	12	24	138	264	23	12	24	94	12	160	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	48	0	0	138	287	0	0	36	94	0	184	0
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			NA	pt+ov		custom	Prot	NA	D.Pm	Prot	
Protected Phases	5			2	1 2			3	2 3		1	
Permitted Phases							3			1		
Actuated Green, G (s)	4.3			12.8	32.8			6.6	23.4		15.0	
Effective Green, g (s)	4.3			12.8	32.8			6.6	23.4		15.0	
Actuated g/C Ratio	0.07			0.20	0.51			0.10	0.37		0.23	
Clearance Time (s)	4.0			4.0				5.0			5.0	
Vehicle Extension (s)	3.0			3.0				3.0			3.0	
Lane Grp Cap (vph)	109			409	890			113	600		393	
v/s Ratio Prot	c0.03			0.07	c0.16				0.06			
v/s Ratio Perm								c0.03			c0.11	
v/c Ratio	0.44			0.34	0.32			0.32	0.16		0.47	
Uniform Delay, d1	28.7			22.0	9.2			26.7	13.7		21.1	
Progression Factor	1.00			1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.8			0.5	0.2			1.6	0.1		0.9	
Delay (s)	31.6			22.5	9.4			28.3	13.8		22.0	
Level of Service	C			C	A			C	B		C	
Approach Delay (s)	31.6			13.6					17.8		22.0	
Approach LOS	C			B					B		C	

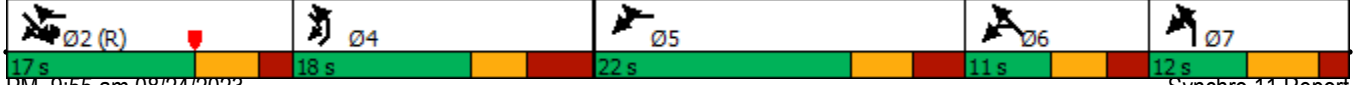
Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	64.1	Sum of lost time (s)	22.0
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

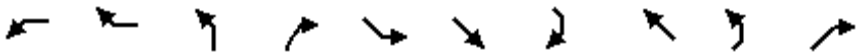
Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	260	400	5	5	450	200	200	5	250	240
Future Volume (vph)	260	400	5	5	450	200	200	5	250	240
Peak Hour Factor	0.95	0.95	0.69	0.69	0.87	0.87	0.87	0.42	0.94	0.94
Shared Lane Traffic (%)										
Lane Group Flow (vph)	274	421	14	0	0	747	230	12	521	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Detector Phase	5	2 5	7		2	2	2 4	6	4	
Switch Phase										
Minimum Initial (s)	5.0		5.0		10.0	10.0		5.0	5.0	
Minimum Split (s)	11.8		11.2		15.8	15.8		10.8	12.4	
Total Split (s)	22.0		12.0		17.0	17.0		11.0	18.0	
Total Split (%)	27.5%		15.0%		21.3%	21.3%		13.8%	22.5%	
Yellow Time (s)	3.7		4.3		3.8	3.8		3.3	3.4	
All-Red Time (s)	3.1		1.9		2.0	2.0		2.5	4.0	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.8		6.2			5.8		5.8	7.4	
Lead/Lag	Lead							Lag		
Lead-Lag Optimize?	Yes							Yes		
Recall Mode	None		None		C-Max	C-Max		None	None	
v/c Ratio	0.88	0.43	0.13			1.14	0.25	0.10	1.35	
Control Delay	62.4	10.9	38.0			108.3	11.1	37.2	203.1	
Queue Delay	0.0	0.0	0.0			0.0	0.5	0.0	0.0	
Total Delay	62.4	10.9	38.0			108.3	11.6	37.2	203.1	
Queue Length 50th (ft)	134	71	7			~361	41	6	~178	
Queue Length 95th (ft)	#266	#208	19			#835	139	10	#273	
Internal Link Dist (ft)	1347		266			237		336	287	
Turn Bay Length (ft)		465							200	
Base Capacity (vph)	318	963	113			654	921	121	387	
Starvation Cap Reductn	0	0	0			0	378	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	0.86	0.44	0.12			1.14	0.42	0.10	1.35	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:SETL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 39: Laurel Hill Road & Summer Street & Talman St/Water Street & Viaduct Road





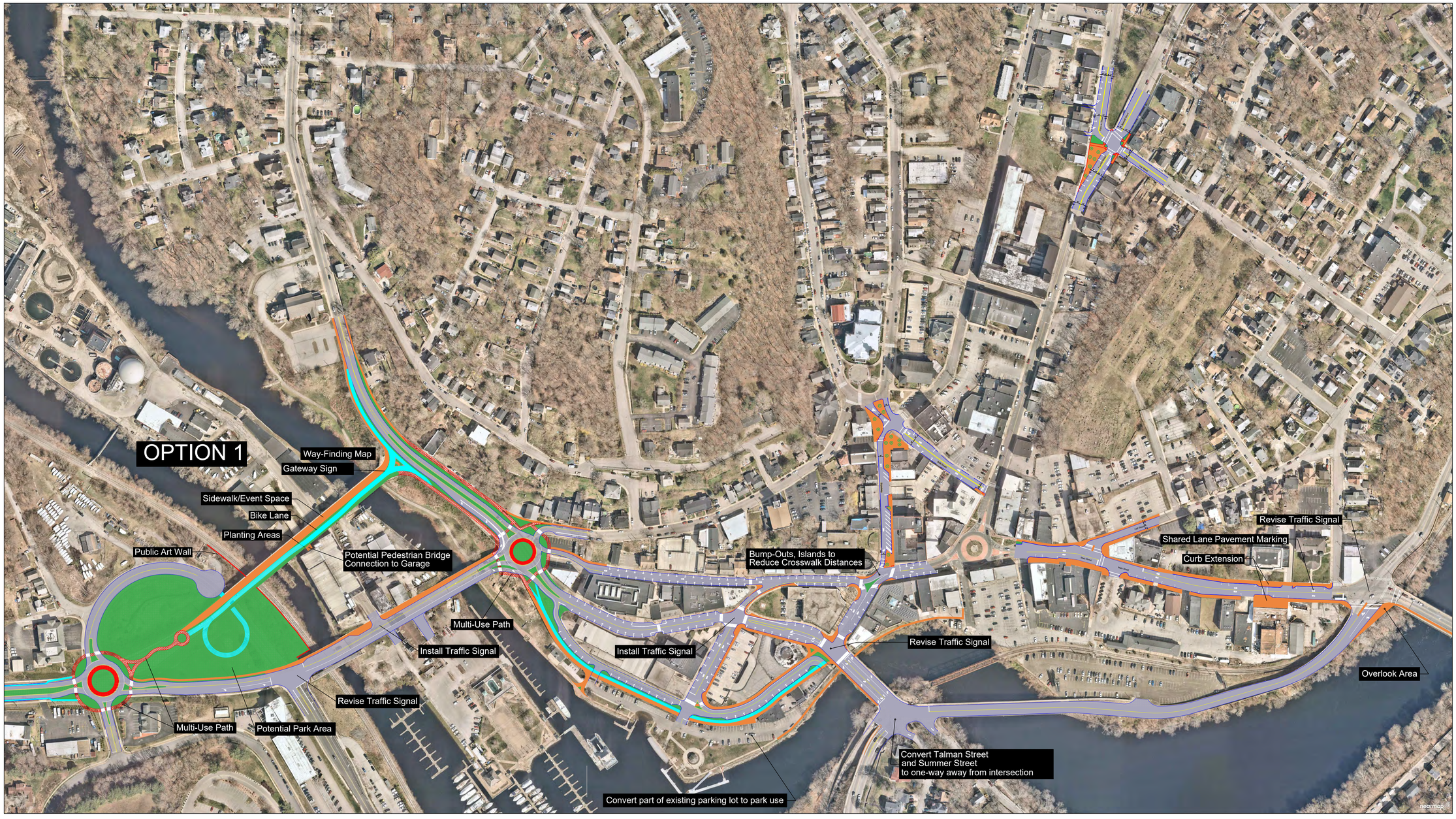
Movement	WBL	WBR	NBL	NBR	SEL	SET	SER2	NWT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	260	400	5	5	450	200	200	5	250	240
Future Volume (vph)	260	400	5	5	450	200	200	5	250	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	12	12	10	12
Grade (%)	4%		15%			6%		0%	8%	
Total Lost time (s)	6.8	5.8	6.2			5.8	5.8	5.8	7.4	
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00	1.00	0.97	
Frt	1.00	0.85	0.93			1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	0.98			0.97	1.00	1.00	0.98	
Satd. Flow (prot)	1676	1552	1568			1746	1536	1863	2926	
Flt Permitted	0.95	1.00	0.98			0.97	1.00	1.00	0.98	
Satd. Flow (perm)	1676	1552	1568			1746	1536	1863	2926	
Peak-hour factor, PHF	0.95	0.95	0.69	0.69	0.87	0.87	0.87	0.42	0.94	0.94
Adj. Flow (vph)	274	421	7	7	517	230	230	12	266	255
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	274	421	14	0	0	747	230	12	521	0
Turn Type	Prot	pt+ov	Prot		Split	NA	pt+ov	NA	Prot	
Protected Phases	5	2 5	7		2	2	2 4	6	4	
Permitted Phases										
Actuated Green, G (s)	14.8	35.2	1.2			20.4	36.8	1.0	10.6	
Effective Green, g (s)	14.8	35.2	1.2			20.4	36.8	1.0	10.6	
Actuated g/C Ratio	0.19	0.44	0.01			0.25	0.46	0.01	0.13	
Clearance Time (s)	6.8		6.2			5.8		5.8	7.4	
Vehicle Extension (s)	3.0		2.0			3.0		2.0	3.0	
Lane Grp Cap (vph)	310	682	23			445	706	23	387	
v/s Ratio Prot	c0.16	0.27	c0.01			c0.43	0.15	c0.01	c0.18	
v/s Ratio Perm										
v/c Ratio	0.88	0.62	0.61			1.68	0.33	0.52	1.35	
Uniform Delay, d1	31.8	17.2	39.2			29.8	13.7	39.3	34.7	
Progression Factor	1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.4	1.7	27.4			315.1	0.3	9.5	172.2	
Delay (s)	56.1	18.9	66.6			344.9	14.0	48.7	206.9	
Level of Service	E	B	E			F	B	D	F	
Approach Delay (s)	33.6		66.6			267.0		48.7	206.9	
Approach LOS	C		E			F		D	F	

Intersection Summary			
HCM 2000 Control Delay	177.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

J Concept Improvement Plans

\\vhb.com\gbl\proj\Wethersfield\43283.00 Norwich Circulation\cad\ts\planset\CP-43283-Option-1.dwg



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

150 0 150
SCALE IN FEET

DESIGNER: JB
DRAFTER: AS
CHECKED BY: JB
APPROVED BY: CB

vhb

CITY OF NORWICH CONNECTICUT

DATE: APRIL 17, 2024

PROJECT TITLE:
CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

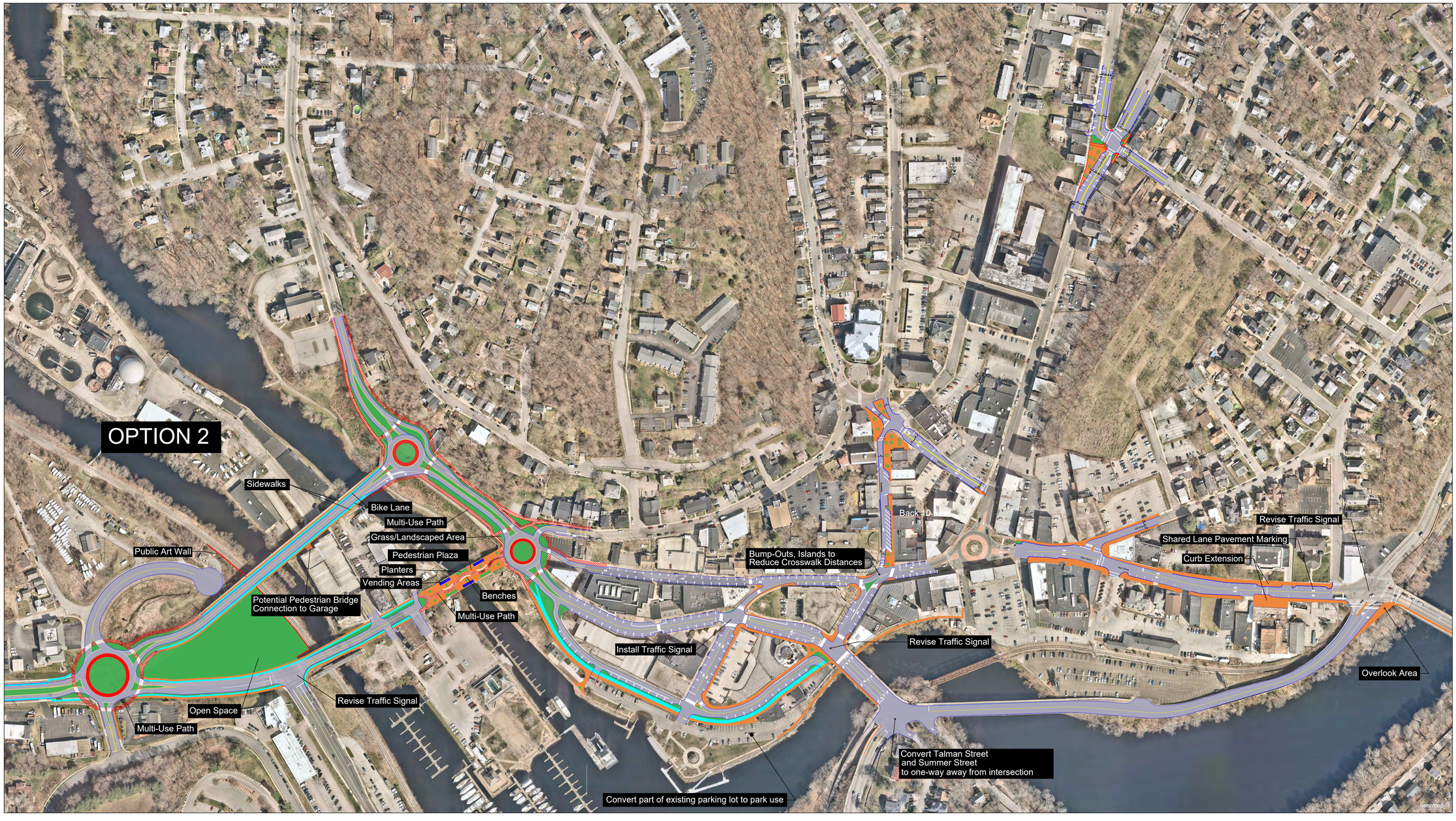
CADD FILENAME: CP-43283-OPTION-1.DWG

TOWN: NORWICH, CT

DRAWING TITLE: CONCEPT PLAN

PROJECT NO.: 43283.00
DRAWING NO.: OPTION 1
SHEET NO.:

Jul 12, 2024



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

150 0 150
SCALE IN FEET

DESIGNER: JB
DRAFTER: AS
CHECKED BY: JB
APPROVED BY: CB

vhb

CITY OF NORWICH
CONNECTICUT

DATE: APRIL 17, 2024

PROJECT TITLE:
CHELSEA HARBOR/DOWNTOWN
NORWICH MOBILITY STUDY

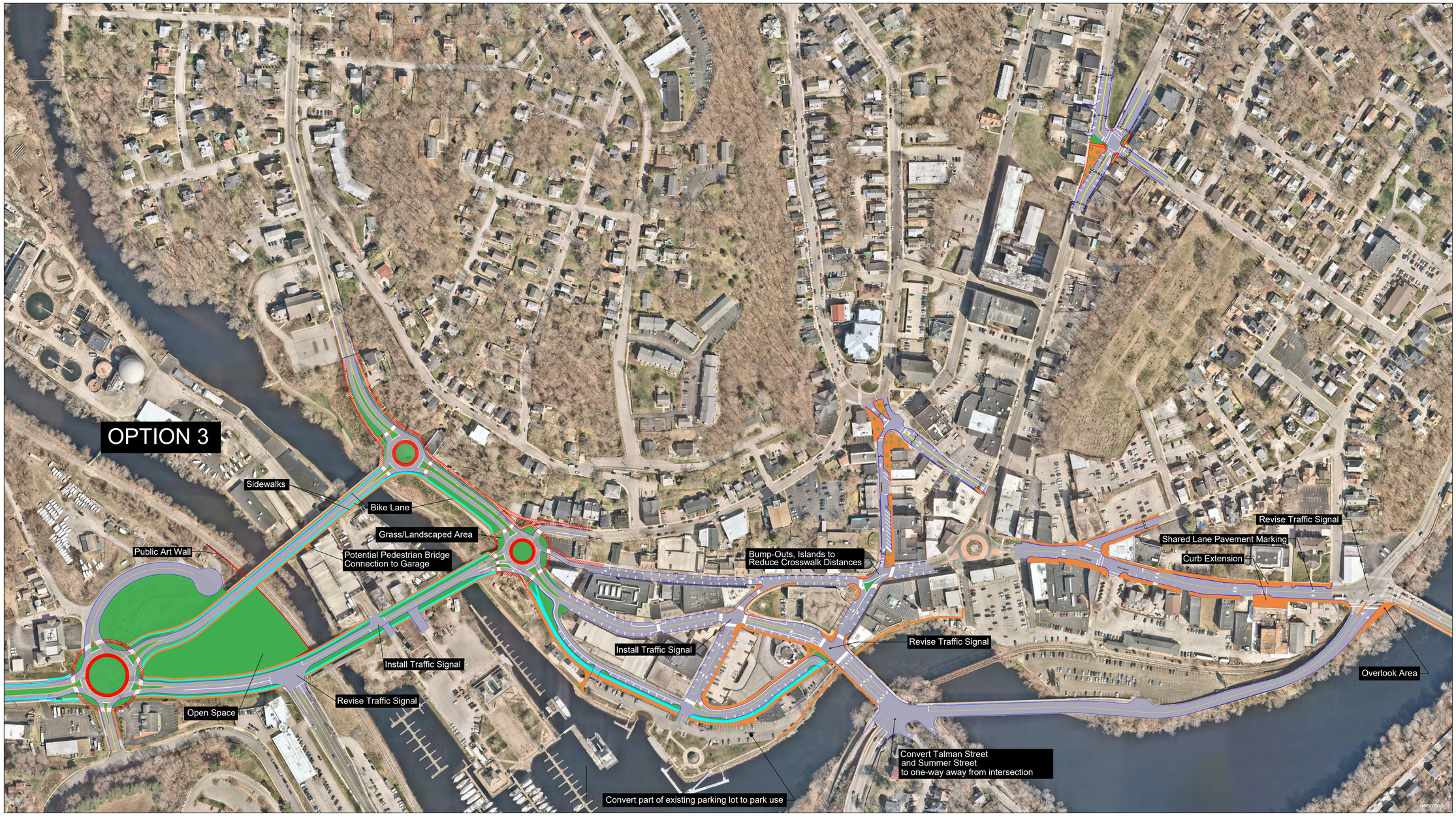
CADD FILENAME: CP-43283-OPTION-2.DWG

TOWN: NORWICH, CT

DRAWING TITLE: CONCEPT PLAN

PROJECT NO.: 43283.00
DRAWING NO.: OPTION 2
SHEET NO.:

Jul 12, 2024



REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

150 0 150
SCALE IN FEET

DESIGNER: JB
DRAFTER: AS
CHECKED BY: JB
APPROVED BY: CB

vhb

CITY OF NORWICH CONNECTICUT

DATE: APRIL 17, 2024

PROJECT TITLE:
CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

CADD FILENAME: CP-43283-OPTION-3.DWG

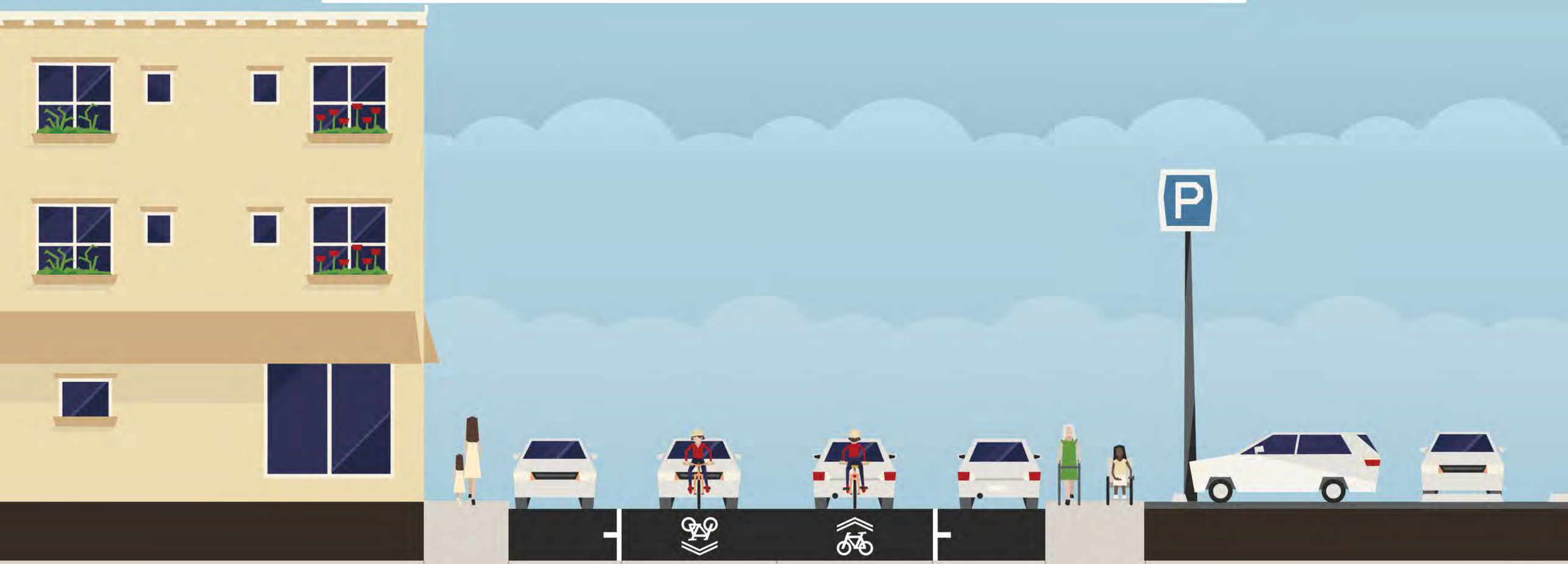
TOWN: NORWICH, CT

DRAWING TITLE: CONCEPT PLAN

PROJECT NO.: 43283.00
DRAWING NO.: OPTION 3
SHEET NO.:

Jul 12, 2024

Bath Street Proposed



6′	8′	11′	11′	8′	7′
Sidewalk	Parking lane	Sharrow	Sharrow	Parking lane	Sidewalk

Made with Streetmix

Broadway Proposed



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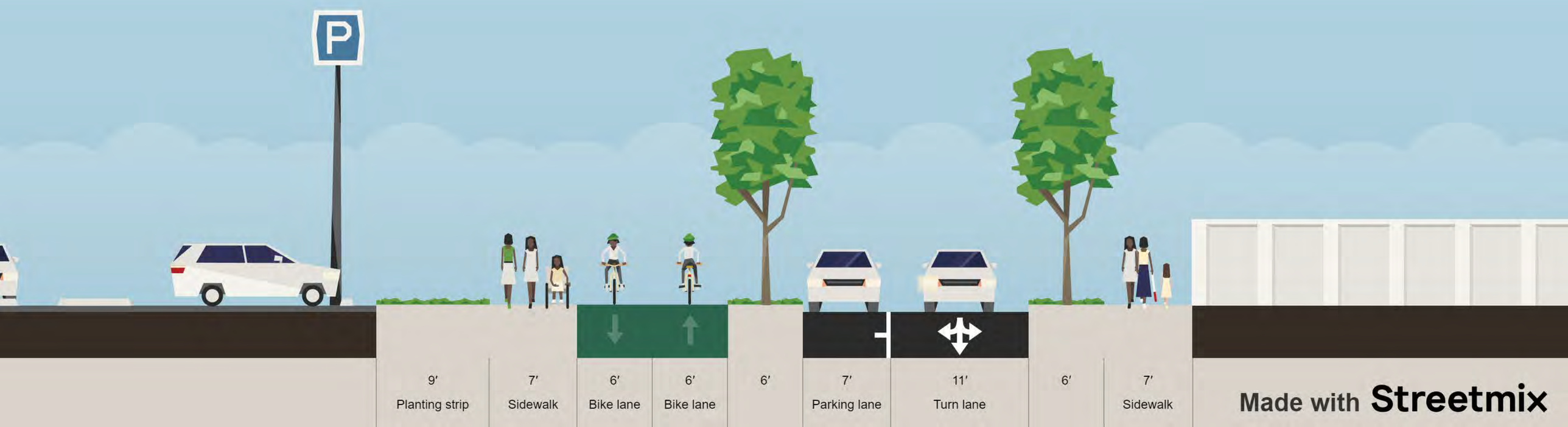
Chelsea Harbor Dr Proposed



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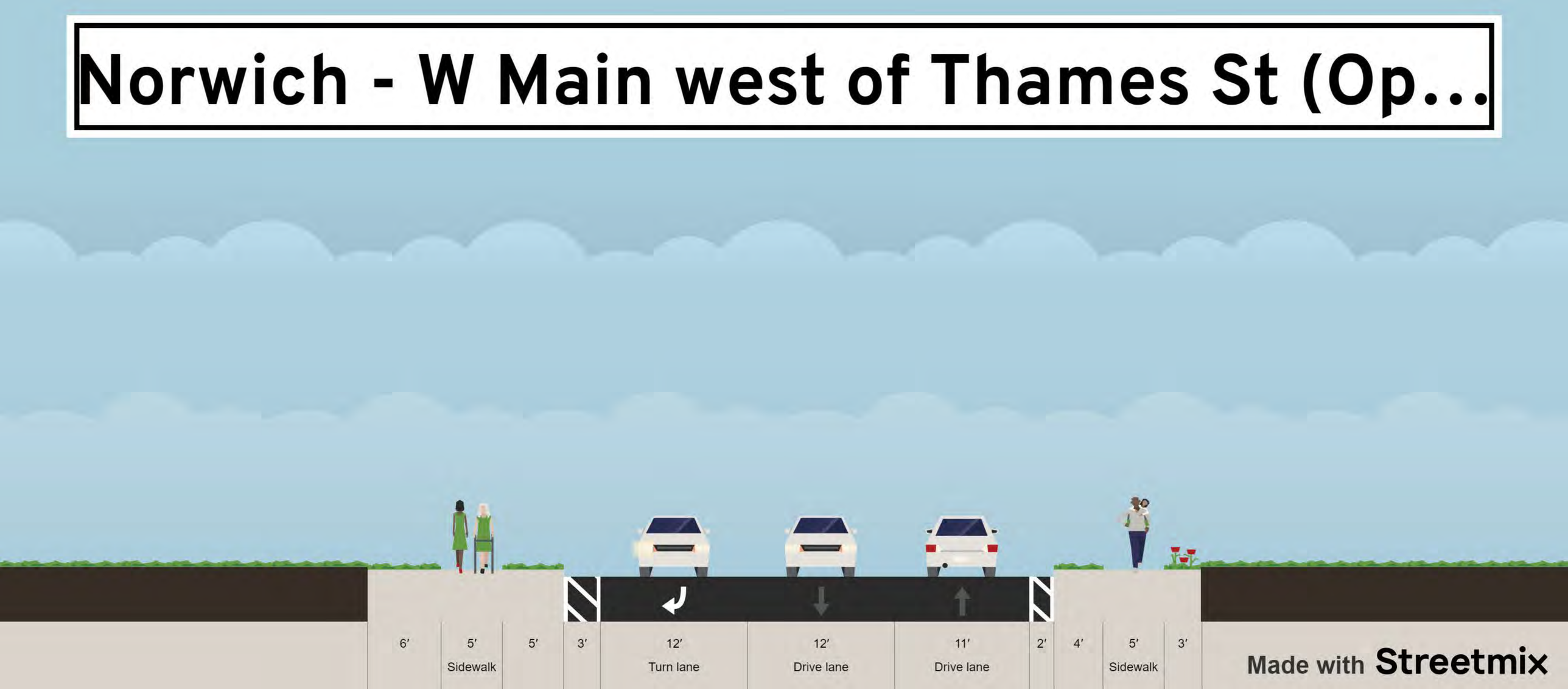
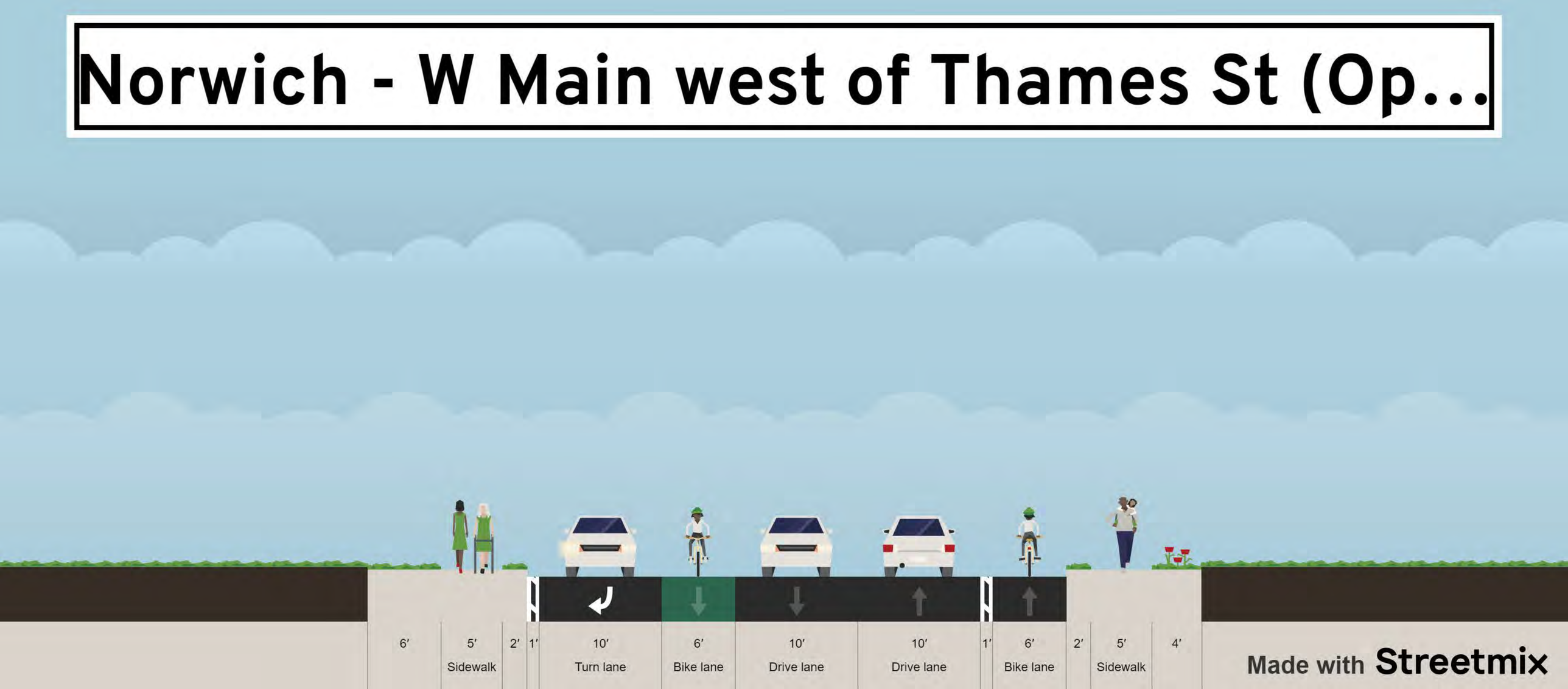
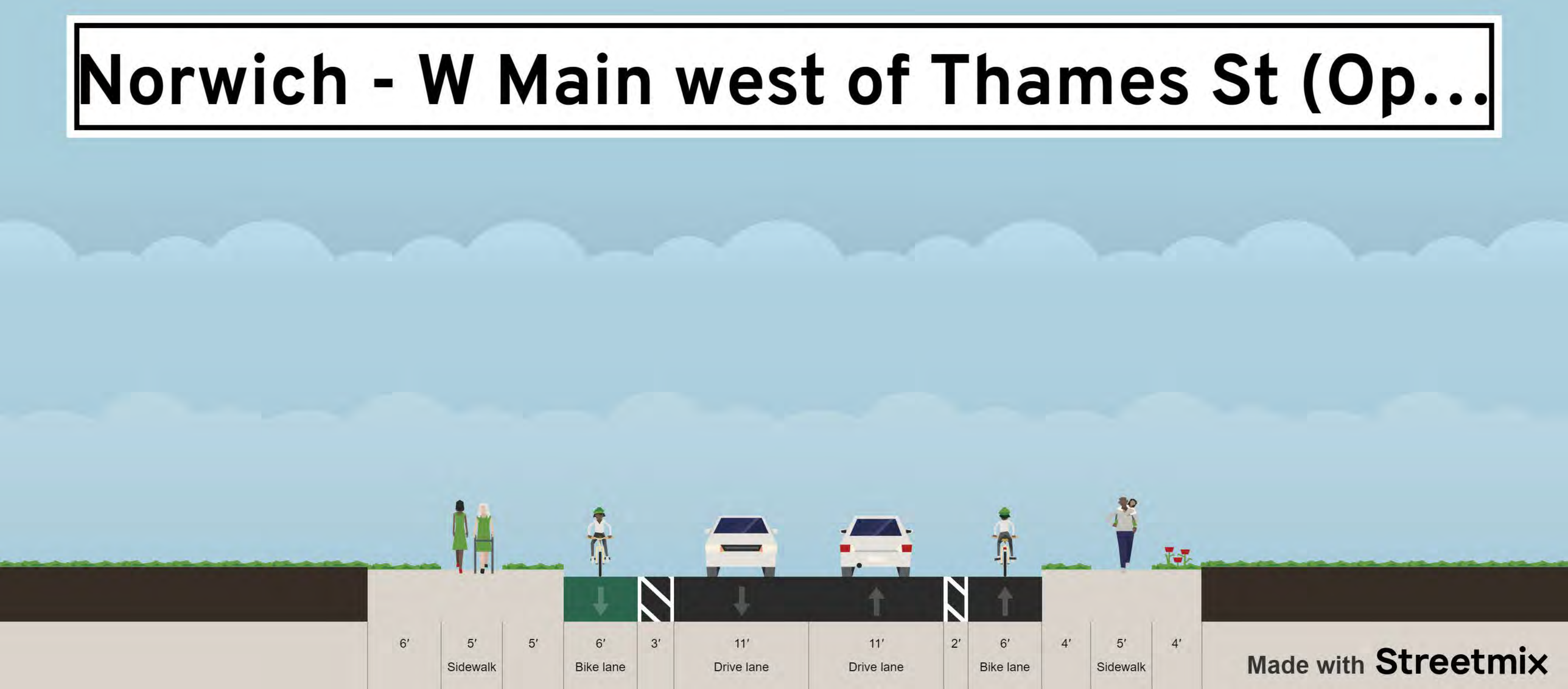
Norwich - W Main west of Thames St (Op...



Norwich - W Main west of Thames St (Op...



Norwich - W Main west of Thames St (Op...



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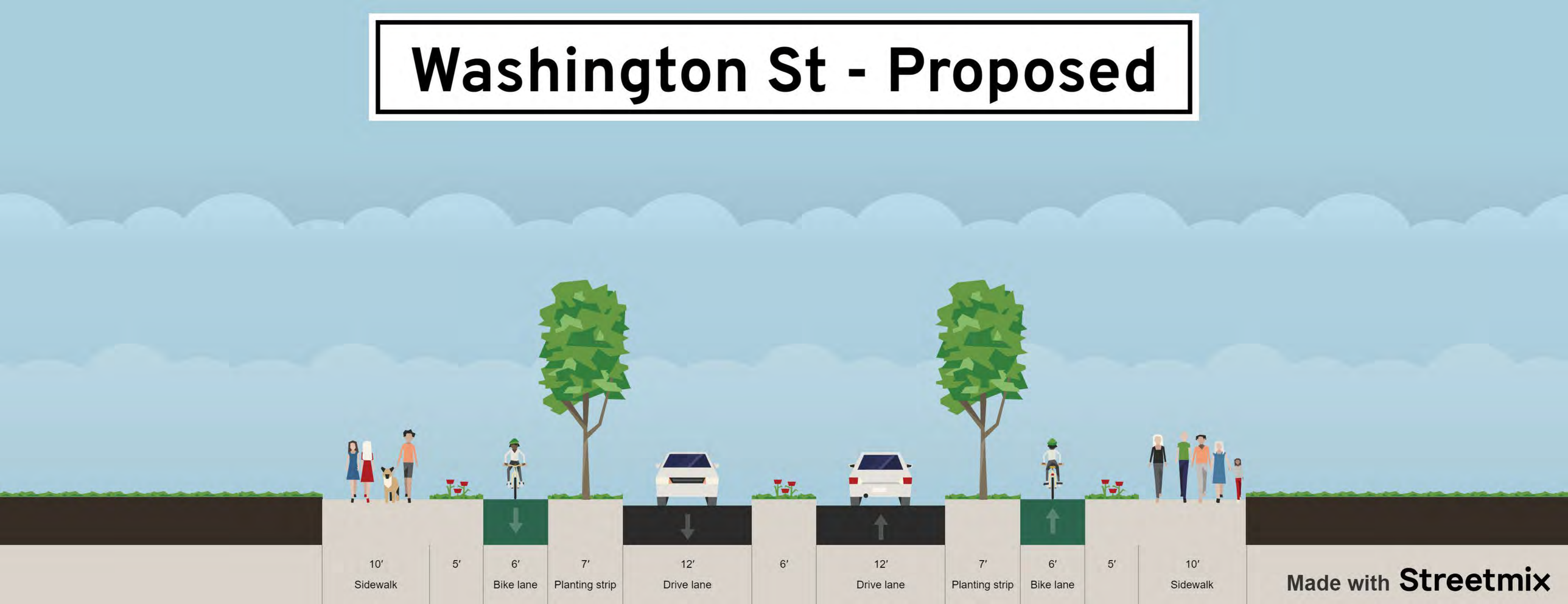
Washington St - Proposed



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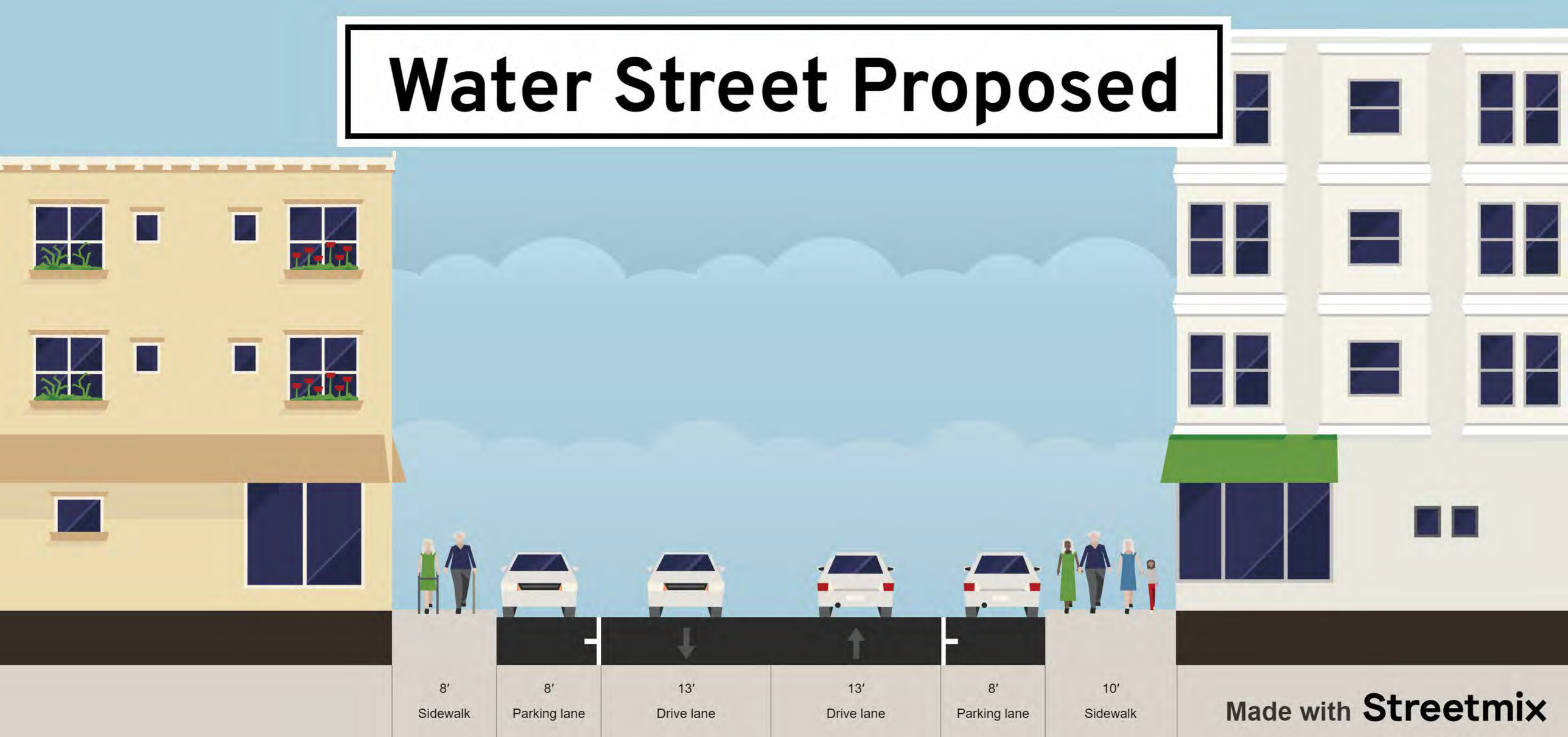
Water Street Proposed



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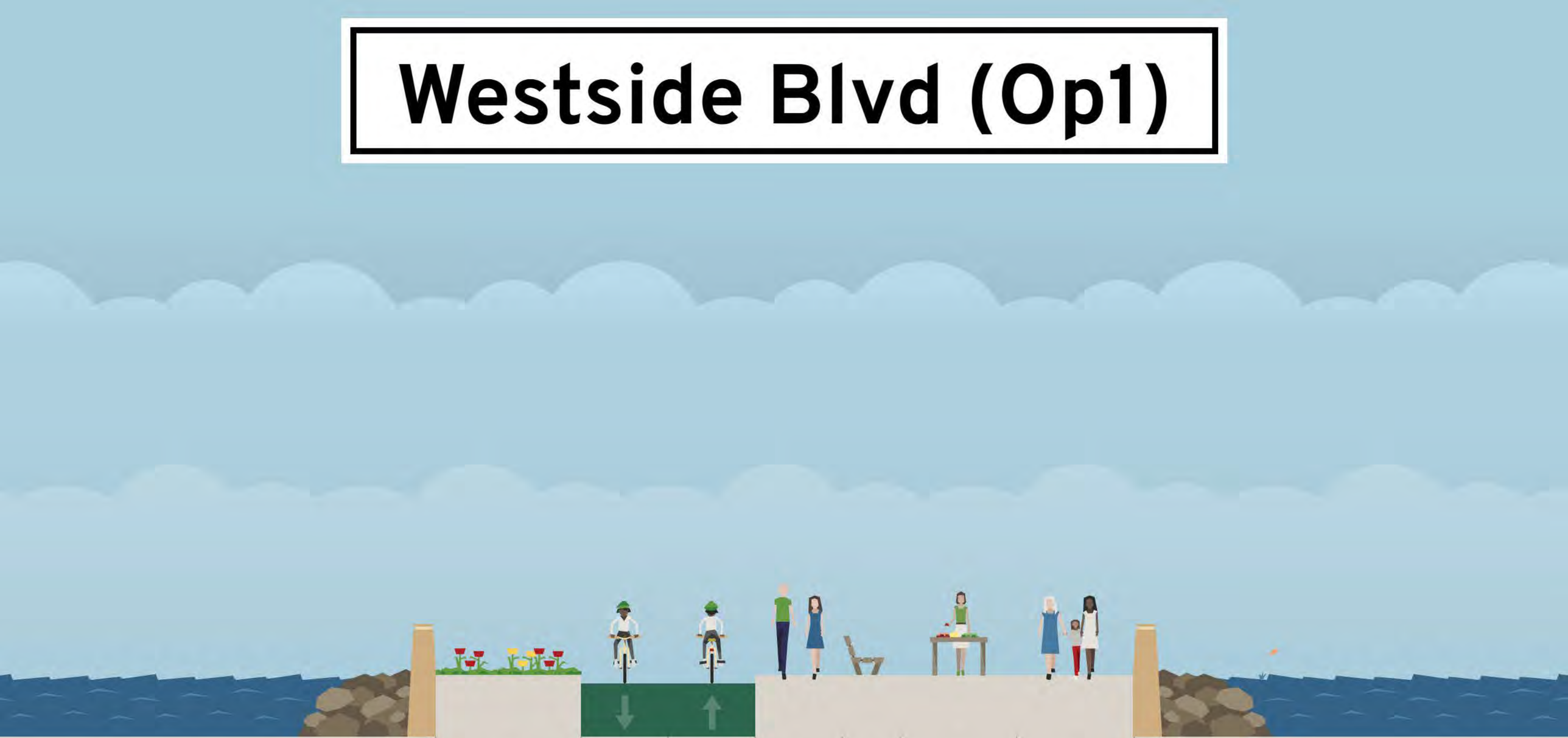
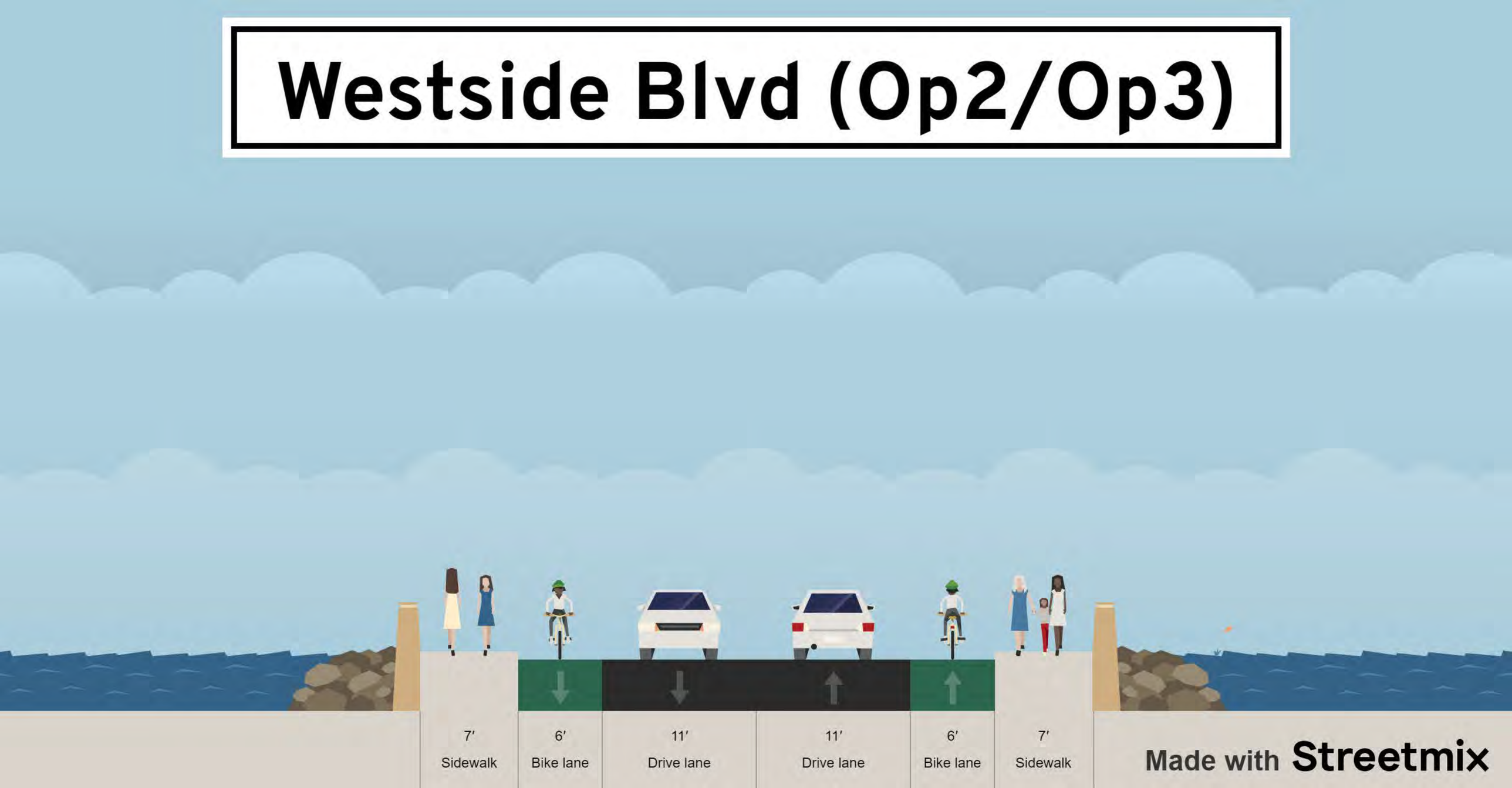
Westside Blvd (Op1)



10′	6′	6′	6′	4′	8′	8′
Planting strip	Bike lane	Bike lane	Sidewalk	Bench	Street vendor	Sidewalk

Made with Streetmix

Westside Blvd (Op2/Op3)



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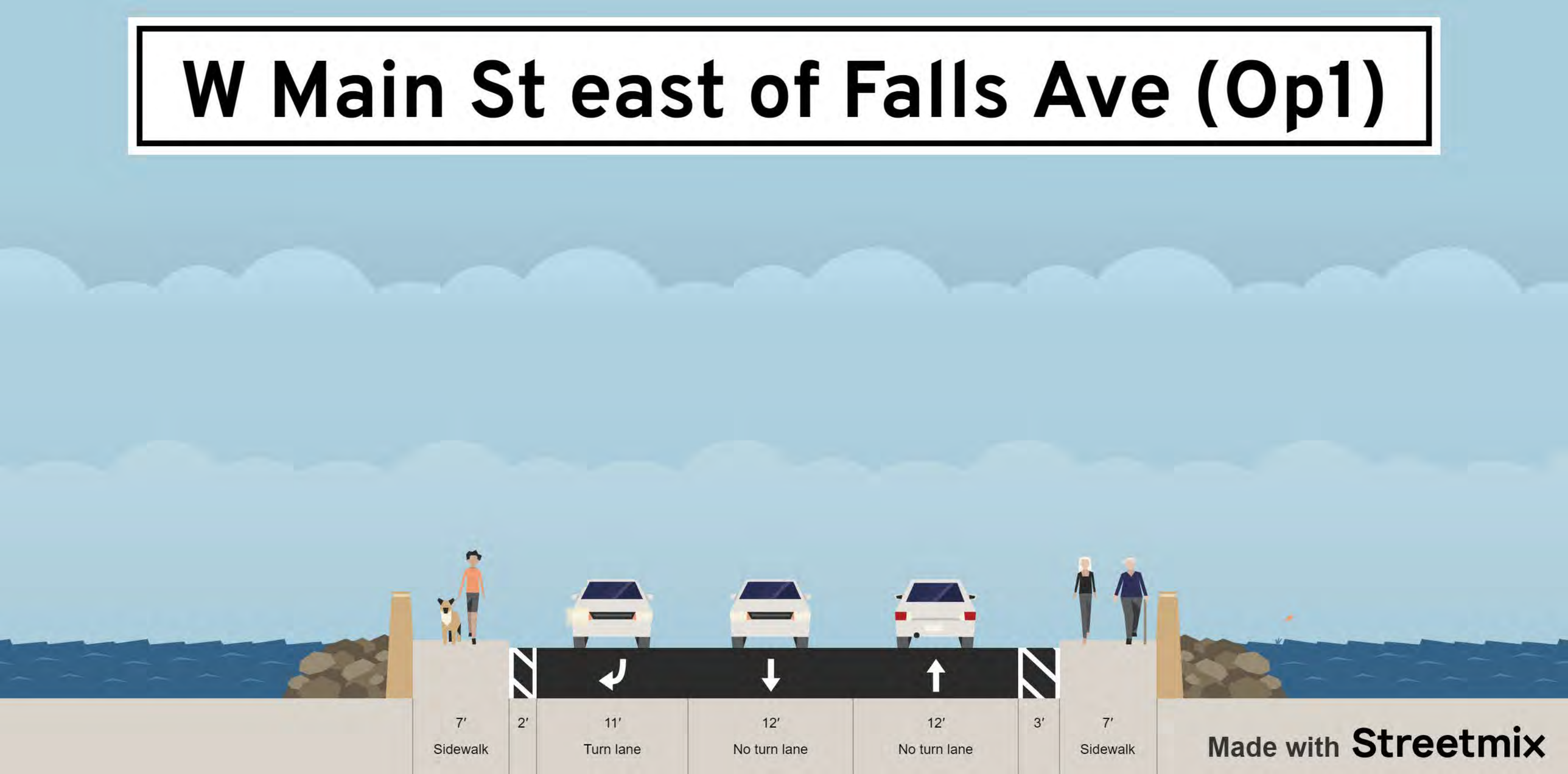
W Main St east of Falls Ave (Op1)



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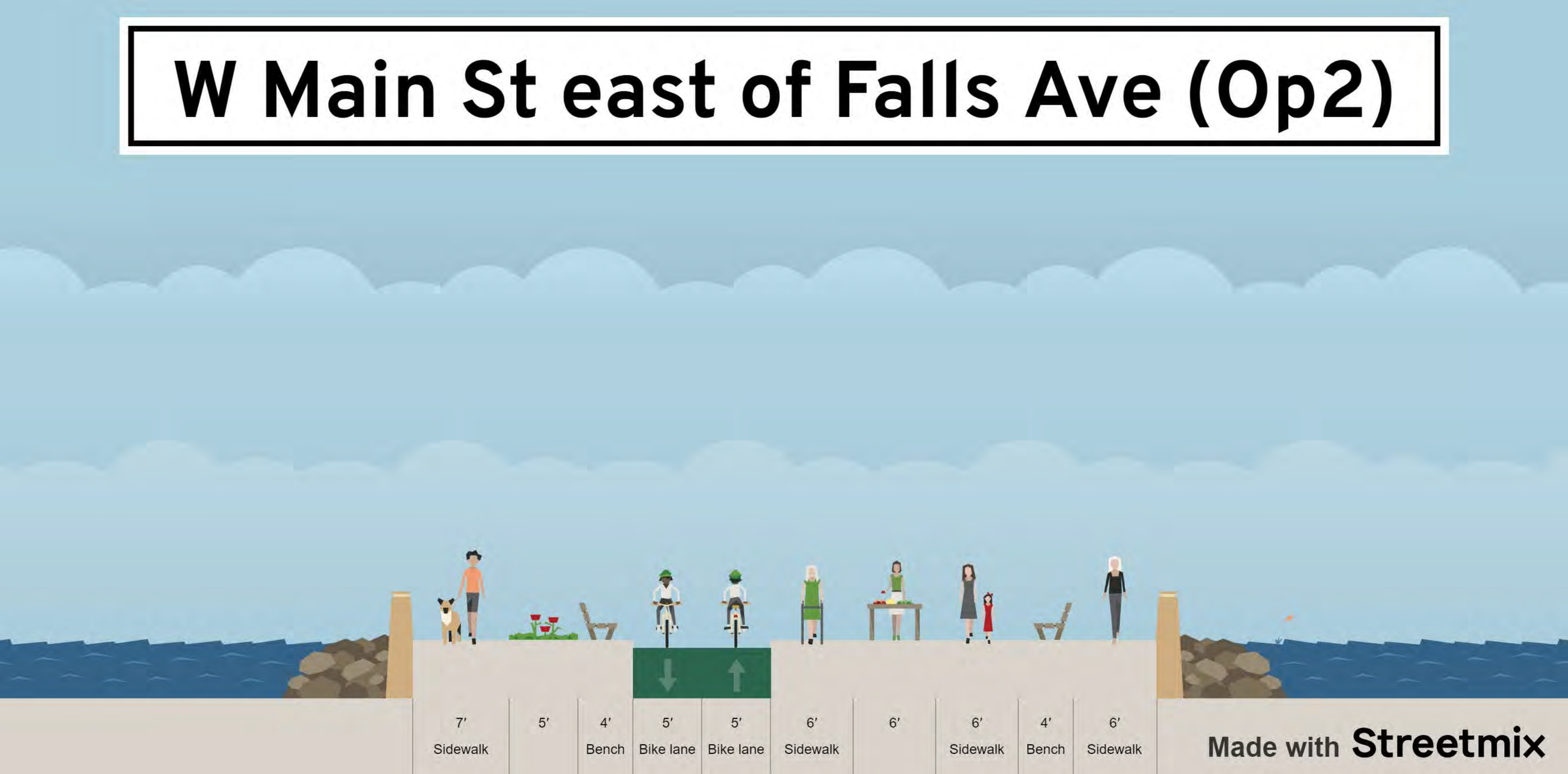
W Main St east of Falls Ave (Op2)



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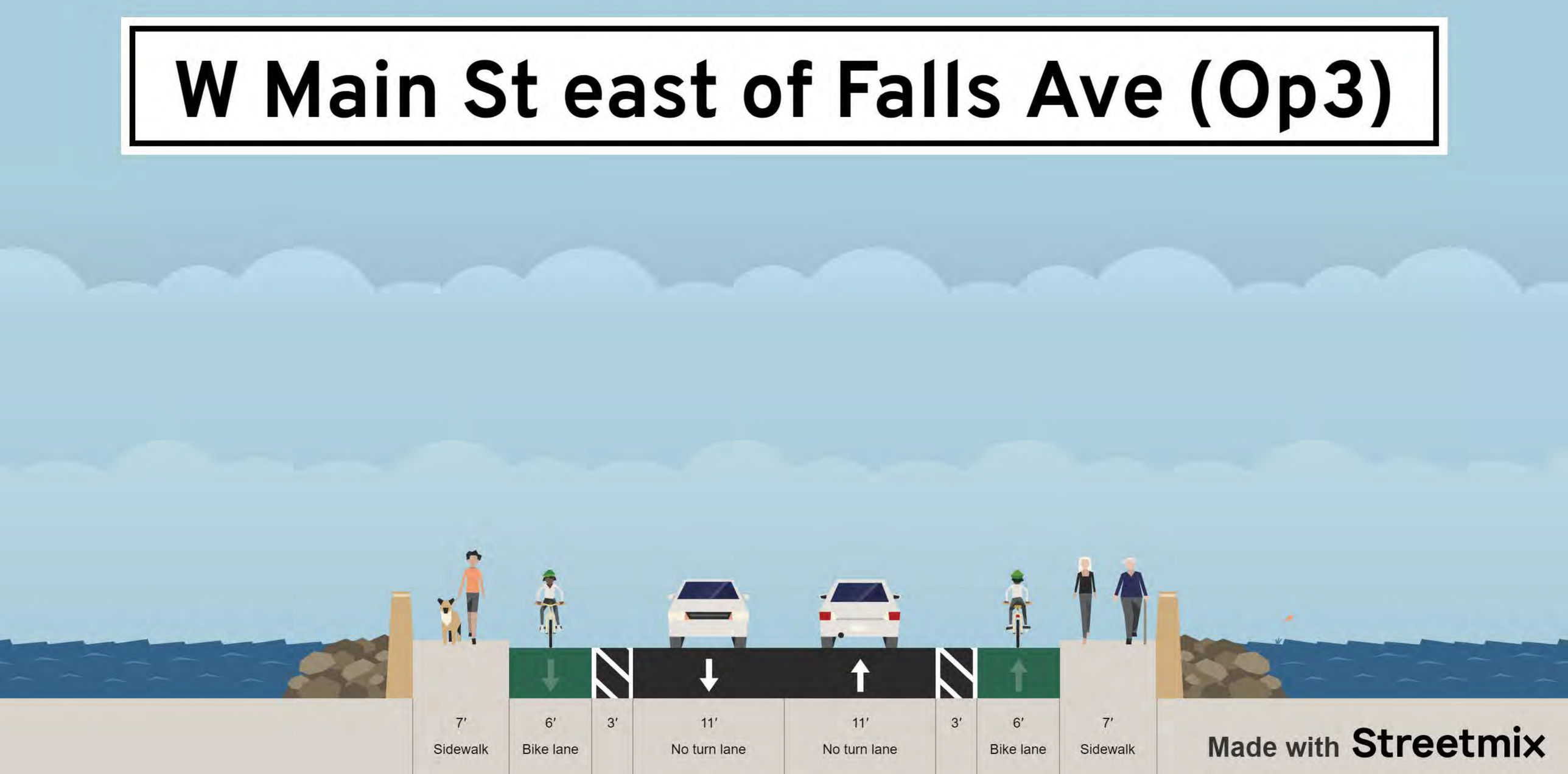
W Main St east of Falls Ave (Op3)



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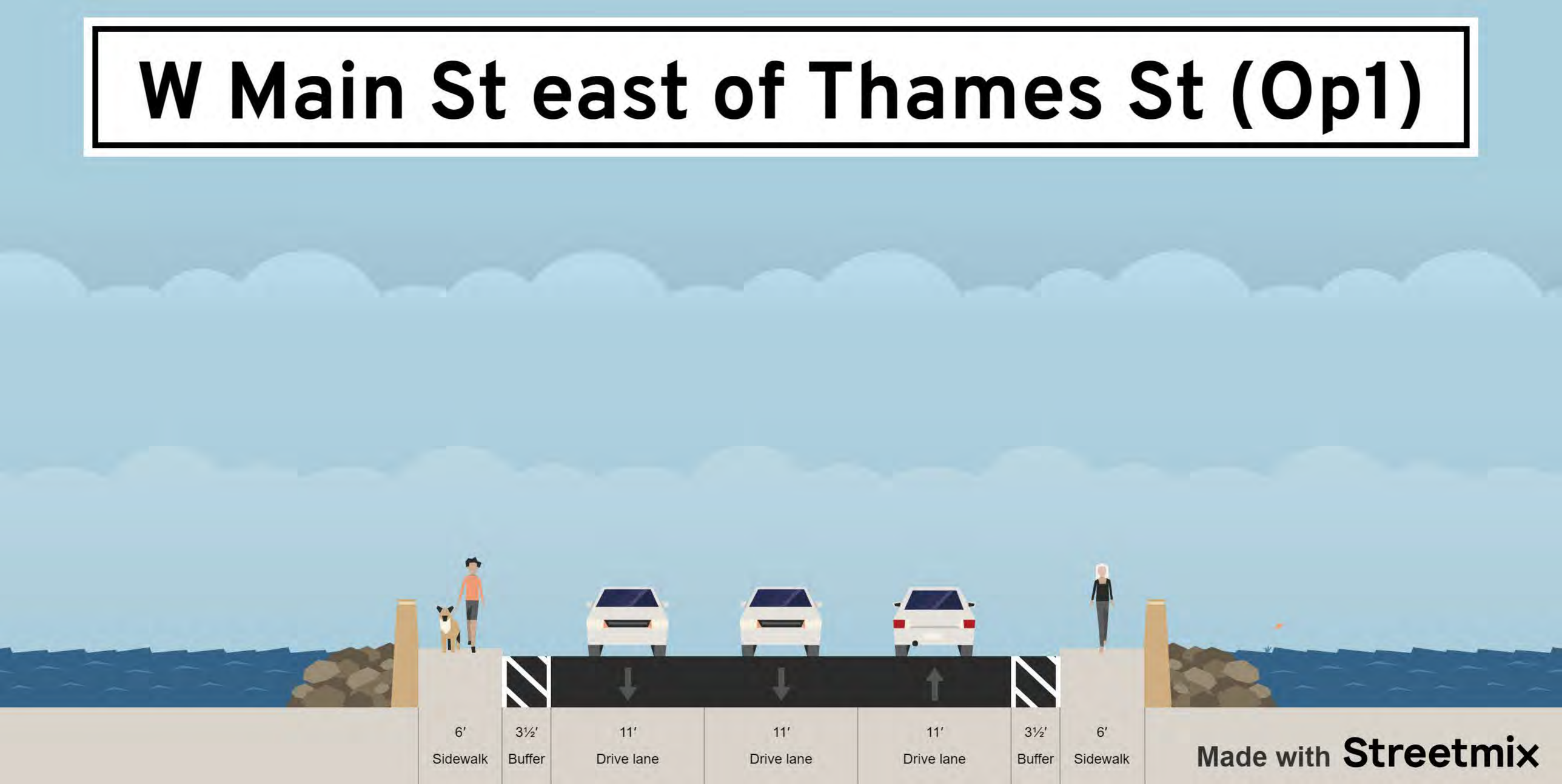
W Main St east of Thames St (Op1)



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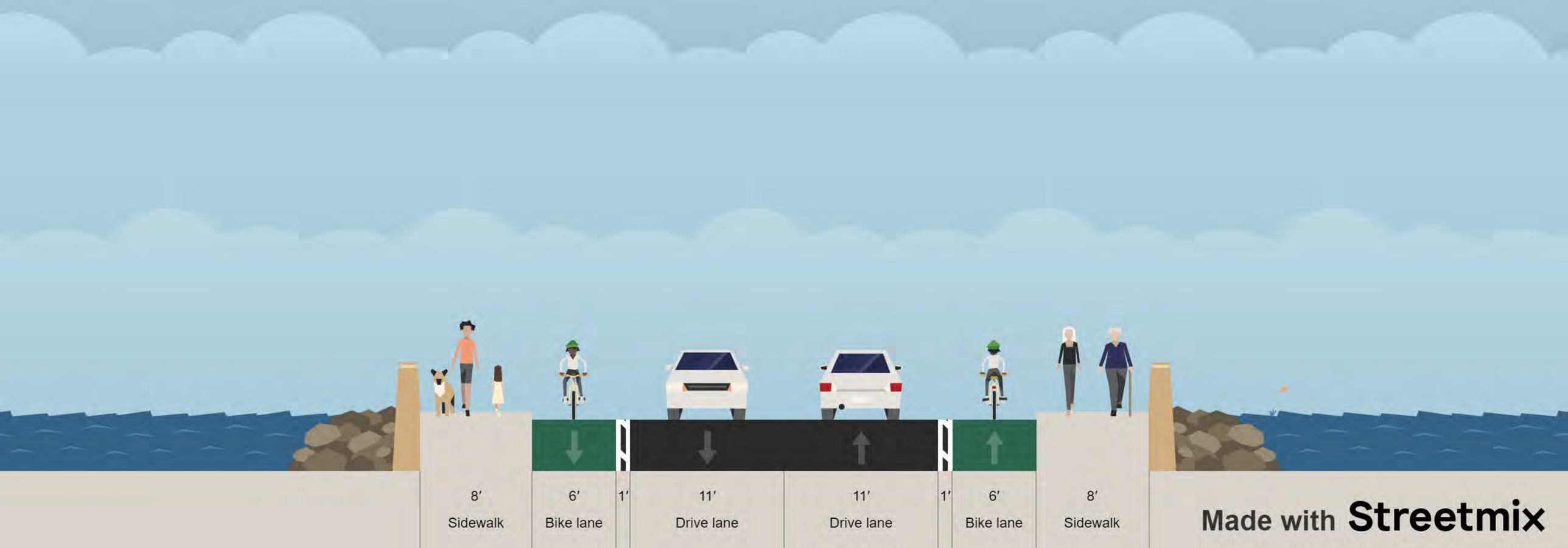
W Main St east of Thames St (Op2)



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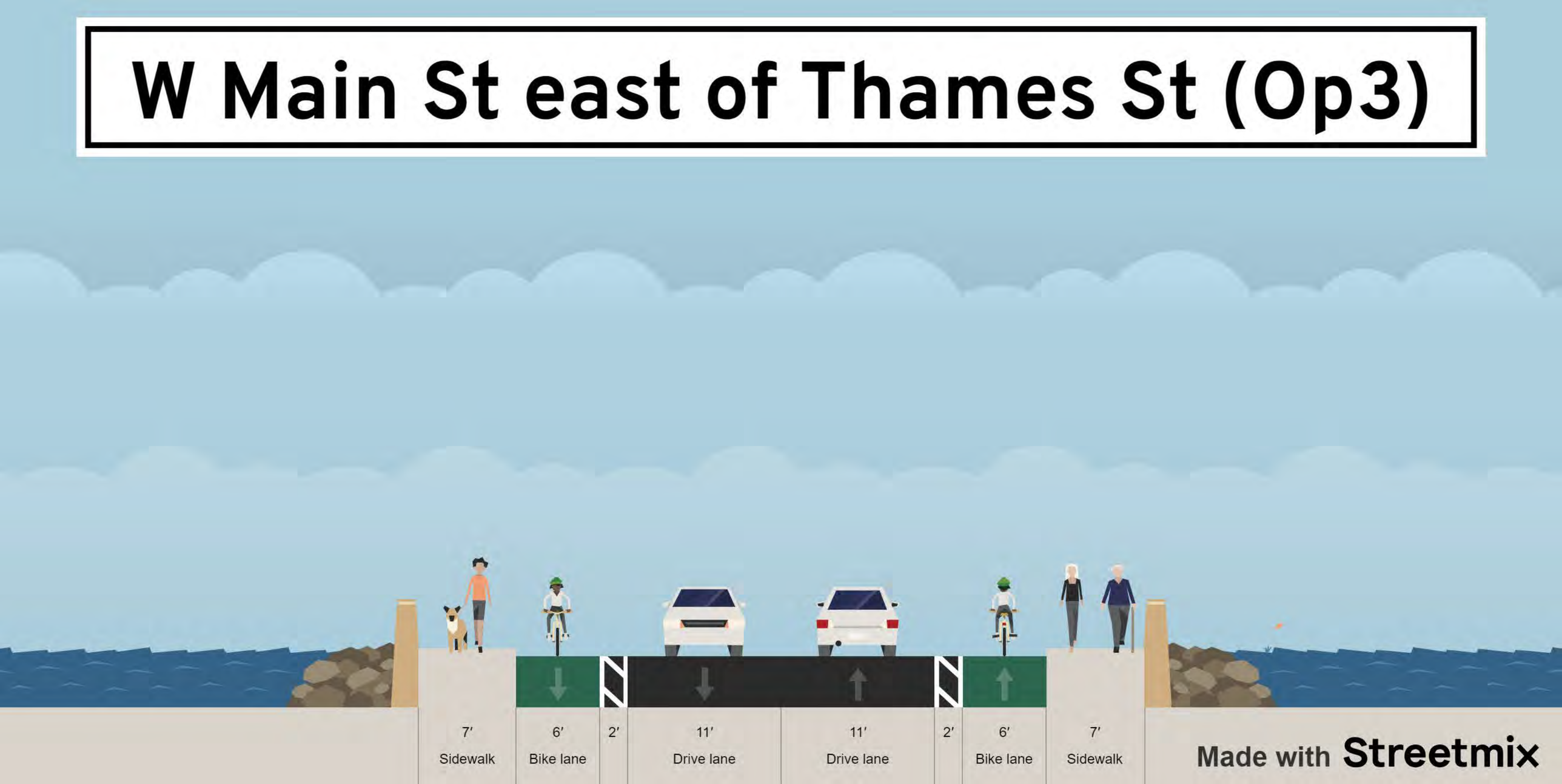
W Main St east of Thames St (Op3)



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K Alternatives Traffic Analysis Tables

Intersection Capacity Analysis Summary – Option 1

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 82 at West Side Blvd. & N. Thames St/N. High St.	AM	EB T/R	0.4	16	B	77	203	0.44	17	B	89	230	0.59	10	A	-	100
		WB L	0.43	48	D	50	91	0.49	50	D	58	101	-	-	-	-	-
		WB T	0.3	7	A	42	180	0.33	8	A	47	201	0.67	12	B	-	150
		WB R	0.15	7	A	0	31	0.17	7	A	0	31	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.11	8	A	-	0
		SB L/T/R	0.21	44	D	14	46	0.21	44	D	14	46	0.09	8	A	-	0
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	PM	EB T/R	0.58	20	C	132	#362	0.63	21	C	152	#438	0.81	18	C	-	250
		WB L	0.52	44	D	64	100	0.58	47	D	72	110	-	-	-	-	-
		WB T	0.47	9	A	76	270	0.52	10	A	86	303	0.8	16	C	-	225
		WB R	0.13	7	A	0	21	0.15	7	A	0	21	-	-	-	-	-
		NB L/T/R	0.06	42	D	0	17	0.07	42	D	0	26	0.24	12	B	-	25
		SB L/T/R	0.13	42	D	10	23	0.13	42	D	10	23	0.24	11	B	-	25
		Overall	**0.44**	**17**	**B**			**0.48**	**17**	**B**			**-**	**-**	**-**		
	Sat	EB T/R	0.44	17	B	94	279	0.49	17	B	107	313	0.65	12	B	-	125
		WB L	0.26	44	D	31	69	0.32	45	D	38	80	-	-	-	-	-
		WB T	0.31	8	A	45	207	0.34	8	A	50	227	0.68	12	B	-	150
		WB R	0.09	6	A	0	31	0.09	6	A	0	32	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.11	8	A	-	0
		SB L/T/R	0.03	43	D	0	0	0.03	43	D	0	0	0.12	8	A	-	0
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	AM	EB L/T	0.24	9	A	36	119	0.27	11	B	39	138	0.27	2	A	-	94
		EB R	0.05	11	B	0	30	0.06	14	B	0	37	0.15	2	A	-	13
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.58	3	A	-	100
		NB T	0.1	33	C	20	38	0.1	32	C	19	37	0.3	54	D	-	55
		NB R	0.17	34	C	0	39	0.18	33	C	0	38	0.18	53	D	-	50
		SB L	0.09	33	C	12	29	0.08	32	C	11	29	-	-	-	-	-
		SB T	0.66	42	D	124	178	0.67	42	D	136	192	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		Overall	**0.32**	**23**	**C**			**0.35**	**23**	**C**			-	-	-		
	PM	EB L/T	0.46	15	B	60	222	0.52	16	B	67	#395	0.59	5	A	-	240
		EB R	0.06	20	B	0	m34	0.06	21	C	0	m34	0.12	2	A	-	12
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.71	3	A	-	125
Route 82 at N. Thames St/ Thames St.		NB T	0.13	32	C	28	53	0.14	30	C	32	58	0.44	40	D	-	75
		NB R	0.14	32	C	0	53	0.16	30	C	0	53	0.16	38	D	-	70
		SB L	0.05	31	C	7	16	0.05	29	C	7	15	-	-	-	-	-
		SB T	0.7	42	D	146	146	0.71	41	D	161	156	-	-	-	-	-
		Overall	**0.47**	**23**	**C**			**0.52**	**24**	**C**			-	-	-		
	Sat	EB L/T	0.32	10	A	48	170	0.36	11	B	53	195	0.43	3	A	-	164
		EB R	0.04	13	B	0	30	0.05	14	B	0	32	0.12	2	A	-	12
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.58	2	A	-	100
		NB T	0.15	36	D	25	50	0.14	35	C	25	49	0.36	49	D	-	65
		NB R	0.15	36	D	0	52	0.16	35	D	0	53	0.16	48	D	-	67
		SB L	0.06	35	D	7	18	0.06	34	C	7	18	-	-	-	-	-
		SB T	0.62	43	D	103	128	0.64	43	D	110	135	-	-	-	-	-
		Overall	**0.36**	**21**	**C**			**0.4**	**21**	**C**			-	-	-		
	AM	WB L/R	0.49	32	C	20	61	0.55	34	C	23	67	0.11	8	A	-	0
		WB R	0.53	33	C	21	65	0.58	36	D	23	70	0.13	8	A	-	0
		NB T/R	0.6	21	C	86	215	0.63	22	C	97	#256	0.79	18	C	-	225
		SB L/T	0.54	21	C	65	134	0.58	21	C	73	147	0.71	13	B	-	150
		NE L	0.32	20	C	41	140	0.35	21	C	44	150	-	-	-	-	-
		NE T/R	0.45	23	C	45	#208	0.52	25	C	53	#249	-	-	-	-	-
		NE R	0.2	19	B	0	70	0.22	20	B	0	74	-	-	-	-	-
		Overall	**0.49**	**22**	**C**			**0.54**	**22**	**C**			-	-	-		
	PM	WB L/R	0.74	51	D	33	#112	0.62	38	D	36	#124	0.39	14	B	-	50
Route 2 (Water St) at Route 82 & Church St.		WB R	0.79	62	E	35	#126	0.65	41	D	36	#132	0.44	15	B	-	50
		NB T/R	0.69	26	C	99	#257	0.71	27	C	100	#257	0.78	19	C	-	200
		SB L/T	0.33	22	C	40	114	0.36	23	C	43	122	0.84	19	C	-	275

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
& Main St.		NE L	0.46	26	C	61	192	0.53	28	C	69	#225	-	-	-	-	-
		NE T/R	0.7	34	C	86	#367	0.83	43	D	104	#425	-	-	-	-	-
		NE R	0.27	23	C	0	86	0.29	24	C	0	92	-	-	-	-	-
		Overall	**0.61**	**29**	**C**			**0.64**	**30**	**C**			**-**	**-**	**-**		
	Sat	WB L/R	0.51	32	C	28	90	0.54	34	C	30	95	0.15	8	A	-	25
		WB R	0.53	33	C	28	94	0.57	35	D	31	#105	0.17	9	A	-	25
		NB T/R	0.6	22	C	92	212	0.65	23	C	106	#255	0.81	19	C	-	250
		SB L/T	0.33	20	C	43	115	0.34	20	C	46	124	0.78	16	C	-	225
		NE L	0.3	21	C	43	131	0.33	21	C	48	141	-	-	-	-	-
		NE T/R	0.74	32	C	102	#377	0.83	40	D	123	#428	-	-	-	-	-
		NE R	0.28	20	C	0	71	0.31	21	C	0	74	-	-	-	-	-
		Overall	**0.6**	**24**	**C**			**0.67**	**26**	**C**			**-**	**-**	**-**		
Chelsea Harbor Dr at Market St	AM	EB L/T/R	0.18	1	A	21	34	0.2	1	A	23	36	0.03	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.02	7	A	-	0
		NB T/R	0.12	37	D	5	26	0.12	37	D	5	26	0.02	8	A	-	3
		SB L/T	0.26	38	D	10	32	0.26	38	D	10	32	0.03	8	A	-	3
		Overall	**0.19**	**3**	**A**			**0.2**	**3**	**A**			**-**	**-**	**-**		
	PM	EB L/T/R	0.23	2	A	33	53	0.26	2	A	37	58	0.05	8	A	-	5
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.1	36	D	5	26	0.1	36	D	5	26	0.01	8	A	-	0
		SB L/T	0.41	39	D	18	45	0.41	39	D	18	45	0.01	8	A	-	0
		Overall	**0.25**	**4**	**A**			**0.27**	**4**	**A**			**-**	**-**	**-**		
	Sat	EB L/T/R	0.22	2	A	29	47	0.24	2	A	33	52	0.04	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.12	36	D	5	30	0.12	36	D	5	30	0.01	8	A	-	0
		SB L/T	0.38	39	D	16	41	0.38	39	D	16	41	0.01	8	A	-	0
		Overall	**0.23**	**4**	**A**			**0.25**	**4**	**A**			**-**	**-**	**-**		
	AM	NW T/R	0.33	7	A	27	184	0.36	8	A	32	211	0.28	2	A	15	m47

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SE L	-	-	-	-	-	-	-	-	-	-	0.25	2	A	0	21
		SE T	-	-	-	-	-	-	-	-	-	-	0.39	1	A	0	68
		NE L/T	0.22	22	C	10	42	0.24	22	C	12	45	-	-	-	-	-
		NE R	0.42	4	A	0	30	0.45	4	A	0	30	-	-	-	-	-
		Overall	**0.39**	**8**	**A**			**0.42**	**8**	**A**			**0.37**	**1**	**A**		
Route 2 (Water St) at Courthouse Sq. & Chelsea Harbor Dr	PM	NW T/R	0.39	9	A	43	207	0.44	10	A	54	231	0.32	4	A	18	130
		SE L	-	-	-	-	-	-	-	-	-	-	0.4	3	A	0	37
		SE T	-	-	-	-	-	-	-	-	-	-	0.45	2	A	0	87
		NE L/T	0.44	22	C	32	87	0.47	22	C	38	98	-	-	-	-	-
		NE R	0.6	5	A	0	21	0.66	6	A	0	20	-	-	-	-	-
		Overall	**0.56**	**9**	**A**			**0.61**	**10**	**B**			**0.42**	**3**	**A**		
	Sat	NW T/R	0.35	8	A	32	170	0.39	8	A	33	52	0.32	4	A	21	116
		SE L	-	-	-	-	-	-	-	-	-	-	0.36	3	A	0	31
		SE T	-	-	-	-	-	-	-	-	-	-	0.48	2	A	0	86
		NE L/T	0.29	22	C	16	60	0.32	22	D	6	30	-	-	-	-	-
		NE R	0.45	4	A	0	41	0.49	4	D	16	41	-	-	-	-	-
		Overall	**0.42**	**8**	**A**			**0.46**	**8**	**A**			**0.45**	**3**	**A**		
	AM	WB T	0.39	17	B	115	183	0.44	18	B	128	201	0.5	14	B	-	70
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.04	10	A	-	3
		NB R	0.11	8	A	0	34	0.12	9	A	0	36	0.29	11	B	-	30
		SB L	0.49	31	C	60	99	0.51	33	C	65	105	0.25	12	B	-	25
		SB R	0.4	31	C	43	77	0.43	32	C	48	84	0.15	9	A	-	13
		Overall	**0.32**	**20**	**B**			**0.36**	**21**	**F**			**-**	**-**	**-**		
Main St at Broadway & Courthouse Sq.	PM	WB T	0.43	18	B	132	#276	0.45	20	B	134	#286	0.6	17	C	-	100
		NB L	0.02	34	C	0	0	0.02	34	C	0	0	0.07	10	A	-	5
		NB R	0.2	9	A	0	30	0.22	10	A	0	31	0.46	13	B	-	60
		SB L	0.49	32	C	67	113	0.5	32	C	72	119	0.29	13	B	-	30
		SB R	0.55	33	C	68	116	0.56	33	C	73	122	0.23	10	A	-	23
		Overall	**0.37**	**20**	**B**			**0.39**	**20**	**C**			**-**	**-**	**-**		

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
	Sat	WB T	0.39	17	B	120	218	0.46	19	B	140	#274	0.57	15	B	-	90
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.02	10	A	-	3
		NB R	0.13	8	A	0	36	0.14	9	A	0	38	0.33	11	B	-	38
		SB L	0.48	33	C	59	99	0.44	31	C	58	96	0.24	12	B	-	23
		SB R	0.48	33	C	54	92	0.53	33	C	65	106	0.21	10	A	-	20
		Overall	**0.32**	**19**	**B**			**0.38**	**20**	**C**			**-**	**-**	**-**		
Route 2 at Viaduct Rd/ Laurel Hill Rd/Summer St/Talman St	AM	WB L	1.06	100	F	~188	#305	1.17	>120	F	~226	#345	0.58	19	B	156	287
		WB R	0.55	18	B	58	108	0.6	19	B	66	122	0.53	21	C	185	336
		NB L/T/R	0.42	43	D	5	11	0.42	43	D	5	11	-	-	-	-	-
		SE L/T	1.01	79	E	150	#411	1.08	97	F	162	#438	0.65	32	C	260	356
		SE R	0.41	16	B	51	150	0.44	16	B	57	164	0.28	10	B	74	78
		NW L/T/R	0.42	41	D	10	8	0.42	41	D	10	8	-	-	-	-	-
		NE L/R	>1.20	>120	F	~191	#213	>1.20	>120	F	~229	#247	0.9	64	E	263	302
		NE R	-	-	-	-	-	-	-	-	-	-	0.63	42	D	161	200
		Overall	**1.07**	**104**	**F**			**1.17**	**>120**	**F**			**0.68**	**31**	**C**		
	PM	WB L	0.83	49	D	122	#240	0.88	56	E	134	#266	0.39	13	B	60	147
		WB R	0.56	18	B	62	#136	0.62	19	B	71	#208	0.49	17	B	111	258
		NB L/T/R	0.61	67	E	7	19	0.61	67	E	7	19	-	-	-	-	-
		SE L/T	>1.20	>120	F	307	#758	>1.20	>120	F	~361	#835	0.8	29	C	246	#459
		SE R	0.29	14	B	36	125	0.33	14	B	41	139	0.18	9	A	34	54
		NW L/T/R	0.52	49	D	6	10	0.52	49	D	6	10	-	-	-	-	-
		NE L/R	>1.20	>120	F	~155	#247	>1.20	>120	F	~178	#273	0.8	46	D	136	#304
		NE R	-	-	-	-	-	-	-	-	-	-	0.8	47	D	130	#296
		Overall	**1.2**	**>120**	**F**			**>1.20**	**>120**	**F**			**0.69**	**27**	**C**		
	Sat	WB L	0.82	47	D	117	#192	0.79	44	D	117	#192	0.35	11	B	47	126
		WB R	0.63	20	B	70	127	0.68	22	C	79	#188	0.54	15	B	118	279
		NB L/T/R	0.49	41	D	11	16	0.49	41	D	11	16	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SE L/T	>1.20	>120	F	226	#647	>1.20	>120	F	252	#696	0.76	23	C	233	#532
		SE R	0.2	13	B	24	91	0.22	14	B	26	97	0.16	7	A	16	48
		NW L/T/R	0.3	42	D	3	13	0.3	42	D	3	13	-	-	-	-	-
		NE L/R	0.89	56	E	89	#162	0.98	75	E	99	#183	0.8	51	D	113	#224
		NE R	-	-	-	-	-	-	-	-	-	-	0.66	41	D	87	#166
		Overall	**1**	**82**	**F**			**1.06**	**104**	**F**			**0.68**	**23**	**C**		
														Del	**LOS**	**v/c**	**Q95**
	AM	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.05	8.1	A	-	5
		WB L/R	0.5	31	C	7	42	0.51	32	C	7	43	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.219	9.1	A		20
		NB T	0.2	18	B	15	65	0.24	19	B	17	74	-	-	-	-	-
		NB R	0.14	6	A	8	59	0.15	6	A	9	65	-	-	-	-	-
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.248	9.2	A		25
		SB L	0.21	24	C	5	33	0.21	24	C	5	34	-	-	-	-	-
		SB T	0.17	12	B	10	70	0.19	12	B	12	78	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.167	8.4	A		15
		SW L/R	0.48	19	B	29	116	0.49	19	B	32	125	-	-	-	-	-
		Overall	**0.33**	**16**	**B**			**0.36**	**16**	**B**				**8.9**	**A**		
	PM	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.066	8.2	A	-	5
		WB L/R	0.44	31	C	14	57	0.44	32	C	14	58	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.29	9.6	A	-	30
		NB T	0.32	22	**C**	35	118	0.34	23	C	40	130	-	-	-	-	-
		NB R	0.3	9	**A**	49	160	0.32	9	A	54	174	-	-	-	-	-
Franklin St at Boswell St/Oak St*		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.238	9.1	A	-	23
		SB L	0.32	27	**C**	11	49	0.32	28	C	11	50	-	-	-	-	-
		SB T	0.14	13	**B**	15	63	0.16	14	B	18	72	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.165	8.5	A	-	15
		SW L/R	0.46	22	**C**	49	141	0.47	22	C	54	152	-	-	-	-	-
		Overall	**0.36**	**17**	**B**			**0.38**	**17**	**B**				**9.1**	**A**		
	Sat	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.074	7.9	A	-	5
		WB L/R	0.44	29	C	15	47	0.46	30	C	16	50	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.203	8.7	A	-	20
		NB T	0.28	23	C	24	86	0.3	24	C	28	97	-	-	-	-	-
		NB R	0.2	8	A	30	109	0.21	8	A	32	114	-	-	-	-	-
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.215	8.7	A	-	20
		SB L	0.29	27	C	9	44	0.3	28	C	10	46	-	-	-	-	-
		SB T	0.15	16	B	14	60	0.17	16	B	17	69	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.142	8.1	A	-	13
		SW L/R	0.32	18	B	38	111	0.35	19	B	46	131	-	-	-	-	-
		Overall	**0.29**	**17**	**B**			**0.31**	**18**	**B**				**8.5**	**A**		
	AM	EB L	0.16	29	C	12	43	0.18	29	C	12	43	0.2	36	D	22	60
		EB T/R	0.61	39	D	97	200	0.64	40	D	104	212	0.84	63	E	234	#429
		WB L	0.86	44	D	128	#315	0.97	67	E	145	#388	0.93	57	E	166	#450
		WB T/R	0.64	34	C	149	#392	0.7	36	D	169	#453	0.52	34	C	188	375
		NB L/T/R	0.96	69	E	196	#587	1.05	93	F	223	#646	0.76	54	D	171	#395
		NB R	-	-	-	-	-	-	-	-	-	-	0.5	42	D	76	220
		SB L	0.4	22	C	35	115	0.46	23	C	39	124	0.46	34	C	65	150
		SB T/R	0.6	22	C	154	416	0.67	24	C	181	471	0.79	43	D	302	577
		Overall	**0.86**	**40**	**D**			**0.95**	**50**	**D**			**0.84**	**47**	**D**		
	PM	EB L	0.43	29	C	27	86	0.49	30	C	31	96	0.51	45	D	33	93
		EB T/R	0.71	43	D	121	#325	0.69	42	D	117	#308	0.81	70	E	150	#341
		WB L	0.94	61	E	130	#374	1.03	86	F	148	#429	0.85	47	D	184	#408
Route 2 at Route 12		WB T/R	0.9	57	E	211	#574	1.06	98	F	~276	#677	0.87	56	E	297	#598
Route 12 (Viaduct Rd & N. Main St)		NB L/T/R	>1.20	>120	F	~373	#872	>1.20	>120	F	~445	#995	0.73	44	D	240	#549
		NB R	-	-	-	-	-	-	-	-	-	-	0.28	33	C	38	143
		SB L	0.36	23	C	29	86	0.41	23	C	31	96	0.4	28	C	44	109
		SB T/R	0.52	21	C	138	324	0.59	22	C	159	382	0.62	31	C	228	446
		Overall	**0.99**	**78**	**E**			**1.11**	**109**	**F**			**0.74**	**45**	**D**		
	Sat	EB L	0.22	29	C	18	65	0.24	29	C	18	65	0.31	45	D	31	88
		EB T/R	0.61	39	D	94	#231	0.64	41	D	101	#262	0.71	55	E	135	283
		WB L	0.76	34	C	110	#291	0.84	42	D	121	#346	0.73	35	C	148	#364

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		WB T/R	0.66	36	D	138	#406	0.74	40	D	158	#469	0.48	30	C	158	352
		NB L/T/R	>1.20	>120	F	~384	#816	>1.20	>120	F	~455	#914	0.69	39	D	186	393
		NB R	-	-	-	-	-	-	-	-	-	-	0.65	38	D	118	291
		SB L	0.37	22	C	26	98	0.4	22	C	29	106	0.38	27	C	40	123
		SB T/R	0.45	19	B	104	320	0.49	20	B	118	354	0.52	27	C	160	415
		Overall	**0.94**	**89**	**F**			**1.03**	**112**	**F**			**0.66**	**36**	**D**		
Water St & Market St	AM	EBT	-	-	-	-	-	-	-	-	-	-	**0.47**	**3.7**	**A**	107	256
		WBT	-	-	-	-	-	-	-	-	-	-	**0.4**	**1.4**	**A**	1	57
		NET	-	-	-	-	-	-	-	-	-	-	**0.74**	**83.7**	**F**	27	68
		SWT	-	-	-	-	-	-	-	-	-	-	**0.77**	**53.4**	**D**	24	111
		Overall	-	-	-	-	-	-	-	-	-	-	**0.49**	**13.6**	**B**		
	PM	EBT	-	-	-	-	-	-	-	-	-	-	0.56	5	A	114	273
		WBT	-	-	-	-	-	-	-	-	-	-	0.41	2	A	0	90
		NET	-	-	-	-	-	-	-	-	-	-	0.65	48	D	18	56
		SWT	-	-	-	-	-	-	-	-	-	-	0.66	39	D	12	74
		Overall	-	-	-	-	-	-	-	-	-	-	**0.56**	**9**	**A**		
	Sat	EBT	-	-	-	-	-	-	-	-	-	-	0.59	5	A	122	304
		WBT	-	-	-	-	-	-	-	-	-	-	0.41	2	A	0	87
		NET	-	-	-	-	-	-	-	-	-	-	0.57	43	D	12	45
		SWT	-	-	-	-	-	-	-	-	-	-	0.69	38	D	0	54
		Overall	-	-	-	-	-	-	-	-	-	-	**0.57**	**11**	**B**		
W Main St & Falls Ave	AM	EBT	-	-	-	-	-	-	-	-	-	-	0.32	1	A	107	256
		WBT	-	-	-	-	-	-	-	-	-	-	0.53	3	A	1	57
		SBL	-	-	-	-	-	-	-	-	-	-	0.29	60	E	27	68
		Overall	-	-	-	-	-	-	-	-	-	-	**0.56**	**3**	**A**		
	PM	EBT	-	-	-	-	-	-	-	-	-	-	0.52	3	A	114	273
		WBT	-	-	-	-	-	-	-	-	-	-	0.65	5	A	0	90
		SBL	-	-	-	-	-	-	-	-	-	-	0.34	41	D	18	56
		Overall	-	-	-	-	-	-	-	-	-	-	**0.67**	**5**	**A**		

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
	Sat	EBT	-	-	-	-	-	-	-	-	-	-	0.44	2	A	122	304
		WBT	-	-	-	-	-	-	-	-	-	-	0.55	4	A	0	87
		SBL	-	-	-	-	-	-	-	-	-	-	0.47	53	D	12	45
		Overall	-	-	-	-	-	-	-	-	-	-	**0.58**	**5**	**A**		
West Side Blvd & Route 2	AM												-	-	-	-	-
		SET	0.71	31	C	94	152	0.78	34	C	115	178					
		NWL	0.32	12	B	63	177	0.35	13	B	71	198	-	-	-	-	-
		NWT	0.25	4	A	0	148	0.27	4	A	0	166	-	-	-	-	-
		Overall	**0.40**	**18**	**B**			**0.45**	**19**	**B**			-	-	-	-	-
	PM	SET	0.58	28	C	64	114	0.72	31	C	89	131	-	-	-	-	-
		NWL	0.36	13	B	77	212	0.50	14	B	118	#337	-	-	-	-	-
		NWT	0.24	4	A	0	146	0.33	5	A	0	214	-	-	-	-	-
		Overall	**0.39**	**16**	**B**			**0.53**	**18**	**B**			-	-	-	-	-
	Sat	SET	0.65	29	C	66	105	0.62	29	C	73	128	-	-	-	-	-
		NWL	0.46	14	B	104	#278	0.40	13	B	87	236	-	-	-	-	-
		NWT	0.31	4	A	0	191	0.27	4	A	0	169	-	-	-	-	-
		Overall	**0.47**	**17**	**B**			**0.43**	**16**	**B**			-	-	-	-	-

Source: VHB, Inc. using Synchro 11 software.

1 volume-to-capacity ratio

2 delay, in seconds

3 level of service

4 50th percentile queue length, in feet

5 95th percentile queue length, in feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = through, L= left

95th% volume exceeds capacity, queue may be longer

~ Volume exceeds capacity, queue is theoretically infinite

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

*indicates in the build condition the intersection changes from signalized to unsignalized

Shaded cells indicate LOS E or F conditions

Intersection Capacity Analysis Summary – Option 2

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 82 at West Side Blvd. & N. Thames St/N. High St.	AM	EB T/R	0.4	16	B	77	203	0.44	17	B	89	230	0.53	10	A	-	75
		WB L	0.43	48	D	50	91	0.49	50	D	58	101	-	-	-	-	-
		WB T	0.3	7	A	42	180	0.33	8	A	47	201	0.35	8	A	-	50
		WB R	0.15	7	A	0	31	0.17	7	A	0	31	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.09	7	A	-	0
		SB L/T/R	0.21	44	D	14	46	0.21	44	D	14	46	0.04	9	A	-	0
		SW	-	-	-	-	-	-	-	-	-	-	0.79	17	C	-	225
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	PM	EB T/R	0.58	20	C	132	#362	0.63	21	C	152	#438	0.88	25	C	-	325
		WB L	0.52	44	D	64	100	0.58	47	D	72	110	-	-	-	-	-
		WB T	0.47	9	A	76	270	0.52	10	A	86	303	0.6	19	C	-	100
		WB R	0.13	7	A	0	21	0.15	7	A	0	21	-	-	-	-	-
		NB L/T/R	0.06	42	D	0	17	0.07	42	D	0	26	0.24	12	B	-	25
		SB L/T/R	0.13	42	D	10	23	0.13	42	D	10	23	0.05	10	A	-	0
		SW	-	-	-	-	-	-	-	-	-	-	0.87	23	C	-	300
		Overall	**0.44**	**17**	**B**			**0.48**	**17**	**B**			**-**	**-**	**-**		
	Sat	EB T/R	0.44	17	B	94	279	0.49	17	B	107	313	0.73	15	B	-	175
		WB L	0.26	44	D	31	69	0.32	45	D	38	80	-	-	-	-	-
		WB T	0.31	8	A	45	207	0.34	8	A	50	227	0.46	12	B	-	50
		WB R	0.09	6	A	0	31	0.09	6	A	0	32	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.11	9	A	-	0
		SB L/T/R	0.03	43	D	0	0	0.03	43	D	0	0	0.04	8	A	-	0
		SW	-	-	-	-	-	-	-	-	-	-	0.7	13	B	-	150
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	AM	EB L/T	0.24	9	A	36	119	0.27	11	B	39	138	0.05	9	A	-	13
		EB R	0.05	11	B	0	30	0.06	14	B	0	37	0.17	10	A	-	31
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.06	9	A	-	15
		NB T	0.1	33	C	20	38	0.1	32	C	19	37	0.45	8	A	-	94

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NB R	0.17	34	C	0	39	0.18	33	C	0	38	0	6	A	-	4
		SB L	0.09	33	C	12	29	0.08	32	C	11	29	-	-	-	-	-
		SB T	0.66	42	D	124	178	0.67	42	D	136	192	-	-	-	-	-
		Overall	**0.32**	**23**	**C**			**0.35**	**23**	**C**			**-**	**-**			
	PM	EB L/T	0.46	15	B	60	222	0.52	16	B	67	#395	0.04	6	A	-	14
		EB R	0.06	20	B	0	m34	0.06	21	C	0	m34	0.21	7	A	-	33
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.05	6	A	-	15
Route 82 at N. Thames St/ Thames St.		NB T	0.13	32	C	28	53	0.14	30	C	32	58	0.62	11	B	-	119
		NB R	0.14	32	C	0	53	0.16	30	C	0	53	0	8	A	-	5
		SB L	0.05	31	C	7	16	0.05	29	C	7	15	-	-	-	-	-
		SB T	0.7	42	D	146	146	0.71	41	D	161	156	-	-	-	-	-
		Overall	**0.47**	**23**	**C**			**0.52**	**24**	**C**			**-**	**-**			
	Sat	EB L/T	0.32	10	A	48	170	0.36	11	B	53	195	0.05	9	A	-	13
		EB R	0.04	13	B	0	30	0.05	14	B	0	32	0.18	9	A	-	31
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.06	9	A	-	15
		NB T	0.15	36	D	25	50	0.14	35	C	25	49	0.41	8	A	-	100
		NB R	0.15	36	D	0	52	0.16	35	D	0	53	0	6	A	-	5
		SB L	0.06	35	D	7	18	0.06	34	C	7	18	-	-	-	-	-
		SB T	0.62	43	D	103	128	0.64	43	D	110	135	-	-	-	-	-
		Overall	**0.36**	**21**	**C**			**0.4**	**21**	**C**			**-**	**-**			
	AM	SE T/R	0.62	31	C	94	152	0.71	34	C	115	178	1.06	75	F	-	500
		NW L	0.34	12	B	63	177	0.38	13	B	71	198	0.52	9	A	-	75
		NW T	0.31	4	A	0	148	0.34	4	A	0	166	0.36	7	A	-	50
		NE	-	-	-	-	-	-	-	-	-	-	0.15	6	A	-	25
		NE R	-	-	-	-	-	-	-	-	-	-	0.56	12	B	-	100
		Overall	**0.4**	**18**	**B**			**0.45**	**19**	**B**			-	-	-	-	-
	PM	SE T/R	0.51	29	C	66	105	0.61	31	C	89	131	0.98	54	F	-	375
		NW L	0.49	14	B	104	#278	0.54	14	B	118	#337	0.61	12	B	-	100
Route 2 at West Side		NW T	0.38	4	A	0	191	0.41	5	A	0	214	0.52	10	A	-	75

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
West Side Blvd		NE	-	-	-	-	-	-	-	-	-	-	0.23	6	A	-	25
		NE R	-	-	-	-	-	-	-	-	-	-	0.83	23	C	-	250
		Overall	**0.47**	**17**	**B**			**0.53**	**18**	**B**			-	-	-	-	-
	Sat	SE T/R	0.46	28	C	64	114	0.51	29	C	73	128	0.82	27	D	-	225
		NW L	0.39	13	B	77	212	0.43	13	B	87	236	0.49	9	A	-	75
		NW T	0.3	4	A	0	146	0.34	4	A	0	169	0.47	9	A	-	75
		NE	-	-	-	-	-	-	-	-	-	-	0.14	5	A	-	0
		NE R	-	-	-	-	-	-	-	-	-	-	0.77	19	C	-	200
		Overall	**0.39**	**16**	**B**			**0.43**	**16**	**B**			-	-	-	-	-
	AM	WB L/R	0.49	32	C	20	61	0.55	34	C	23	67	0.11	8	A	-	0
		WB R	0.53	33	C	21	65	0.58	36	D	23	70	0.13	8	A	-	0
		NB T/R	0.6	21	C	86	215	0.63	22	C	97	#256	0.79	18	C	-	225
		SB L/T	0.54	21	C	65	134	0.58	21	C	73	147	0.71	13	B	-	150
		NE L	0.32	20	C	41	140	0.35	21	C	44	150	-	-	-	-	-
		NE T/R	0.45	23	C	45	#208	0.52	25	C	53	#249	-	-	-	-	-
		NE R	0.2	19	B	0	70	0.22	20	B	0	74	-	-	-	-	-
		Overall	**0.49**	**22**	**C**			**0.54**	**22**	**C**			**-**	**-**	**-**		
	PM	WB L/R	0.74	51	D	33	#112	0.62	38	D	36	#124	0.39	14	B	-	50
Route 2 (Water St) at Route 82 & Church St. & Main St.		WB R	0.79	62	E	35	#126	0.65	41	D	36	#132	0.44	15	B	-	50
		NB T/R	0.69	26	C	99	#257	0.71	27	C	100	#257	0.78	19	C	-	200
		SB L/T	0.33	22	C	40	114	0.36	23	C	43	122	0.83	19	C	-	275
		NE L	0.46	26	C	61	192	0.53	28	C	69	#225	-	-	-	-	-
		NE T/R	0.7	34	C	86	#367	0.83	43	D	104	#425	-	-	-	-	-
		NE R	0.27	23	C	0	86	0.29	24	C	0	92	-	-	-	-	-
		Overall	**0.61**	**29**	**C**			**0.64**	**30**	**C**			**-**	**-**	**-**		
	Sat	WB L/R	0.51	32	C	28	90	0.54	34	C	30	95	0.14	8	A	-	25
		WB R	0.53	33	C	28	94	0.57	35	D	31	#105	0.17	9	A	-	25
		NB T/R	0.6	22	C	92	212	0.65	23	C	106	#255	0.81	19	C	-	250
		SB L/T	0.33	20	C	43	115	0.34	20	C	46	124	0.78	16	C	-	225
		NE L	0.3	21	C	43	131	0.33	21	C	48	141	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NE T/R	0.74	32	C	102	#377	0.83	40	D	123	#428	-	-	-	-	-
		NE R	0.28	20	C	0	71	0.31	21	C	0	74	-	-	-	-	-
		Overall	**0.6**	**24**	**C**			**0.67**	**26**	**C**			**-**	**-**	**-**		
Chelsea Harbor Dr at Market St	AM	EB L/T/R	0.18	1	A	21	34	0.2	1	A	23	36	0.03	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.02	7	A	-	0
		NB T/R	0.12	37	D	5	26	0.12	37	D	5	26	0.02	8	A	-	3
		SB L/T	0.26	38	D	10	32	0.26	38	D	10	32	0.03	8	A	-	3
		Overall	**0.19**	**3**	**A**			**0.2**	**3**	**A**			**-**	**-**	**-**		
	PM	EB L/T/R	0.23	2	A	33	53	0.26	2	A	37	58	0.05	8	A	-	5
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.1	36	D	5	26	0.1	36	D	5	26	0.01	8	A	-	0
		SB L/T	0.41	39	D	18	45	0.41	39	D	18	45	0.01	8	A	-	0
		Overall	**0.25**	**4**	**A**			**0.27**	**4**	**A**			**-**	**-**	**-**		
	Sat	EB L/T/R	0.22	2	A	29	47	0.24	2	A	33	52	0.04	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.12	36	D	5	30	0.12	36	D	5	30	0.01	8	A	-	0
		SB L/T	0.38	39	D	16	41	0.38	39	D	16	41	0.01	8	A	-	0
		Overall	**0.23**	**4**	**A**			**0.25**	**4**	**A**			**-**	**-**	**-**		
Route 2 (Water St) at Courthouse Sq. &	AM	NW T/R	0.33	7	A	27	184	0.36	8	A	32	211	0.36	7	A	31	186
		SE L	-	-	-	-	-	-	-	-	-	-	0.26	3	A	0	56
		SE T	-	-	-	-	-	-	-	-	-	-	0.56	10	A	60	#436
		NE L/T	0.22	22	C	10	42	0.24	22	C	12	45	-	-	-	-	-
		NE R	0.42	4	A	0	30	0.45	4	A	0	30	-	-	-	-	-
		Overall	**0.39**	**8**	**A**			**0.42**	**8**	**A**			**0.47**	**8**	**A**		
	PM	NW T/R	0.39	9	A	43	207	0.44	10	A	54	231	0.29	2	A	18	83
		SE L	-	-	-	-	-	-	-	-	-	-	0.38	2	A	0	32
		SE T	-	-	-	-	-	-	-	-	-	-	0.42	1	A	0	78
		NE L/T	0.44	22	C	32	87	0.47	22	C	38	98	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Sq. & Chelsea Harbor Dr		NE R	0.6	5	A	0	21	0.66	6	A	0	20	-	-	-	-	-
		Overall	**0.56**	**9**	**A**			**0.61**	**10**	**B**			**0.4**	**2**	**A**		
	Sat	NW T/R	0.35	8	A	32	170	0.39	8	A	33	52	0.38	7	A	33	166
		SE L	-	-	-	-	-	-	-	-	-	-	0.35	4	A	0	74
		SE T	-	-	-	-	-	-	-	-	-	-	0.67	12	B	75	#564
		NE L/T	0.29	22	C	16	60	0.32	22	D	6	30	-	-	-	-	-
		NE R	0.45	4	A	0	41	0.49	4	D	16	41	-	-	-	-	-
		Overall	**0.42**	**8**	**A**			**0.46**	**8**	**A**			**0.57**	**9**	**A**		
Main St at Broadway & Courthouse Sq.	AM	WB T	0.39	17	B	115	183	0.44	18	B	128	201	0.5	14	B	-	70
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.04	10	A	-	3
		NB R	0.11	8	A	0	34	0.12	9	A	0	36	0.29	11	B	-	30
		SB L	0.49	31	C	60	99	0.51	33	C	65	105	0.25	12	B	-	25
		SB R	0.4	31	C	43	77	0.43	32	C	48	84	0.15	9	A	-	13
		Overall	**0.32**	**20**	**B**			**0.36**	**21**	**F**			**-**	**-**	**-**		
	PM	WB T	0.43	18	B	132	#276	0.45	20	B	134	#286	0.6	17	C	-	100
		NB L	0.02	34	C	0	0	0.02	34	C	0	0	0.07	10	A	-	5
		NB R	0.2	9	A	0	30	0.22	10	A	0	31	0.46	13	B	-	60
		SB L	0.49	32	C	67	113	0.5	32	C	72	119	0.29	13	B	-	30
		SB R	0.55	33	C	68	116	0.56	33	C	73	122	0.23	10	A	-	23
		Overall	**0.37**	**20**	**B**			**0.39**	**20**	**C**			**-**	**-**	**-**		
	Sat	WB T	0.39	17	B	120	218	0.46	19	B	140	#274	0.57	15	B	-	90
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.02	10	A	-	3
		NB R	0.13	8	A	0	36	0.14	9	A	0	38	0.33	11	B	-	38
		SB L	0.48	33	C	59	99	0.44	31	C	58	96	0.24	12	B	-	23
		SB R	0.48	33	C	54	92	0.53	33	C	65	106	0.21	10	A	-	20
		Overall	**0.32**	**19**	**B**			**0.38**	**20**	**C**			**-**	**-**	**-**		
	AM	WB L	1.06	100	F	~188	#305	1.17	>120	F	~226	#345	0.58	19	B	156	287
		WB R	0.55	18	B	58	108	0.6	19	B	66	122	0.53	21	C	185	336
		NB L/T/R	0.42	43	D	5	11	0.42	43	D	5	11	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SE L/T	1.01	79	E	150	#411	1.08	97	F	162	#438	0.65	36	D	259	355
		SE R	0.41	16	B	51	150	0.44	16	B	57	164	0.28	10	B	60	68
		NW L/T/R	0.42	41	D	10	8	0.42	41	D	10	8	-	-	-	-	-
		NE L/R	>1.20	>120	F	~191	#213	>1.20	>120	F	~229	#247	0.9	64	E	263	302
		NE R	-	-	-	-	-	-	-	-	-	-	0.63	42	D	161	200
		Overall	**1.07**	**104**	**F**			**1.17**	**>120**	**F**			**0.68**	**32**	**C**		
	PM	WB L	0.83	49	D	122	#240	0.88	56	E	134	#266	0.39	13	B	60	147
		WB R	0.56	18	B	62	#136	0.62	19	B	71	#208	0.49	17	B	111	258
Route 2 at Viaduct Rd/ Laurel Hill Rd/Summer St/Talman St		NB L/T/R	0.61	67	E	7	19	0.61	67	E	7	19	-	-	-	-	-
		SE L/T	>1.20	>120	F	307	#758	>1.20	>120	F	~361	#835	0.8	35	D	244	#455
		SE R	0.29	14	B	36	125	0.33	14	B	41	139	0.18	9	A	21	48
		NW L/T/R	0.52	49	D	6	10	0.52	49	D	6	10	-	-	-	-	-
		NE L/R	>1.20	>120	F	~155	#247	>1.20	>120	F	~178	#273	0.8	46	D	136	#304
		NE R	-	-	-	-	-	-	-	-	-	-	0.8	47	D	130	#296
		Overall	**1.2**	**>120**	**F**			**>1.20**	**>120**	**F**			**0.69**	**29**	**C**		
	Sat	WB L	0.82	47	D	117	#192	0.79	44	D	117	#192	0.33	10	A	47	126
		WB R	0.63	20	B	70	127	0.68	22	C	79	#188	0.51	13	B	118	279
		NB L/T/R	0.49	41	D	11	16	0.49	41	D	11	16	-	-	-	-	-
		SE L/T	>1.20	>120	F	226	#647	>1.20	>120	F	252	#696	0.74	28	C	231	#527
		SE R	0.2	13	B	24	91	0.22	14	B	26	97	0.15	7	A	17	44
		NW L/T/R	0.3	42	D	3	13	0.3	42	D	3	13	-	-	-	-	-
		NE L/R	0.89	56	E	89	#162	0.98	75	E	99	#183	0.75	46	D	113	#224
		NE R	-	-	-	-	-	-	-	-	-	-	0.62	39	D	87	#166
		Overall	**1**	**82**	**F**			**1.06**	**104**	**F**			**0.69**	**23**	**C**		
	AM	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.05	8.1	A	-	5
		WB L/R	0.5	31	C	7	42	0.51	32	C	7	43	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.219	9.1	A	-	20
		NB T	0.2	18	B	15	65	0.24	19	B	17	74	-	-	-	-	-
		NB R	0.14	6	A	8	59	0.15	6	A	9	65	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.248	9.2	A	-	25
		SB L	0.21	24	C	5	33	0.21	24	C	5	34	-	-	-	-	-
		SB T	0.17	12	B	10	70	0.19	12	B	12	78	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.167	8.4	A	-	15
		SW L/R	0.48	19	B	29	116	0.49	19	B	32	125	-	-	-	-	-
		Overall	**0.33**	**16**	**B**			**0.36**	**16**	**B**				**8.9**	**A**		
		WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.066	8.2	A	-	5
	PM	WB L/R	0.44	31	C	14	57	0.44	32	C	14	58	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.29	9.6	A	-	30
		NB T	0.32	22	C	35	118	0.34	23	C	40	130	-	-	-	-	-
		NB R	0.3	9	A	49	160	0.32	9	A	54	174	-	-	-	-	-
Franklin St at Boswell St/Oak St*		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.238	9.1	A	-	23
		SB L	0.32	27	C	11	49	0.32	28	C	11	50	-	-	-	-	-
		SB T	0.14	13	B	15	63	0.16	14	B	18	72	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.165	8.5	A	-	15
		SW L/R	0.46	22	C	49	141	0.47	22	C	54	152	-	-	-	-	-
		Overall	**0.36**	**17**	**B**			**0.38**	**17**	**B**				**9.1**	**A**		
		WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.074	7.9	A	-	5
	Sat	WB L/R	0.44	29	C	15	47	0.46	30	C	16	50	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.203	8.7	A	-	20
		NB T	0.28	23	C	24	86	0.3	24	C	28	97	-	-	-	-	-
		NB R	0.2	8	A	30	109	0.21	8	A	32	114	-	-	-	-	-
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.215	8.7	A	-	20
		SB L	0.29	27	C	9	44	0.3	28	C	10	46	-	-	-	-	-
		SB T	0.15	16	B	14	60	0.17	16	B	17	69	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.142	8.1	A	-	13
		SW L/R	0.32	18	B	38	111	0.35	19	B	46	131	-	-	-	-	-
		Overall	**0.29**	**17**	**B**			**0.31**	**18**	**B**				**8.5**	**A**		
	AM	EB L	0.16	29	C	12	43	0.18	29	C	12	43	0.2	36	D	22	60
		EB T/R	0.61	39	D	97	200	0.64	40	D	104	212	0.84	63	E	234	#429

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		WB L	0.86	44	D	128	#315	0.97	67	E	145	#388	0.93	57	E	166	#450
		WB T/R	0.64	34	C	149	#392	0.7	36	D	169	#453	0.52	34	C	188	375
		NB L/T/R	0.96	69	E	196	#587	1.05	93	F	223	#646	0.76	54	D	171	#395
		NB R	-	-	-	-	-	-	-	-	-	-	0.5	42	D	76	220
		SB L	0.4	22	C	35	115	0.46	23	C	39	124	0.46	34	C	65	150
		SB T/R	0.6	22	C	154	416	0.67	24	C	181	471	0.79	43	D	302	577
		Overall	**0.86**	**40**	**D**			**0.95**	**50**	**D**			**0.84**	**47**	**D**		
	PM	EB L	0.43	29	C	27	86	0.49	30	C	31	96	0.51	45	D	33	93
		EB T/R	0.71	43	D	121	#325	0.69	42	D	117	#308	0.81	70	E	150	#341
Route 2 at Route 12 Route 12 (Viaduct Rd & N. Main St)		WB L	0.94	61	E	130	#374	1.03	86	F	148	#429	0.85	47	D	184	#408
		WB T/R	0.9	57	E	211	#574	1.06	98	F	~276	#677	0.87	56	E	297	#598
		NB L/T/R	>1.20	>120	F	~373	#872	>1.20	>120	F	~445	#995	0.73	44	D	240	#549
		NB R	-	-	-	-	-	-	-	-	-	-	0.28	33	C	38	143
		SB L	0.36	23	C	29	86	0.41	23	C	31	96	0.4	28	C	44	109
		SB T/R	0.52	21	C	138	324	0.59	22	C	159	382	0.62	31	C	228	446
		Overall	**0.99**	**78**	**E**			**1.11**	**109**	**F**			**0.74**	**45**	**D**		
	Sat	EB L	0.22	29	C	18	65	0.24	29	C	18	65	0.31	45	D	31	88
		EB T/R	0.61	39	D	94	#231	0.64	41	D	101	#262	0.71	55	E	135	283
		WB L	0.76	34	C	110	#291	0.84	42	D	121	#346	0.73	35	C	148	#364
		WB T/R	0.66	36	D	138	#406	0.74	40	D	158	#469	0.48	30	C	158	352
		NB L/T/R	>1.20	>120	F	~384	#816	>1.20	>120	F	~455	#914	0.69	39	D	186	393
		NB R	-	-	-	-	-	-	-	-	-	-	0.65	38	D	118	291
		SB L	0.37	22	C	26	98	0.4	22	C	29	106	0.38	27	C	40	123
		SB T/R	0.45	19	B	104	320	0.49	20	B	118	354	0.52	27	C	160	415
		Overall	**0.94**	**89**	**F**			**1.03**	**112**	**F**			**0.66**	**36**	**D**		
	AM	EBT	-	-	-	-	-	-	-	-	-	-	0.47	4	A	107	256
		WBT	-	-	-	-	-	-	-	-	-	-	0.40	3	A	82	197
		NET	-	-	-	-	-	-	-	-	-	-	0.74	84	F	27	68
		SWT	-	-	-	-	-	-	-	-	-	-	0.77	53	D	24	111
		Overall	-	-	-	-	-	-	-	-	-	-	**0.49**	**14**	**B**		

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Water St & Market St	PM	EBT	-	-	-	-	-	-	-	-	-	-	0.53	4	A	121	278
		WBT	-	-	-	-	-	-	-	-	-	-	0.39	2	A	3	155
		NET	-	-	-	-	-	-	-	-	-	-	0.77	88	F	26	#77
		SWT	-	-	-	-	-	-	-	-	-	-	0.71	54	D	16	91
		Overall	-	-	-	-	-	-	-	-	-	-	**0.54**	**12**	**B**		
	Sat	EBT	-	-	-	-	-	-	-	-	-	-	0.59	5	A	122	304
		WBT	-	-	-	-	-	-	-	-	-	-	0.41	2	A	0	87
		NET	-	-	-	-	-	-	-	-	-	-	0.57	43	D	12	45
		SWT	-	-	-	-	-	-	-	-	-	-	0.69	38	D	0	54
		Overall	-	-	-	-	-	-	-	-	-	-	**0.57**	**11**	**B**		

Source: VHB, Inc. using Synchro 11 software.

1 volume-to-capacity ratio

2 delay, in seconds

3 level of service

4 50th percentile queue length, in feet

5 95th percentile queue length, in feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = through, L= left

95th% volume exceeds capacity, queue may be longer

~ Volume exceeds capacity, queue is theoretically infinite

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

*indicates in the build condition the intersection changes from signalized to unsignalized

Shaded cells indicate LOS E or F conditions

4 50th percentile queue length, in feet

5 95th percentile queue length, in feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = through, L= left

95th% volume exceeds capacity, queue may be longer

~ Volume exceeds capacity, queue is theoretically infinite

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

*indicates in the build condition the intersection changes from signalized to unsignalized

Shaded cells indicate LOS E or F conditions

Intersection Capacity Analysis Summary – Option 3

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 82 at West Side Blvd. & N. Thames St/N. High St.	AM	EB T/R	0.4	16	B	77	203	0.44	17	B	89	230	0.5	9	A	-	75
		WB L	0.43	48	D	50	91	0.49	50	D	58	101	-	-	-	-	-
		WB T	0.3	7	A	42	180	0.33	8	A	47	201	0.42	8	A	-	50
		WB R	0.15	7	A	0	31	0.17	7	A	0	31	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.09	7	A	-	0
		SB L/T/R	0.21	44	D	14	46	0.21	44	D	14	46	0.04	8	A	-	0
		SW	-	-	-	-	-	-	-	-	-	-	0.64	15	B	-	125
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	PM	EB T/R	0.58	20	C	132	#362	0.63	21	C	152	#438	0.88	25	C	-	325
		WB L	0.52	44	D	64	100	0.58	47	D	72	110	-	-	-	-	-
		WB T	0.47	9	A	76	270	0.52	10	A	86	303	0.54	10	A	-	10
		WB R	0.13	7	A	0	21	0.15	7	A	0	21	-	-	-	-	-
		NB L/T/R	0.06	42	D	0	17	0.07	42	D	0	26	0.24	13	B	-	13
		SB L/T/R	0.13	42	D	10	23	0.13	42	D	10	23	0.04	9	A	-	9
		SW	-	-	-	-	-	-	-	-	-	-	0.6	16	C	-	16
		Overall	**0.44**	**17**	**B**			**0.48**	**17**	**B**			**-**	**-**	**-**		
	Sat	EB T/R	0.44	17	B	94	279	0.49	17	B	107	313	0.68	13	B	-	150
		WB L	0.26	44	D	31	69	0.32	45	D	38	80	-	-	-	-	-
		WB T	0.31	8	A	45	207	0.34	8	A	50	227	0.56	11	B	-	100
		WB R	0.09	6	A	0	31	0.09	6	A	0	32	-	-	-	-	-
		NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.11	8	A	-	0
		SB L/T/R	0.03	43	D	0	0	0.03	43	D	0	0	0.04	7	A	-	0
		SW	-	-	-	-	-	-	-	-	-	-	0.35	10	A	-	50
		Overall	**0.33**	**15**	**B**			**0.36**	**15**	**B**			**-**	**-**	**-**		
	AM	EB L/T	0.24	9	A	36	119	0.27	11	B	39	138	0.15	4	A	-	50
		EB R	0.05	11	B	0	30	0.06	14	B	0	37	0.16	4	A	-	17
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.39	5	A	-	161
		NB T	0.1	33	C	20	38	0.1	32	C	19	37	0.16	37	D	-	50
		NB R	0.17	34	C	0	39	0.18	33	C	0	38	0.2	37	D	-	47
		SB L	0.09	33	C	12	29	0.08	32	C	11	29	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SB T	0.66	42	D	124	178	0.67	42	D	136	192	-	-	-	-	-
		Overall	**0.32**	**23**	**C**			**0.35**	**23**	**C**			**-**	**-**	**-**		
	PM	EB L/T	0.46	15	B	60	222	0.52	16	B	67	#395	0.52	5	A	-	260
		EB R	0.06	20	B	0	m34	0.06	21	C	0	m34	0.19	3	A	-	19
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.52	4	A	-	125
Route 82 at N. Thames St/ Thames St.		NB T	0.13	32	C	28	53	0.14	30	C	32	58	0.03	41	D	-	13
		NB R	0.14	32	C	0	53	0.16	30	C	0	53	0.44	44	D	-	109
		SB L	0.05	31	C	7	16	0.05	29	C	7	15	-	-	-	-	-
		SB T	0.7	42	D	146	146	0.71	41	D	161	156	-	-	-	-	-
		Overall	**0.47**	**23**	**C**			**0.52**	**24**	**C**			**-**	**-**	**-**		
	Sat	EB L/T	0.32	10	A	48	170	0.36	11	B	53	195	0.34	5	A	-	119
		EB R	0.04	13	B	0	30	0.05	14	B	0	32	0.17	4	A	-	17
		WB L/T	-	-	-	-	-	-	-	-	-	-	0.51	2	A	-	23
		NB T	0.15	36	D	25	50	0.14	35	C	25	49	0.15	37	D	-	51
		NB R	0.15	36	D	0	52	0.16	35	D	0	53	0.19	37	D	-	65
		SB L	0.06	35	D	7	18	0.06	34	C	7	18	-	-	-	-	-
		SB T	0.62	43	D	103	128	0.64	43	D	110	135	-	-	-	-	-
		Overall	**0.36**	**21**	**C**			**0.4**	**21**	**C**			**-**	**-**	**-**		
	AM	SE T/R	0.62	31	C	94	152	0.71	34	C	115	178	0.66	13	B	-	125
		NW L	0.34	12	B	63	177	0.38	13	B	71	198	-	-	-	-	-
		NW T	0.31	4	A	0	148	0.34	4	A	0	166	0.5	8	A	-	75
		NE	-	-	-	-	-	-	-	-	-	-	0.22	7	A	-	25
		Overall	**0.4**	**18**	**B**			**0.45**	**19**	**B**			-	-	-		
	PM	SE T/R	0.51	29	C	66	105	0.61	31	C	89	131	0.4	7	A	-	50
		NW L	0.49	14	B	104	#278	0.54	14	B	118	#337	-	-	-	-	-
Route 2 at West Side Blvd		NW T	0.38	4	A	0	191	0.41	5	A	0	214	0.49	9	A	-	75
		NE	-	-	-	-	-	-	-	-	-	-	0.12	4	A	-	0
		Overall	**0.47**	**17**	**B**			**0.53**	**18**	**B**			-	-	-		
	Sat	SE T/R	0.46	28	C	64	114	0.51	29	C	73	128	0.5	9	A	-	75
		NW L	0.39	13	B	77	212	0.43	13	B	87	236	-	-	-	-	-
		NW T	0.3	4	A	0	146	0.34	4	A	0	169	0.57	10	A	-	100

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NE	-	-	-	-	-	-	-	-	-	-	0.24	7	A	-	25
		Overall	**0.39**	**16**	**B**			**0.43**	**16**	**B**			-	-	-		
	AM	EB L/T	-	-	-	-	-	-	-	-	-	-	0.11	6	A	-	0
		EB R	-	-	-	-	-	-	-	-	-	-	0.43	10	A	-	50
		WB L/R	0.49	32	C	20	61	0.55	34	C	23	67	0.31	13	B	-	25
		WB R	0.53	33	C	21	65	0.58	36	D	23	70	-	-	-	-	-
		NB T/R	0.6	21	C	86	215	0.63	22	C	97	#256	0.75	16	C	-	200
		SB L/T	0.54	21	C	65	134	0.58	21	C	73	147	0.55	15	B	-	75
		SB R	-	-	-	-	-	-	-	-	-	-	0.05	6	A	-	0
		NE L	0.32	20	C	41	140	0.35	21	C	44	150	-	-	-	-	-
		NE T/R	0.45	23	C	45	#208	0.52	25	C	53	#249	-	-	-	-	-
		NE R	0.2	19	B	0	70	0.22	20	B	0	74	-	-	-	-	-
		Overall	**0.49**	**22**	**C**			**0.54**	**22**	**C**			**-**	**-**	**-**		
	PM	EB L/T	-	-	-	-	-	-	-	-	-	-	0.28	7	A	-	25
		EB R	-	-	-	-	-	-	-	-	-	-	0.42	9	A	-	50
		WB L/R	0.74	51	D	33	#112	0.62	38	D	36	#124	0.37	16	C	-	50
Route 2 (Water St) at Route 82 & Church St. & Main St.		WB R	0.79	62	E	35	#126	0.65	41	D	36	#132	-	-	-	-	-
		NB T/R	0.69	26	C	99	#257	0.71	27	C	100	#257	0.88	28	D	-	300
		SB L/T	0.33	22	C	40	114	0.36	23	C	43	122	0.51	12	B	-	75
		SB R	-	-	-	-	-	-	-	-	-	-	0.47	11	B	-	75
		NE L	0.46	26	C	61	192	0.53	28	C	69	#225	-	-	-	-	-
		NE T/R	0.7	34	C	86	#367	0.83	43	D	104	#425	-	-	-	-	-
		NE R	0.27	23	C	0	86	0.29	24	C	0	92	-	-	-	-	-
		Overall	**0.61**	**29**	**C**			**0.64**	**30**	**C**			**-**	**-**	**-**		
	Sat	EB L/T	-	-	-	-	-	-	-	-	-	-	0.1	5	A	-	0
		EB R	-	-	-	-	-	-	-	-	-	-	0.62	13	B	-	125
		WB L/R	0.51	32	C	28	90	0.54	34	C	30	95	0.41	15	B	-	50
		WB R	0.53	33	C	28	94	0.57	35	D	31	#105	-	-	-	-	-
		NB T/R	0.6	22	C	92	212	0.65	23	C	106	#255	0.77	16	C	-	200
		SB L/T	0.33	20	C	43	115	0.34	20	C	46	124	0.35	9	A	-	50
		SB R	-	-	-	-	-	-	-	-	-	-	0.18	7	A	-	25
		NE L	0.3	21	C	43	131	0.33	21	C	48	141	-	-	-	-	-
		NE T/R	0.74	32	C	102	#377	0.83	40	D	123	#428	-	-	-	-	-

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NE R	0.28	20	C	0	71	0.31	21	C	0	74	-	-	-	-	-
		Overall	**0.6**	**24**	**C**			**0.67**	**26**	**C**			**-**	**-**	**-**		
Chelsea Harbor Dr at Market St	AM	EB L/T/R	0.18	1	A	21	34	0.2	1	A	23	36	0.03	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.02	7	A	-	0
		NB T/R	0.12	37	D	5	26	0.12	37	D	5	26	0.02	8	A	-	3
		SB L/T	0.26	38	D	10	32	0.26	38	D	10	32	0.03	8	A	-	3
		Overall	**0.19**	**3**	**A**			**0.2**	**3**	**A**			**-**	**-**	**-**		
	PM	EB L/T/R	0.23	2	A	33	53	0.26	2	A	37	58	0.05	8	A	-	5
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.1	36	D	5	26	0.1	36	D	5	26	0.01	8	A	-	0
		SB L/T	0.41	39	D	18	45	0.41	39	D	18	45	0.01	8	A	-	0
		Overall	**0.25**	**4**	**A**			**0.27**	**4**	**A**			**-**	**-**	**-**		
	Sat	EB L/T/R	0.22	2	A	29	47	0.24	2	A	33	52	0.04	8	A	-	3
		WB R	-	-	-	-	-	-	-	-	-	-	0.01	7	A	-	0
		NB T/R	0.12	36	D	5	30	0.12	36	D	5	30	0.01	8	A	-	0
		SB L/T	0.38	39	D	16	41	0.38	39	D	16	41	0.01	8	A	-	0
		Overall	**0.23**	**4**	**A**			**0.25**	**4**	**A**			**-**	**-**	**-**		
Route 2 (Water St) at Courthouse Sq. & Chelsea Harbor Dr	AM	NW T/R	0.33	7	A	27	184	0.36	8	A	32	211	0.28	2	A	15	m47
		SE L	-	-	-	-	-	-	-	-	-	-	0.25	2	A	0	21
		SE T	-	-	-	-	-	-	-	-	-	-	0.39	1	A	0	68
		NE L/T	0.22	22	C	10	42	0.24	22	C	12	45	-	-	-	-	-
		NE R	0.42	4	A	0	30	0.45	4	A	0	30	-	-	-	-	-
		Overall	**0.39**	**8**	**A**			**0.42**	**8**	**A**			**0.37**	**1**	**A**		
	PM	NW T/R	0.39	9	A	43	207	0.44	10	A	54	231	0.41	10	B	37	256
		SE L	-	-	-	-	-	-	-	-	-	-	0.33	3	A	0	80
		SE T	-	-	-	-	-	-	-	-	-	-	0.44	2	A	0	263
		NE L/T	0.44	22	C	32	87	0.47	22	C	38	98	-	-	-	-	-
		NE R	0.6	5	A	0	21	0.66	6	A	0	20	-	-	-	-	-
		Overall	**0.56**	**9**	**A**			**0.61**	**10**	**B**			**0.46**	**6**	**A**		
	Sat	NW T/R	0.35	8	A	32	170	0.39	8	A	33	52	0.38	7	A	33	166

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SE L	-	-	-	-	-	-	-	-	-	-	0.35	4	A	0	74
		SE T	-	-	-	-	-	-	-	-	-	-	0.67	12	B	75	#564
		NE L/T	0.29	22	C	16	60	0.32	22	D	6	30	-	-	-	-	-
		NE R	0.45	4	A	0	41	0.49	4	D	16	41	-	-	-	-	-
		Overall	**0.42**	**8**	**A**			**0.46**	**8**	**A**			**0.57**	**9**	**A**		
	AM	WB T	0.39	17	B	115	183	0.44	18	B	128	201	0.5	14	B	-	70
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.04	10	A	-	3
		NB R	0.11	8	A	0	34	0.12	9	A	0	36	0.29	11	B	-	30
		SB L	0.49	31	C	60	99	0.51	33	C	65	105	0.25	12	B	-	25
		SB R	0.4	31	C	43	77	0.43	32	C	48	84	0.15	9	A	-	13
		Overall	**0.32**	**20**	**B**			**0.36**	**21**	**F**			-	-	-		
Main St at Broadway & Courthouse Sq.	PM	WB T	0.43	18	B	132	#276	0.45	20	B	134	#286	0.6	17	C	-	100
		NB L	0.02	34	C	0	0	0.02	34	C	0	0	0.07	10	A	-	5
		NB R	0.2	9	A	0	30	0.22	10	A	0	31	0.46	13	B	-	60
		SB L	0.49	32	C	67	113	0.5	32	C	72	119	0.29	13	B	-	30
		SB R	0.55	33	C	68	116	0.56	33	C	73	122	0.23	10	A	-	23
		Overall	**0.37**	**20**	**B**			**0.39**	**20**	**C**			-	-	-		
	Sat	WB T	0.39	17	B	120	218	0.46	19	B	140	#274	0.57	15	B	-	90
		NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.02	10	A	-	3
		NB R	0.13	8	A	0	36	0.14	9	A	0	38	0.33	11	B	-	38
		SB L	0.48	33	C	59	99	0.44	31	C	58	96	0.24	12	B	-	23
		SB R	0.48	33	C	54	92	0.53	33	C	65	106	0.21	10	A	-	20
		Overall	**0.32**	**19**	**B**			**0.38**	**20**	**C**			-	-	-		
	AM	WB L	1.06	100	F	~188	#305	1.17	>120	F	~226	#345	0.58	19	B	156	287
		WB R	0.55	18	B	58	108	0.6	19	B	66	122	0.53	21	C	185	336
		NB L/T/R	0.42	43	D	5	11	0.42	43	D	5	11	-	-	-	-	-
		SE L/T	1.01	79	E	150	#411	1.08	97	F	162	#438	0.65	32	C	260	356
		SE R	0.41	16	B	51	150	0.44	16	B	57	164	0.28	10	B	74	78
		NW L/T/R	0.42	41	D	10	8	0.42	41	D	10	8	-	-	-	-	-
		NE L/R	>1.20	>120	F	~191	#213	>1.20	>120	F	~229	#247	0.9	64	E	263	302

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		NE R	-	-	-	-	-	-	-	-	-	-	0.63	42	D	161	200
		Overall	**1.07**	**104**	**F**			**1.17**	**>120**	**F**			**0.68**	**31**	**C**		
Route 2 at Viaduct Rd/ Laurel Hill Rd/Summer St/Talman St	PM	WB L	0.83	49	D	122	#240	0.88	56	E	134	#266	0.4	14	B	60	147
		WB R	0.56	18	B	62	#136	0.62	19	B	71	#208	0.49	17	B	111	258
		NB L/T/R	0.61	67	E	7	19	0.61	67	E	7	19	-	-	-	-	-
		SE L/T	>1.20	>120	F	307	#758	>1.20	>120	F	~361	#835	0.74	30	C	210	#455
		SE R	0.29	14	B	36	125	0.33	14	B	41	139	0.17	8	A	12	48
		NW L/T/R	0.52	49	D	6	10	0.52	49	D	6	10	-	-	-	-	-
		NE L/R	>1.20	>120	F	~155	#247	>1.20	>120	F	~178	#273	0.8	46	D	136	#304
		NE R	-	-	-	-	-	-	-	-	-	-	0.8	47	D	130	#296
		Overall	**1.2**	**>120**	**F**			**>1.20**	**>120**	**F**			**0.67**	**28**	**C**		
	Sat	WB L	0.82	47	D	117	#192	0.79	44	D	117	#192	0.33	10	A	47	126
		WB R	0.63	20	B	70	127	0.68	22	C	79	#188	0.51	13	B	118	279
		NB L/T/R	0.49	41	D	11	16	0.49	41	D	11	16	-	-	-	-	-
		SE L/T	>1.20	>120	F	226	#647	>1.20	>120	F	252	#696	0.74	28	C	231	#527
		SE R	0.2	13	B	24	91	0.22	14	B	26	97	0.15	7	A	17	44
		NW L/T/R	0.3	42	D	3	13	0.3	42	D	3	13	-	-	-	-	-
		NE L/R	0.89	56	E	89	#162	0.98	75	E	99	#183	0.75	46	D	113	#224
		NE R	-	-	-	-	-	-	-	-	-	-	0.62	39	D	87	#166
		Overall	**1**	**82**	**F**			**1.06**	**104**	**F**			**0.69**	**23**	**C**		
	AM	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.05	8.1	A	-	5
		WB L/R	0.5	31	C	7	42	0.51	32	C	7	43	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.219	9.1	A	-	20
		NB T	0.2	18	B	15	65	0.24	19	B	17	74	-	-	-	-	-
		NB R	0.14	6	A	8	59	0.15	6	A	9	65	-	-	-	-	-
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.248	9.2	A	-	25
		SB L	0.21	24	C	5	33	0.21	24	C	5	34	-	-	-	-	-
		SB T	0.17	12	B	10	70	0.19	12	B	12	78	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.167	8.4	A	-	15

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
		SW L/R	0.48	19	B	29	116	0.49	19	B	32	125	-	-	-	-	-
		Overall	**0.33**	**16**	**B**			**0.36**	**16**	**B**				**8.9**	**A**		
	PM	WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.066	8.2	A	-	5
		WB L/R	0.44	31	C	14	57	0.44	32	C	14	58	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.29	9.6	A	-	30
		NB T	0.32	22	**C**	35	118	0.34	23	C	40	130	-	-	-	-	-
		NB R	0.3	9	**A**	49	160	0.32	9	A	54	174	-	-	-	-	-
Franklin St at Boswell St/Oak St*		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.238	9.1	A	-	23
		SB L	0.32	27	**C**	11	49	0.32	28	C	11	50	-	-	-	-	-
		SB T	0.14	13	**B**	15	63	0.16	14	B	18	72	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.165	8.5	A	-	15
		SW L/R	0.46	22	**C**	49	141	0.47	22	C	54	152	-	-	-	-	-
		Overall	**0.36**	**17**	**B**			**0.38**	**17**	**B**				**9.1**	**A**		
		WBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.074	7.9	A	-	5
	Sat	WB L/R	0.44	29	C	15	47	0.46	30	C	16	50	-	-	-	-	-
		NBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.203	8.7	A	-	20
		NB T	0.28	23	C	24	86	0.3	24	C	28	97	-	-	-	-	-
		NB R	0.2	8	A	30	109	0.21	8	A	32	114	-	-	-	-	-
		SBT L/T/R	-	-	-	-	-	-	-	-	-	-	0.215	8.7	A	-	20
		SB L	0.29	27	C	9	44	0.3	28	C	10	46	-	-	-	-	-
		SB T	0.15	16	B	14	60	0.17	16	B	17	69	-	-	-	-	-
		SW L/T/R	-	-	-	-	-	-	-	-	-	-	0.142	8.1	A	-	13
		SW L/R	0.32	18	B	38	111	0.35	19	B	46	131	-	-	-	-	-
		Overall	**0.29**	**17**	**B**			**0.31**	**18**	**B**				**8.5**	**A**		
	AM	EB L	0.16	29	C	12	43	0.18	29	C	12	43	0.2	36	D	22	60
		EB T/R	0.61	39	D	97	200	0.64	40	D	104	212	0.84	63	E	234	#429
		WB L	0.86	44	D	128	#315	0.97	67	E	145	#388	0.93	57	E	166	#450
		WB T/R	0.64	34	C	149	#392	0.7	36	D	169	#453	0.52	34	C	188	375
		NB L/T/R	0.96	69	E	196	#587	1.05	93	F	223	#646	0.76	54	D	171	#395
		NB R	-	-	-	-	-	-	-	-	-	-	0.5	42	D	76	220

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 2 at Route 12 Route 12 (Viaduct Rd & N. Main St)		SB L	0.4	22	C	35	115	0.46	23	C	39	124	0.46	34	C	65	150
		SB T/R	0.6	22	C	154	416	0.67	24	C	181	471	0.79	43	D	302	577
		Overall	**0.86**	**40**	**D**			**0.95**	**50**	**D**			**0.84**	**47**	**D**		
	PM	EB L	0.43	29	C	27	86	0.49	30	C	31	96	0.42	37	D	27	98
		EB T/R	0.71	43	D	121	#325	0.69	42	D	117	#308	0.66	49	D	124	#355
		WB L	0.94	61	E	130	#374	1.03	86	F	148	#429	0.8	36	D	150	#410
		WB T/R	0.9	57	E	211	#574	1.06	98	F	~276	#677	0.82	46	D	251	#661
		NB L/T/R	>1.20	>120	F	~373	#872	>1.20	>120	F	~445	#995	0.79	47	D	217	468
		NB R	-	-	-	-	-	-	-	-	-	-	0.3	33	C	34	132
		SB L	0.36	23	C	29	86	0.41	23	C	31	96	0.5	30	C	41	103
		SB T/R	0.52	21	C	138	324	0.59	22	C	159	382	0.68	33	C	212	420
		Overall	**0.99**	**78**	**E**			**1.11**	**109**	**F**			**0.76**	**40**	**D**		
	Sat	EB L	0.22	29	C	18	65	0.24	29	C	18	65	0.2	33	C	15	74
		EB T/R	0.61	39	D	94	#231	0.64	41	D	101	#262	0.63	44	D	102	#358
		WB L	0.76	34	C	110	#291	0.84	42	D	121	#346	0.73	31	C	110	#522
		WB T/R	0.66	36	D	138	#406	0.74	40	D	158	#469	0.6	34	C	146	#500
		NB L/T/R	>1.20	>120	F	~384	#816	>1.20	>120	F	~455	#914	0.75	41	D	169	342
		NB R	-	-	-	-	-	-	-	-	-	-	0.64	36	D	89	223
		SB L	0.37	22	C	26	98	0.4	22	C	29	106	0.42	26	C	36	106
		SB T/R	0.45	19	B	104	320	0.49	20	B	118	354	0.55	27	C	143	354
		Overall	**0.94**	**89**	**F**			**1.03**	**112**	**F**			**0.69**	**34**	**C**		
Water St & Market St	AM	EBT	-	-	-	-	-	-	-	-	-	-	0.47	4	A	107	256
		WBT	-	-	-	-	-	-	-	-	-	-	0.40	1	A	1	57
		NET	-	-	-	-	-	-	-	-	-	-	0.74	84	F	27	68
		SWT	-	-	-	-	-	-	-	-	-	-	0.77	53	D	24	111
		Overall	-	-	-	-	-	-	-	-	-	-	**0.49**	**14**	**B**		
	PM	EBT	-	-	-	-	-	-	-	-	-	-	0.53	4	A	121	278
		WBT	-	-	-	-	-	-	-	-	-	-	0.39	3	A	73	167
		NET	-	-	-	-	-	-	-	-	-	-	0.77	88	F	26	#77
		SWT	-	-	-	-	-	-	-	-	-	-	0.71	54	D	16	91
		Overall	-	-	-	-	-	-	-	-	-	-	**0.54**	**12**	**B**		

Location	Peak Hour	Mov't	2023 Existing Conditions					2043 No-Build Conditions					2043 Build Conditions				
			v/c[1]	Del[2]	LOS[3]	Q50[4]	Q95[5]	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
	Sat	EBT	-	-	-	-	-	-	-	-	-	-	0.55	4	A	127	287
		WBT	-	-	-	-	-	-	-	-	-	-	0.38	3	A	67	153
		NET	-	-	-	-	-	-	-	-	-	-	0.70	67	E	17	#61
		SWT	-	-	-	-	-	-	-	-	-	-	0.73	53	D	0	62
		Overall	-	-	-	-	-	-	-	-	-	-	**0.55**	**14**	**B**		
W Main St & Falls Ave	AM	EBT	-	-	-	-	-	-	-	-	-	-	0.34	2	A	45	64
		WBT	-	-	-	-	-	-	-	-	-	-	0.29	2	A	40	77
		SBL	-	-	-	-	-	-	-	-	-	-	0.28	47	D	3	34
		Overall	-	-	-	-	-	-	-	-	-	-	**0.34**	**3**	**A**		
	PM	EBT	-	-	-	-	-	-	-	-	-	-	0.69	4	A	98	215
		WBT	-	-	-	-	-	-	-	-	-	-	0.39	2	A	62	118
		SBL	-	-	-	-	-	-	-	-	-	-	0.28	47	D	3	34
		Overall	-	-	-	-	-	-	-	-	-	-	**0.69**	**4**	**A**		
	Sat	EBT	-	-	-	-	-	-	-	-	-	-	0.62	8	A	167	265
		WBT	-	-	-	-	-	-	-	-	-	-	0.46	7	A	140	203
		SBL	-	-	-	-	-	-	-	-	-	-	0.12	34	C	3	30
		Overall	-	-	-	-	-	-	-	-	-	-	**0.50**	**8**	**A**		

Source: VHB, Inc. using Synchro 11 software.

1 volume-to-capacity ratio

2 delay, in seconds

3 level of service

4 50th percentile queue length, in feet

5 95th percentile queue length, in feet

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = right; T = through, L= left

95th% volume exceeds capacity, queue may be longer

~ Volume exceeds capacity, queue is theoretically infinite

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

*indicates in the build condition the intersection changes from signalized to unsignalized

Shaded cells indicate LOS E or F conditions

L Alternatives Public Engagement Materials

Meeting Notes

Date: Monday, March 4, 2024
2:00 pm – 4:00 pm

Place: Norwich City Hall
City Manager Conference Room
(Room 335)
100 Broadway
Norwich, CT 06360

Re: SCCOG Chelsea Harbor/Downtown Mobility Study
CTDOT Project No.: DOT01030281PL
Transportation Advisory Committee Meeting #3

Project No.: 43283.00

ATTENDEES:

Name	Affiliation
Amanda Kennedy	SCCOG
Jim Butler	SCCOG
Nicole Haggerty	SCCOG
Kate Rattan	SCCOG
Patrick McLaughlin	City of Norwich Public Works
Deanna Rhodes	City of Norwich *(Remotely Attended)*
Dan Daniska	City of Norwich
Brian Long	City of Norwich Public Works
Tracy Montoya	City of Norwich Fire Department
Scott Merchant	City of Norwich Fire Department
Patrick Daly	City of Norwich Police Department
Kavin Brown	Norwich Community Development Corporation
Michael Carroll	Southeast Area Transit District ((*Remotely Attended)*
Philip Andrews	Southeast Area Transit District *(Remotely Attended)*
Marlon Pena	CTDOT *(Remotely Attended)*
Fred Kulakowski	CTDOT *(Remotely Attended)*
Ed Sabourin	CTDOT
Jake Fusco	CTDOT
Claudel Merronis	CTDOT *(Remotely Attended)*
Joe Balskus	VHB
Daniel Amstutz	VHB
Charlie Baker	VHB
Will Britnell	VHB *(Remotely Attended)*
Will Kresic	VHB *(Remotely Attended)*
Andre Singer	VHB *(Remotely Attended)*

Bridget Moriarty	VN Engineers

NOTES:

Welcome and Introductions

› TAC members, additional attendees and consultant staff introduced themselves.

Overview of Study Progress

› Daniel Amstutz went over the study progress since the last time the TAC met in September 2023. Among the highlights:
- The first public information meeting was held October 25, and about 30 people attended. Overall is was a successful meeting.
- The study public survey closed November 22. 384 responses were received, which are described in the Existing Conditions Report.
- The Existing Conditions Report was finalized in early January.
- The Future Conditions Report was finalized in early February.

Future Conditions Overview

› Amstutz briefly went over the scope of work for the future conditions element of the project. The scope included:
- Reviewing future development potential.
- Reviewing the future traffic forecast and operational assessment.
- Describing the bicycle, pedestrian, and transit potential in the study area.

› CTDOT forecasted growth in traffic volumes is about 0.5% per year over 20 years for a total increase in traffic of 10%.
- This accounts for regional traffic growth, planned transportation improvements, and most planned development projects. Amstutz showed a map of future traffic volumes in the study area.

› Future development identified for the study area includes about 100 units of new housing plus commercial redevelopment. Developments identified are:
- **77-91 Main Street** (42 units)
- **201 Main Street** (17 units plus commercial)
- **337-341 Main Street** (old YMCA)
- **352 Main Street** (Hotel Callista/old Elks Lodge)
- **16 Cedar Street** (26 units; site of New London County Jail)
- **46 W. Main Street/74-78 W. Main Street** (Norwich Marina/American Wharf)
- **36/44 Falls Ave** (Wastewater Treatment Plant reconstruction)
- **115 Forest Street** (Cannabis cultivation facility)

› All developments except one were assumed to be covered under the CTDOT forecasted growth in traffic as there would not be significant new vehicle traffic originating from the above developments. The only one that is likely not in the growth model is the redevelopment of the Norwich Marina/American Wharf as that was just announced in the Fall of 2023. VHB modeled new trips from the Marina redevelopment (a new sit-down restaurant and possible hotel redevelopment) and found that the number of trips generated would be minimal compared to the overall network. Therefore, it was considered covered by traffic background growth and the 10% growth from CTDOT was used for the traffic operations analysis.
  - The analysis found that existing operational issues would worsen at Route 2 at Viaduct Road/Laurel Hill Ave/Summer Street/Talman Street and at Route 2 at Route 12 (Viaduct Road & N. Main Street). Traffic signal phasing adjustments could be done but this would provide only marginal improvements.

Preliminary Analysis of Potential Transportation Improvements & Vision

› The vision for transportation improvements was based on these overall principles, which came directly from the Mobility Study scope of work:
  - Improve safety for all
  - Create more bicycle and pedestrian space, better crossings
  - Improve access to waterfront, Howard T. Brown Park
  - Lower traffic speeds while keeping traffic flowing
  - Improve operations at worst intersections
  - Make circulation around downtown easier for all
› Amstutz emphasized that no decisions were final on the potential improvements and all of it was up for discussion.
› Norwich has a significant degree of bicycle, pedestrian, and transit potential:
  - Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
  - Need to improve safety, especially for pedestrians – overrepresented in injury crashes
  - Improve pedestrian crossings, comfort
  - Lower traffic speeds, provide separated bicycle space
  - Extend and connect Heritage Trail
  - Improve frequency, user experience of transit system
› Additional high level notes about the potential transportation improvements are:
  - Initial modeling shows the concept plan ***can work*** with limited operational issues for traffic
  - Washington Square needs to be modeled using different software to develop more accurate level of service results
  - No costs developed yet
  - Diverting Route 2 through traffic can also improve traffic operations to improve viability of these options
› Amstutz presented an overview of the transportation improvements and went over the primary concepts for the TAC:

1. Roundabout at W. Main Street/Route 82 and N. Thames Street
2. Convert W. Side Boulevard to Pedestrian-Bike Bridge
3. W. Main Street Bridge/Route 82 becomes two-way
4. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina
5. Roundabout at Washington Square
6. Water Street/Route 2 becomes two-way
7. Install Traffic Signal at Water Street and Market Street
8. Chelsea Harbor Drive becomes local street and does not connect to Water Street
9. Simplified signal at Water Street and Courthouse Square
10. Make Talman Street and Summer Street one-way away from the Water Street/Laurel Hill Ave/Viaduct Road intersection to simplify operations

› The TAC discussed and asked questions about the potential improvements:

- There was a question about left turns from westbound W. Main Street onto southbound Route 32/Thames Street – would this require a turn lane? A left turn lane may be needed eastbound from W. Main Street onto Falls Ave, so there could be back-to-back turn lanes with modifications to the existing pull-off by the Transportation Center if it's found that this turn lane is needed.
- It was discussed that one of the main concerns is that there are no queues from signals that would back up into the roundabouts.
- Making West Side Boulevard a pedestrian bridge is likely to have maintenance implications as it's not clear CTDOT would continue to be responsible for bridge maintenance.
- It was noted that connecting the structure to the Transportation Center may help to define it as a pedestrian access path.
- The "history wall" should be renamed a "public art wall" to clarify its purpose.
- Michael Carroll said he appreciated the inclusion of a traffic signal at W. Main Street and Falls Ave to help SEAT buses exit the Center. He raised a concern about making the W. Side Boulevard bridge pedestrian only because they have used the shoulder area of the bridge as a temporary bus pull-off when the Transportation Center bus area has been flooded. Could there be an emergency access or bus lane on the bridge for this need?
- The TAC discussed simply reducing traffic lanes on the bridges instead of closing off a whole bridge. This could be another option for the west side of downtown.
- The TAC noted there should be more attention to the area east of Franklin Square for bicyclist connections and to address concerns at the Post Office crosswalk.
- Some TAC members raised concerns about property impacts from the roundabouts and if that would be an issue. Also, is there a slope issue at Washington Square which would prevent the installation of a roundabout? Joe Balskus noted that it has been done before in other places with similar grade issues.

- City of Norwich staff asked about including a proposal to make Bath Street two-way in the recommendations. They would like to remove the traffic signal at Main Street and Courthouse Square/Broadway, but this only works if people can go both ways on Bath Street to have another option to go south from City Hall.
- The TAC discussed providing recommendations for loading zones in the downtown as well, and parking issues in general. Would any parking spaces be removed in these potential improvements? Amstutz noted that additional and safer on-street parking would be created by reducing traffic lanes and making Chelsea Harbor Drive a local street. Otherwise, there may be some parking impacts for pedestrian safety, but very few parking spaces would be impacted in this case.
    - The TAC also discussed the need for consistent parking signage in downtown and that should be a recommendation.
- The improvements should include the possibility of a trail along the water, under the Water Street bridge, between Howard T. Brown Park and the parking lot behind 201 Main Street. This has been conceived as another possible connection.
- An option discussed is to make a pedestrian plaza on W. Main Street between Falls Ave and Washington Square and keep W. Side Boulevard open for traffic instead. W. Main Street would still allow access to the Transportation Center and the Marina. The pedestrian plaza would flow into the Howard T. Brown Park and be closer to downtown than using the W. Side Boulevard Bridge. The W. Side Boulevard bridge is still considered a "new" bridge to people and there may be opposition to converting it to pedestrian use only.
- Another option recommended by the TAC was to keep both bridges open to vehicle traffic but eliminate a traffic lane on each one while making them two-way, so they would be one lane in each direction and allow for wider sidewalks and bicycle lanes. This would allow traffic to go different directions based on their destination, and provide greater mobility around the downtown.
- City staff expressed interest in having a roundabout at the intersection of Washington Street and West Side Boulevard if that bridge is kept open to car traffic.
- SCCOG and VHB are scheduled to present the potential improvement changes to downtown to the Norwich City Council on Monday, March 18. The TAC decided that three options should be presented to the Council:
    - Option 1: West Side Boulevard as a bicycle/pedestrian bridge ("Bridge of Roses"
    - Option 2: Pedestrian Plaza on W. Main Street, keeping West Side Boulevard open to traffic
    - Option 3: Keep both West Side Boulevard and W. Main Street open to traffic and include bicycle lanes on the bridges.

› VHB will do preliminary analysis of options 2 and 3 and draw up concepts for the City Council presentation.

Tactical Engagement Event

› Bridget Moriarty presented options for the tactical engagement event to be held in May or June. The goal of the event is to enhance the pedestrian and/or bicycle connections within the Chelsea Harbor/Downtown Norwich Mobility Study area and test out potential traffic changes. Several locations were reviewed, including the American Wharf to Howard T. Brown Park to downtown Norwich; Washington Square; Main Street near the intersection with Park Street; Courthouse Square at Broadway and Main Street; and West Side Boulevard.

- Courthouse Square at Broadway is the most feasible project within the timeframe of the Study, as well as being the safest to pull off and visible, being in the middle of downtown.
- Moriarty showed a diagram of the potential crosswalk enhancements at Courthouse Square and Broadway, along with other temporary improvements that could be made. Public art would also be part of the engagement event.
- Possible event dates and partners were discussed.

› Kevin Brown noted that the City and NCDC are working with the Connecticut Main Street Center to do something similar through their Main Street Accelerator Program. They have funding and have a group together that also includes SCCOG staff. They will invite Moriarty to their next meeting in a few days to discuss integrating their project and the Mobility Study. Dan Daniska noted that they did a tactical event in the neighborhood of Greenville a few years ago to go along with the SCCOG Bicycle/Pedestrian Plan and still have some materials from that event, like stencils.

Upcoming Public Engagement

› Brown noted there are some Global City Norwich events coming up in the spring where VHB/VN could do their pop-up event. The next one is the Togo Flag Raising at City Hall on Saturday April 27, with a festival on Lower Broadway.

› The next public meeting is expected to be in early June.

› The TAC is not expected to meet again until after the public meeting.

Next Steps/Action Items

› VHB will do preliminary analysis of Options 2 and 3 and develop concept drawings for the Norwich City Council presentation. The presentation will by on Monday, March 18.

› VHB/VN will coordinate with the Main Street Accelerator Program on the tactical engagement event.

› VHB/VN will determine a date/location for the next pop-up event.

› VHB will develop additional downtown improvements based on the TAC discussion.

› The meeting adjourned at approximately 4:00 pm.





CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

Transportation Advisory Committee Meeting #3

Future Conditions and Downtown Visioning/Potential Improvements

March 4, 2024

Meeting Agenda

- Welcome & Introductions
  - In person & online
- How We Got Here
- Future Conditions Overview
  - Summary
  - Findings
- Preliminary Analysis of Potential Improvements
  - Overview - Visioning
  - Traffic Analysis
  - Major Intersections
  - Discussion/Next Steps
- Tactical Engagement Event
- Next Steps



How We Got Here

- Last TAC meeting – September 12
  - To review Existing Conditions
- Public Meeting on October 25
  - About 30 people attended
- Public Survey closed November 22
  - 384 responses
- Finalized Existing Conditions in early January
- Future Conditions Report early February
- Today:
  - Brief review of Future Conditions
  - Transportation Improvement Vision and Preliminary Concepts





Future Conditions

Future Conditions - Scope of Work

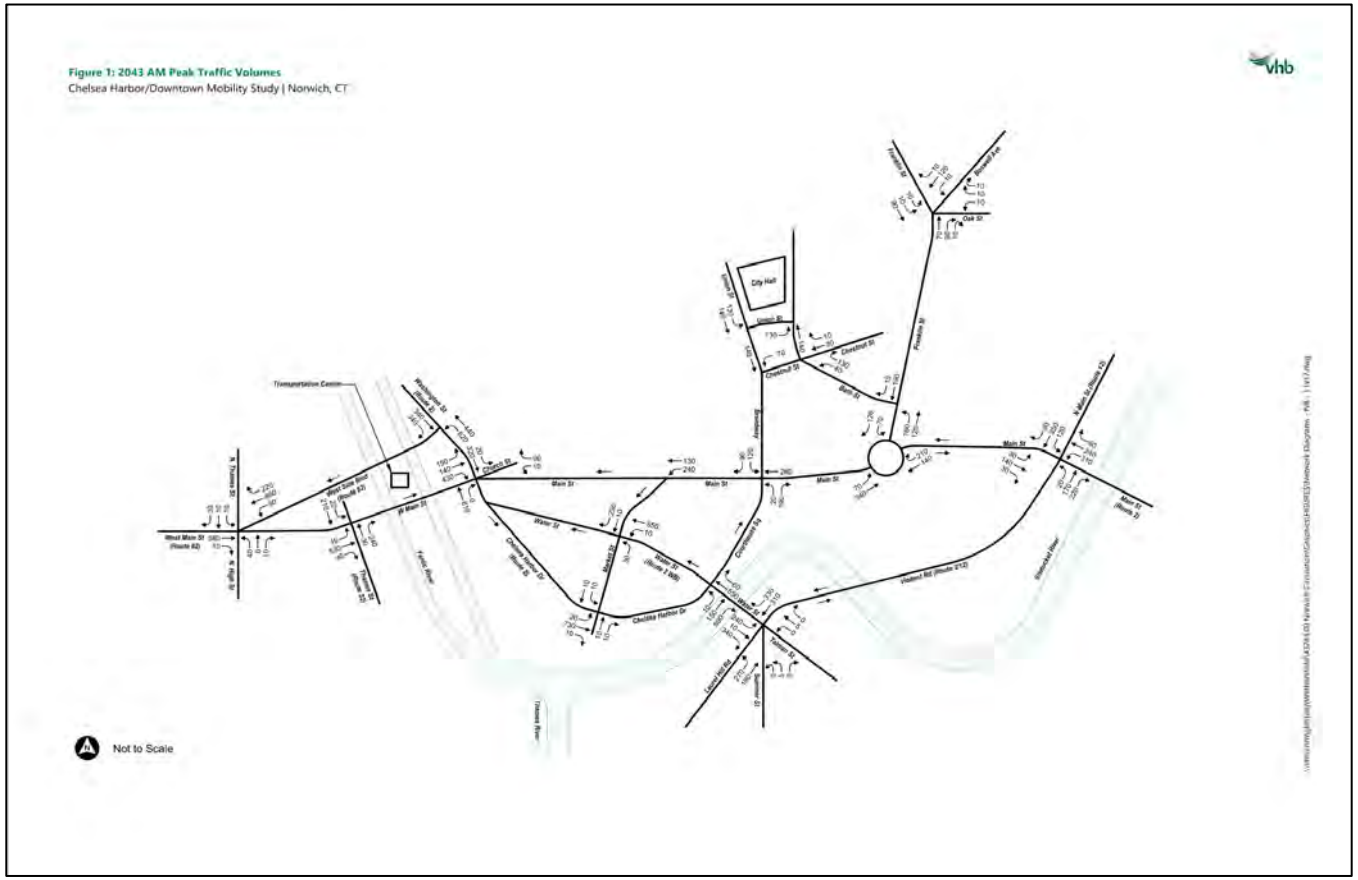


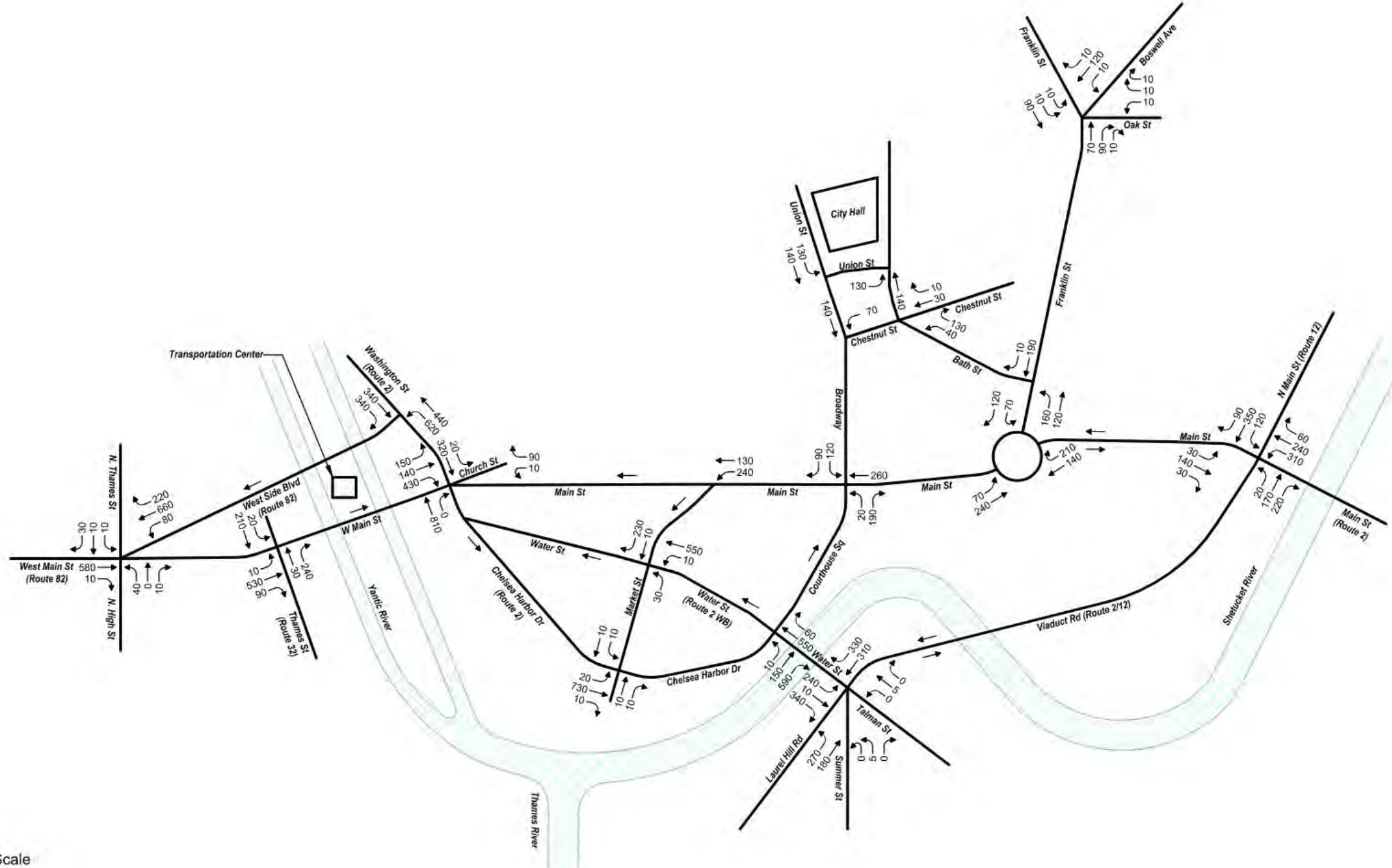
Task 5. Assessment of Future Conditions

- *5.1 Future Development Potential*
  - Identified upcoming and future development projects in the study area
  - More detailed that Existing Conditions; new information available
- *5.2 Traffic Forecast and Operational Assessment*
  - 2043 Future Conditions Traffic Volumes
  - Review potential impact of future development
  - Traffic operations analysis
- *5.3 Bicycle, Pedestrian, and Transit Potential*
  - Future opportunities for improvements, including transit and trail improvements

2043 Future Volumes

- CTDOT growth in traffic volumes about 0.5% per year over 20 years (+10%)
- Regional traffic growth, planned transportation improvements, planned development projects



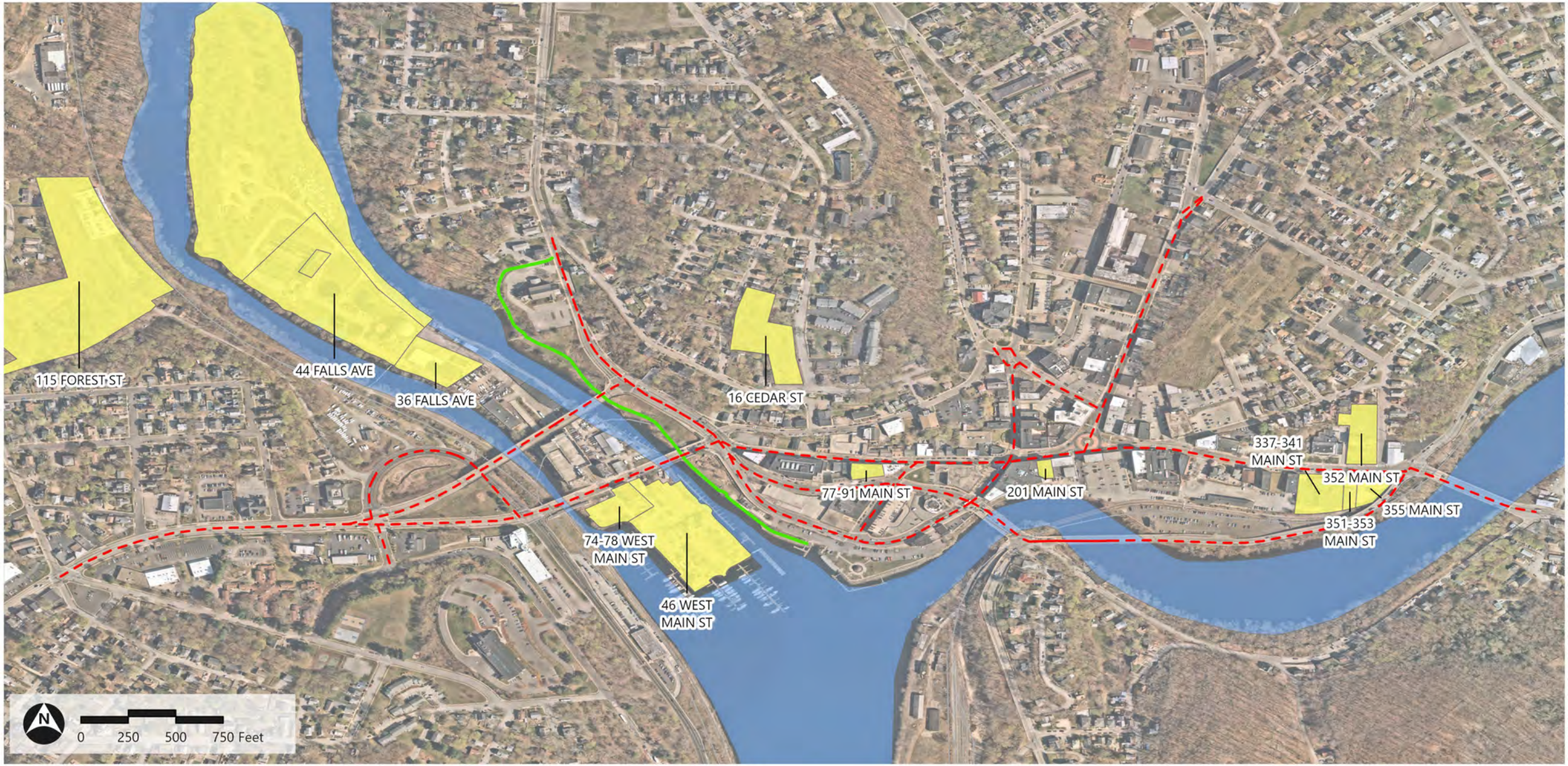

Transportation Center
Washington St (Route 2)
Church St
Main St
Main St
Main St
W Main St
West Side Blvd (Route 82)
West Main St (Route 82)
N. Thames St
N. High St
Thames St (Route 32)
Water St
Water St (Route 2 WB)
Chelsea Harbor Dr (Route 2)
Chelsea Harbor Dr
Market St
Courthouse Sq
Broadway
Union St
City Hall
Union St
Chestnut St
Chestnut St
Bath St
Franklin St
Franklin St
Boswell Ave
Oak St
Main St
Main St
N Main St (Route 12)
Main St (Route 2)
Viaduct Rd (Route 2/12)
Water St
Tallman St
Laurel Hill Rd
Summer St
Yantic River
Thames River
Shetucket River

Scale

Future Development

- About 100 units of new housing, commercial redevelopment
- Developments:
  - **77-91 Main Street** (42 units)
  - **201 Main Street** (17 units plus commercial)
  - **337-341 Main Street** (old YMCA)
  - **352 Main Street** (Hotel Callista/old Elks Lodge)
  - **16 Cedar Street** (26 units; site of New London County Jail)
  - **46 W. Main Street/74-78 W. Main Street** (Norwich Marina/American Wharf)
  - **36/44 Falls Ave** (Wastewater Treatment Plant reconstruction)
  - **115 Forest Street** (Cannabis cultivation facility)





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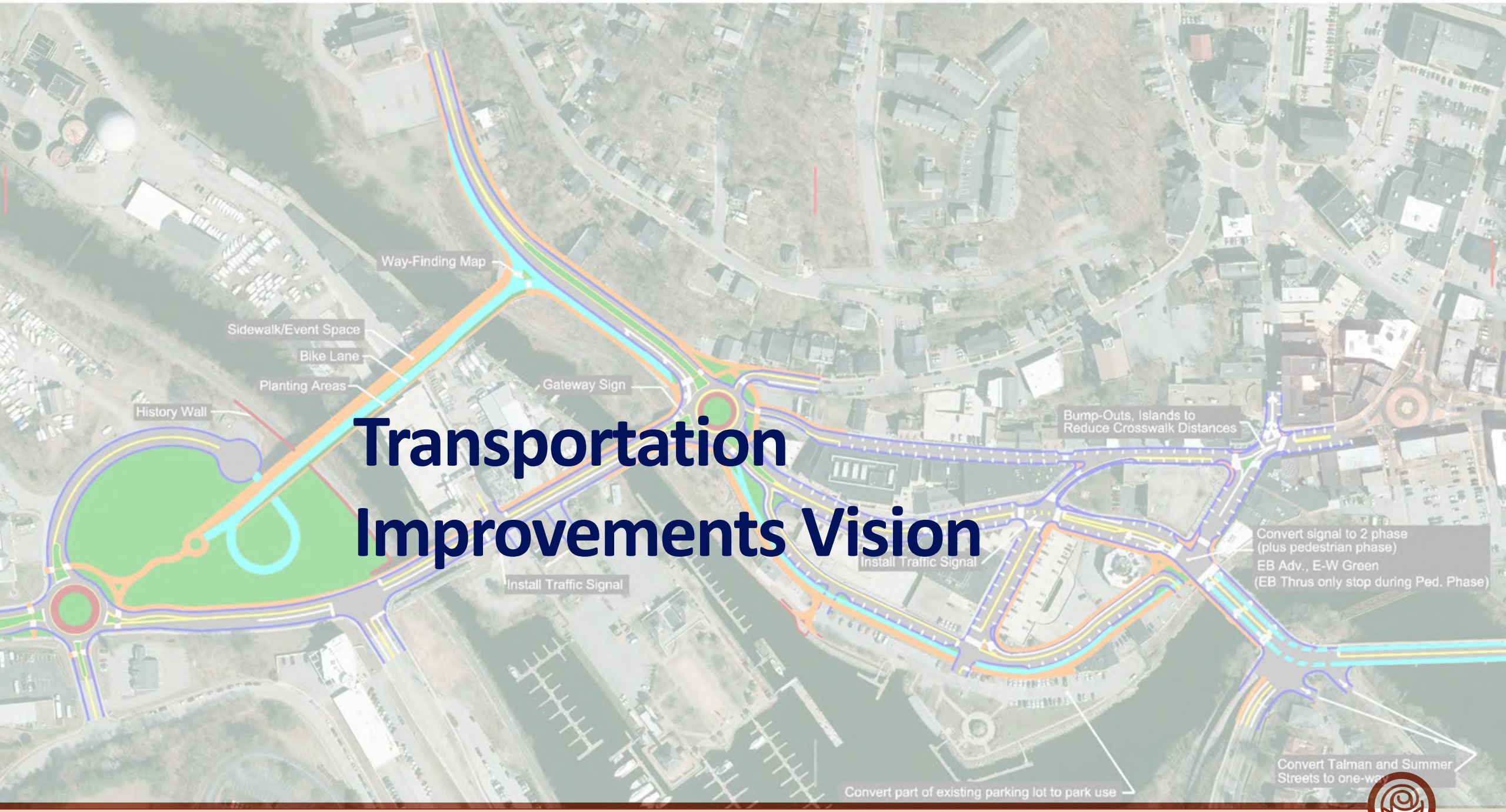
2043 Development & Operations

- Only Marina development considered not covered by background growth, but number of trips generated would be minimal to overall network
- 10% traffic growth used for analysis
- Existing problems areas would worsen
- Traffic signal timing and phasing adjustments -- marginal improvements

	AM Peak			Midday Peak			PM Peak		
Location	**V/c**	**Delay**	**LOS**	**V/c**	**Delay**	**LOS**	**V/c**	**Delay**	**LOS**
Route 2 at Viaduct Rd./Laurel Hill Rd/Summer St/Talman St	1.17	>120	F	1.06	104	F	>1.20	>120	F
Route 2 at Route 12 (Viaduct Rd & N. Main St)	0.95	50	D	1.03	112	F	1.11	109	F

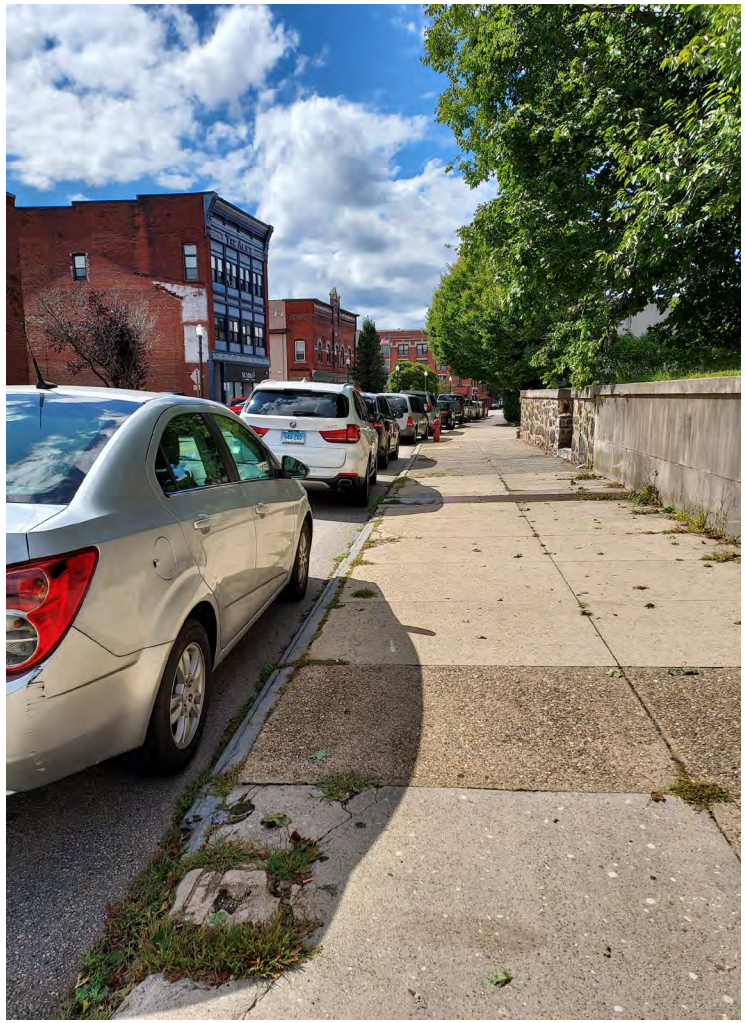


Transportation Improvements Vision

Transportation Improvements Vision

- Overall Principles:
  - Improve safety for all
  - Create more bicycle and pedestrian space, better crossings
  - Improve access to waterfront, Howard T. Brown Park
  - Lower traffic speeds while keeping traffic flowing
  - Improve operations at worst intersections
  - Make circulation around downtown easier for all

Nothing final – all up for discussion



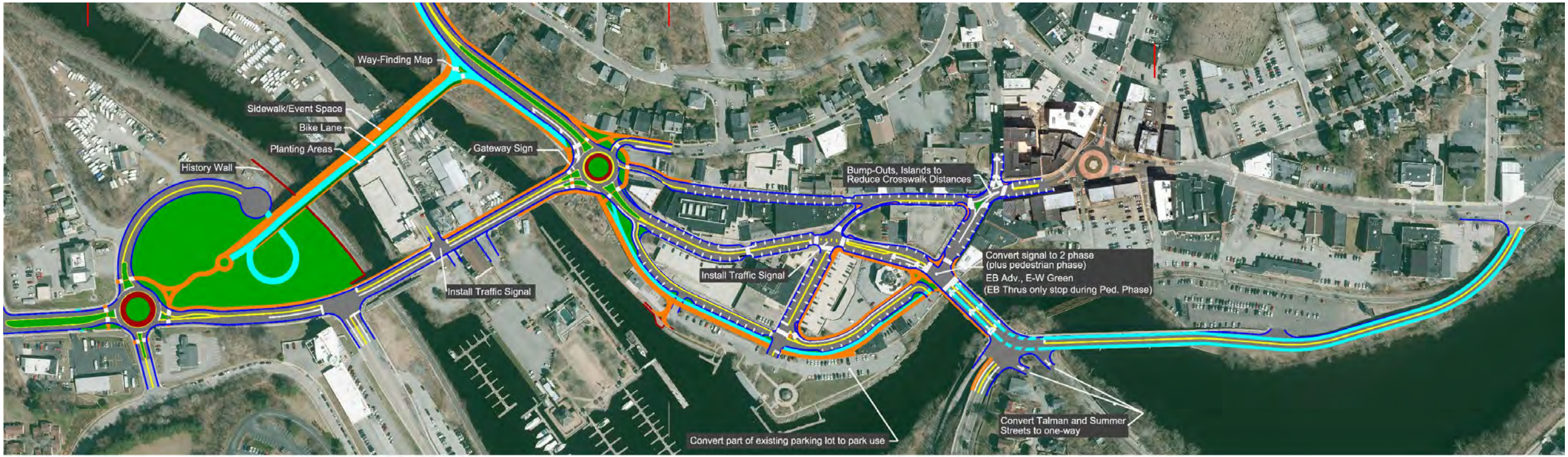
Bicycle, Pedestrian, and Transit Potential

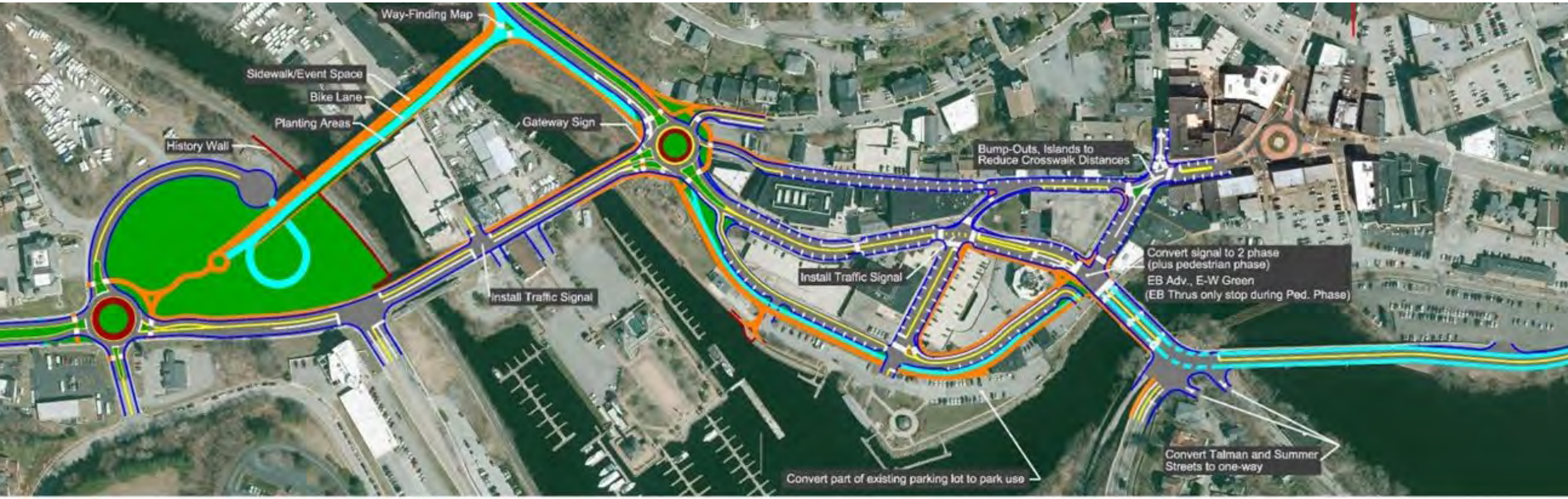
- Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
- Need to improve safety, especially for pedestrians – overrepresented in injury crashes
- Improve pedestrian crossings, comfort
- Lower traffic speeds, provide separated bicycle space
- Extend and connect Heritage Trail
- Improve frequency, user experience of transit system



Transportation Improvements Vision

- High level notes:
  - Initial modeling shows the concept plan *can work* with limited operational issues for traffic
  - Washington Square needs to be modeled using different software to develop more accurate level of service results
  - No costs developed yet
  - Diverting Route 2 through traffic can also improve traffic operations to improve viability of these options




Way-Finding Map
Sidewalk/Event Space
Bike Lane
Planting Areas
History Wall
Gateway Sign
Install Traffic Signal
Bump-Outs, Islands to
Reduce Crosswalk Distances
Install Traffic Signal
Convert signal to 2 phase
(plus pedestrian phase)
EB Adv., E-W Green
(EB Thrus only stop during Ped. Phase)
Convert part of existing parking lot to park use
Convert Talman and Summer
Streets to one-way

Transportation Improvements Vision

West end of Project Area:

1. Roundabout at W. Main Street/Route 82 and N. Thames Street
2. Convert W. Side Boulevard to Pedestrian-Bike Bridge
3. W. Main Street Bridge/Route 82 becomes two-way
4. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina



Pedestrian-Bike "Bridge of Roses"

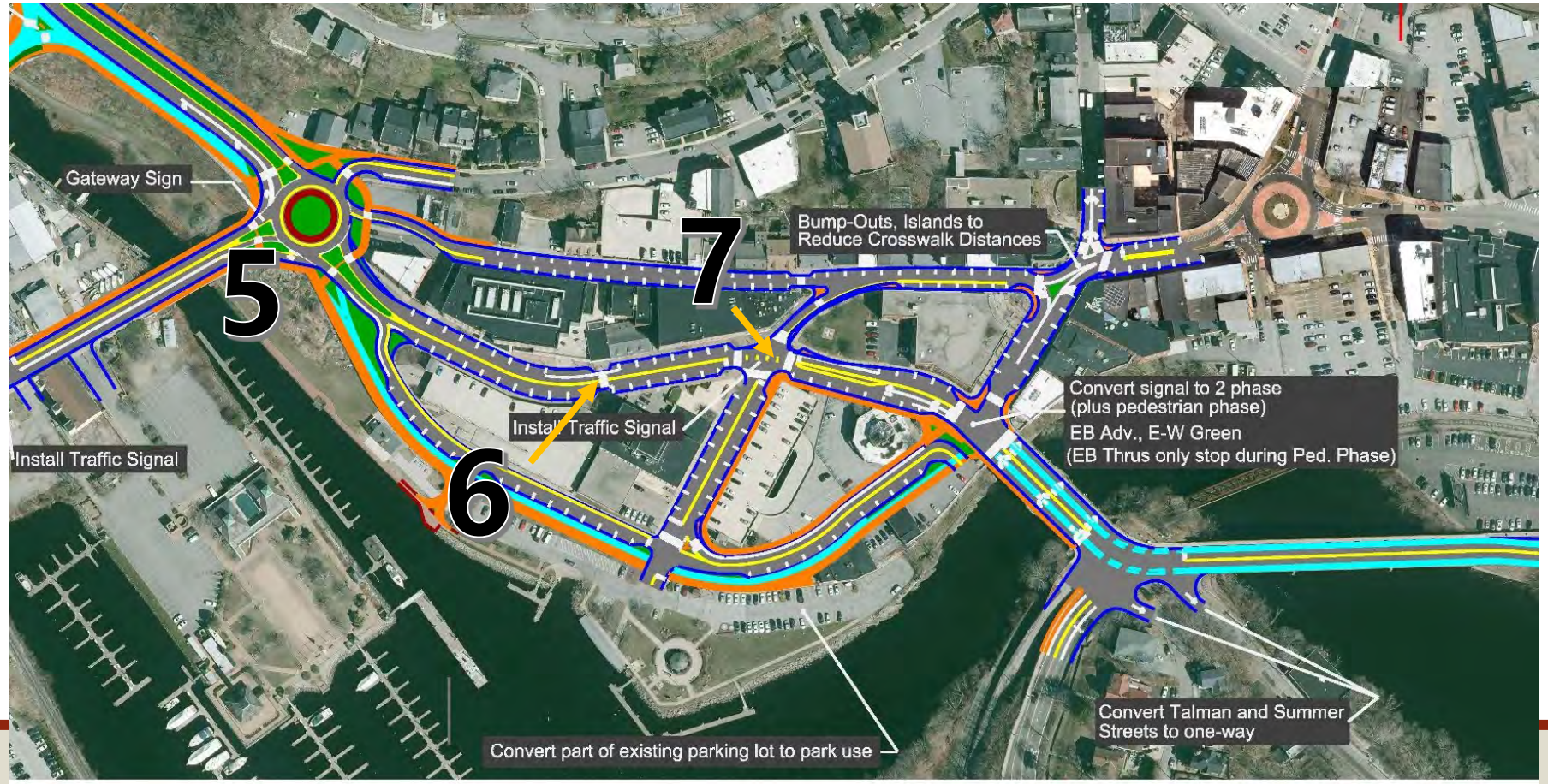



Way-Finding Map
Sidewalk/Event Space
Bike Lane
Planting Areas
History Wall
Gateway Sign
Install Traffic Signal
1
2
3
4

Transportation Improvements Vision

Downtown Norwich Project Area:

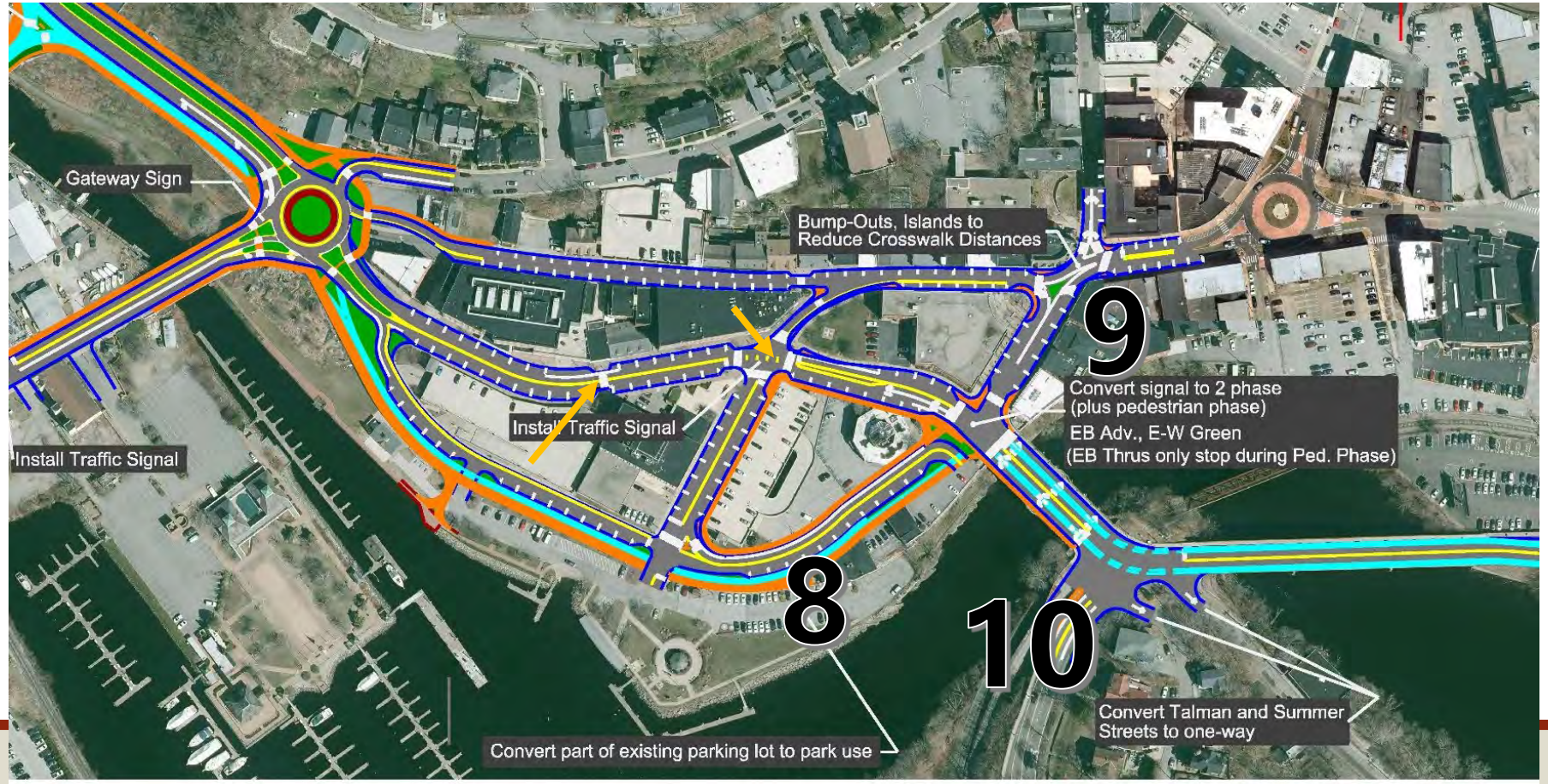
5. Roundabout at Washington Square
6. Water Street/Route 2 becomes two-way
7. Install Traffic Signal at Water Street and Market Street



Transportation Improvements Vision

Downtown Norwich Project Area:

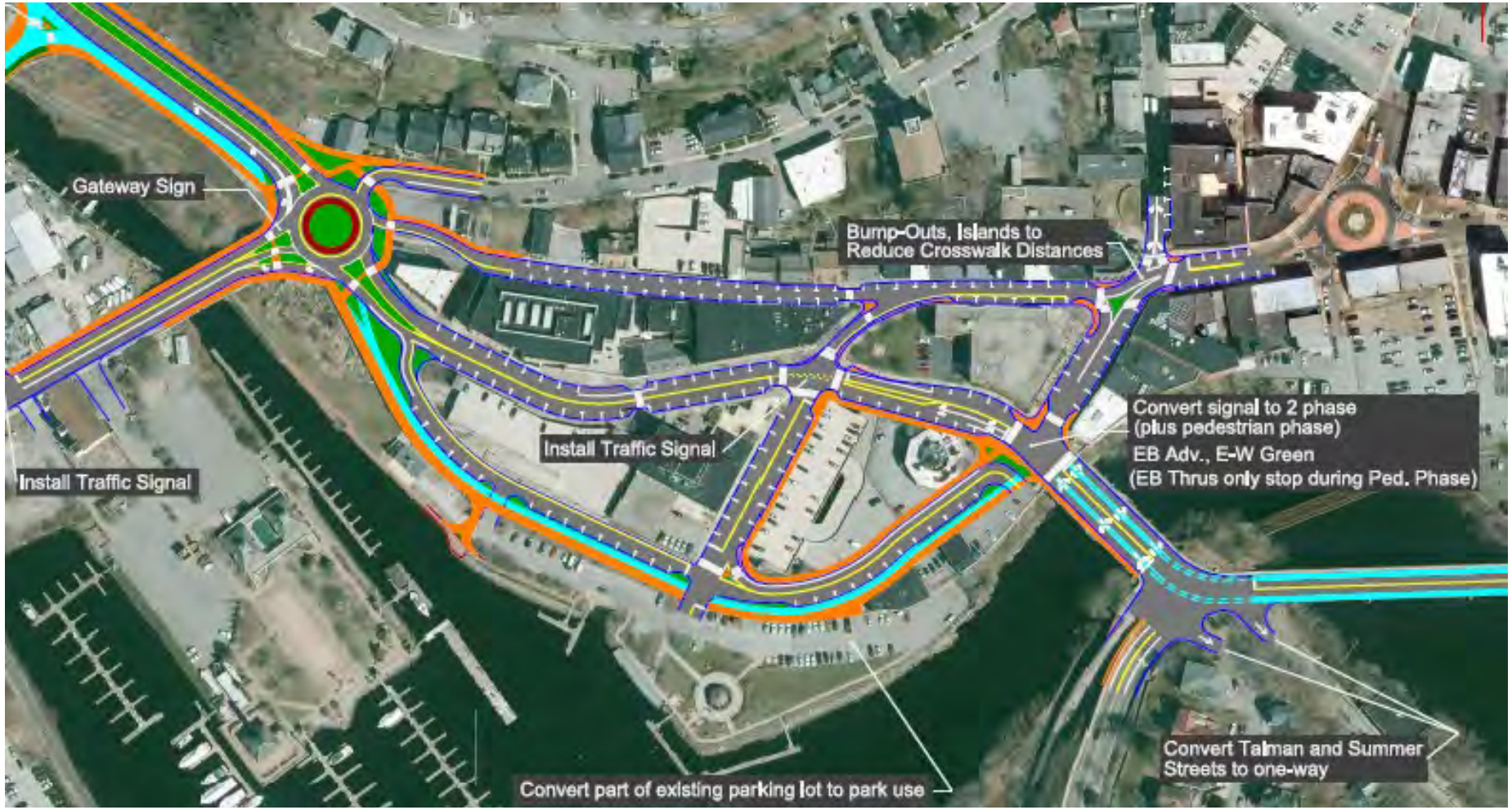
8. Chelsea Harbor Drive becomes local street and does not connect to Water Street
9. Simplified signal at Water Street and Courthouse Square
10. Make Talman Street and Summer Street one-way away from the Water Street/Laurel Hill Ave/Viaduct Road intersection to simplify operations




5
ateway Sign
6
Bump-Outs, Islands to
Reduce Crosswalk Distances
9
7
Install Traffic Signal
raffic Signal
Convert signal to 2 phase
(plus pedestrian phase)
EB Adv., E-W Green
(EB Thrus only stop during Ped. Phase)
8
10
Convert Talman and Summer
Streets to one-way
Convert part of existing parking lot to park use

Transportation Improvements Vision

Discussion





Tactical Engagement



Walk Norwich

It's a 6-minute walk to the food and fun at Harp and Dragon Pub



TACTICAL URBANISM DEMONSTRATION PROJECT

TACTICAL URBANISM DEMONSTRATION PROJECT

Goal

- Enhance the pedestrian and /or bicycle connection at a selected site or sites within the Chelsea Harbor Downtown Norwich Mobility Study Project Area.

Benefits

- Promotes experimentation
- Fast and Affordable
- Inspires public participation
- Showcases alternatives
- Attainable

Possible locations

- The American Wharf to Howard T Brown Park to the Downtown Norwich businesses, residences, and restaurants via West Main Street and Chelsea Harbor Drive at Main Street and Water Street.
- Washington Square (Washington Street/Main Street/Water Street/Chelsea Harbor Drive)
- Main Street just west of Burnham Square
- Courthouse Square at Broadway and Main Street
- West Side Boulevard (Route 82/32)



Counter-measures	Enhanced Crosswalks	Pedestrian Refuge	Buffers	Ped Bump Out	Wayfinding	Bike lane	Public Art	Furniture
								
American Wharf to Downtown via CHD and Market Street	X		X		X		X	
Washington Square to Downtown via CHD	X		X	X	X		X	
Main Street just west of Burnham Square	X	X		X	X	X	X	
Courthouse Square at Broadway and Main Street	X	X	X		X		X	X
West Side Boulevard (Route 82/32)			X			X	X	
Other Potential Locations (to be discussed at TAC)								

Partners

SCCOG	City of Norwich	NCDC	Public works
Police	Project abutters	Norwich Arts Center	Rose Arts Festival
Downtown After Dark: Miria Gray	Envision 360	Chamber of Commerce	Greenville Neighborhood
Foundry 66	Schools-high school kids needing volunteer hours	Global City Norwich Otis Library	American Wharf owners
Downtown Businesses	Churches	Haitian Community Center	NAACP
Rotary Club	CTDOT	SEAT	Mi Encanto Norwich

Next Steps

- March 18 – City Council Work Session
- April/May – Pop-up Meeting and Tactical Engagement Event
- May – Draft Alternatives Report
- June – Public Information Meeting #2
- July – TAC Meeting #4
- June/July – Draft and Final Study Report

Questions/Discussion?

damstutz@vhb.com

860.807.4417

https://downtownnorwichmobilitystudy.com/

Thank You!

Transportation Advisory Committee

Future Conditions and Potential Improvements

Chelsea Harbor/Downtown Norwich Mobility Study
Meeting Notes, 18 March 2024, 6:30 p.m.
Presentation to Norwich City Council

In Attendance: Mayor Nystrom, Council President Pro Tempore DeLucia, Councilors Singh, Hayes, Gould, Bettencourt, and Nash, City Manager Salomone, Corporation Counsel Driscoll, Public Works Director McLaughlin, Planning Director Rhodes, City Planner Daniska, Joe Balskus and Dan Amstutz (VHB), Jim Butler (SCCOG)

J. Butler opened the meeting with introductory remarks, noting that the presentation this evening's genesis was from an application by the City to the SCCOG in February, 2021 for CTDOT funding to conduct the Planning Study.

D. Amstutz then provided a study overview, outlined the study goals which are derived from the purpose and need statement for the project, summarized public engagement efforts, presented an overview of existing and future conditions in the study area, and summarized the principles around which transportation improvement vision has been developed.

J. Balskus presented the improvements noting that initial modeling shows that the proposals can work, no costs have been developed yet, the concepts have been vetted by the Technical Advisory Committee, and that nothing is final with all options up for discussion. He then presented the improvements proposed to downtown east of Washington Square followed by the three options for the area west of downtown and Washington Square. Option 1 would close off traffic on West Side Boulevard turning that into the Bridge of Roses, West Main Street would become two-way from North Thames Street to Washington Square with a roundabout at Washington Square. Option 2 would terminate traffic on West Main Street just east of Falls Avenue with the road east of that converted into a pedestrian plaza up to Washington Square and would convert West Side Boulevard to a two-way road with roundabouts at Washington Square and Washington Street at West Side Boulevard. Option 3 would convert both West Side Boulevard and West Main Street into two-way roads with roundabouts at Washington Square and Washington Street at West Side Boulevard.

Mayor Nystrom opened the discussion stating that NCDC looked at making West Side Boulevard and West MainStreet two-way as in Option 3 a few years ago and noted that this study "goes into the tall grass a little deeper" which he said "was kind of fun to see". He said converting West Side Boulevard to a ped/bike structure only as in Option 1 would create an expensive bike path.

Mr. Salomone inquired how the sidewalk along Chelsea Harbor Drive would interface with Howard T. Brown Par. Mr. Balskus answered that the details of this were still being worked on.

Council President Pro Tempore DeLucia complimented the part of Option 2 which would convert West Main Street east of Falls Avenue to Washington Square into a pedestrian plaza. Mr. Balskus said this was Police Chief Daley's idea. Mr. DeLucia asked what the vision was for where Thames Street intersects West MainStreet. Mr. Balskus said that this intersection would remain as is with a traffic signa added. Mr. DeLucia suggested a three-way stop might work here.

Mr. Balskus said they would look at that, but that he thought it would be better managed with a traffic signal.

Councilor Hayes suggested changing Main Street from one-way westbound to one-way eastbound. She said that her concern was that under the current configuration, traffic heading westbound into Washington Square often enter the intersection and are confused by the many traffic signals controlling the various legs of the intersection. Mr. Balskus said this situation can be addressed by adjusting the traffic signals. Ms. Hayes then asked if there had been any discussion of closing Chelsea Harbor Drive completely to automobile traffic. Mr. Balskus said that had not been discussed.

Mayor Nystrom said that he believed that the owner of Thayer's Marina would probably prefer Option 3, as he has previously said he would like to see two-way traffic on West Main Street in front of his business.

Councilor Singh said he liked the idea of the "Bridge of Roses". He said he liked Option 1 the best because it only had two roundabouts proposed, whereas the other two options had three. He asked if any of the roundabouts proposed in any of the options would impact any adjacent properties. Mr. Balskus responded that there might be a small impact on the old Dunkin Donuts property from the proposed Washington Square roundabout.

Mayor Nystrom asked if in Option 1, emergency vehicles could travel over/through the bridge converted to the "Bridge of Roses" in the event that was required. Mr. Balskus answered he believed that could be accommodated.

Mr. Balskus ended the presentation by listing the study's next steps.

Mayor Nystrom closed the meeting at 7:30 p.m.

Meeting Notes prepared by James S. Butler





CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

City Council Informational Meeting

Study Overview and Downtown Visioning/Potential Improvements

March 18, 2024

Meeting Agenda

- Study Overview
- Existing & Future Conditions Overview
  - Summary & Findings
- Preliminary Analysis of Potential Improvements
  - Transportation Vision
  - Overview of Potential Improvements
  - Major Intersections & Changes
  - Questions/Discussion
- Next Steps



Visit the Project Website!

www.downtownnorwichmobilitystudy.com

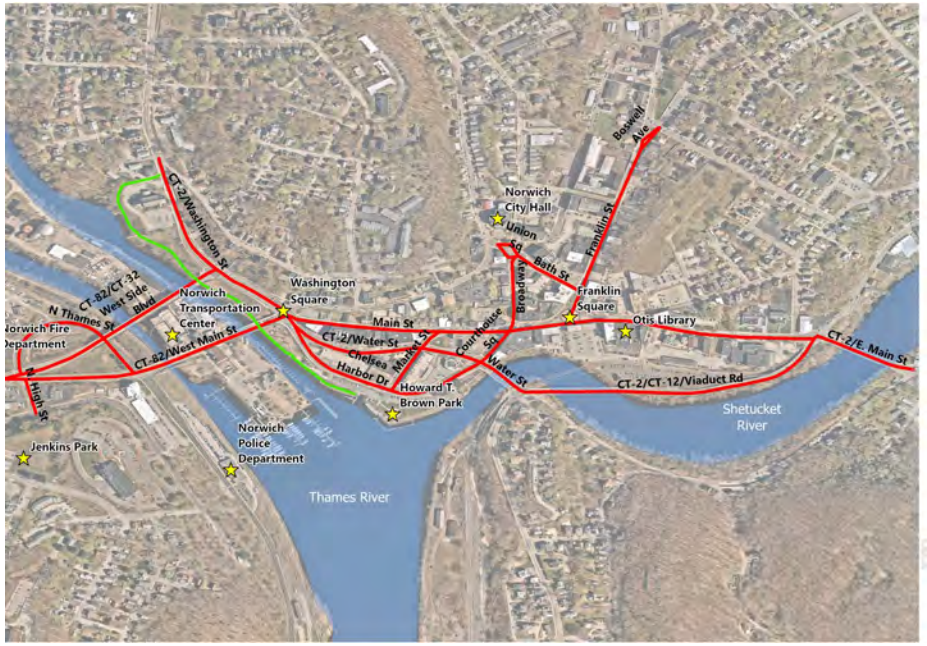


Study Overview - Goals

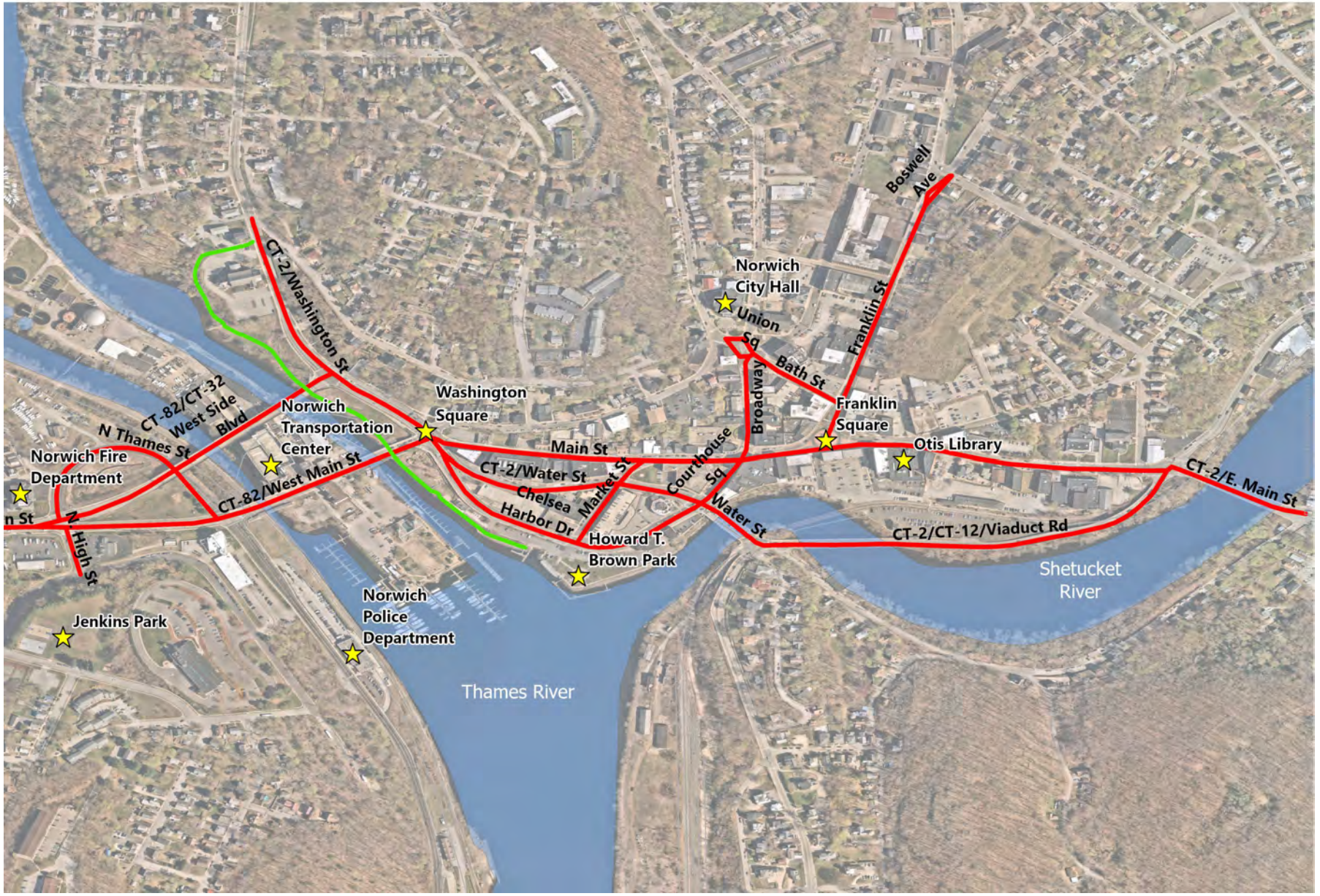
Study Goals:

- *Improve livability, mobility, and access to essential services*
- *Create safe routes to the waterfront, Howard T. Brown Park, Transportation Center, Norwich Marina, and downtown*
- *Develop alternatives to current road configuration and traffic flows*

Key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities.



Study Area/Limits



Study Overview

- Led by SCCOG & City of Norwich
- Project Transportation Advisory Committee (including City staff, SCCOG, CTDOT, NCDC)
- Public Meeting on October 25, 2023
- Public Survey open August-November 2023
- Finalized Existing Conditions in early January
- Future Conditions Report early February
- Brief review of Existing & Future Conditions
- Transportation Improvement Vision and Preliminary Concepts



Public Engagement

- Rock the Docks – August 2023
- Celebrate Cultural Diversity – September 2023
- Two Public Meetings
  - First on October 25, 2023
  - Second planned for June 2024
- Public Survey on Existing Conditions and needs
  - Open from August – November 2023
- Tactical Engagement event
  - To be held May/June
- Project Website ongoing







Existing & Future Conditions

Existing Conditions

- Collected data on traffic conditions, safety, pedestrians, bicyclists, public transportation, and parking
- Traffic analysis shows problem intersections at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Pedestrians overrepresented in traffic injuries
- Few bicycle accommodations
- Underutilized parking garages





Future Conditions

- Review projected traffic growth, future operations, opportunities for improvements
- Congestion at intersections will persist at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Traffic signal timing adjustments – only marginal improvements

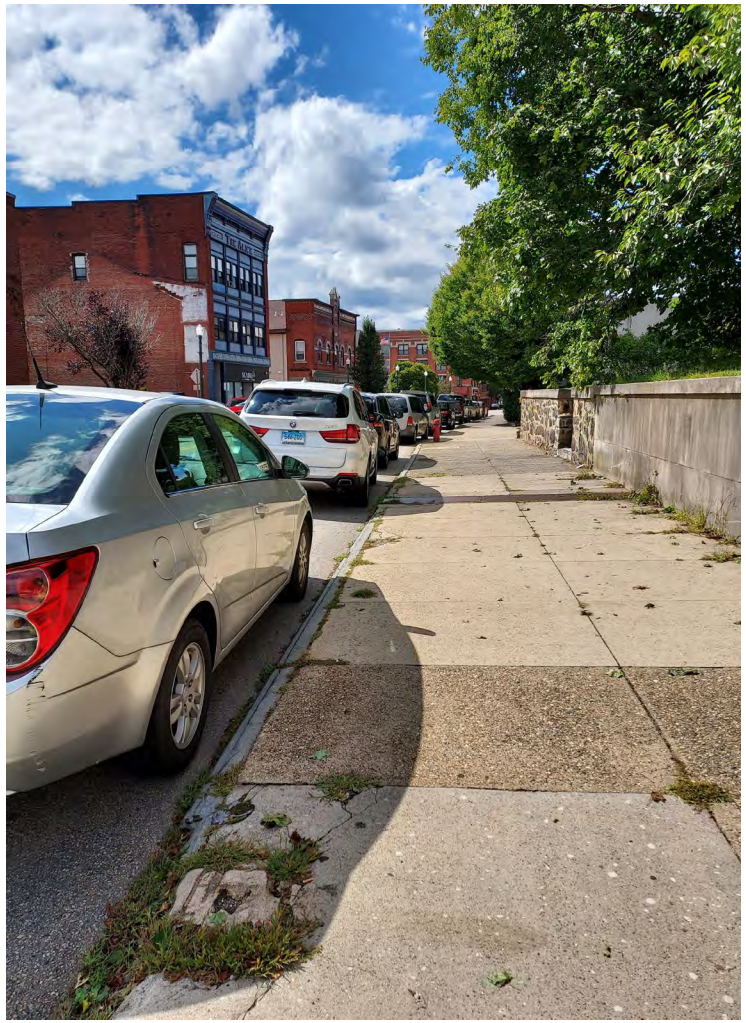




Transportation Improvements Vision

Transportation Improvements Vision

- Overall Principles:
  - Complete Streets
  - Improve safety for all
  - Create more bicycle and pedestrian space, better crossings
  - Improve access to waterfront, Howard T. Brown Park
  - Lower traffic speeds while keeping traffic flowing
  - Improve operations at worst intersections
  - Make circulation around downtown easier for all



Bicycle, Pedestrian, and Transit Potential

- Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
- Need to improve safety, especially for pedestrians – overrepresented in injury crashes
- Improve pedestrian crossings, comfort
- Lower traffic speeds, provide separated bicycle space
- Extend and connect Heritage Trail
- Improve frequency, user experience of transit system

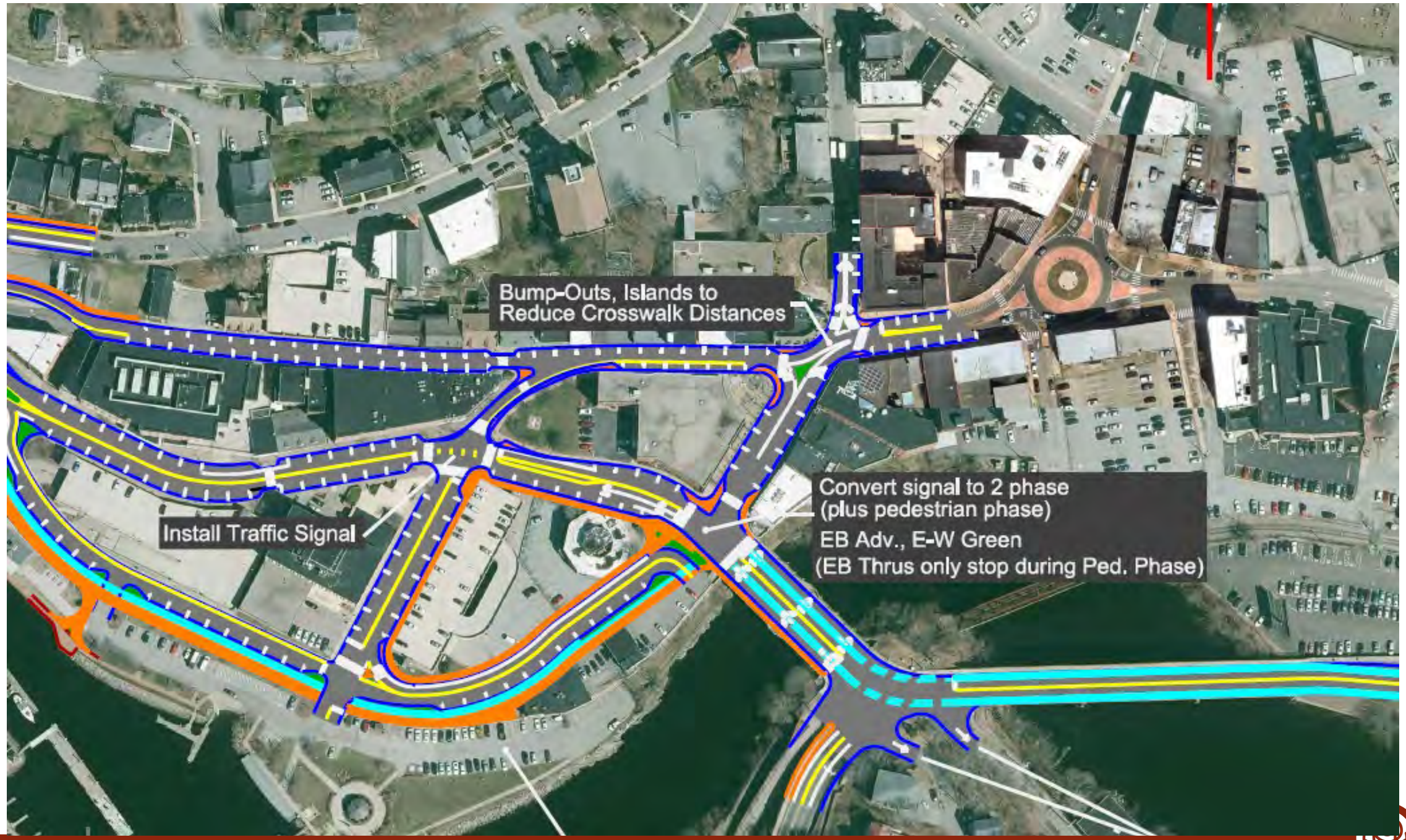


Transportation Improvements Vision

- High level notes:
  - Initial modeling shows the concept plan *can work* with limited operational issues for traffic
  - Washington Square needs to be modeled using different software to develop more accurate level of service results
  - No costs developed yet
  - Concepts have been vetted by TAC members
  - Diverting Route 2 through traffic can also improve traffic operations to improve viability of these options
  - Nothing final – all up for discussion



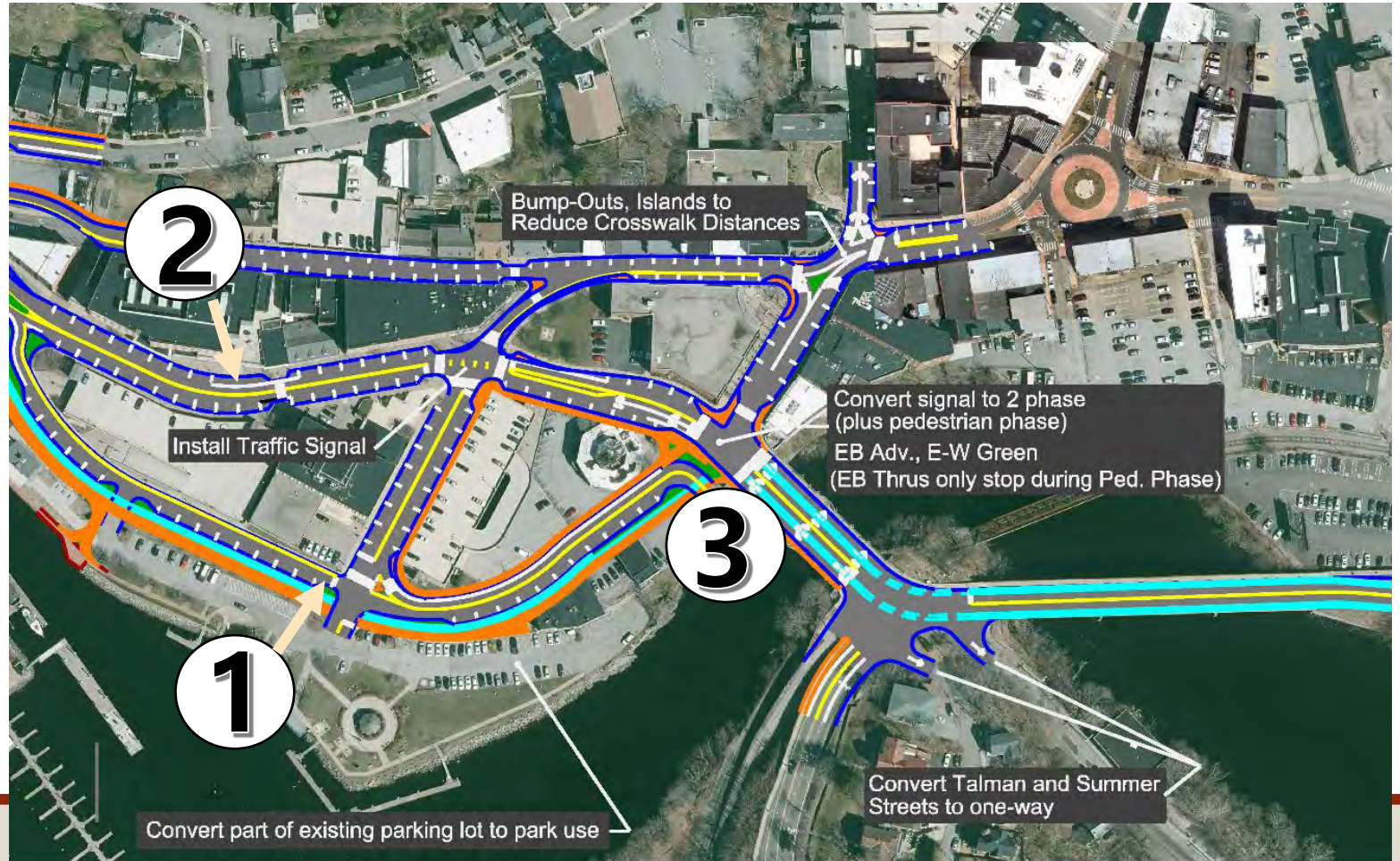

nearmap


Bump-Outs, Islands to
Reduce Crosswalk Distances
Install Traffic Signal
Convert signal to 2 phase
(plus pedestrian phase)
EB Adv., E-W Green
(EB Thrus only stop during Ped. Phase)

Transportation Improvements Vision

Downtown Norwich Project Area:

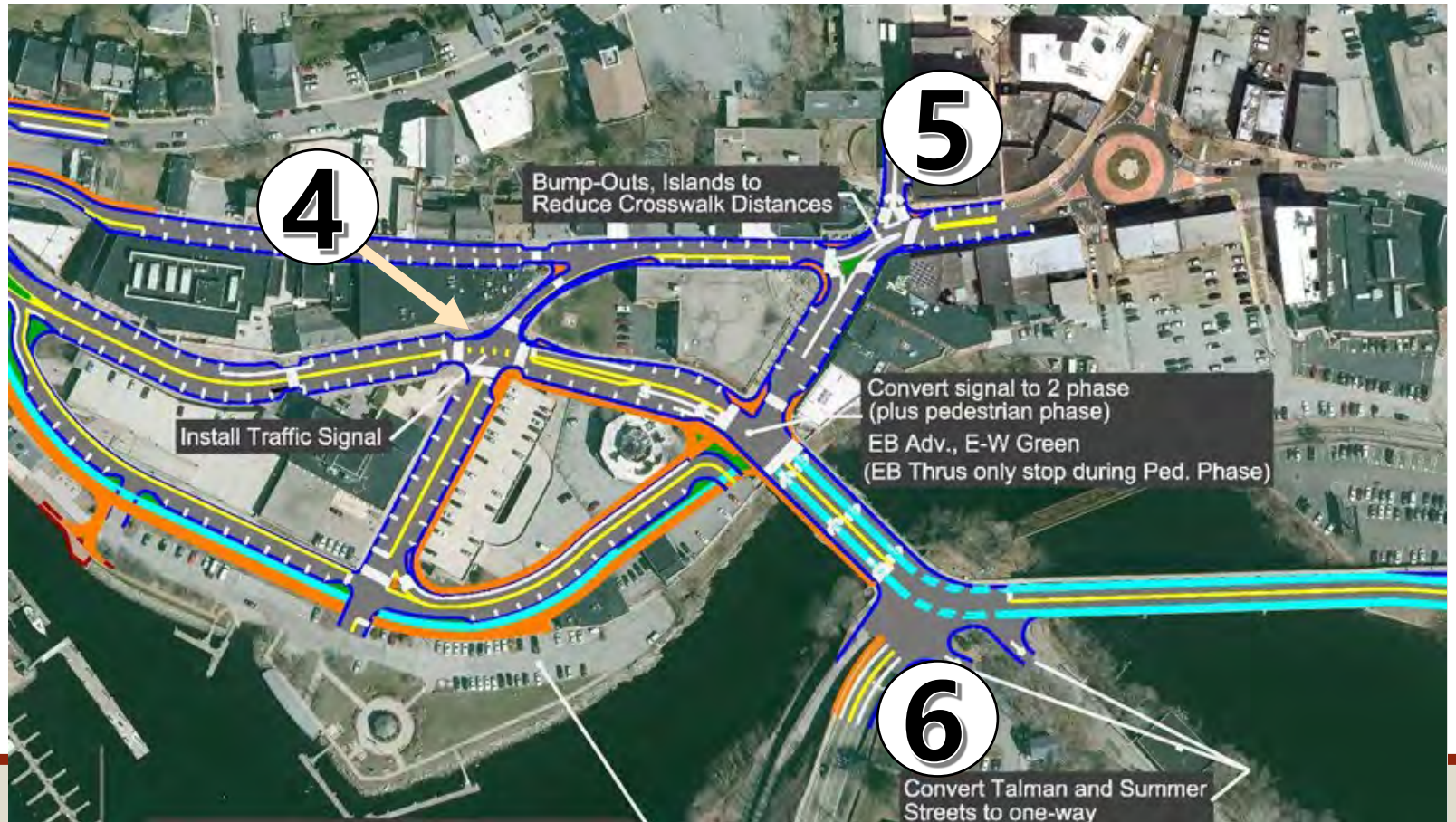
1. Chelsea Harbor Drive becomes local street and does not connect to Water Street
2. Water Street/Route 2 becomes two-way
3. Simplified signal at Water Street and Courthouse Square

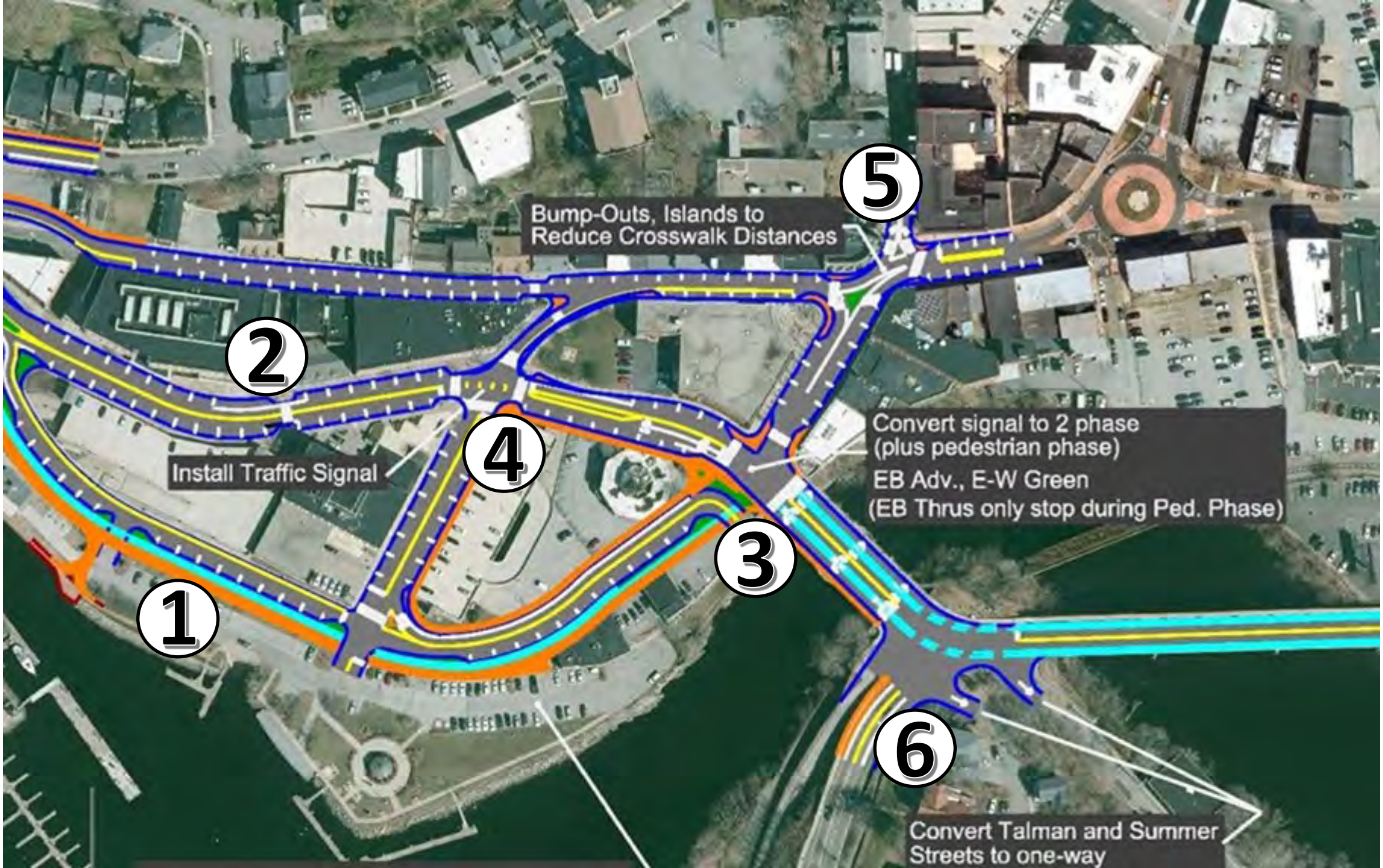


Transportation Improvements Vision

Downtown Norwich Project Area:

4. Install Traffic Signal at Water Street and Market Street
5. Install bump-outs, median island to reduce crosswalk distance at Main Street/Broadway/Courthouse Square
6. Make Talman Street and Summer Street one-way away from the Water Street/Laurel Hill Ave/Viaduct Road intersection to simplify operations




1
2
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5
6
Bump-Outs, Islands to
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Install Traffic Signal
Convert signal to 2 phase
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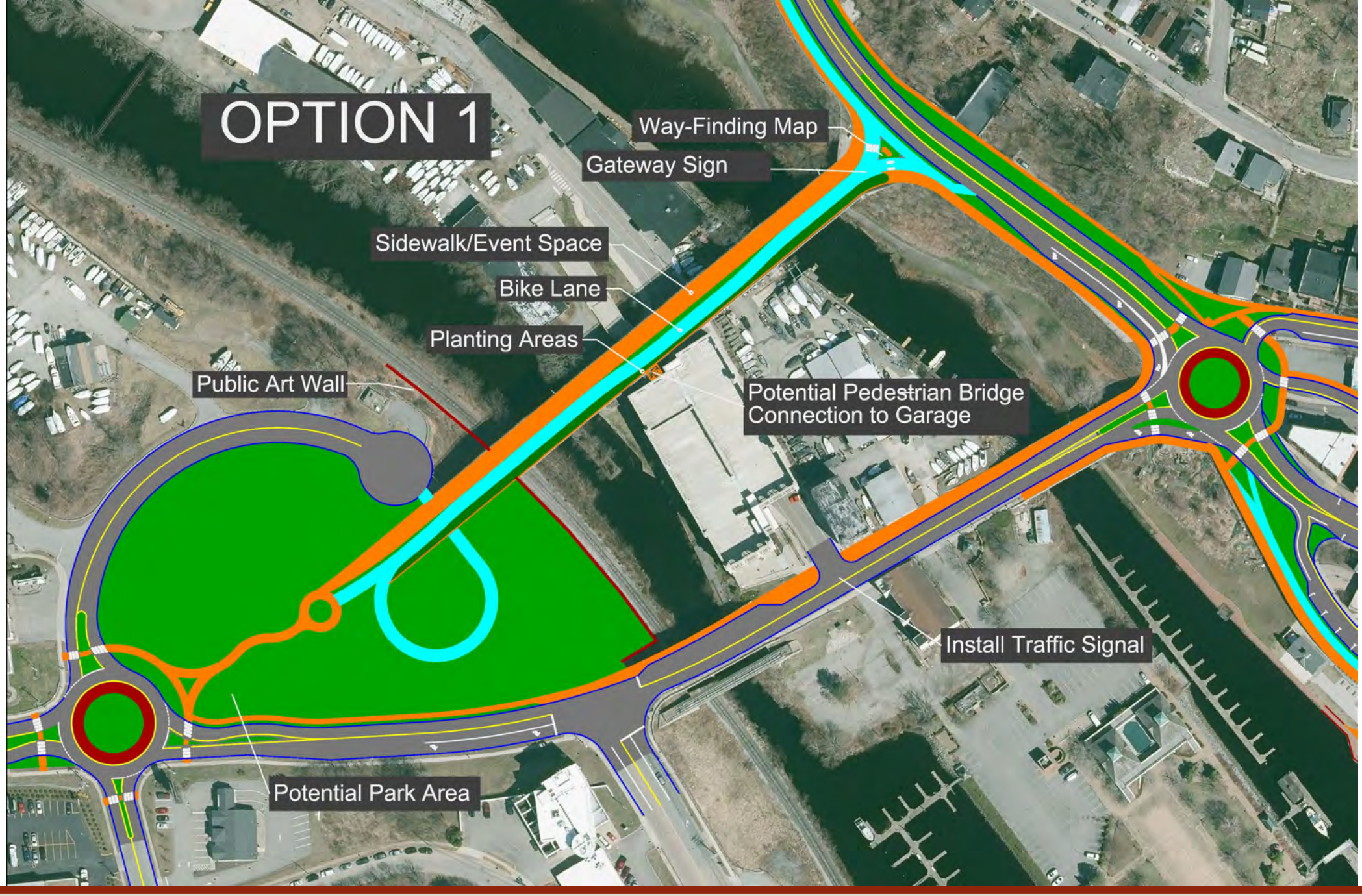
(EB Thrus only stop during Ped. Phase)
Convert Talman and Summer
Streets to one-way




OPTION 1
Way-Finding Map
Gateway Sign
Sidewalk/Event Space
Bike Lane
Planting Areas
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Install Traffic Signal
Potential Park Area

Transportation Improvements Vision

West end of Project Area – Alternative 1:

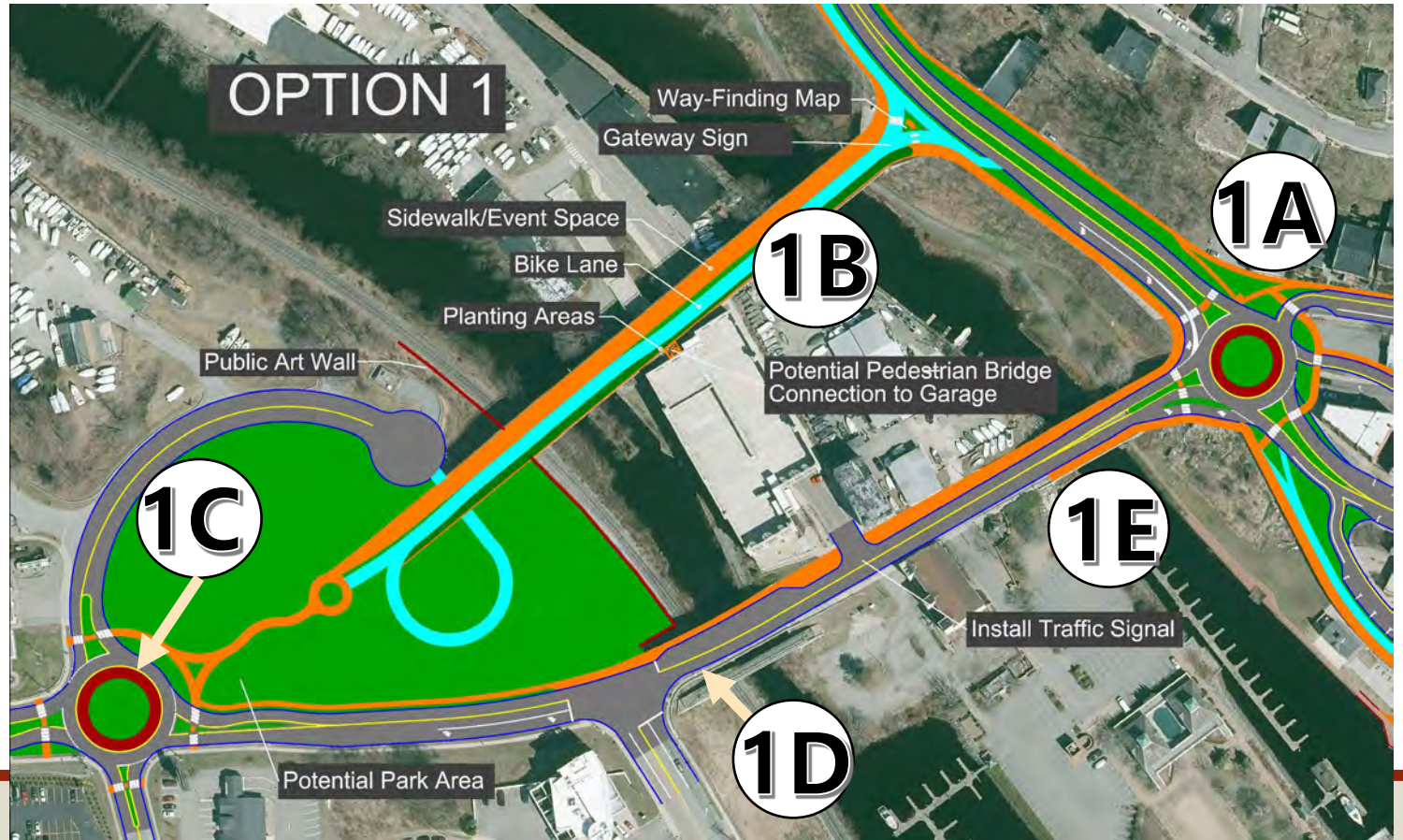
1A. Roundabout at Washington Square

1B. Convert W. Side Boulevard to Pedestrian-Bike Bridge

1C. Roundabout at W. Main Street/Route 82 and N. Thames Street

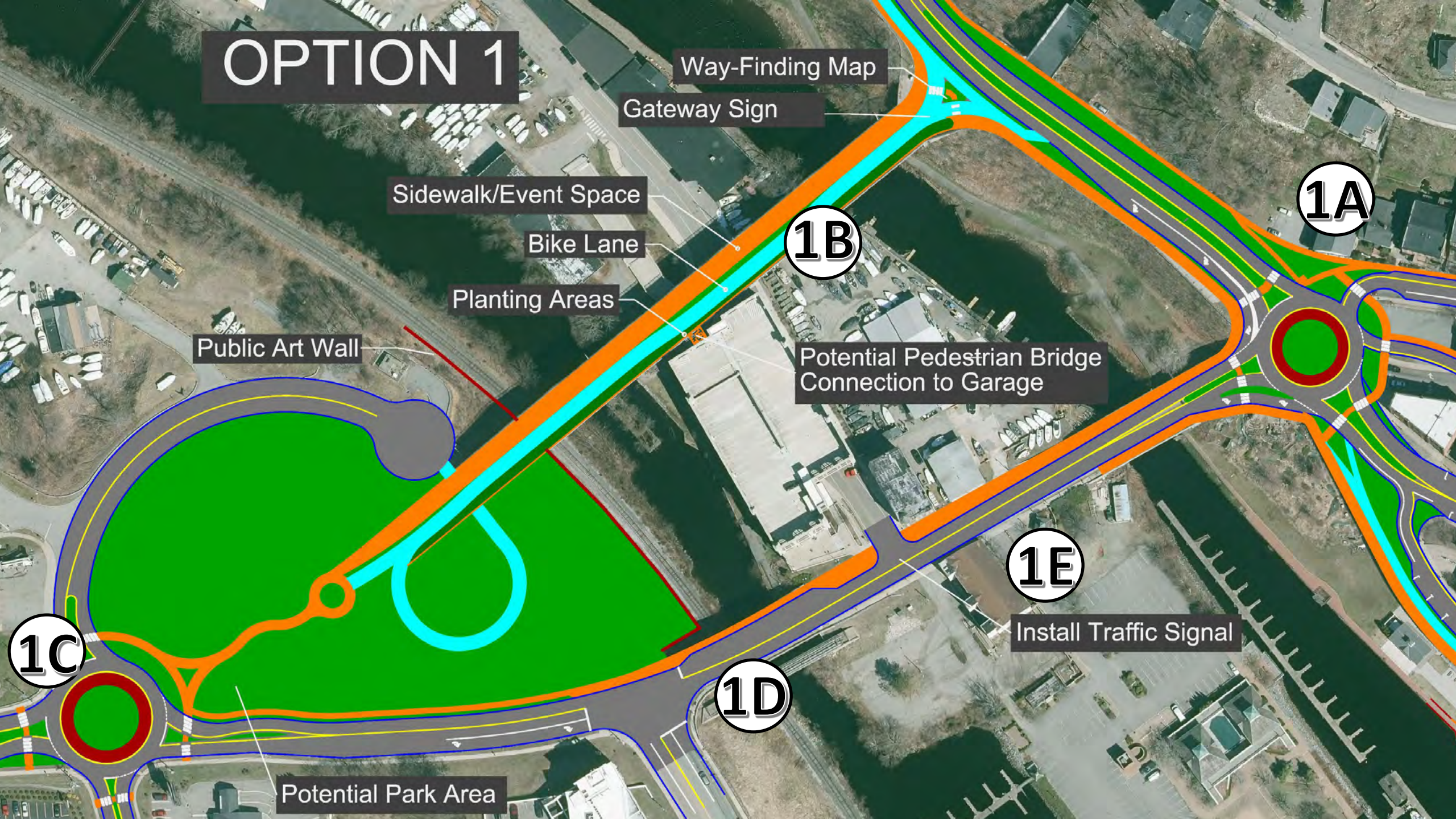
1D. W. Main Street Bridge/Route 82 becomes two-way

1E. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina



Pedestrian-Bike "Bridge of Roses"




OPTION 1
Way-Finding Map
Gateway Sign
Sidewalk/Event Space
Bike Lane
Planting Areas
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Install Traffic Signal
Potential Park Area
1A
1B
1C
1D
1E

Transportation Improvements Vision

West end of Project Area – Alternative 2:

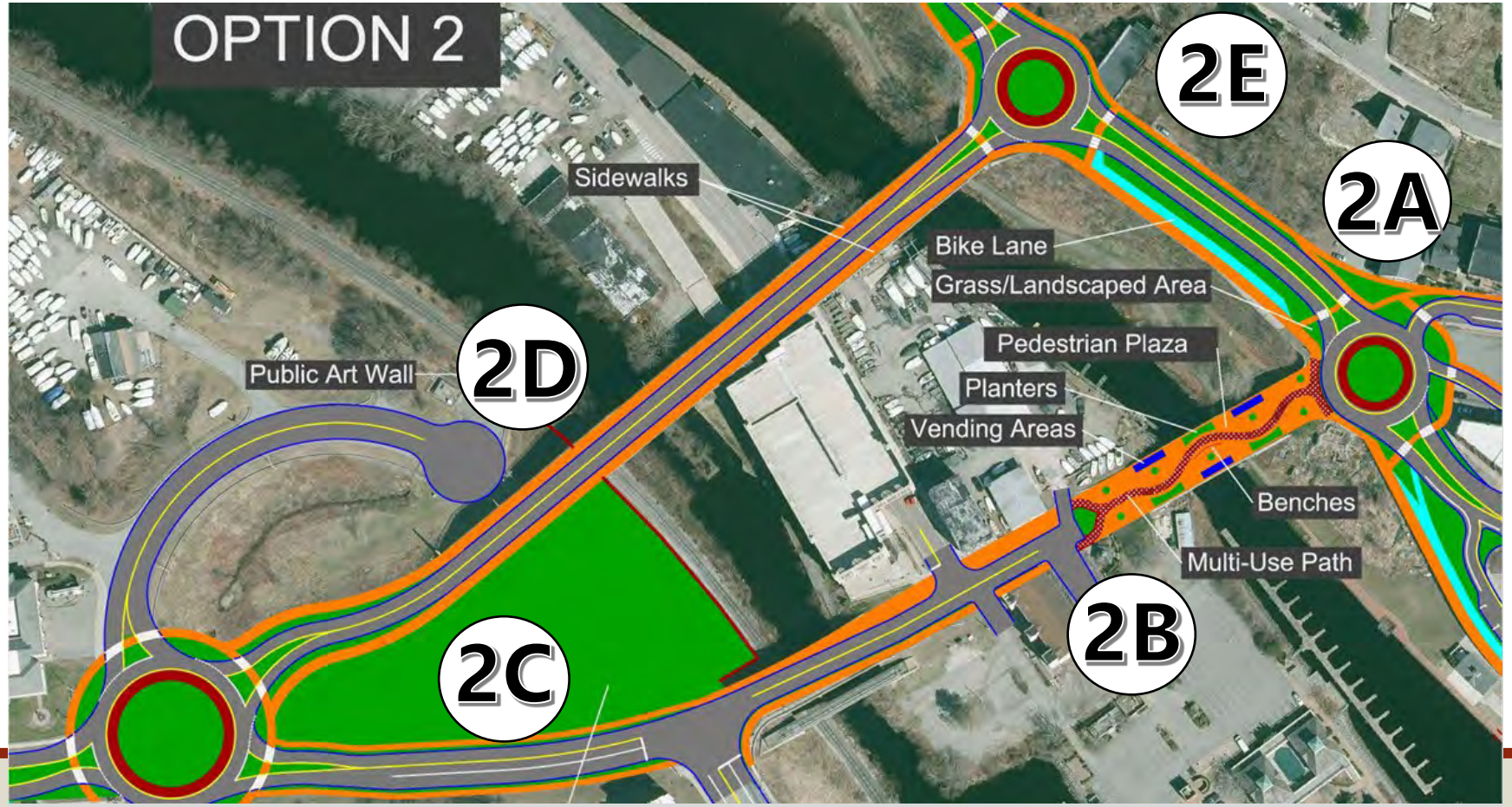
2A. Roundabout at Washington Square

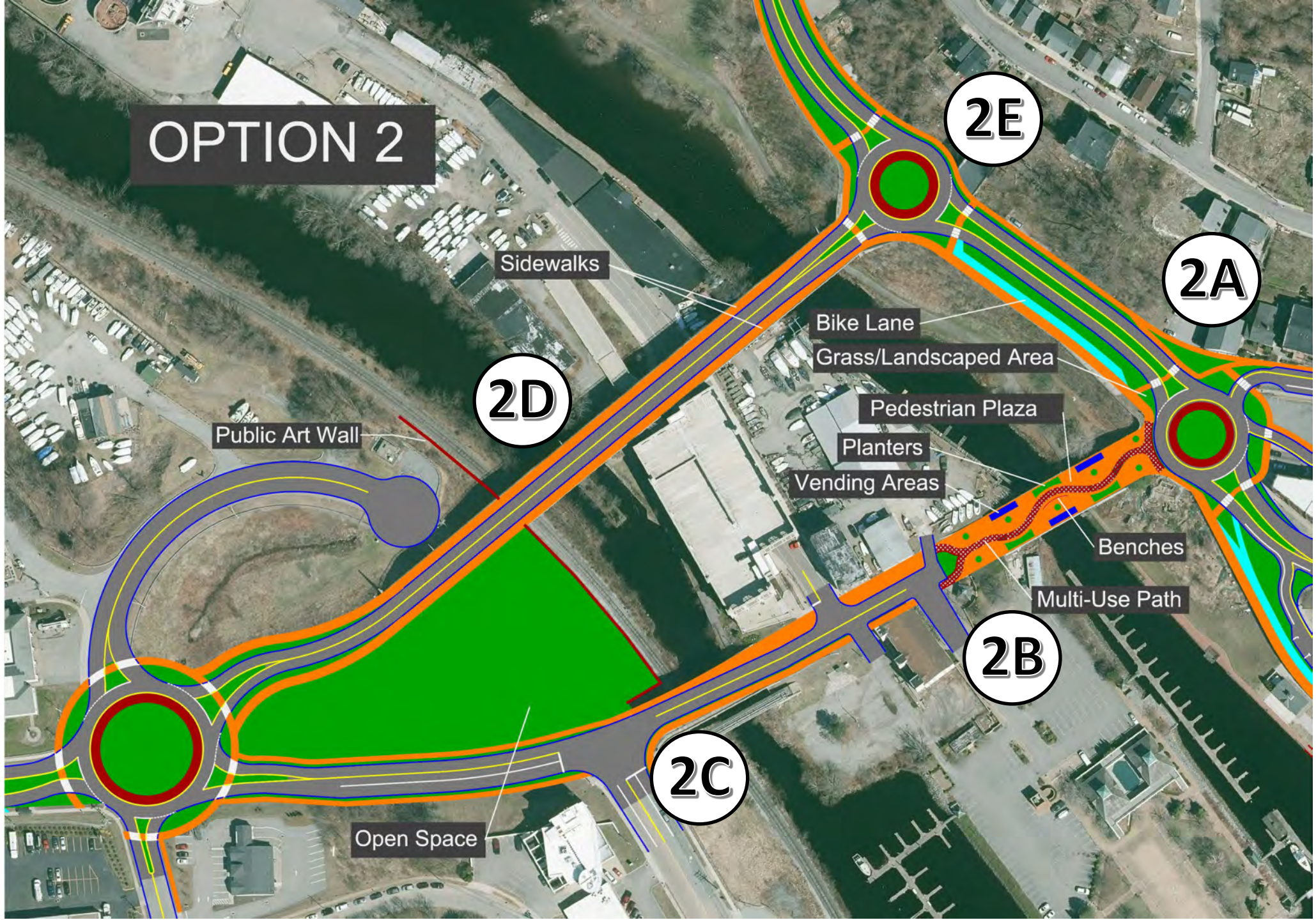
2B. Convert W. Main Street between Falls Ave and Washington Square into Pedestrian Plaza

2C. Convert West Main Street to two-way road

2D. Convert West Side Boulevard to two-way road

2E. Roundabout at Washington Street and West Side Boulevard




OPTION 2
2E
2A
2D
2B
2C
Sidewalks
Bike Lane
Grass/Landscaped Area
Pedestrian Plaza
Planters
Vending Areas
Benches
Multi-Use Path
Public Art Wall
Open Space

Transportation Improvements Vision

West end of Project Area – Alternative 3:

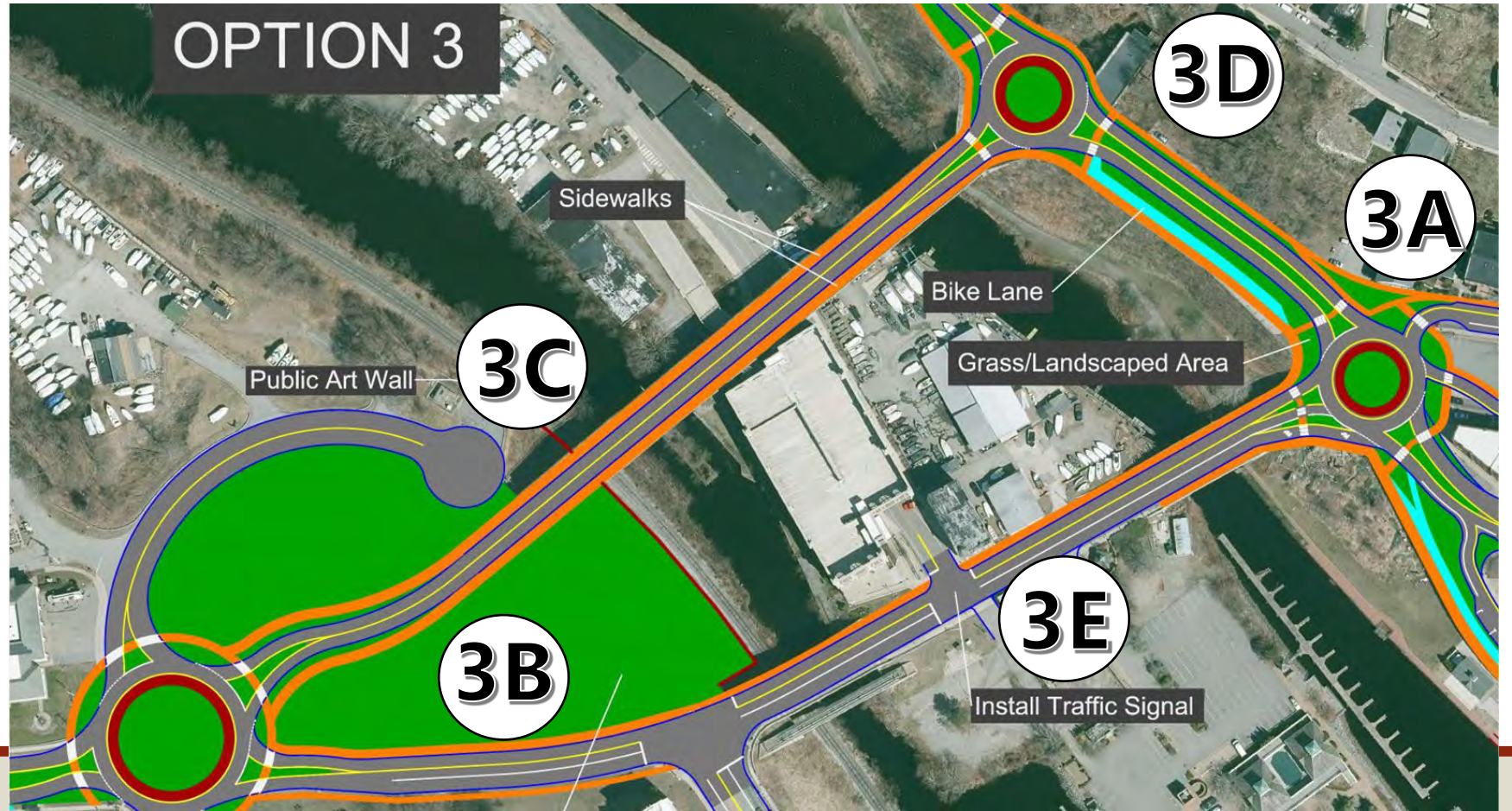
3A. Roundabout at Washington Square

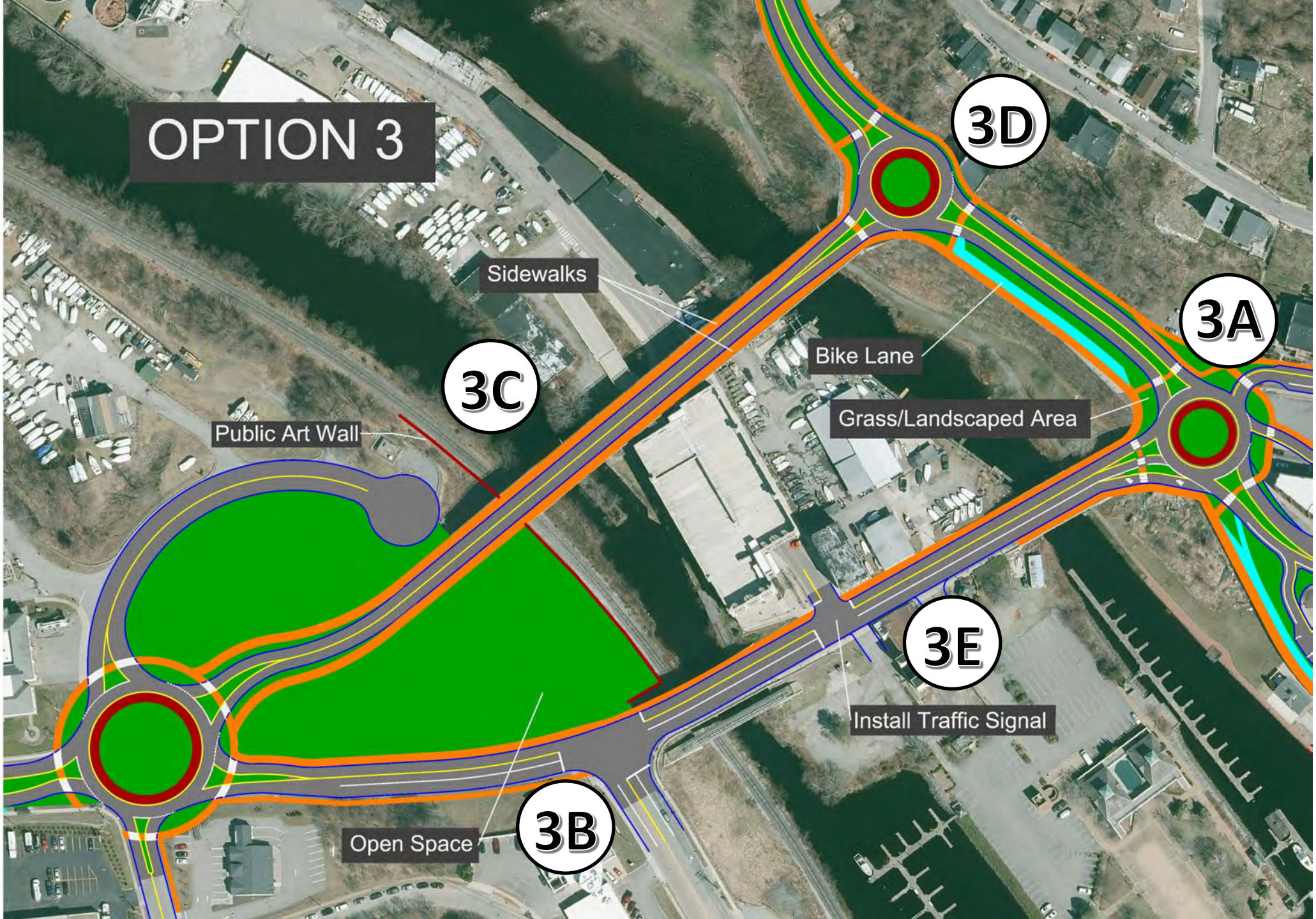
3B. Convert W. Main Street to two-way road

3C. Convert West Side Boulevard to two-way road

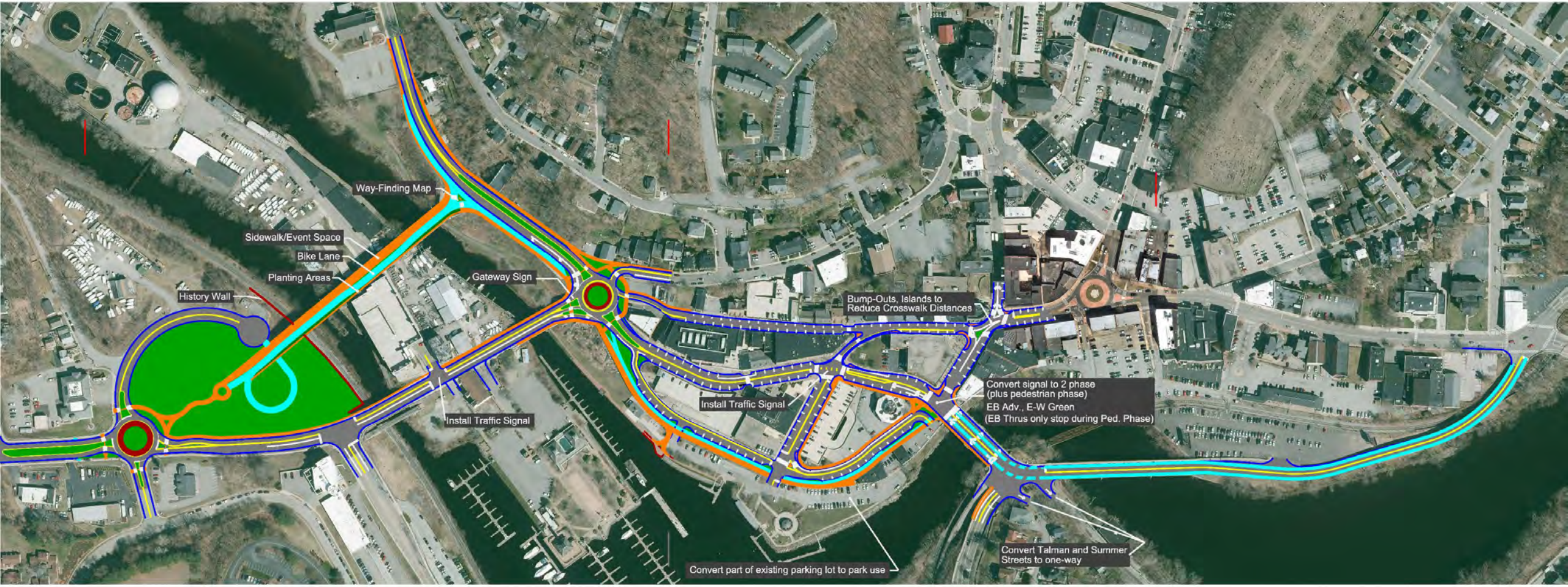
3D. Roundabout at Washington Street and West Side Boulevard

3E. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina




OPTION 3
3D
Sidewalks
3A
Bike Lane
3C
Grass/Landscaped Area
Public Art Wall
3E
Install Traffic Signal
3B
Open Space

Comments/Discussion



Next Steps

- April/May – Pop-up Meeting and Tactical Engagement Event
- May – Draft Alternatives Report
- June – Public Information Meeting #2
- July – TAC Meeting #4
- June/July – Draft and Final Study Report

Questions/Discussion?

damstutz@vhb.com

860.807.4417

https://downtownnorwichmobilitystudy.com/

Thank You!

Transportation Advisory Committee

Future Conditions and Potential Improvements

Additional Improvements Proposed

Conceptual improvements are also being studied for the intersection of Franklin Street at Oak Street, and for Bath Street, Broadway, and in front of City Hall.

Franklin Street/Oak Street



Bath Street/Broadway/City Hall



Chelsea Harbor/Downtown Norwich Mobility Study

The Southeastern Connecticut Council of Governments (SCCOG) and the City of Norwich have partnered with the consulting firm VHB to conduct a Mobility Study for the Chelsea Harbor/Downtown Norwich area. The Study is a key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The Study goals include improvements to livability, mobility, access to essential services, safe routes to the waterfront and Howard T. Brown Park, the Intermodal Transportation Center, the Norwich Marina and other downtown destinations. This will be accomplished through expanded bicycle facilities, sidewalk network improvements, and the reconfiguration of multi-lane, high-speed through streets that currently exist as a barrier between downtown proper and the City's waterfront area, East, and West Side neighborhoods. The Study will develop alternatives to the current configuration and traffic flows of the study area with the above goals in mind.

What Improvements are Being Proposed?

There are a variety of improvements to the transportation system and circulation that are being proposed. A list of the critical changes is below, while a full overview map of the changes is on the back page.

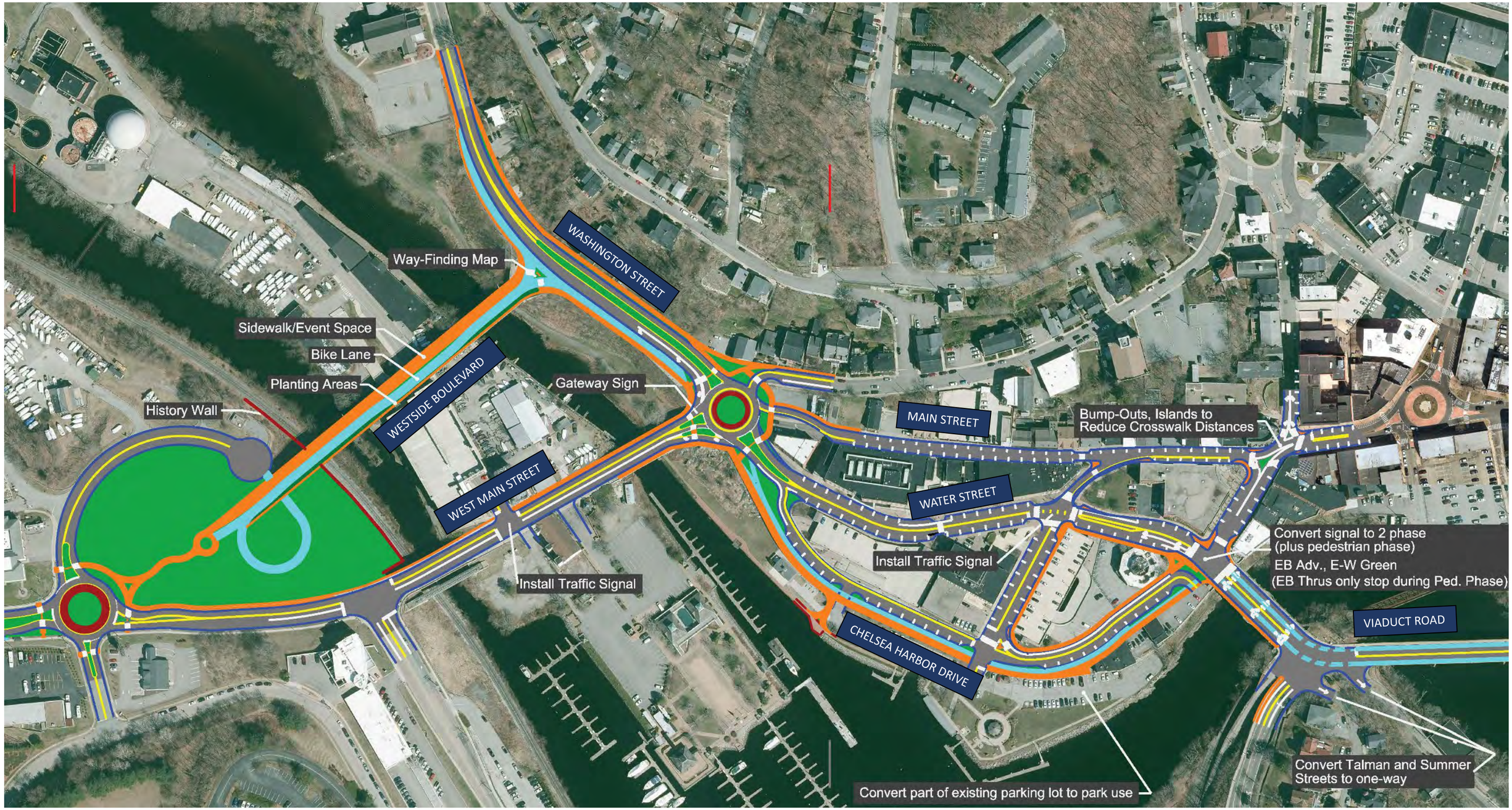
- Chelsea Harbor Drive becomes a local street and is cut off from Water Street.
- Water Street/Route 2 becomes two-way, with one lane in each direction, carrying both eastbound and westbound traffic.
- With the removal of Chelsea Harbor Drive from the intersection, the traffic signal at the Water Street/Courthouse Square intersection can have a much simpler two-phase operation.
- Install a traffic signal at Water Street and Market Street to allow all vehicle movements from Market Street onto Water Street.
- Install curb extensions and a median island to reduce the crosswalk distance at Main Street/Broadway/Courthouse Square.
- Convert Washington Square into a roundabout, similar to Franklin Square.
- Convert Westside Boulevard into a pedestrian and bike “Bridge of Roses” with a park area at the west end of the bridge.
- Install a roundabout at the intersection of W. Main Street/Route 82 and N. Thames Street/N. High Street.
- The W. Main Street bridge/Route 82 becomes two-way between Washington Square and N. Thames Street/N. High Street.
- Install a traffic signal at W. Main Street and Falls Ave/the Norwich Marina.

These improvements will give the City of Norwich a blueprint to move forward with transportation changes that will make getting around downtown easier and more accessible for all users. An implementation plan will be developed to recommend phasing and provide high-level cost estimates of the different options.

How Can I Provide My Feedback?

Come to our public meeting in Room 335 at Norwich City Hall on June 5 at 5 pm.

Go to www.downtownnorwichmobilitystudy.com and send us a message!



LEGEND

- Pedestrian Areas/Sidewalks
- Bicycle Lanes/Areas
- Park/Planting Areas
- Yellow Pavement Markings

Summary of Outreach Efforts
Norwich Downtown Mobility Study
5/7/2024

1. **Cream Coffee 48 Franklin St**
   - Spoke to barista.
   - Left PIM flyers and handout for reference-posted flyer in the window.

2. **Local resident at Cream Coffee**
   a. Observes people **NOT** stopping at Church and Union stop sign in front of City Hall.
   b. Concerned that the location of the current crosswalk on Broadway to City Hall because its not where people actually cross. Rather, they cross just south of there-she suggested the crosswalk location change to reflect the path of pedestrians.
   c. People make illegal Uturns at Union and Bath St.
   d. Gave her the project handout and PIM flyer.

3. **Three Sisters Franklin St**
   a. Concerns with some speeding, but generally feels safe as a pedestrian.
   b. Seemed positive about the project.
   c. NO additional comments
   d. Left handout and PIM flyer.

4. **66 Foundry tenant-WordCO 53 Franklin St**
   a. Left handout and PIM flyer.

5. **NCDC, 66 Foundry 53 Franklin ST**
   a. Franklin St improvements -NCDC mentioned that Mofongo House at 202 Franklin St could be concerned with parking and accessibility to business with the project alternatives.
   b. Franklin St in general is very tight and there are choke points where traffic gets jammed.
   c. Left several handouts and PIM flyers for NCDC to promote.

6. **Discount Liquor World 252 Main St**
    a. Positive comments about project.
    b. Left handout and PIM flyer.

7. **Hotel Callista 352 Main Street**
    a. Wants to see improvements on this side of Main St.
    b. Main St has faded pavement markings and need improvement
    c. Sidewalk on Park Street is scheduled to be fixed by City.
    d. Areas adjacent to hotel need to be revitalized.
    e. Left handout and PIM flyer.

8. **Otis Library 261 Main St**
    a. Wants to see improvements east of Franklin-they were not included in the alternatives map. Follow up email clarified the Team is working on this section of the project.
    b. Rectangular rapid flashing beacon (RRFB) could be installed at crosswalks near library.
    c. Library wants to enhance the crosswalks in front of library-many families with young kids in strollers-intersection needs improvements
    d. Signal in front of library on Main St. was flashing yellow at various times - Library said the Police changed the settings to the red, yellow, green phasing and now it better manages operations at the intersection. Flashing yellow was/ is not adequate protection for pedestrians when crossing at the library.
    e. Left several handouts and PIM flyers.

9. **Postal Worker**
    a. The roundabout at Franklin Square makes walking safer.
    b. Need to shorten crosswalk across Cliff St and Main St to improve ped safety.

From: Nicole Haggerty
To: Dan Amstutz
Subject: [External] Notes from this morning
Date: Tuesday, May 7, 2024 2:22:36 PM

---

1. need bike lanes in the study area
2. the "bridge of flowers" idea is neat
3. the traffic circle at Franklin Square made things worse downtown
4. there have been improvements for cars and traffic but what about pedestrians?
5. like the Franklin Square traffic circle
6. overheard someone telling his friend he's witnessed a pedestrian get hit by a car on Chelsea Habor Drive
7. need for bike lane on Chelsea harbor drive
8. would bike more if bike lane was separated from traffic (the person shared they had been hit by a car when they were younger on a bike)

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Southeastern Connecticut Council of Governments
5 Connecticut Avenue, Norwich, CT 06360
Website| Facebook | Linkedin

Meeting Notes

Date:	Wednesday, June 5, 2024 5:00 pm – 7:00 pm		
Place:	Norwich City Hall Room 335 100 Broadway Norwich, CT 06360	Re:	CTDOT Project No.: DOT01030281PL SCCOG Chelsea Harbor/Downtown Mobility Study **Public Information Meeting #2**
Project No.:	43283.00		

- This meeting was conducted as an in-person meeting at the Norwich City Hall in Norwich, CT. More than 30 people attended the meeting, including staff from the City of Norwich, the Southeastern Connecticut Council of Governments (SCCOG), CTDOT, VHB and VN Engineers. Audio and video of the meeting was recorded using Microsoft Teams. The recording of the meeting can be found at the project website at: https://downtownnorwichmobilitystudy.com/
- Jim Butler, Senior Advisor at SCCOG, opened the meeting, introduced himself, and thanked all attendees for coming. Joe Balskus, Director of Transportation Systems at VHB, noted that what are being shown tonight are concepts, and have been shared with the City Council and study Advisory Committee before being brought to the public.
- Daniel Amstutz, Senior Transportation Planner with VHB, gave a brief overview of the presentation. There will be a brief note about the existing and future conditions that have been completed, but the bulk of the meeting will be to discuss the preliminary analysis of potential improvements and to get questions and feedback from the audience.
- The goals of the study include improving livabilty, mobility, and access to essential services; creating safe routes to the waterfront, Howard T. Brown Park, the Transportation Center, Norwich Marina, and downtown; and development of alternatives to the current road configuration and traffic flows. The study is a key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Amstutz showed a map of the study area, which includes much of downtown Norwich by the waterfront as well as west across Holly Hock Island and east on Main Street to just across the Shetucket River.
- The study is being led by the City of Norwich and SCCOG. There is an advisory committee which includes staff from the City, SCCOG, CTDOT, and NCDC. Public engagement has included pop-up meetings and the first public meeting this past fall, a public survey on existing conditions, meetings with the TAC and City Council, and a downtown walk around on May 7. Upcoming next week will be a tactical engagement event near the Otis Library at Main Street and Cliff Street.
- The existing conditions overview includes data on traffic, safety, pedestrians, bicyclists, public transportation, parking, and public engagement. Traffic analysis showed that there are problem intersections at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street. Pedestrians are overrepresented in traffic injuries, there are few bicycle accommodations, and the parking garages are underutilized.
- The future conditions projected future traffic growth, operations, and opportunities for improvements. Congestion will persist at the worst intersections, and traffic signal adjustments will make only minor improvements.
- Amstutz went over the principles of the Transportation Improvements Vision that were used to guide the proposed improvements. They include:
  - Complete Streets

- Improve safety for all
- Create more bicycle and pedestrian space, better crossings
- Improve access to waterfront, Howard T. Brown Park
- Lower traffic speeds while keeping traffic flowing
- Improve operations at worst intersections
- Make circulation around downtown easier for all

› Amstutz also discussed the potential for bicycle, pedestrian, and transit trips in downtown Norwich. The following were noted:

- Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
- Need to improve safety, especially for pedestrians – overrepresented in injury crashes
- Improve pedestrian crossings, comfort
- Lower traffic speeds, provide separated bicycle space
- Extend and connect Heritage Trail
- Improve frequency, user experience of transit system

› Amstutz went over high-level notes about the conceptual transportation improvements that have been developed:

- Preliminary traffic modeling shows that the concepts are feasible.
- The concepts have been reviewed by the City Council and the Transportation Advisory Committee, who provided feedback and guidance on the proposed changes before bringing them to the public.
- Through traffic patterns may change if the concepts are implemented.
- Questions and comments about the concepts are welcome.

› Getting into the proposed transportation improvements, Amstutz started with the east side of downtown, which includes the intersection of Main Street and Viaduct Road/Route 2/Route 12, Viaduct Road, and Main Street east of Franklin Square. The main improvements suggested for this area include:

- Develop a new right turn lane from Viaduct Road to Main Street, with an overlook area next to the Shetucket River. This would require widening the bridge which passes over the railroad.
- Bike lanes would be included on Viaduct Road.
- Curb extensions would be included at crosswalks, including the crosswalk on Main Street at the post office and old YMCA.
- Narrow the intersection of Cliff Street at Main Street to create a "T" intersection and allow drivers to turn left from Cliff Street onto Main Street (currently left turns from Cliff Street are not allowed). Cliff Street would also be included in the traffic signal on Main Street with Railroad Ave.
- Shared-lane markings for bicycling would be added to Main Street.

› The area around Broadway, Bath Street, and their intersection with Chestnut Street was discussed in detail.

- The City of Norwich has a concept plan to reduce the number of southbound lanes on Broadway from two to one between Bath Street and Main Street, convert parallel parking to angled parking on this part of Broadway, convert Bath Street to two-way, and revise the intersection of Broadway, Bath Street, and Chestnut Street.
- There would be no net change in on-street parking spaces from these changes, although one parking space may move from Bath Street to Broadway.

› Further to the north, at Franklin Street and Boswell Street/Oak Street, a new concept has been developed to simplify this intersection.

- The intersection would be modified to remove the west side of the roadway that leads directly into Franklin Street to the north and keep the roadway on the east approach to Boswell Street. This would simplify the intersection and make it less confusing. The removed roadway area could be converted into open space for seating to serve the adjacent businesses or other public space. No driveways would be impacted by these changes. Parking spaces would be pushed over to the east street section.
- The intersection can be converted to a four-way stop and the signal equipment removed.

› Moving to the central part of downtown, which includes Water Street, Chelsea Harbor Drive, Main Street, and Market Street, several changes are proposed to adjust the roadway circulation and make improvements to traffic flow, intersection approaches, and pedestrian/bicycle access.

- Currently, Water Street is one-way westbound. The project proposes to make Water Street two-way with one lane in each direction.
- Chelsea Harbor Drive is proposed to become one lane eastbound between Washington Square and Market Street, and a two-way road with one lane in each direction between Market Street and Water Street. However, Chelsea Harbor Drive will no longer connect to Water Street – it will dead end into a parking lot next to the road.
- Widened sidewalks and a new bicycle facility will be created on Chelsea Harbor Drive.
- Enhanced connectivity to Howard T. Brown Park will be created for walking and biking, with new access.
- A new traffic signal will be installed at the intersection of Water Street and Market Street. This will allow drivers from Market Street to safely turn left onto Water Street.
- The traffic signal at Water Street and Courthouse Square will be revised as it will become a T-intersection with Courthouse Square going away from the intersection (as it currently does).
- Bike lanes will be added to the Water Street bridge and connect to Viaduct Road.
- Curb extensions and crossing islands will be installed at the Main Street/Broadway/Courthouse Square intersection to improve pedestrian safety.
- To address the congestion at Water Street/Viaduct Road/Laurel Hill Ave, Talman Street and Summer Street should be converted to one-way roads away from the intersection. Currently the intersection has six approaches, and removing these two roadways from the phasing will simplify the intersection operations and allow the intersection to operate more smoothly.

› Finally, the west side of downtown includes Washington Street and Washington Square, the Westside Boulevard Bridge, W. Main Street and its bridges, and N. Thames Street, N. High Street, and Falls Ave. Currently, Westside Boulevard is one-way westbound between Washington Street and W. Main Street, and W. Main Street is one-way eastbound between N. High Street/Westside Boulevard and Washinton Street. All other streets are two-way.

› There are three possible options for making changes to traffic circulation and improving bicycle/pedestrian conditions in the area. The first option was developed by the consultants and brought to the Transportation Advisory Committee. The second two options were suggested by the TAC to provide additional options for the City to consider.

› Joe Balskus presented the three options.

- Option 1:
  - The Westside Boulevard Bridge is converted to pedestrian/bicycle bridge. A widened sidewalk and separated bicycle facility would be included, as well as potential for street vendors and food trucks. At the east end of the project, there would not be a road intersection with Washington Street anymore, and that signal would be removed. There would also not be a vehicular connection to W. Main Street on the west side of the bridge. On the west side of the bridge, this option would unlock the green space west of the railroad line and provide more open space and park opportunities for the city. There is also the possibility of planting areas, wayfinding maps, public art, and other public amenities. This could be the city's "Bridge of Roses."
  - Washington Square (Washington Street/Main Street/Water Street/Chelsea Harbor Drive) is converted from a signalized intersection to a roundabout. While the intersection currently works from a capacity standpoint, there are many crashes here, and a roundabout would improve safety. Turn lanes are included from W. Main Street onto Water Street, and Washington Street to W. Main Street, to bypass most of the roundabout, as these would be the dominant movements for drivers.
  - Reduce the number of lanes of traffic on Washington Street since the intersection with Westside Boulevard would no longer be needed. This will allow for open space and/or better bike and pedestrian infrastructure. It would remain two-way.
  - N. Thames Street would dead end in a turnaround north of the Westside Boulevard Bridge and not connect to the W. Main Street intersection with Thames Street/Route 32. The intersection of W. Main Street and Thames Street would be converted to a "T" or three-way intersection.
  - W. Main Street would be converted to two-way traffic. There would be two lanes headed eastbound and one lane headed westbound. This would allow for better access to the marine boating business, Transportation Center, and Norwich Marina.
  - A second roundabout would be created at the intersection of W. Main Street and N. Thames Street and N. High Street. This would be a four-leg roundabout because Westside Boulevard would no longer connect with a vehicular approach.
  - It would be possible to connect the Transportation Center garage to the Westside Boulevard Bridge through an independent structure so visitors could park at the garage and access the pedestrian bridge via a walkway between them.

  - A new traffic signal would be installed at W. Main Street and Falls Ave. This would facilitate SEAT buses turning out of the Transportation Center/Falls Ave and a safer pedestrian crossing. It would also allow for better access into and out of the marina.

- Option 2:
  - In Option 2, part of W. Main Street between the marina and Washington Street would be converted to a pedestrian plaza with a multi-use path. There could be vending areas, seating and planting areas, and other amenities, although it would be smaller than the Westside Boulevard pedestrian bridge concept. W. Main Street would no longer connect to Washington Street.
  - Washington Square (Washington Street/Main Street/Water Street/Chelsea Harbor Drive) is converted from a signalized intersection to a roundabout. Turn lanes would no longer be needed at this roundabout (compared to Option 1) because drivers would not be able to turn onto W. Main Street. This makes the roundabout operations simpler.
  - Install a second roundabout at the intersection of Washington Street and Westside Boulevard. This roundabout would need only three approaches and would improve safety at this intersection.
  - Reduce the number of lanes of traffic on Washington Street since the roundabouts would allow for traffic to flow more smoothly and not require multiple left turn lanes. This will allow for open space and/or better bike and pedestrian infrastructure. It would remain two-way, as in Option 1.
  - Westside Boulevard would be converted to two-way traffic with one lane in each direction, bike lanes, and new sidewalk on the east side.
  - As in Option 1, N. Thames Street would dead end in a turnaround north of the Westside Boulevard Bridge and not connect to the W. Main Street intersection with Thames Street/Route 32. The intersection of W. Main Street and Thames Street would be converted to a "T" or three-way intersection.
  - A third roundabout would be created at the intersection of W. Main Street, Westside Boulevard, N. Thames Street and N. High Street. This would be a five-leg roundabout to accommodate all movements.
  - W. Main Street would be converted to two-way traffic from N. High Street east to where it would dead end at the Norwich Marina just past Falls Ave. There would be one lane of traffic in each direction.
- Option 3:
  - In Option 3, both the Westside Boulevard Bridge and W. Main Street would be converted to two-way roads. Westside Boulevard would have one lane in each direction, bike lanes, and new sidewalk on the east side. W. Main Street would have one lane westbound and one lane eastbound until Washington Street, when a second lane will be needed for a right turn lane.
  - As in Options 1 and 2, Washington Square (Washington Street/Main Street/Water Street/Chelsea Harbor Drive) is converted from a signalized intersection to a roundabout. Only one turn lane would be needed at this roundabout (compared to Option 1) because drivers would be able to go down Westside Boulevard or W. Main Street to go south/west. This allows the roundabout to function more effectively.
  - Like Option 2, install a second roundabout at the intersection of Washington Street and Westside Boulevard. This roundabout would need only three approaches and would improve safety at this intersection.

- Reduce the number of lanes of traffic on Washington Street since the roundabouts would allow for traffic to flow more smoothly and not require multiple left turn lanes. This will allow for open space and/or better bike and pedestrian infrastructure. It would remain two-way, as in Options 1 and 2.
- As in Options 1 and 2, N. Thames Street would dead end in a turnaround north of the Westside Boulevard Bridge and not connect to the W. Main Street intersection with Thames Street/Route 32. The intersection of W. Main Street and Thames Street would be converted to a "T" or three-way intersection.
- A third roundabout would be created at the intersection of W. Main Street, Westside Boulevard, N. Thames Street and N. High Street. This would be a five-leg roundabout to accommodate all movements.
- A new traffic signal would be installed at W. Main Street and Falls Ave. This would facilitate SEAT buses turning out of the Transportation Center/Falls Ave and a safer pedestrian crossing. It would also allow for better access into and out of the marina.

- Balskus noted that part of the vision is getting rid of the freeway-scale roadways in downtown and bring back a more local scale for bicycle and pedestrian users. He noted that this is a 20-year plan, as some things will take longer to achieve.

› Before the Q&A portion of the meeting, Bobbie Braboy from Global City Norwich gave a brief statement about the Norwich Main Street Accelerator Program. It is a program of Connecticut Main Streets that helps communities improve their main streets and downtowns/central business districts. They decided to do a project to help brighten up the downtown with a tactical urbanism demonstration and partnered with the Mobility Study Project Team to do a project a Main Street and Cliff Street and in front of the library. They will be painting the street starting next week on June 11 and volunteers are welcome.

› At the end of the presentation was a Q & A session for attendees. Comments and questions made during Q&A included the following:

- Mayor Nystrom said he appreciated the work of the Project Team. He noted that it was likely the City would have to take over maintenance of the Westside Boulevard Bridge in Option 1, if it is converted to a pedestrian bridge. This is a concern for the City. Additionally, there is a proposed train station as part of the rail study that would be on the west bank of the Yantic River in the location suggested as "Open Space" on the west side of downtown; however this is likely years down the road. He notes he liked that Option 3 includes looking at issues all over downtown. The expansion of the Howard T. Brown Park and the waterfront is also important and welcome in these ideas.
- The Bridge of Flowers in Shelburne Falls is an interesting comparison although that bridge is shorter and narrower, and it's not clear they have any vendors on their bridge. The green space/open space would be best for vendors and food trucks. For the flowers, they would need to be properly maintained. Perception of the city is important to address.
- Initially preferred Option 2, but like the connection to the Transportation Center in Option 1. Also prefer fewer roundabouts in Option 1.
- There was a question about funding, timeline, and maintenance of the improvements. Norwich is a distressed community, does not have much money. It's difficult to get around Norwich the way things are now.

  - Jim Butler explained that communities took advantage of federal funding in the 1970s and 1980s to make changes to downtown circulation. The idea at the time was to move people quickly through downtown to other places, but this plan is to slow people down and have them stop in the city. Making things safer is also a key goal of the study. Cost estimates will be included in the final report. Funding sources will also be identified in the report. In terms of maintenance, a few traffic signals will be removed in this plan, which will save some money; overall savings have not been calculated. The maintenance question about the Westside Boulevard Bridge would need to be discussed with CTDOT. Balskus noted that federal and state funds area available to municipalities for bridge replacement. The roundabouts would be some of the most expensive improvements, but many of the improvements in the center and east parts of downtown would not be very costly by comparison. He also noted this is the conceptual study phase and will not be a full design. In terms of funding, this is one of the best times in a generation to get transportation funding due to the IIJA that was recently passed. Funding includes CMAQ, TOD, LoTCIP, Safe Streets for All, and many others. For the timeline, certain improvements could be made in the near term, while others like the west end of the downtown may take longer because they are expensive and require discussions with CTDOT.
- A suggestion was made to put a roundabout over at the intersection of Main Street and Route 12/Route 2/Viaduct Road.
- In the UK, roundabouts include crossing lights for pedestrians or full traffic lights, and may want to consider them here.
- A comment was made that the proposed Bridge of Roses has a view of parking garage/Transportation Center and wastewater treatment plant, which is not scenic. It does not seem like a viable tourist destination.
  - Butler noted that plantings and ways to beautify the bridge would be included to mitigate the views. He also said it would need to be a safe place for people and have them feel comfortable to be there. Balskus added that the goal was to create an activity area on the bridge for people walking and biking, and the view was not initially considered, but could be addressed.
- It will be important to address panhandling on the bridge and to prevent people from jumping off the bridge – what about public safety?
  - Butler pointed out that this is a concept and some of these issues would be dealt with during the design phase.
- Really like the project and idea of Option 1, but understand concerns. Option 2 brings pedestrian bridge away from Transportation Center and wastewater treatment plant. Pedestrian has view of Howard T. Brown Park and waterfront.
  - Butler noted that Option 2 was suggested by Police Chief Daly and he should be given credit. However, this option can create issues with access to the Norwich Marina and Thayer's Marine. It would need to be discussed in detail with those property owners.
  - Mayor Nystrom raised concerns about access to the Marina and marine business and said he would not want to create barriers to those business areas.
- Has anyone looked at the emergency vehicle response time for the 3 options?
  - Balskus noted this is not something that has been reviewed at this time. However, the fire station is right at the intersection of N. Thames Street and W. Main Street. During the design process this would be reviewed, but should note that roundabouts work well with emergency vehicles.

- Have we given thought to pedestrians and bicyclists continuing through the city after the Bridge of Roses?
  - The Route 82 project is expected to have bicycle lanes to the west, so they could be connected to there from the Bridge of Roses. To the east, they could continue east along Chelsea Harbor Drive in the bike facility here.

› Butler provided his email and phone number to the audience for them to provide any comments on the concepts over the next couple of weeks, by June 21.

› The Transportation Advisory Committee will meet next week on June 10. A presentation will be given to the City Council on July 15. The final report will be delivered in the fall. Further discussions with CTDOT will be had after that point.

› After the Q&A session, in-person attendees were able to review maps of the project study area and ask additional questions or give comments.

› The meeting was adjourned at 7:05 pm.





CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

Public Information Meeting #2

Study Overview and Downtown Visioning/Potential Improvements

June 5, 2024

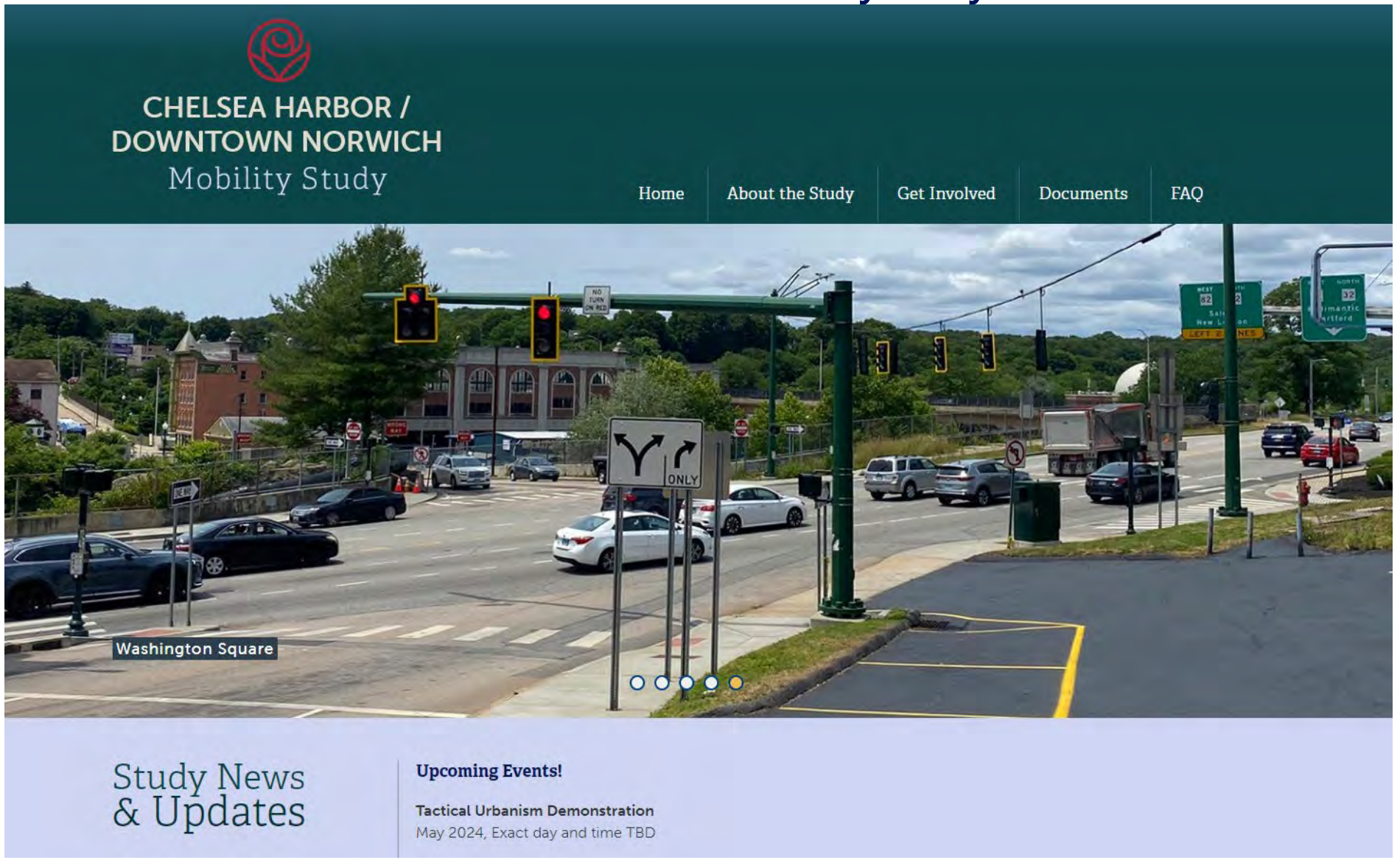
Public Meeting Agenda

- Study Overview
- Existing & Future Conditions Overview
  - Summary & Findings
- Preliminary Analysis of Potential Improvements
  - Transportation Vision
  - Overview of Potential Improvements
  - Major Intersections & Changes
  - Questions/Discussion
- Next Steps



Visit the Project Website!

www.downtownnorwichmobilitystudy.com

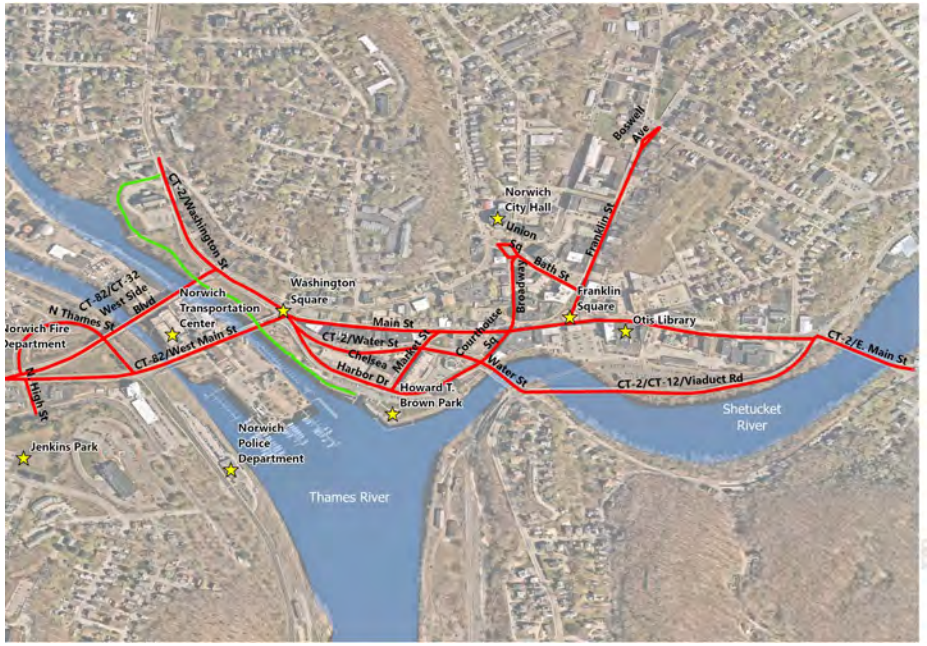


Study Overview - Goals

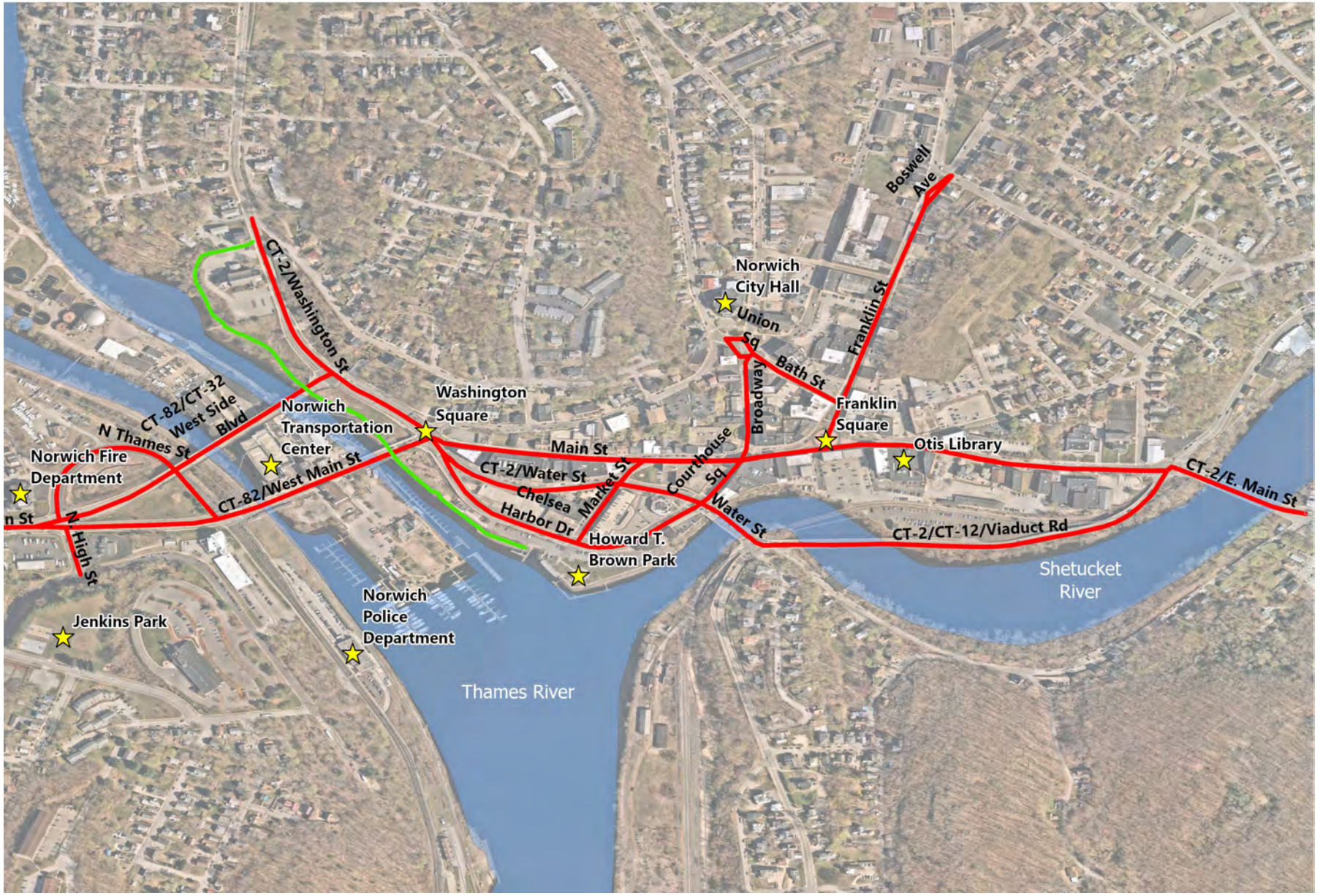
Study Goals:

- *Improve livability, mobility, and access to essential services*
- *Create safe routes to the waterfront, Howard T. Brown Park, Transportation Center, Norwich Marina, and downtown*
- *Develop alternatives to current road configuration and traffic flows*

Key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities.



Study Area/Limits



Study Overview

- Led by SCCOG & City of Norwich
- Project Transportation Advisory Committee (including City staff, SCCOG, CTDOT, NCDC)
- Public Meeting on October 25, 2023
- Public Survey open August-November 2023
- Finalized Existing Conditions in early January
- Future Conditions Report early February
- Brief review of Existing & Future Conditions
- Transportation Improvement Vision and Preliminary Concepts



Public Engagement

- Rock the Docks – August 2023
- Celebrate Cultural Diversity – September 2023
- Two Public Meetings
  - First on October 25, 2023
  - Second on June 5, 2024 (Today)
- Public Survey on Existing Conditions and needs
  - Open from August – November 2023
- Downtown Walk Around May 7, 2024
- City Council Meeting March 18, 2024
- Tactical Engagement event – Cliff St @ Main St
  - June 11 & 12
- Project Website ongoing









Existing & Future Conditions

Existing Conditions

- Collected data on traffic conditions, safety, pedestrians, bicyclists, public transportation, and parking
- Traffic analysis shows problem intersections at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Pedestrians overrepresented in traffic injuries
- Few bicycle accommodations
- Underutilized parking garages





Future Conditions

- Reviewed projected traffic growth, future operations, opportunities for improvements
- Congestion at intersections will persist at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Traffic signal timing adjustments – only marginal improvements





Transportation Improvements Vision

Transportation Improvements Vision

- Overall Principles:
  - Complete Streets
  - Improve safety for all
  - Create more bicycle and pedestrian space, better crossings
  - Improve access to waterfront, Howard T. Brown Park
  - Lower traffic speeds while keeping traffic flowing
  - Improve operations at worst intersections
  - Make circulation around downtown easier for all



Bicycle, Pedestrian, and Transit Potential

- Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
- Need to improve safety, especially for pedestrians – overrepresented in injury crashes
- Improve pedestrian crossings, comfort
- Lower traffic speeds, provide separated bicycle space
- Extend and connect Heritage Trail
- Improve frequency, user experience of transit system

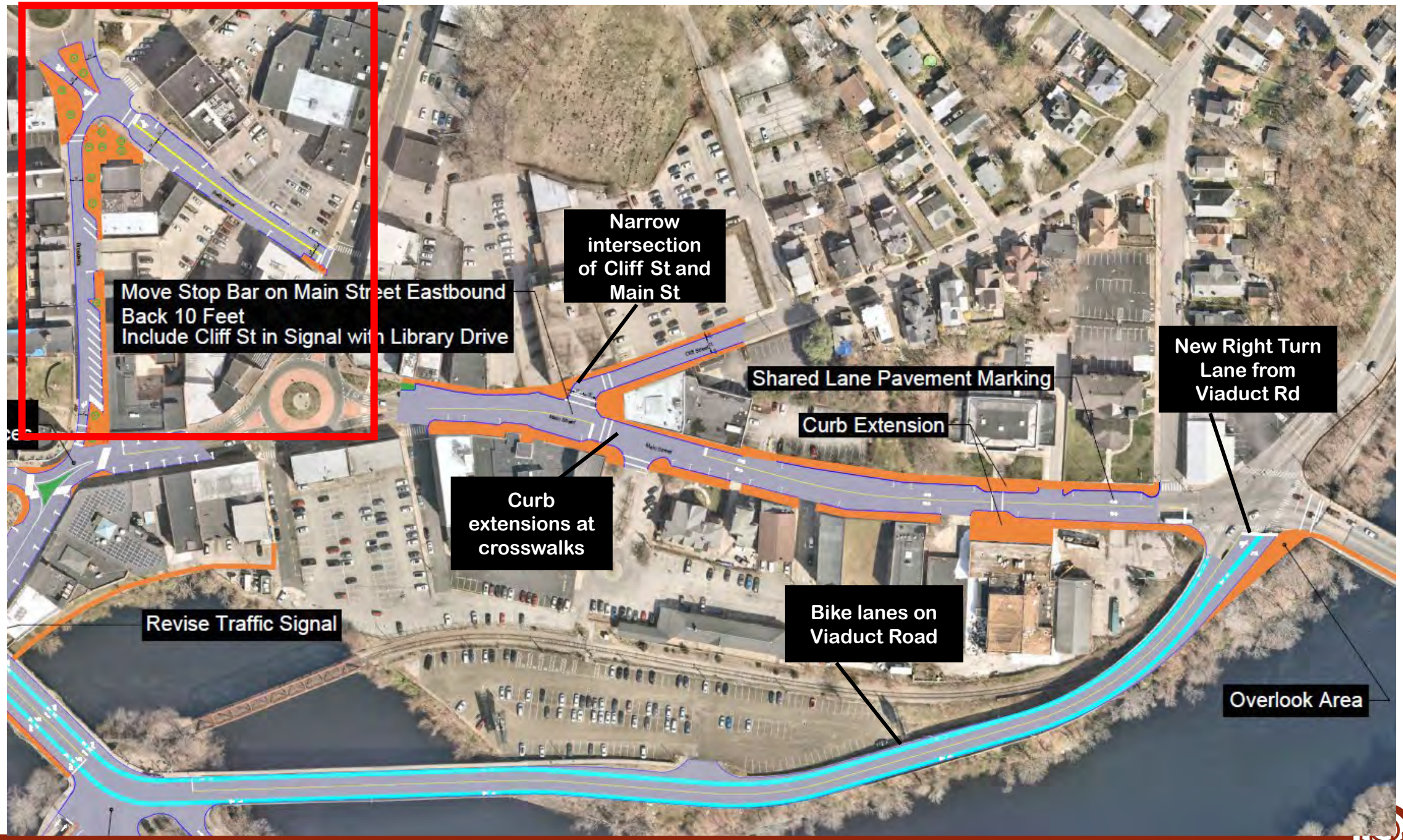


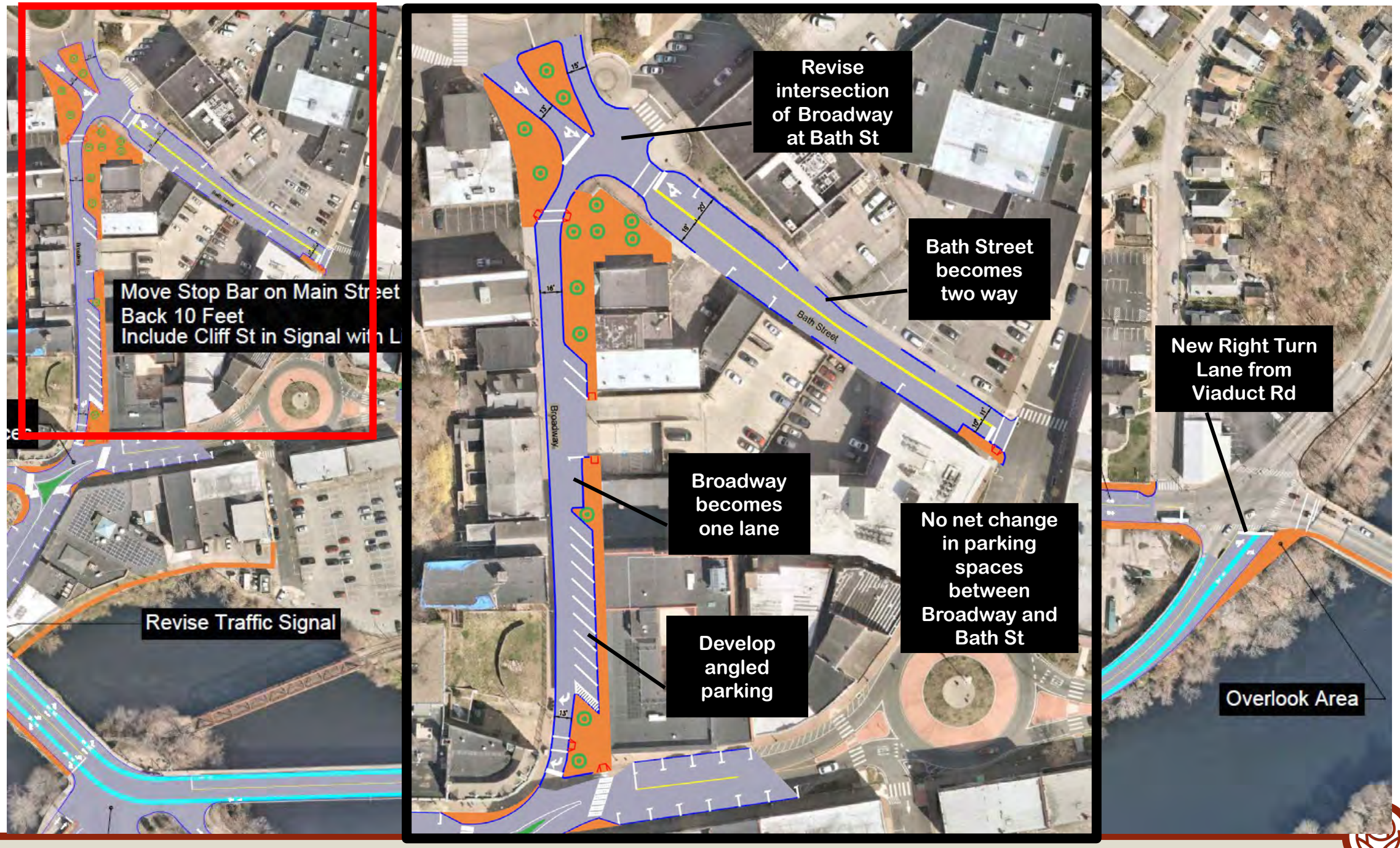
Transportation Improvements Vision

- ***High level notes:***
  - Preliminary traffic modeling shows these concepts are feasible
  - Concepts were reviewed by City Council and TAC
  - Through traffic patterns may change if concepts are implemented
  - Questions or comments about the concepts are welcome

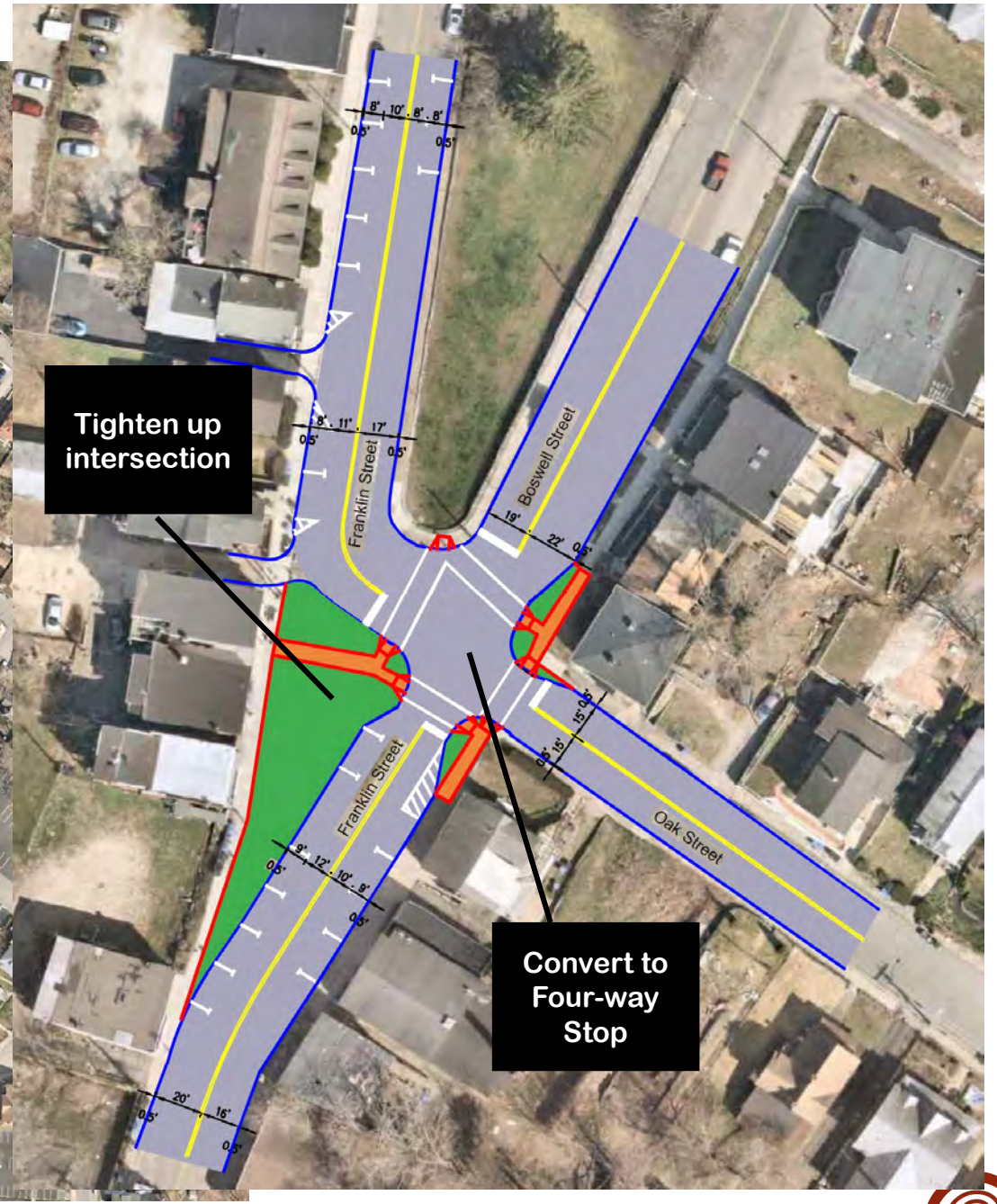




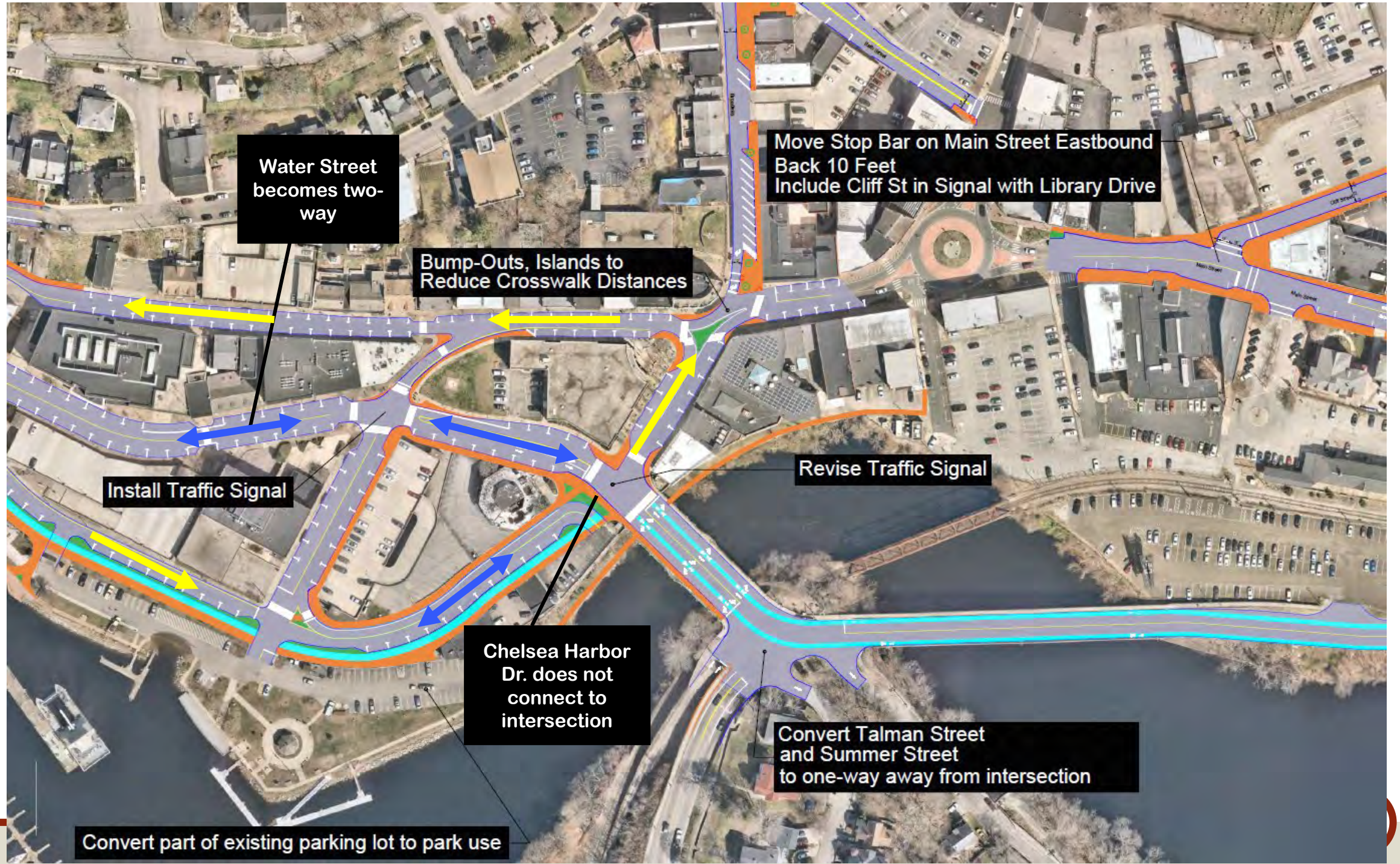

Move Stop Bar on Main Street Eastbound
Back 10 Feet
Include Cliff St in Signal with Library Drive
Narrow intersection of Cliff St and Main St
Shared Lane Pavement Marking
Curb Extension
New Right Turn Lane from Viaduct Rd
Curb extensions at crosswalks
Revise Traffic Signal
Bike lanes on Viaduct Road
Overlook Area

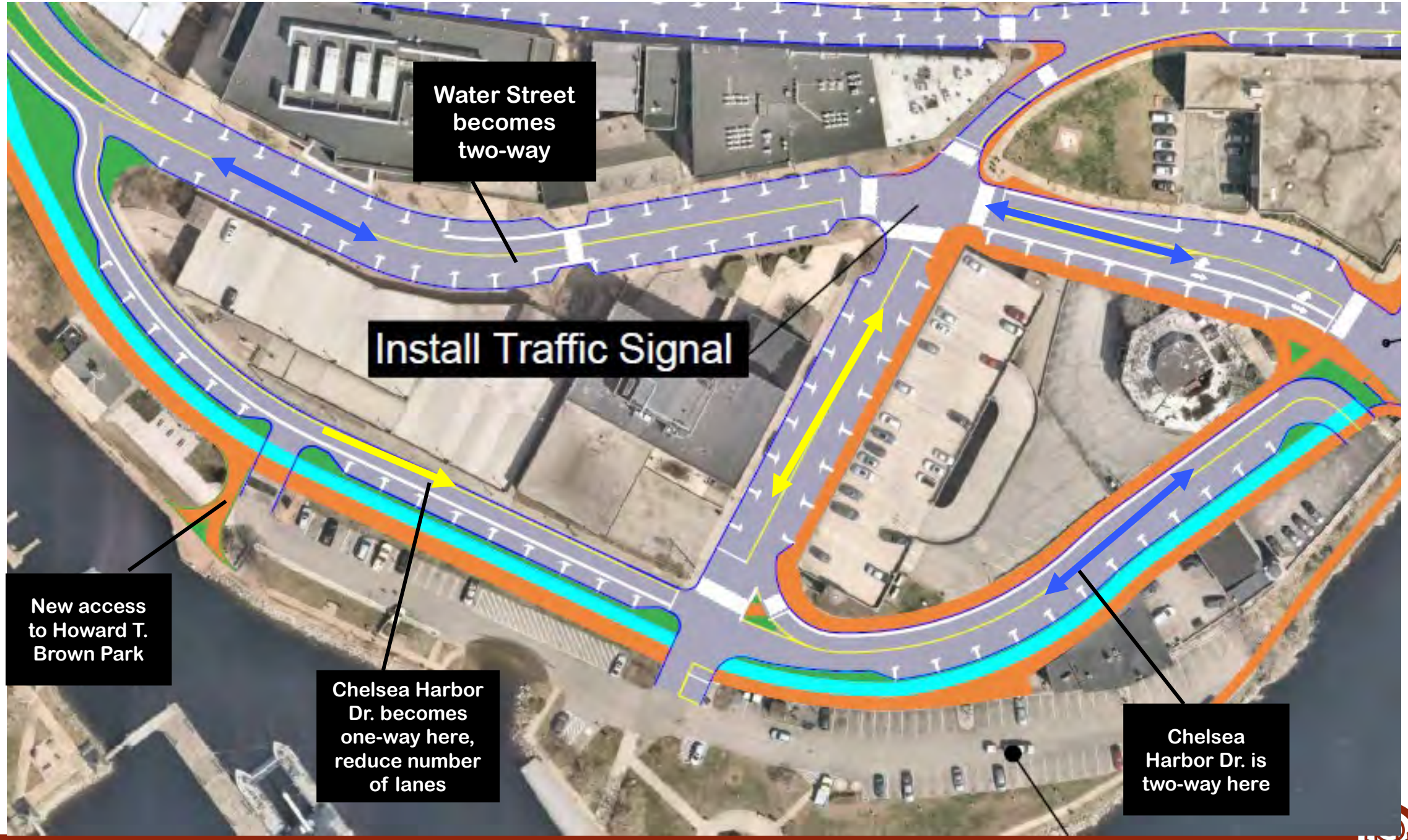

Move Stop Bar on Main Street
Back 10 Feet
Include Cliff St in Signal with L
Revise Traffic Signal
Revise intersection of Broadway at Bath St
Bath Street becomes two way
Broadway becomes one lane
No net change in parking spaces between Broadway and Bath St
Develop angled parking
New Right Turn Lane from Viaduct Rd
Overlook Area
Broadway
Bath Street

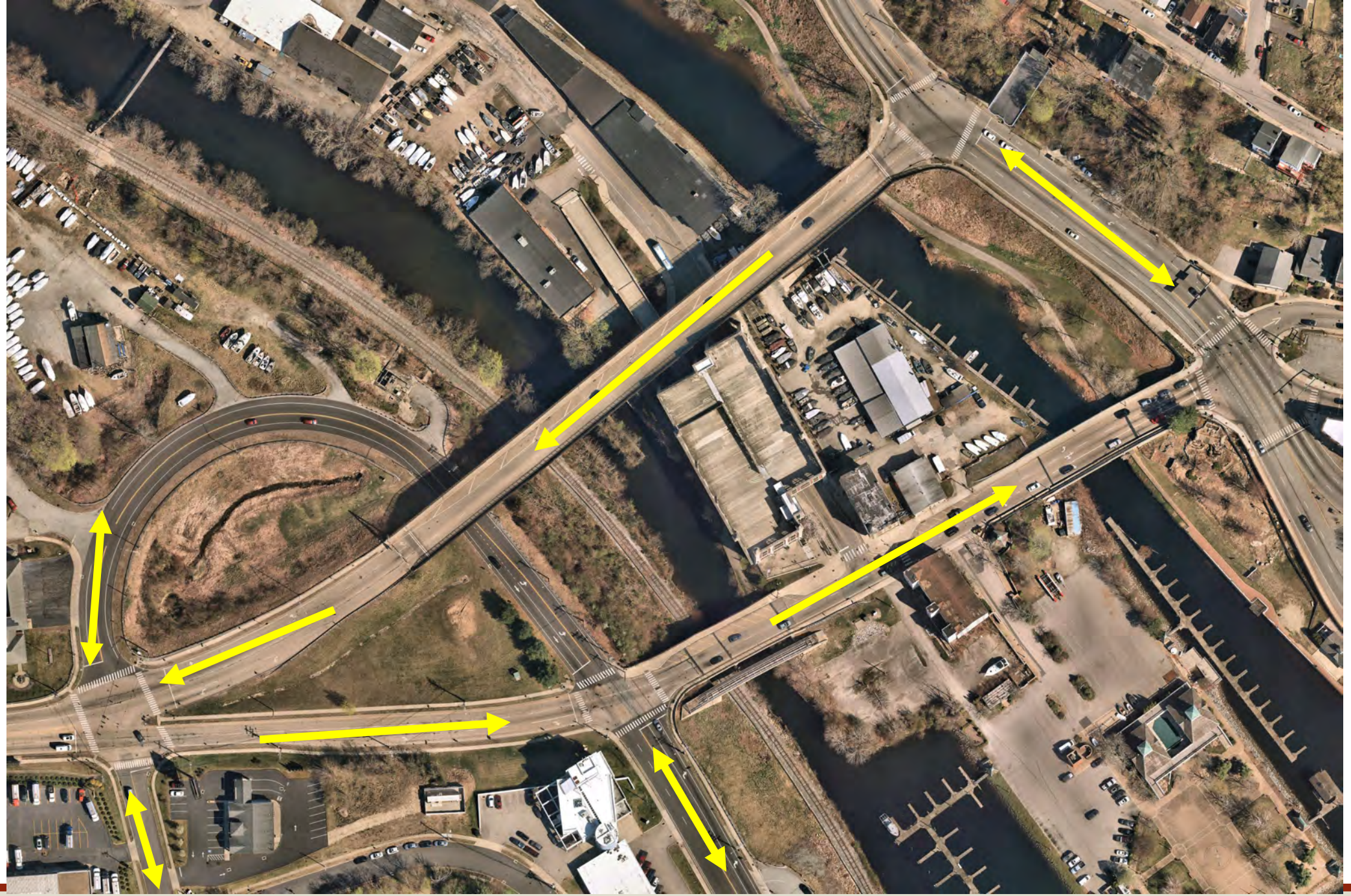


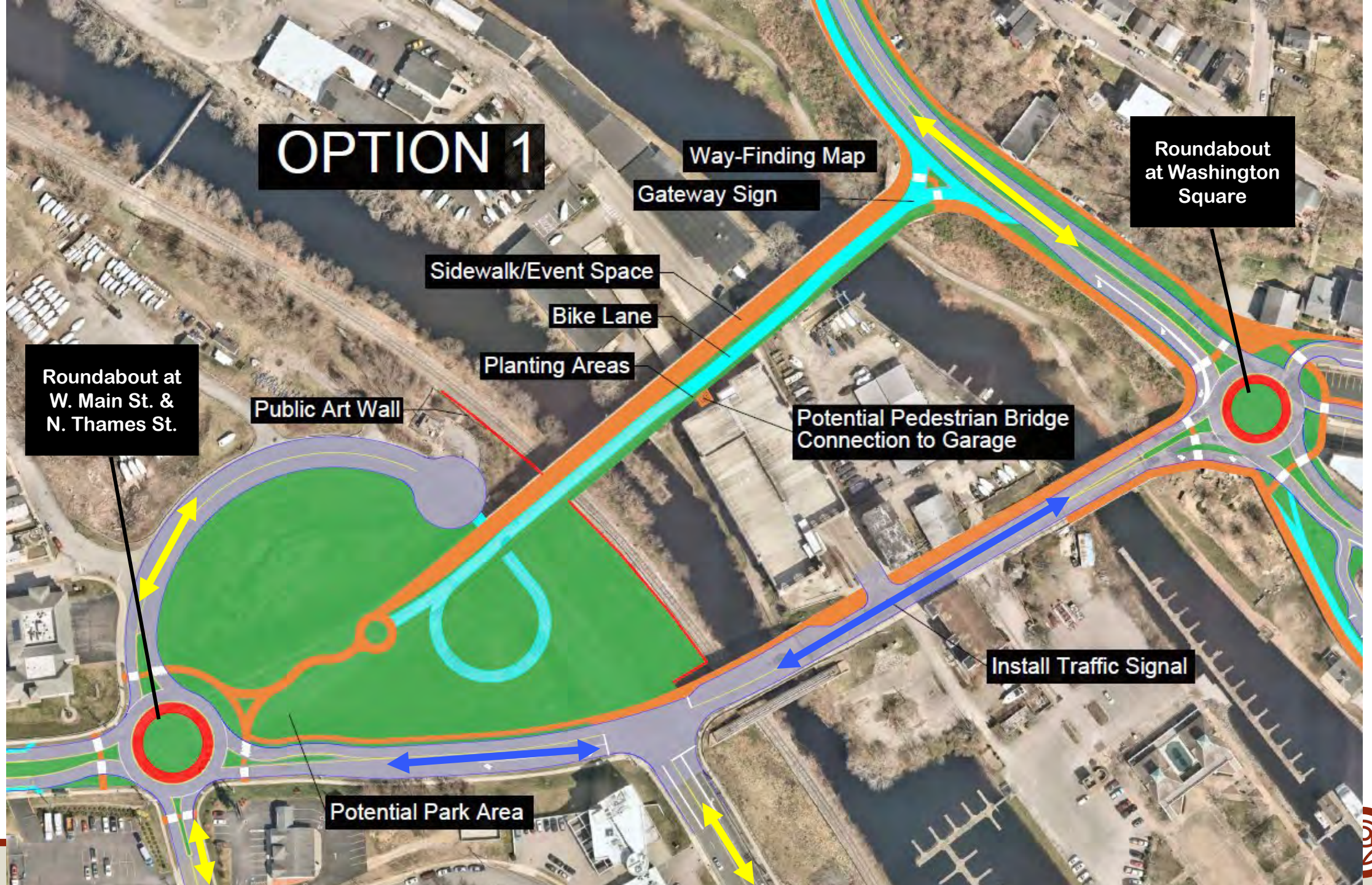

Tighten up intersection
Convert to Four-way Stop
Franklin Street
Boswell Street
Franklin Street
Oak Street


nearmap


Water Street becomes two-way
Move Stop Bar on Main Street Eastbound Back 10 Feet
Include Cliff St in Signal with Library Drive
Bump-Outs, Islands to Reduce Crosswalk Distances
Install Traffic Signal
Revise Traffic Signal
Chelsea Harbor Dr. does not connect to intersection
Convert Talman Street and Summer Street to one-way away from intersection
Convert part of existing parking lot to park use

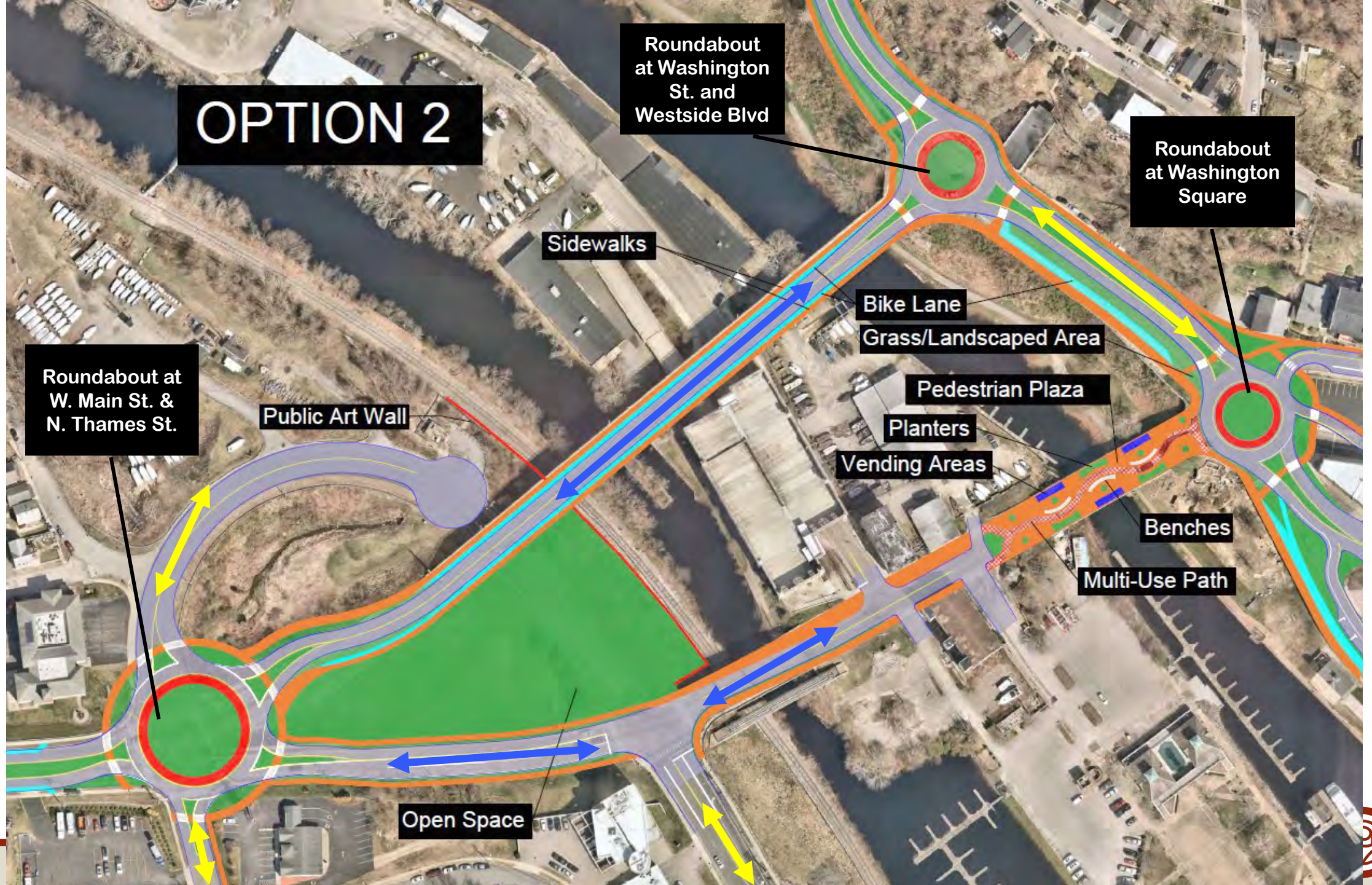

Water Street becomes two-way
Install Traffic Signal
New access to Howard T. Brown Park
Chelsea Harbor Dr. becomes one-way here, reduce number of lanes
Chelsea Harbor Dr. is two-way here

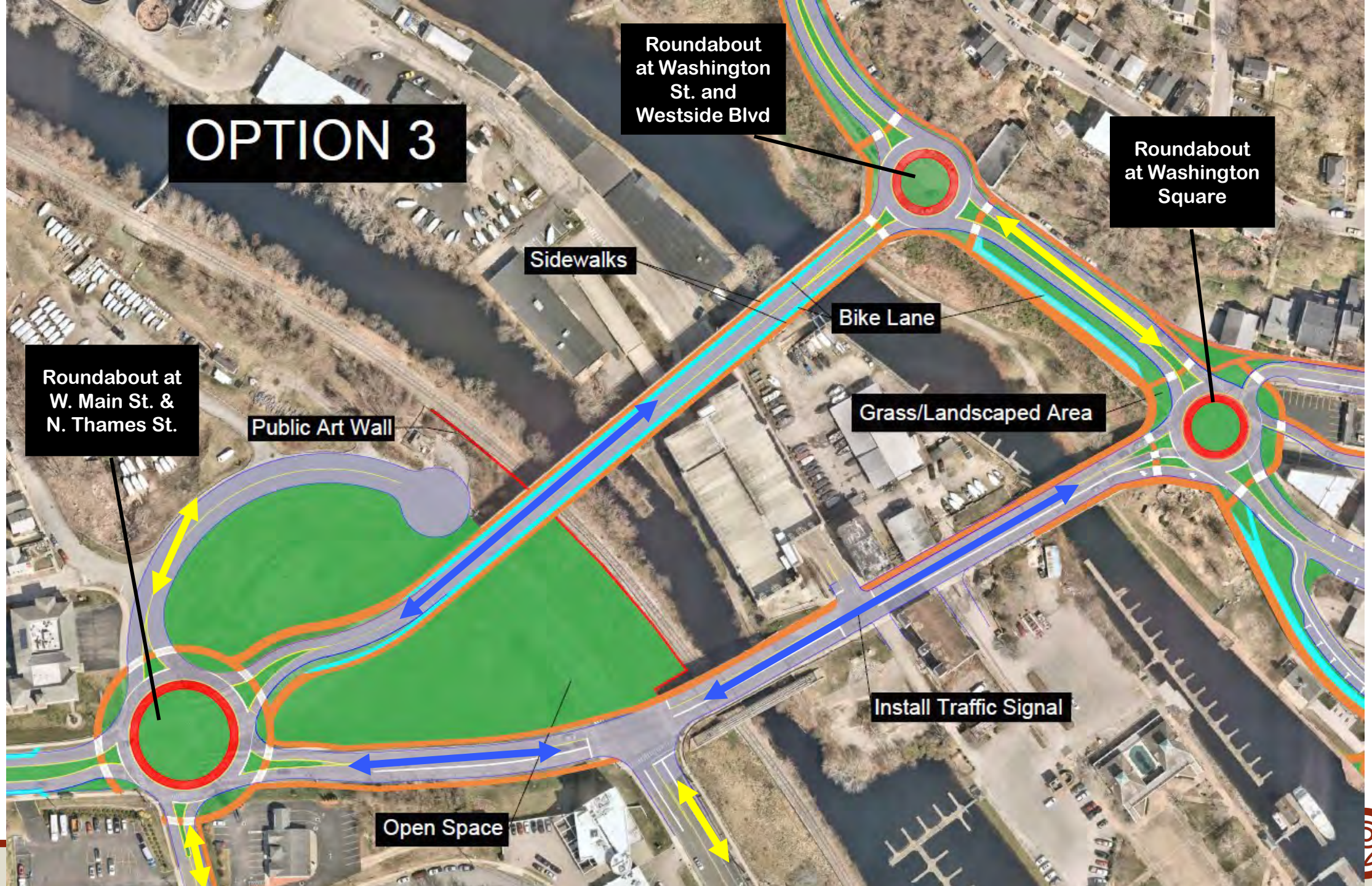



OPTION 1
Way-Finding Map
Gateway Sign
Roundabout at Washington Square
Sidewalk/Event Space
Bike Lane
Planting Areas
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Install Traffic Signal
Potential Park Area

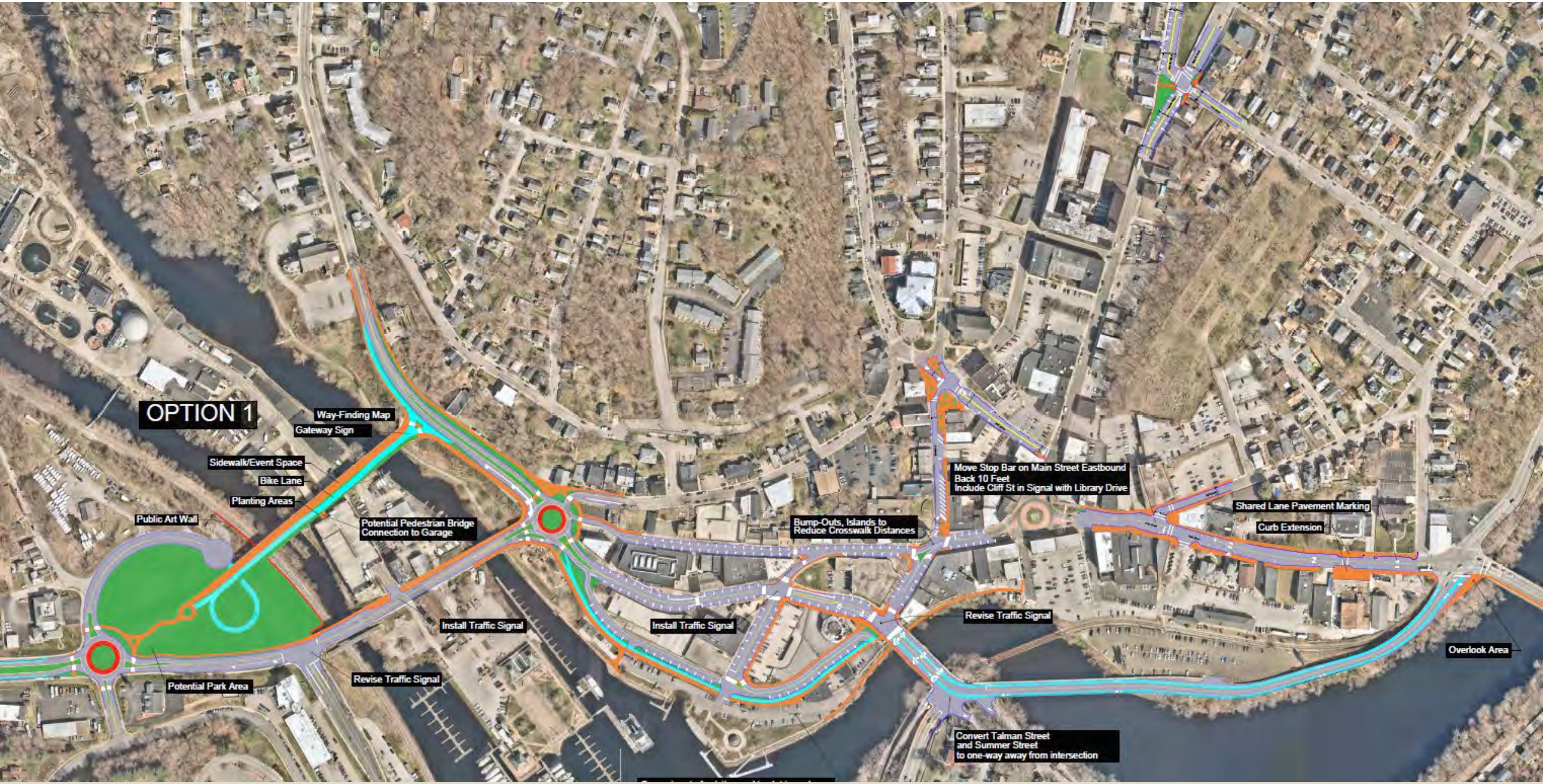
Pedestrian-Bike "Bridge of Roses"




OPTION 2
Roundabout at Washington St. and Westside Blvd
Roundabout at Washington Square
Sidewalks
Bike Lane
Grass/Landscaped Area
Pedestrian Plaza
Planters
Vending Areas
Benches
Multi-Use Path
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Open Space


OPTION 3
Roundabout at Washington St. and Westside Blvd
Roundabout at Washington Square
Sidewalks
Bike Lane
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Grass/Landscaped Area
Install Traffic Signal
Open Space

Comments/Discussion



Next Steps

- June 10 – TAC Meeting #4
- July 15 – Norwich City Council Meeting
- June-August – Draft and Final Study Report

Questions/Discussion?

damstutz@vhb.com

860.807.4417

https://downtownnorwichmobilitystudy.com/

Thank You!

Public Information Meeting #2

Study Overview and Downtown Visioning/Potential Improvements

Meeting Notes

Date: Monday, June 10, 2024
2:00 pm – 4:00 pm

Place: Norwich City Hall
City Manager Conference Room
(Room 335)
100 Broadway
Norwich, CT 06360

Re: SCCOG Chelsea Harbor/Downtown Mobility Study
CTDOT Project No.: DOT01030281PL
Transportation Advisory Committee Meeting #4

Project No.: 43283.00

ATTENDEES:

Name	Affiliation
Amanda Kennedy	SCCOG
Jim Butler	SCCOG
Nicole Haggerty	SCCOG
Kate Rattan	SCCOG
John Salomone	City of Norwich
Deanna Rhodes	City of Norwich
Dan Daniska	City of Norwich
Brian Long	City of Norwich Public Works
Tracy Montoya	City of Norwich Fire Department
Patrick Daly	City of Norwich Police Department
Kevin Brown	Norwich Community Development Corporation *(Remotely Attended)*
Michael Carroll	Southeast Area Transit District *(Remotely Attended)*
Marlon DuBois	CTDOT
Fred Kulakowski	CTDOT *(Remotely Attended)*
Andrew Correia	CTDOT *(Remotely Attended)*
Jake Fusco	CTDOT
Claudel Merronis	CTDOT *(Remotely Attended)*
Joe Balskus	VHB
Daniel Amstutz	VHB
Will Britnell	VHB
Andre Singer	VHB *(Remotely Attended)*
Bridget Moriarty	VN Engineers

NOTES:

Welcome and Introductions

› TAC members, additional attendees and consultant staff introduced themselves.

Recap of June 5, 2024 Public Information Meeting

› Daniel Amstutz started by going over the public meeting.
- Overall the June 5 public meeting was successful with a lot of positive feedback.
- Support for the options was generally mixed, with no clear winner.
- The Mayor shared his concern about the Westside Boulevard Bridge maintenance and pointed out the potential passenger rail location.
- Emergency vehicle access was raised as a concern.
- There was a comment about the aesthetics of the Bridge of Roses.
- There was a question about bicycle/pedestrian connectivity to the bridges.

› Bridget Moriarty said she did not find that any of the concepts created a lot of controversy except for the one comment about the Bridge of Roses aesthetics. People were taking it all in, but generally had strong support. Also a general concern about funding.

› Jim Butler said the public information meeting went very well. Since then, he has received two emailed comments praising the study efforts.

› John Salomone, City Manager, said there is an eagerness to do something about mobility for downtown.

› Joe Balskus noted that the City Council was similarly mixed in which option they supported, and he expected more pushback in the public meeting, which has been the case in other Connecticut communities that are making changes to their downtowns.

› Nicole Haggerty noted that maintenance is a concern for Option 1 (Bridge of Roses).

› Kate Rattan noted that flooding on the W. Main Street Bridge at Falls Ave and its effect on the Transportation Center should be an important factor in deciding what to do with the Westside Boulevard Bridge. The SEAT buses need to stack on the bridge when the flooding prevents access to the Center. Michael Carroll said it has happened three times in the past year and seems to come from heavy rains combined with high tides on the river. A foot of standing water can collect there and makes it impossible for bus riders. Rattan noted that having a connection between the parking garage and the Westside Boulevard Bridge would also be important when this happens to give pedestrians and bus riders better access to where they are stacking the buses.

Review of Potential Transportation Improvements

› The TAC reviewed the concepts for the downtown, starting with the east side of downtown.
- The Cliff Street concept was responding to the tactical engagement event proposed for the intersection with Main Street. Cliff Street is not signalized and the idea would be to have become part of the signalized intersection. TAC

members raised a concern about the crosswalk in the middle of the intersection in this configuration. Brian Long suggestion a splitter island at the intersection instead, and didn't like having a left turn onto Main Street. The bank creates a sightline problem for the intersection. It was noted that the signal also reverts to blinking operation frequently, so the mechanical issues need to be reviewed. Kevin Brown noted people could use Park Street as well, or turn around at the roundabout. TAC members pointed out that a crosswalk shown on the concept, on Cliff Street east of the intersection, does not exist and should be removed.

- TAC members discussed the Main Street at Viaduct Road/Route 12/Route 2 concept with the right turn lane from Viaduct to Main Street. It would require widening of the bridge over the railroad and could create an overlook area of the river. A roundabout wasn't looked at here given the presence of a building and business on the northwest corner. The roadway could also be shifted to the west instead of to the east. TAC members expressed some skepticism about the need for the right turn lane.
- Rattan asked if a bike lane had been considered on Main Street instead of Viaduct Road, as is being shown. Viaduct Road does not connect to any businesses and doesn't seem very safe. Could you have parking on one side? Dan Daniska agreed he did not like a bike lane on Viaduct Road. The TAC discussed also putting a bike lane or sharrows on Talman Street, and potentially removing the suggestion of the bike lane on Viaduct Road, due to the concerns about its safety and connectivity.
- The TAC also discussed the usage of Viaduct Road and how it was created to divert people around downtown. It only connects to a large parking lot that is leased by the City to the state. However, removing Viaduct Road would push all that traffic onto Main Street, or people would go elsewhere, likely the Route 2A bridge. The parking lot off of Viaduct Road could also be converted into a park or some kind of new development. Balskus noted that there is less capacity on the bridge in this area compared to the two bridges on the west side of downtown, which is why this idea is more challenging. It was noted this may need to be pushed to a future study.
- The TAC turned back to the Main Street at Viaduct Road/Route 12/Route 2 intersection to discuss the possibility of placing a roundabout at this intersection. The building at the northwest corner of the intersection would need to be removed. There would likely still be impacts to the railroad bridge even if the roundabout was shifted west and north. Daniska noted that left turns from westbound Main Street to Viaduct Road is a major problem – people are aggressive with the turn and almost run into people. TAC members also noted the need to optimize the signal timing here.
- The TAC discussed use of automated enforcement for red-light running. There are some challenges with this as Norwich is considered a disadvantaged community.
- VHB noted they would look at the roundabout at Main Street at Viaduct, shifting the right lane widening to the west, and the suggestions at Cliff Street. For the roundabout, the goal would be to look at the impacts to properties but not necessarily do a full concept here. At least two properties would be affected.

› The TAC discussed the improvements for central downtown, as well as around City Hall and Franklin Street/Boswell Ave.

- Amstutz noted that the concept around City Hall is directly taken from the City's concept, which includes one lane on Broadway, Bath Street as two-way, and changes to the intersection of Bath Street/Chestnut Street/Broadway. Daniska suggested adding shared-lane markings to the concept as well on Bath Street and Broadway. Haggerty noted that more trees would be helpful. Tracy Montoya said it is important to make sure there is space to accommodate a

ladder truck on Broadway, and asked the consultant to take a closer look at that. Carroll pointed out that buses often load and unload in the right lane currently, and with only one lane and angled parking they would block traffic. Some kind of loading space is needed. Put it in the space where it says "Broadway would become one lane" (call-out on the map).

- The TAC discussed the proposed changes at Franklin Street, Oak Street, and Boswell Ave. It was noted that the new "open space" area would need some hardscape for people to cross from the parking spaces to the adjacent businesses. Brian Long noted that the impetus for making changes here was because of maintenance problems with the existing signals; VHB did a warrant analysis and found that the signal was not needed. Montoya raised a concern about fire apparatus access to the buildings.

› The TAC turned to discussing the west side of downtown and the three bridges. Butler passed around a handout that SCCOG had put together that discusses the pros and cons of each option for the bridges on the west side of downtown. This document is included as an attachment to these notes.

- Daniska said he preferred Option 3. He thinks it provides the most mobility, and it would be difficult to program the Bridge of Roses – they are already challenged to program the rest of the waterfront.
- Brian Long said he also preferred Option 3, more from the perspective of future maintenance of the bridges and his concerns with that. Generally, only 80% of the cost of replacing the bridge can be covered by the state or federal funds.
- Deanna Rhodes said the idea is to "capture" Chelsea Harbor Drive as part of Howard T. Brown Park and provide more space for the park.
- Haggerty said she also preferred Option 3 partly because if a rail station ever ends up on the west bank of the river there would be two streets going into it and not just one dead-ending at it. She is not a big fan of the Bridge of Roses.
- Butler suggested there be an Option 1A, where you could have traffic still going one way on Westside Boulevard but with better pedestrian accommodations and have West Main Street as two-way traffic.
- Rattan said she likes that Option 3 for the access it provides, but the bike facilities are not optimal for all ages and abilities, which is her concern. Will Britnell noted that Option 3 is the most "vehicular" option, without the pedestrian plaza area. The TAC discussed whether there needs to be three lanes on W. Main Street if both bridges are open in Option 3. There really only needs to be three lanes at the roundabout intersection at Washington Square. Some kind of bike facility should be included on W. Main Street as part of Option 3. At the west side of downtown you will be able to connect to new bike lanes as part of the Route 82 project all the way to New London Turnpike.
- Fred Kulakowski noted that Option 2 keeps people walking and biking closer to downtown and the main traffic further away. The TAC discussed the need for a turnaround at the end of W. Main Street if considering Option 2.
- Rattan asked how the three options compare from a safety perspective. Butler noted several ways the options improve safety, including reduced lanes, lower speeds, roundabouts, and improved bicycle and pedestrian facilities. In a few places, conflicts are being eliminated, and they are being lowered at roundabouts. Marlon DuBois suggested that Option 1 is the safest for people walking and biking. However, it could add travel time for people walking and biking because Westside Boulevard is farther from downtown. In addition, the City has concerns about programming the Bridge of Roses.

- The TAC continued discussing the merits of Option 1 versus Option 2. It was also noted that Option 3 would not preclude the implementation of Options 1 or 2 in the future. A concern was brought up that the open space pulls things to the west as opposed to towards downtown. It was also noted that Option 2 makes it more difficult to drive to the Transportation Center, although it makes the walk from there better, despite being a steep walk up the bridge.
- Brian Long noted that there could be an opportunity to build a better connection from W. Main Street to the Howard T. Brown Park.
- Deanna Rhodes noted that Option 2 comes with a concern about accessibility to the Marina and would prefer Option 3 where you can come from either direction.
- Britnell commented that all the options should be safer, though Option 1 is the safest in his opinion.
- CTDOT PDU said they liked all the options and did not see any major concerns with them.
- The TAC discussed starting with Option 3 and potentially move to Options 1 or 2 in the future. Closing the Westside Boulevard Bridge could be done seasonally or temporarily on a trial basis. Or a lane could be removed from the travel lanes temporarily to test it. The City could also test turning some roads two-way, such as Water Street. It would be very important to have a strong public information campaign on any trials.
- Butler summarized that the TAC recommends Option 3 as the preferred alternative among the three alternatives considered for the portion of the project area west of Washington Street, and that the City should then consider testing/phasing in Options 1 or 2 in the future if additional traffic/safety/mobility improvements are deemed necessary and desirable. This recommendation will be presented to the City Council on July 15 with an explanation as to why this option was selected as the preferred alternative.

Next Steps/Action Items

› VHB will revise the Options as discussed and recommend Option 3 to the City Council, with the ability to do the other Options at a later time or as a trial.

› VHB will present the recommended option at the City Council meeting on July 15.

› VHB will document the findings and write the report for the study after the City Council meeting.

› Additional comments from the public will be reviewed through June 21.

› The meeting adjourned at approximately 4:00 pm.





CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

Transportation Advisory Committee Meeting #4

Study Overview and Downtown Visioning/Potential Improvements

June 10, 2024

TAC Meeting Agenda

- Welcome & Introductions
- Recap of June 5 Public Meeting
- Review of Potential Transportation Improvements
  - Overall Transportation Improvements
  - Improvements East of Franklin Square
  - West Main Street & Westside Blvd Bridges
  - Discussion
- Next Steps



June 5 Public Meeting Recap

- Overall positive
- Support for Options mixed (no clear winner)
- Mayor concerned about bridge maintenance, noted passenger rail station possible location
- Emergency vehicle access
- Aesthetics of Bridge of Roses
- Bike/Pedestrian connectivity to bridges





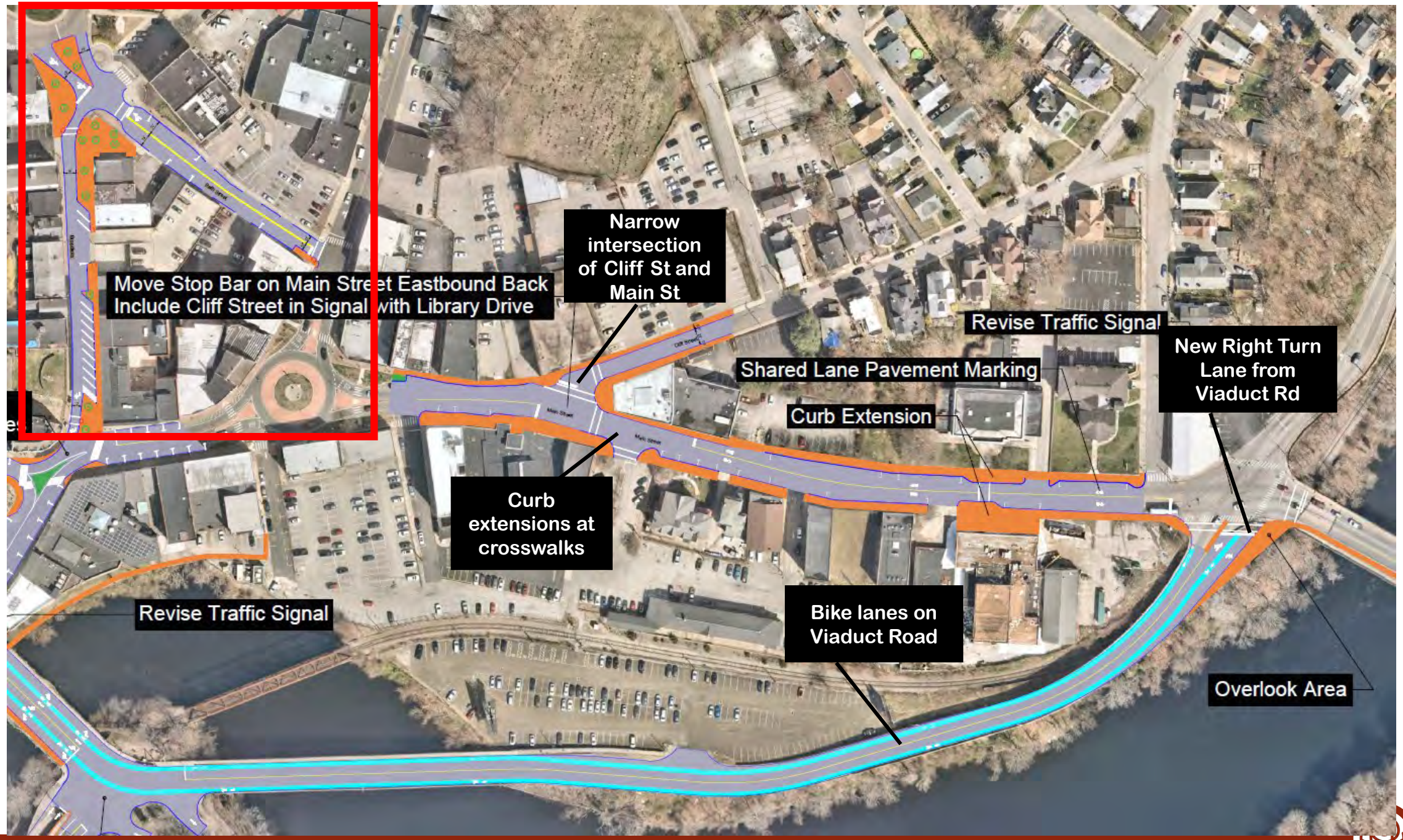
Transportation Improvements

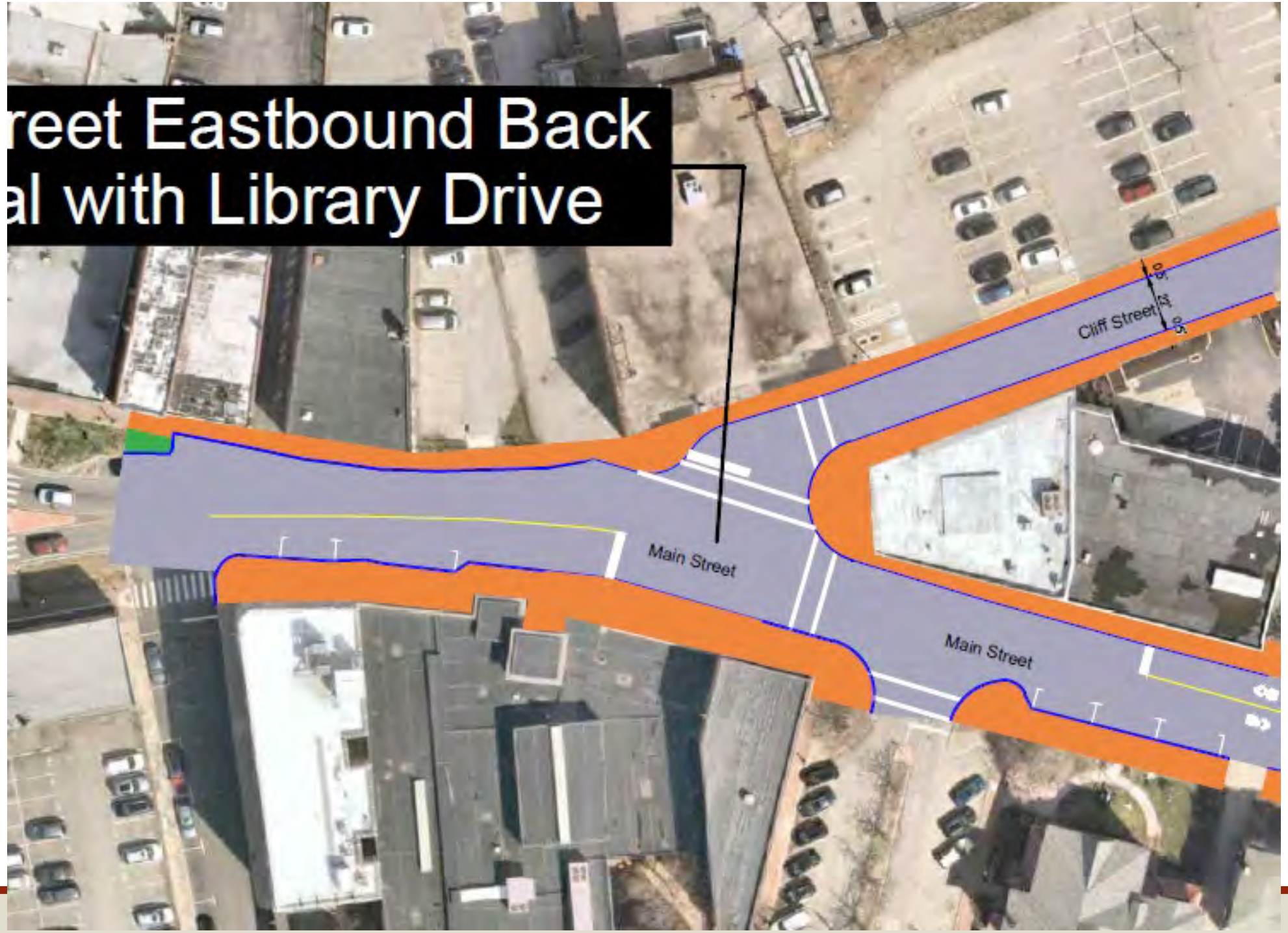
Transportation Improvements Vision

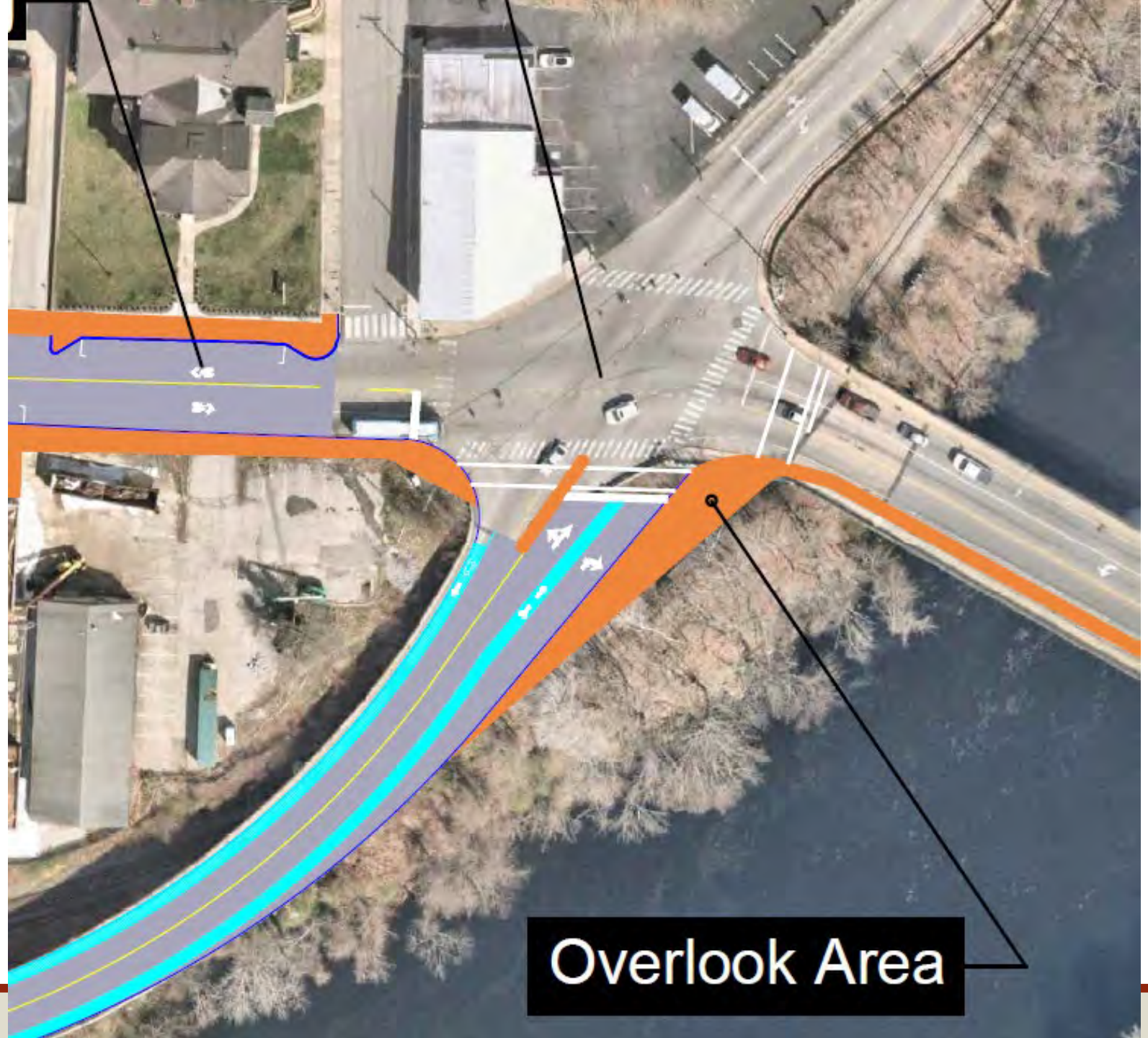
- *High level notes:*
  - Preliminary traffic modeling shows these concepts are feasible
  - Concepts were reviewed by City Council and TAC
  - Through traffic patterns may change if concepts are implemented
  - Questions or comments about the concepts are welcome

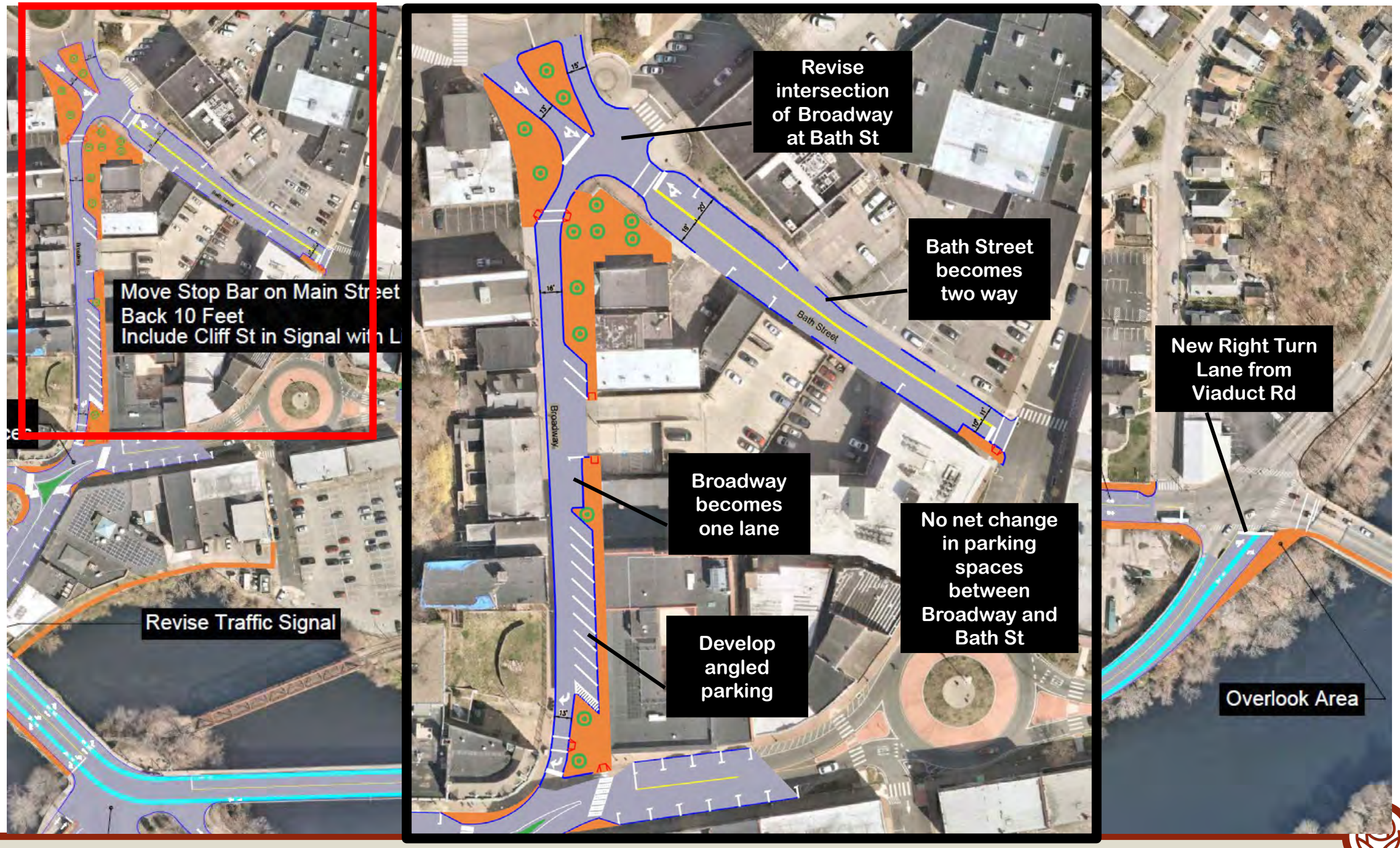




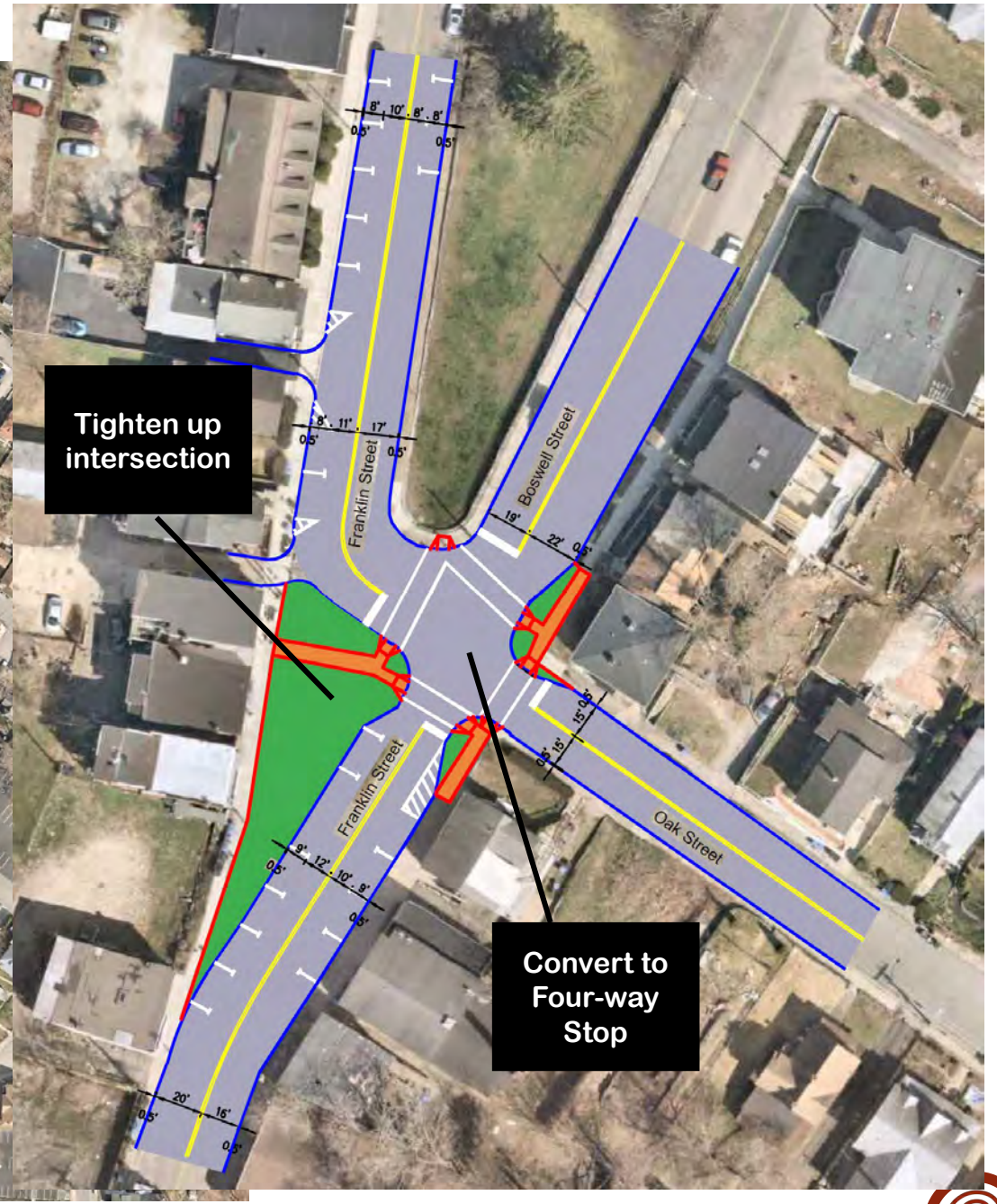

Move Stop Bar on Main Street Eastbound Back
Include Cliff Street in Signal with Library Drive
Narrow intersection of Cliff St and Main St
Revise Traffic Signal
New Right Turn Lane from Viaduct Rd
Shared Lane Pavement Marking
Curb Extension
Curb extensions at crosswalks
Revise Traffic Signal
Bike lanes on Viaduct Road
Overlook Area


reet Eastbound Back
al with Library Drive
Cliff Street
Main Street
Main Street

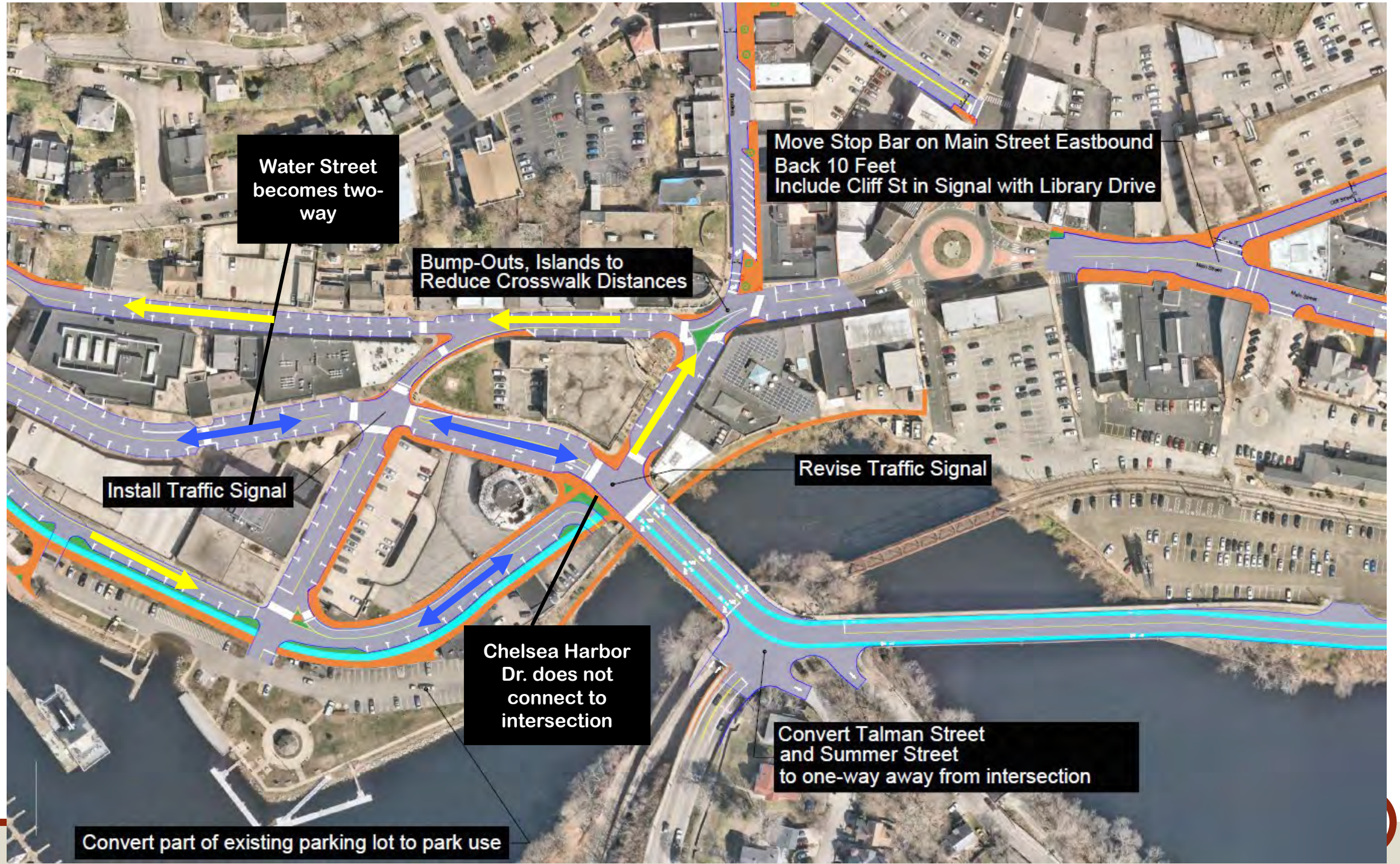

Overlook Area

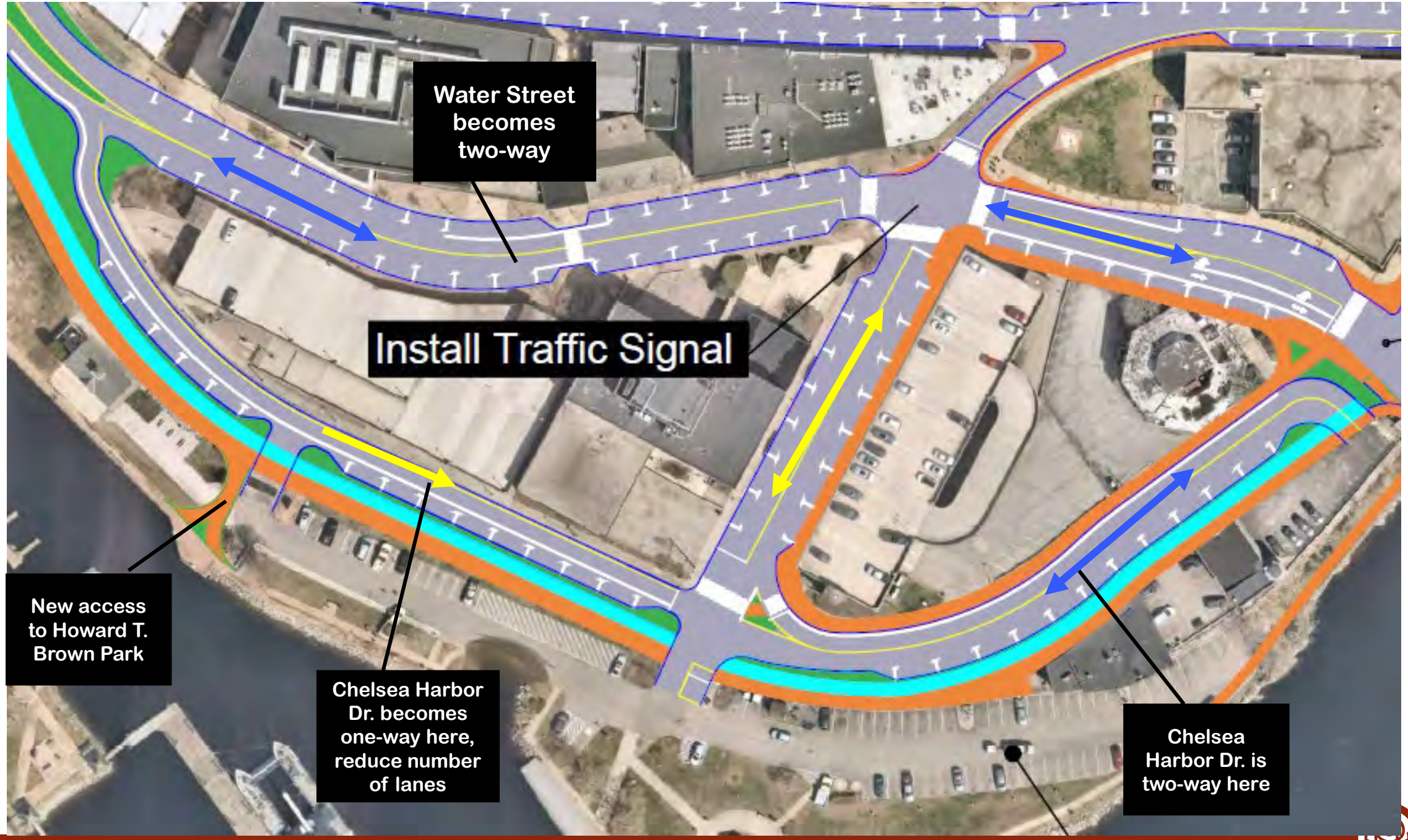

Move Stop Bar on Main Street
Back 10 Feet
Include Cliff St in Signal with L
Revise Traffic Signal
Revise intersection of Broadway at Bath St
Bath Street becomes two way
Broadway becomes one lane
No net change in parking spaces between Broadway and Bath St
Develop angled parking
New Right Turn Lane from Viaduct Rd
Overlook Area
Broadway
Bath Street

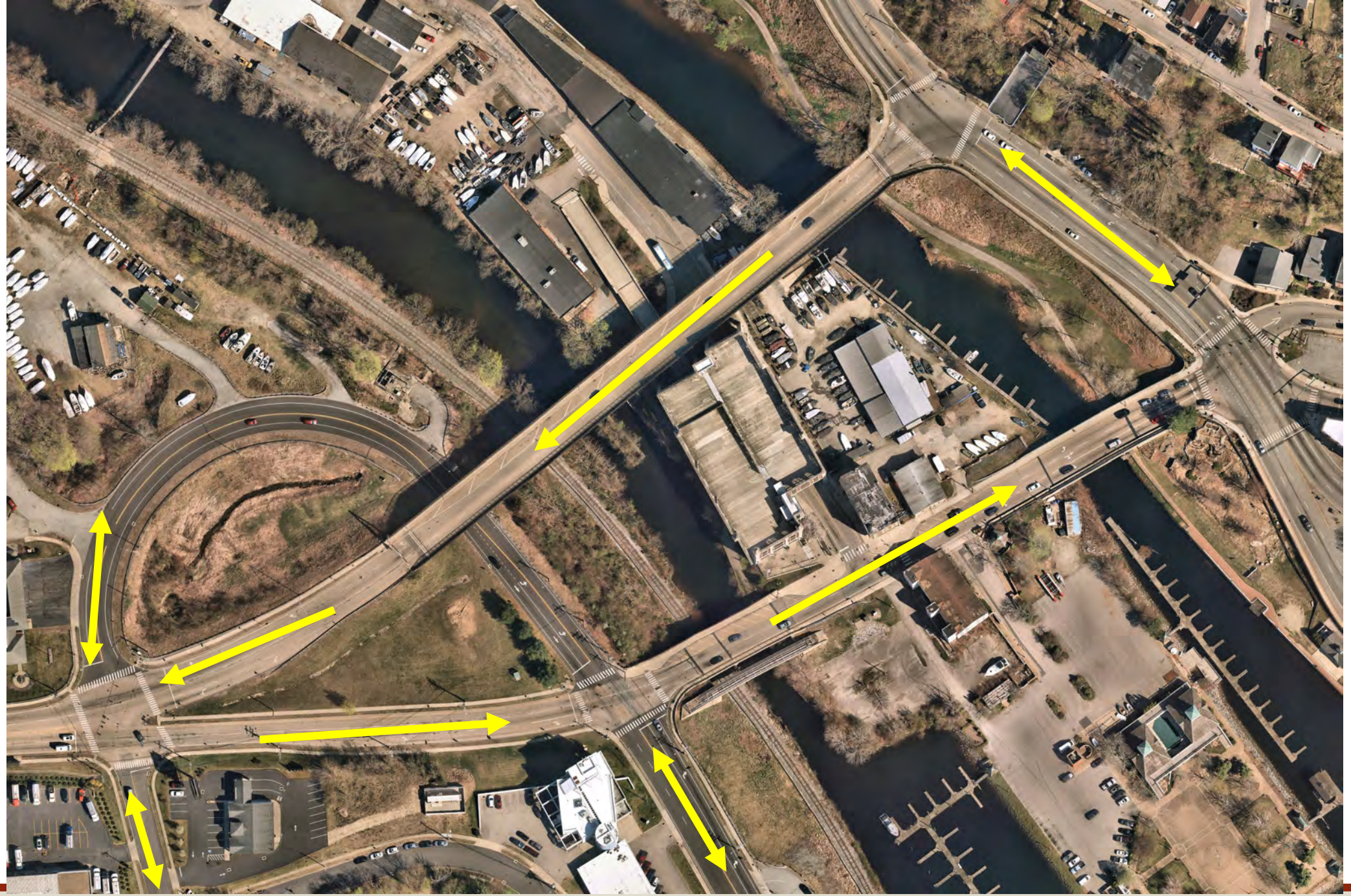


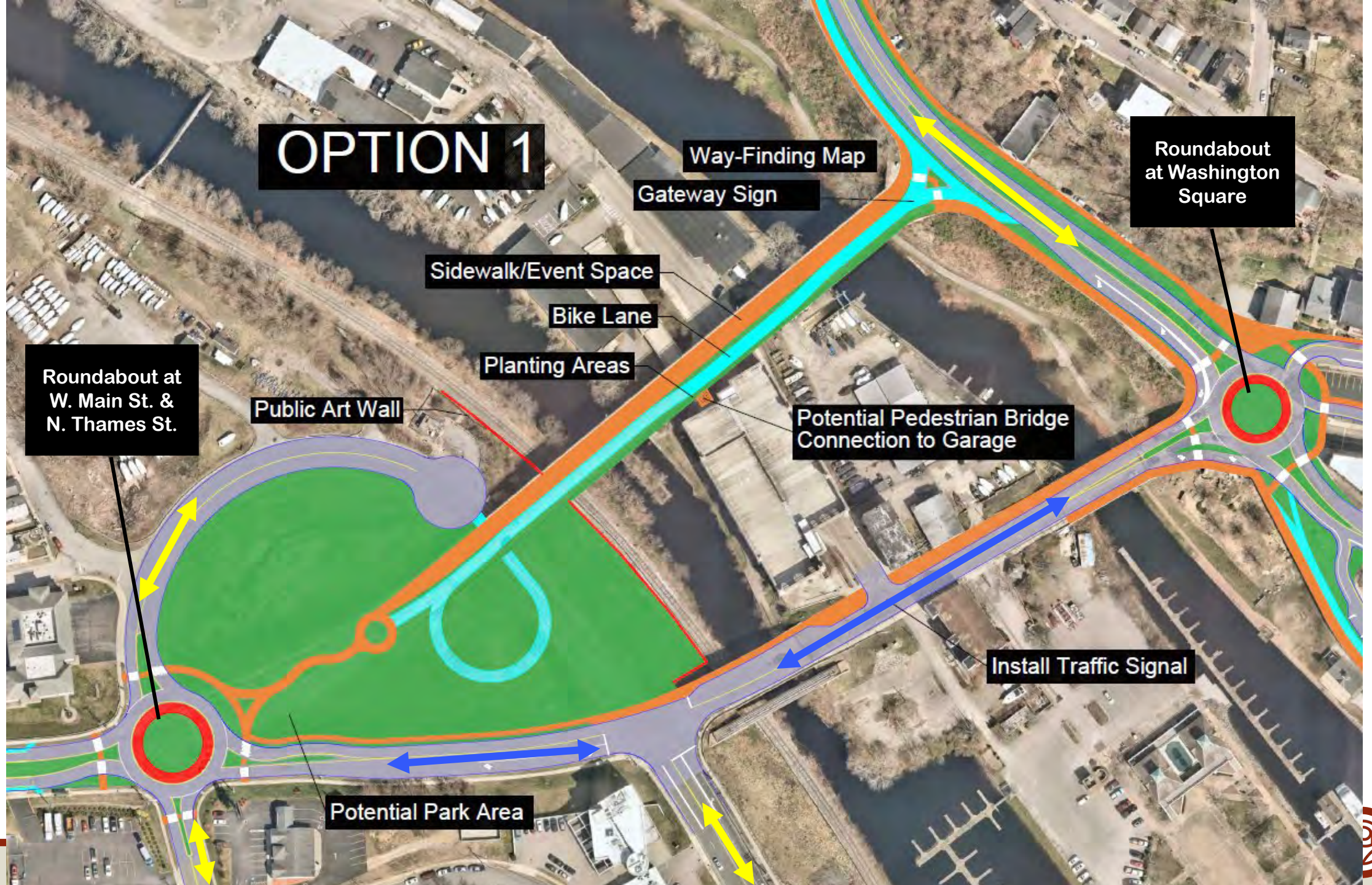

Tighten up intersection
Convert to Four-way Stop
Franklin Street
Boswell Street
Franklin Street
Oak Street


nearmap


Water Street becomes two-way
Move Stop Bar on Main Street Eastbound Back 10 Feet
Include Cliff St in Signal with Library Drive
Bump-Outs, Islands to Reduce Crosswalk Distances
Install Traffic Signal
Revise Traffic Signal
Chelsea Harbor Dr. does not connect to intersection
Convert Talman Street and Summer Street to one-way away from intersection
Convert part of existing parking lot to park use

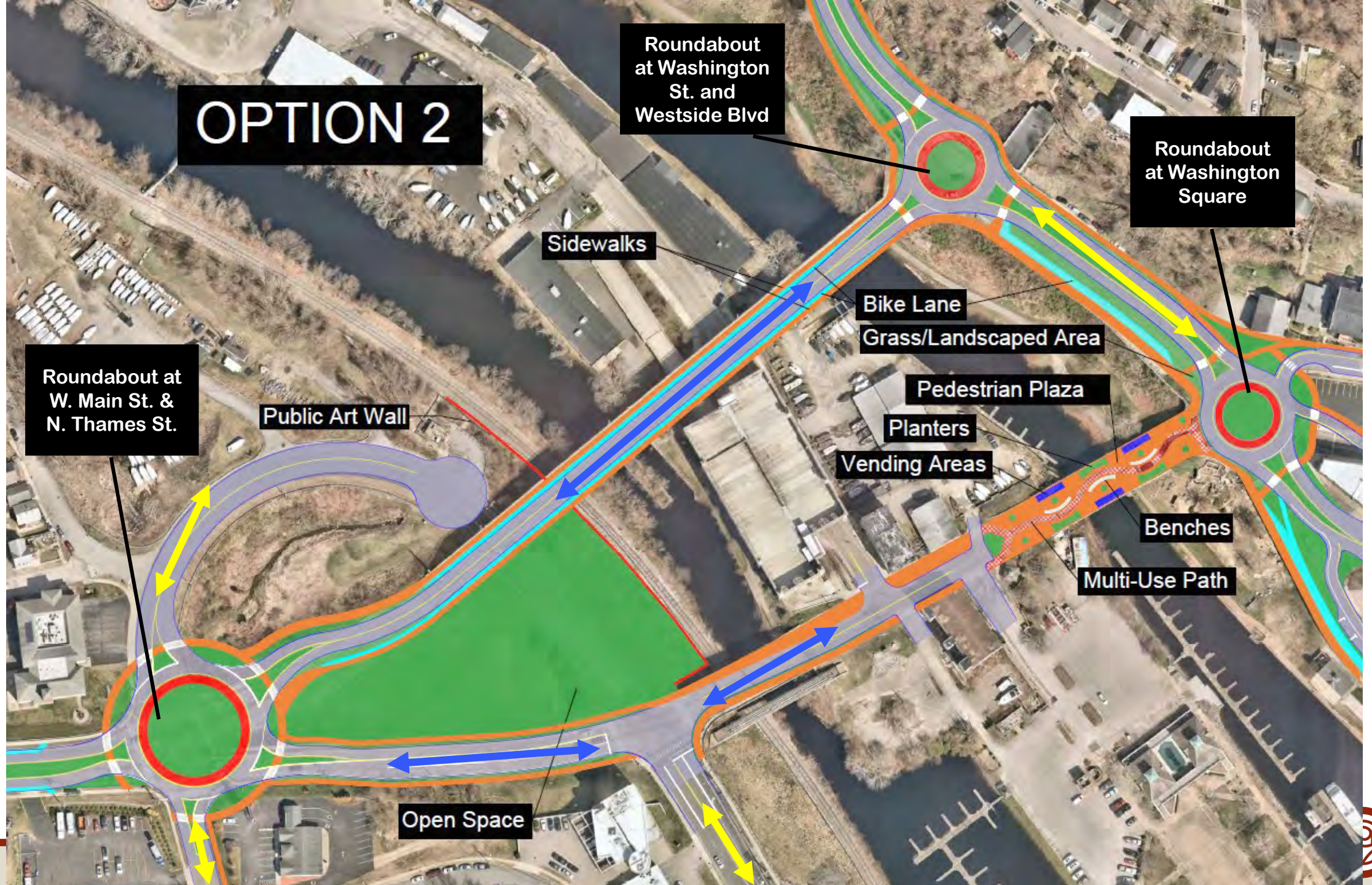

Water Street becomes two-way
Install Traffic Signal
New access to Howard T. Brown Park
Chelsea Harbor Dr. becomes one-way here, reduce number of lanes
Chelsea Harbor Dr. is two-way here

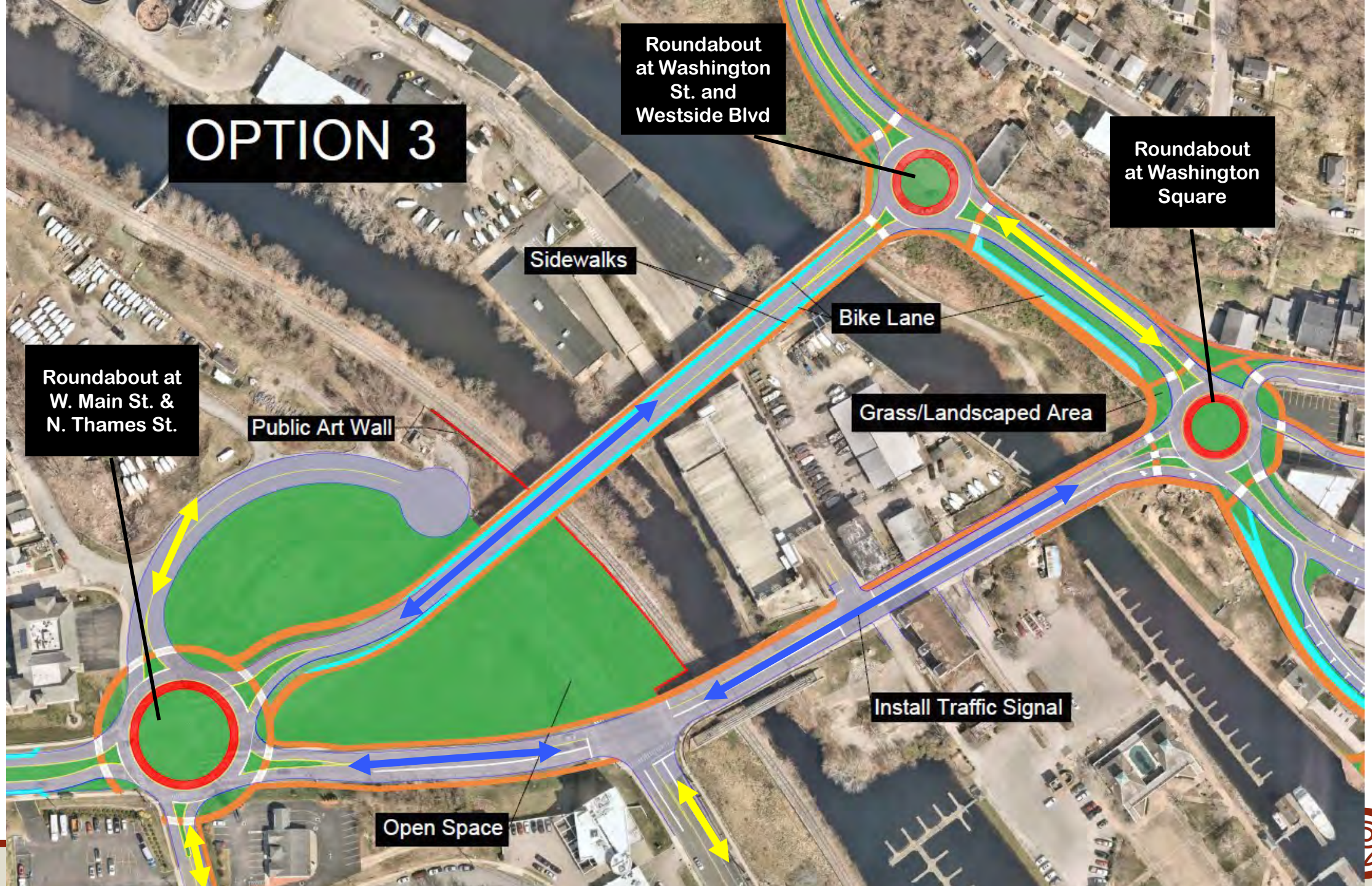



OPTION 1
Way-Finding Map
Gateway Sign
Roundabout at Washington Square
Sidewalk/Event Space
Bike Lane
Planting Areas
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Install Traffic Signal
Potential Park Area

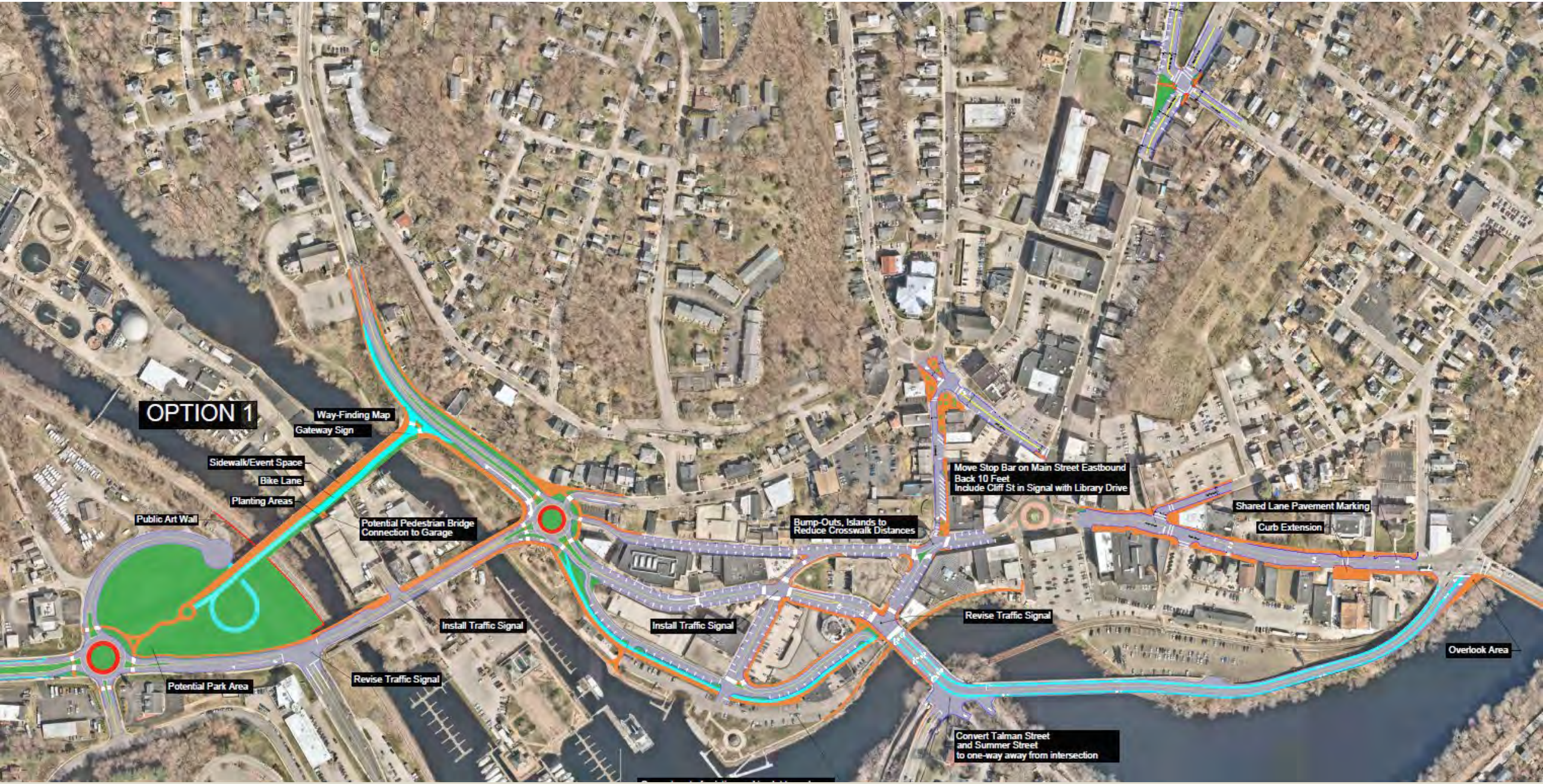
Pedestrian-Bike "Bridge of Roses"




OPTION 2
Roundabout at Washington St. and Westside Blvd
Roundabout at Washington Square
Sidewalks
Bike Lane
Grass/Landscaped Area
Pedestrian Plaza
Planters
Vending Areas
Benches
Multi-Use Path
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Open Space


OPTION 3
Roundabout at Washington St. and Westside Blvd
Roundabout at Washington Square
Sidewalks
Bike Lane
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Grass/Landscaped Area
Install Traffic Signal
Open Space

Comments/Discussion



Next Steps

- June 10 – TAC Meeting #4
- July 15 – Norwich City Council Meeting
- June-August – Draft and Final Study Report

Questions/Discussion?

damstutz@vhb.com

860.807.4417

https://downtownnorwichmobilitystudy.com/

Thank You!

Public Information Meeting #2

Study Overview and Downtown Visioning/Potential Improvements

From: Joseh Lanoue
To: Dan Amstutz
Subject: [External] Re: Thank you for attending the Downtown Norwich Public Information Meeting
Date: Thursday, June 6, 2024 6:08:50 PM

I liked option two
Sent from my iPhone

> On Jun 6, 2024, at 4:30 PM, Dan Amstutz <damstutz@vhb.com> wrote:
>
> Good afternoon,
>
> Thank you for attending the Chelsea Harbor/Downtown Norwich Public Information Meeting that took place last night on June 5, in Norwich City Hall. We appreciate your comments and questions as we refine the concepts to a preferred alternative to present to the City of Norwich. Information from last night, including the presentation and three concept options, have been posted to the study website at https://downtownnorwichmobilitystudy.com/get-involved.html.
>
> The meeting recording will be posted as soon as possible.
>
> We request that you submit your comments on the conceptual plans for downtown Norwich by **Friday, June 21.** Comments can be submitted in a variety of methods:
>
> - Respond to this email
> - Fill out a comment on the Feedback Form on the right side of the "Get Involved" page of the project website at https://downtownnorwichmobilitystudy.com/get-involved.html
> - Email Jim Butler, AICP, Senior Advisor at the Southeastern CT Council of Governments (SCCOG) at jbutler@seccog.org
> - Call Jim Butler at 860-889-2324
>
> Please let us know also if you have any questions or need clarification on the concepts.
>
> Feel free to send this information to anyone who is interested in this project.
>
> Best,
> Daniel Amstutz
>
> <image001.png>
> <image002.png>
>
> **Dan Amstutz, AICP** (He, Him, His)
> Senior Transportation Planner
> Transportation Planning & Operations
>
> P 860.807.4417
> www.vhb.com
> 100 Great Meadow Road
> Suite 200







Wethersfield CT 06109-2377

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Vanasse Hangen Brustlin, Inc. | info@vhb.com

From:	wasf321@aol.com
To:	Dan Amstutz; jbutler@seccog.org
Subject:	[External] Re: Downtown Norwich Transportation Improvement Concepts For Review - WF - single or double lane traffic circles? volume? big vehicles? plants? signage - include global other languages?
Date:	Sunday, June 9, 2024 11:24:43 AM
Attachments:	image003.png image004.png image001.png image002.png image005.png

---

Good morning Dan,

Thank you for sharing email with links, much appreciated. I especially appreciate the you tube closed caption feature and the transcript.

Please note I've cc'd Jim Butler on this email so both of you will have my comments, should you need this.

A lot of good work has been done planning this project.

Three viable options were presented at the meeting.
I was especially pleased to see the green space, art walls, and improved pedestrian safety features included on plans.
For future meetings, would you kindly include a color key code on the drawings, i.e. orange = bike lanes, etc.

In my opinion, the single lane traffic circle in Norwich near the library is a good example of a traffic circle that works well. However, the larger double lane traffic circle in what used to be Salem Four Corners has higher, faster volume of traffic makes it more difficult to navigate.

I have some questions that may have been answered previously, but I missed it. Apologies if I repeat questions that have already been discussed.

1. It looks like Norwich plans are for single lane traffic circles, but I really couldn't tell from pictures. Are planned traffic circles expected to be single lane or double lane?

2. If single lane, will it be able to accommodate the expected traffic volume?

3. Will the change to traffic circles still allow for traffic flow that includes large vehicles, example fire trucks, ambulances, public works utility trucks, the big busses, delivery trucks, etc.?

4. For the green space, I would hope we avoid grass as much as possible. Will we be utilizing native plants to attract native pollinators? Or other?

5. For signage, I saw a lot of welcome to the 'Rose City', but may have missed any references to signs about Norwich as a 'Global City'. Do we have signage planned that includes 'Global City'? Do we have signs in multiple languages planned?

As a person that lives close enough to walk to city hall, but drove to the meeting, I am probably an example of one of the people who would benefit with improved walking safety. Thank you for all your hard work.

Kind regards,
Wendy Fenner

On Friday, June 7, 2024 at 02:52:11 PM EDT, Dan Amstutz <damstutz@vhb.com> wrote:

> Good afternoon,
>
> You are receiving this message because you expressed interest in receiving updates about the Chelsea Harbor/Downtown Norwich Mobility Study.
>
> The second Public Information Meeting about this study took place on June 5 in Norwich City Hall, where concepts were shared for making changes to Downtown Norwich's circulation, improving safety for people who bicycle and walk, and addressing areas of congestion. We are looking for your feedback on the concepts proposed as part of this study and appreciate any comments or questions you may have as we refine the concepts to a preferred alternative to present to the City of Norwich. Information from the June 5 meeting, including the presentation and three concept options, have been posted to the study website at https://downtownnorwichmobilitystudy.com/get-involved.html.
>
> If you were unable to attend the meeting on June 5, you may view a recording here: https://youtu.be/nxFgkwA2Rfs
>
> We request that you submit your comments on the conceptual plans for downtown Norwich by **Friday, June 21.** Comments can be submitted in a variety of methods:
>
> 1. Respond to this email
> 2. Send in a comment on the Feedback Form on the right side of the "Get Involved" page of the project website at https://downtownnorwichmobilitystudy.com/get-involved.html
> 3. Email Jim Butler, AICP, Senior Advisor at the Southeastern CT Council of Governments (SCCOG) at jbutler@seccog.org
> 4. Call Jim Butler at 860-889-2324
>
> Please let us know also if you have any questions or need clarification on the concepts.
>
> Feel free to send this information to anyone who is interested in this project.

Best,

Daniel Amstutz

Dan Amstutz, AICP (He, Him, His)

Senior Transportation Planner

Transportation Planning & Operations

P 860.807.4417
www.vhb.com

100 Great Meadow Road

Suite 200

Wethersfield CT 06109-2377

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From:	iambillkenny@gmail.com
To:	Dan Amstutz
Cc:	Joseph Balskus; "Bridget Moriarty - VN Engineers, Inc."; "Jim Butler"
Subject:	[External] RE: Downtown Norwich Transportation Improvement Concepts For Review
Date:	Friday, June 7, 2024 3:10:34 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png

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Thanks for the note and the solicitation to comment.

I attended both the 5 June 24 and the 25 October 23 presentations.

I was and am impressed by the audacity of your vision, fueled by an optimism I fear not as many residents of Norwich have as I do (that's okay) and the confidence that while neither you nor I can do Everything, together we can do Anything; in this case, start to resurrect an urban core that has been allowed to lie fallow and in growing disrepair for (guessing here) half a century.

An agenda, including this one, has driven every previous proposal for Chelsea. But those in the past were designed by or for private real estate owners, social service providers, and transportation design engineers looking to move vehicles as rapidly as possible from Point A to B. Yours is the first one I've encountered that is resident-centric.
It's not a 'build it and they will come' vision but rather, 'Here we all are in the same device, let's make it better.'

I would be delighted to ss any of the three options deployed but my heart beats most for Option 1 and the The Rose Bridge (I think it does the best job of drawing the RITC, Thayer's Marine and The Marina, closer together to Chelsea with enough additional greenspace to offer venues for events that have traditionally competed for use of Howard T. Brown Park.

I love the idea that the project can be piecemeal, as funding and material/approvals permit, and would ask but one additional consideration when combining crosswalks with bump-outs (or even as just crosswalk), Three-D crosswalks, https://www.forconstructionpros.com/pavement-maintenance/article/21001020/how-to-stripe-a-3d-crosswalk I've experienced them and feel they could enhance pedestrian safety as much as many of the concepts you are designing.

All I can offer is my enthusiastic support for whatever the final vision is and thank you for taking the time and offering your talents to help us help ourselves, Hopefully, we shall.

Sincerely yours,

William Kenny
17 Lincoln Avenue
Norwich CT 06360

860.886.4396
https://tiltingatwindmills-dweeb.blogspot.com/

From: Dan Amstutz <damstutz@vhb.com>
Sent: Friday, June 7, 2024 2:52 PM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <JBALSKUS@VHB.com>; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com) <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: Downtown Norwich Transportation Improvement Concepts For Review

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3. Email Jim Butler, AICP, Senior Advisor at the Southeastern CT Council of Governments (SCCOG) at jbutler@seccog.org
4. Call Jim Butler at 860-889-2324

Please let us know also if you have any questions or need clarification on the concepts.

Feel free to send this information to anyone who is interested in this project.

Best,
Daniel Amstutz

Dan Amstutz, AICP (He, Him, His)
Senior Transportation Planner
Transportation Planning & Operations

P 860.807.4417
www.vhb.com

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From: Paula Whitley-Miner
To: jbutler@seccog.org; Dan Amstutz; Eric Vierra; Joseph Balskus
Subject: [External] Re: Chelsea Harbor/Downtown Norwich Mobility Study - Paula Whitley-Miner
Date: Monday, June 17, 2024 9:13:54 AM

Chelsea Harbor/Downtown Norwich Mobility Study

Name	Paula Whitley-Miner
E-mail	miner26@comcast.net
Receive project updates?	Yes, add my email to this distribution list.
Add your questions and/or feedback	Good Morning, I wanted to share some thoughts regarding the proposal for Norwich. I also want to thank all of your team for working hard for Norwich. I support Option 1. I understand it was brought up that the sight line includes the sewerage treatment plant and the parking garage but perhaps some climbing trellises with flowers can block some of that. I worry about allowing any food trucks near where people would walk, worried about complicated logistics of maneuvering them into place and is a risk to those around. I think keeping the food trucks to the curved road by the green area is safer and also allows people to sit on the grass and eat. All of the options will be costly but only Option 1 offers a way to recoup some funds and add vibrancy to Norwich by becoming a tourist site. This can draw people to Norwich and improve the quality of life in the area. Hopefully, as in Shelburne Falls, small, quality shops can spring up as a result of this influx. I think Norwich has to step up it's maintenance of space (even by volunteers to help NPW) by corralling garbage cans, picking up trash along sidewalks and roadways, cutting the grass regularly, removing weeds growing along curbs, making everything clean, maintained, attractive and welcoming. Along the bridge in Option 1, should be wide walking areas with benches. The benches could be sponsored by citizens/businesses, etc. It would be ideal if all the areas under remodel in the entire plan could have wide sidewalks and safe biking paths (not just a line in the road like Dunham St. - not safe enough). I would also ask for a moratorium on murals. The murals have to be maintained and become less attractive over time. Let's clean up the community, trash, mowing, etc. before we go back to more murals and leaving the trash, etc. all visible. I also would like to throw out the option of cleaning up signage. Some intersections have too many signs, for example, coming off the Route 32 connector towards Backus Hospital is a cacophony of municipal group signs, consolidating them onto one attractive board would be much nicer. Another wish I would share, not relevant to this project though, is for the jersey

barriers along the Route 32 connector to be replaced with an attractive alternative like wooden ones. The jersey barriers are ugly and give a poor impression as one comes to Norwich. Why does Norwich have to settle for the lousy options? I don't see these in other communities, only here. Norwich needs to fight this and improve the entries into our community.
This is a great opportunity for Norwich and we have to get it right. I encourage reaching for all we want and then some! Other communities have redesigned themselves, so can we. We cannot fall short and limit ourselves, it can be done. Dream big and let's do it!

You can edit this submission and view all your submissions easily.

From: Amit patel
To: jbutler@seccog.org; Dan Amstutz; Eric Vierra; Joseph Balskus
Subject: [External] Re: Chelsea Harbor/Downtown Norwich Mobility Study - Amit patel
Date: Monday, June 17, 2024 12:12:57 PM

Chelsea Harbor/Downtown Norwich Mobility Study

Name	Amit patel
E-mail	kihainc@gmail.com
Add your questions and/or feedback	Option 1 or 2 but would like option 1 because it gives the town what is really needs. Somewhere for people to walk around and shop at small businesses or a stationary area for food trucks and other vendors. Also option 2 because for the above reason but option 1 has a larger area. I don't understand how people think traffic circles are a bad thing when it helps traffic flow. I have lived in Central NJ with traffic circles with a higher vehicle count than Norwich and works perfectly minimizing accidents. It's the drivers who need to learn not to stop in the circle and follow the traffic.

You can edit this submission and view all your submissions easily.

From:	Kulakowski, Frederick L.
To:	Dan Amstutz
Cc:	Joseph Balskus; Bridget Boucaud; SECCOG director ; DuBois, Marlon; Sabourin, Edward; Donecker, Ethan L.; Meronnis, Claudel
Subject:	[External] FW: Downtown Norwich Transportation Improvement Concepts For Review
Date:	Tuesday, June 18, 2024 1:42:09 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

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Hi Dan,

Traffic Engineering has reviewed the three concepts, which are labeled as Options, and offers the following:

General:
It is stated in the Transportation Improvements Vision presentation sheet "Preliminary traffic modeling shows these concepts are feasible." Will more detail be provided to determine the vehicular impacts/queues/congestion for comparing the Options?

Option 1:
West Side Boulevard Pedestrian Only
West Main Street Two-Way Traffic

Requires pedestrians desiring to cross the Yantic River to walk additional distance when compared to Option 2.

Option 2:
West Side Boulevard Two-Way Traffic
West Main Street Pedestrian Only

This option may be preferred from a pedestrian walkability perspective since it provides immediate access to/from the downtown area when crossing the Yantic River. Also, single lane roundabouts proposed versus the "hybrid" roundabouts (additional approach lane for right turns) for the other two Options (Washington Square).

Option 3:
West Side Boulevard Two-Way Traffic
West Main Street Two-Way Traffic

Appears to not provide the full pedestrian experience compared to the other two options since two-way traffic is allowed on each of the two bridge crossings.

Thanks, Fred.

Frederick L. Kulakowski, P.E.
Transportation Supervising Engineer
Traffic Engineering Operations Unit
Division of Traffic Engineering
Bureau of Engineering and Construction
Connecticut Department of Transportation | 2800 Berlin Turnpike, Newington, CT 06131-7546
E-mail: Frederick.Kulakowski@ct.gov

From: Dan Amstutz <damstutz@vhb.com>
Sent: Monday, June 17, 2024 11:40 AM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <jbalskus@vhb.com>; Bridget Boucaud <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: RE: Downtown Norwich Transportation Improvement Concepts For Review

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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4. Call Jim Butler at 860-889-2324

Thank you!

Dan Amstutz, AICP (He, Him, His)
Senior Transportation Planner
Transportation Planning & Operations

P 860.807.4417

www.vhb.com

From: Dan Amstutz
Sent: Friday, June 7, 2024 2:52 PM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <JBALSKUS@vhb.com>; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com) <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: Downtown Norwich Transportation Improvement Concepts For Review [Filed 07 Jun 2024 14:52]

Good afternoon,

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4. Call Jim Butler at 860-889-2324

Please let us know also if you have any questions or need clarification on the concepts.

Feel free to send this information to anyone who is interested in this project.

Best,
Daniel Amstutz

Dan Amstutz, AICP (He, Him, His)
Senior Transportation Planner
Transportation Planning & Operations

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From: James Butler
To: Ralph Klein; Peter Nystrom
Cc: Dan Amstutz; Joseph Balskus
Subject: Re: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review
Date: Monday, June 17, 2024 4:01:34 PM
Attachments: image002.png
image003.png
image001.png
image004.png
image005.png

Mr. Klein:

The TAC met last Monday. The consultants are still pulling all of the public input and the TAC's direction together so that a formal presentation may be made to the City Council. The email request today was to remind interested persons they have until Friday to submit any additional comments. These comments, including yours, will be included in the final report. I gave you a preview of what the Council presentation and final report might be, based on last week's TAC meeting and public suggestions received to date.

Jim Butler

James S. Butler, AICP
Senior Advisor
Southeastern CT Council of Governments
860-889-2324 (O); 860-705-2324 (C)

From: Ralph Klein <rlkcoup@snet.net>
Sent: Monday, June 17, 2024 3:49 PM
To: Peter Nystrom <pnystrom@cityofnorwich.org>; James Butler <jbutler@seccog.org>
Cc: Dan Amstutz <damstutz@vhb.com>; Joseph Balskus <jbalskus@vhb.com>
Subject: Re: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review

Thank you for that.

Both bridges bi-directional?

Why not simply keep what we have, making the necessary "tweaks" for bicycles and pedestrians?

And why wasn't the email request today updated with the "new" decision you reached?

Ralph

On Monday, June 17, 2024 at 03:42:41 PM EDT, James Butler <jbutler@seccog.org> wrote:

Good Afternoon Mr. Klein:

Thank you for your comments and for your thoughts on the option suggesting the conversion of the West Side Highway into a pedestrian bridge. While this option will still be presented as something the City

might consider in the future, last week the project's Technical Advisory Committee selected option #3, making both bridges at West Side Highway and West Main Street bi-directional ,with robust pedestrian and bicycle facilities, as being the most practical in the short-term. This recommendation, along with the pros and cons of all three options will be presented to the City Council and will be included in the final report to the City and Connecticut Department of Transportation.

Your interest in and participation in this most important project are much appreciated.

Jim Butler

James S. Butler, AICP
Senior Advisor
Southeastern CT Council of Governments
860-889-2324 (O); 860-705-2324 (C)

From: Dan Amstutz <damstutz@vhb.com>
Sent: Monday, June 17, 2024 2:26 PM
To: James Butler <jbutler@seccog.org>; Joseph Balskus <JBALSKUS@VHB.com>
Subject: FW: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review

FYI

Dan Amstutz, AICP (He, Him, His)
Senior Transportation Planner
Transportation Planning & Operations

From: Ralph Klein <rlkcoup@snet.net>
Sent: Monday, June 17, 2024 2:09 PM
To: Dan Amstutz <damstutz@vhb.com>
Cc: pnystrom@cityofnorwich.org
Subject: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review

I attended the meeting and raised the issue of the "view" from the proposed Bridge of Roses (sewage treatment to the right and the parking garage, transportation center to the left).

The idea of removing one bridge from traffic usage seems to be poorly thought out since traffic coming into downtown is frequently backed up.

The idea of converting one bridge (the NEWER of the two) into a pedestrian only bridge, is also poorly thought out. First, how would people get there, and roundabouts are not an answer. It's not clear how people would get there - you would still need to have pedestrian crossing areas. In the UK, where I frequently visit for work, they have both traffic light controlled roundabouts for busy time and pedestrian crossing areas, with lights controlling the crossing. I sent the Mayor some examples of this from where I go to work. If you're interested in discussing further, please contact me.

The costs - who would be responsible for maintaining, and then ultimately, replacing the

bridge(s)? If a bridge is taken out of service as part of a state road, why would the state cover any costs?

Integration - it's not clear how this work would integrate with the other bad idea of the multiple roundabouts going out of Norwich on Route 82.

I feel better effort needs to go in beautifying the area while maintaining adequate traffic flow and not making a pedestrian bridge to nowhere.

Ralph Klein
860-886-6396

On Monday, June 17, 2024 at 11:39:42 AM EDT, Dan Amstutz <damstutz@vhb.com> wrote:

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Thank you!

Dan Amstutz, AICP (He, Him, His)
Senior Transportation Planner
Transportation Planning & Operations
P 860.807.4417
www.vhb.com

From: Dan Amstutz
Sent: Friday, June 7, 2024 2:52 PM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <JBALSKUS@vhb.com>; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com) <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: Downtown Norwich Transportation Improvement Concepts For Review [Filed 07 Jun 2024

14:52]

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Daniel Amstutz

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Senior Transportation Planner
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From: Hillary Kenyon
To: Dan Amstutz
Cc: Joseph Balskus; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com); Jim Butler
Subject: Re: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review
Date: Tuesday, June 25, 2024 8:17:26 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Okay thank you for the information.
I am also now just noticing that the proposed turnaround area at Chelsea Harbor Drive is not planned to connect to the park (it's the upper area), so that area couldn't be used for drive-through turn-arounds for large boat trailers or easy trailer parking. It looks like if people drove a trailer up that way and the road is blocked off, that they would have to back the trailer into the existing parking lot to turn around. That street is currently where a lot of people park boat trailers because of the existing ability to drive around and avoid multi-point turns with a large trailer.
I just hope that the boat ramp accessibility, flow, and parking for boat trailers is well considered in final plans for this area.
Thanks again.

Hillary Kenyon, M.S.
Limnologist, Plant & Soil Scientist, & Certified Lake Manager #17-07M
Applied Watershed Sciences, LLC

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On Mon, Jun 24, 2024 at 3:01 PM Dan Amstutz <damstutz@vhb.com> wrote:

> Hello Hillary, thank you for your email.
>
> We're happy to help answer your questions. You are correct that Chelsea Harbor Drive will not connect to Water Street in the concept as presented. The idea is to make Chelsea Harbor Drive a local street with access primarily to Howard T. Brown Park and a few properties that will continue to need access. The end of Chelsea Harbor Drive at Water Street will be converted to a cul-de-sac or turnaround to keep access to a business and the parking garages at the end of the street.
>
> After meeting with our Transportation Advisory Committee earlier this month, we plan on recommending that the City start with Option 3 (both bridges remain open) and phasing in either Option 1 or Option 2 over time. The intent is to start with making both bridges two-way and then potentially test elements of Options 1 and 2 to see which will work better for the City. In the meantime the City can also implement other aspects of the larger downtown concept included for the center and east side of downtown which do not have separate options. Some projects can be

implemented independently of the others (such as changes to Franklin Street and Boswell Ave on the north side of the study area) while the bridge options in the west side have aspects related to one another.

Thank you for your comments about Option 2. We will be documenting these pros and cons of the different options from comments like yours as part of our final report.

Best,

Dan

Dan Amstutz, AICP (He, Him, His)

Senior Transportation Planner

Transportation Planning & Operations

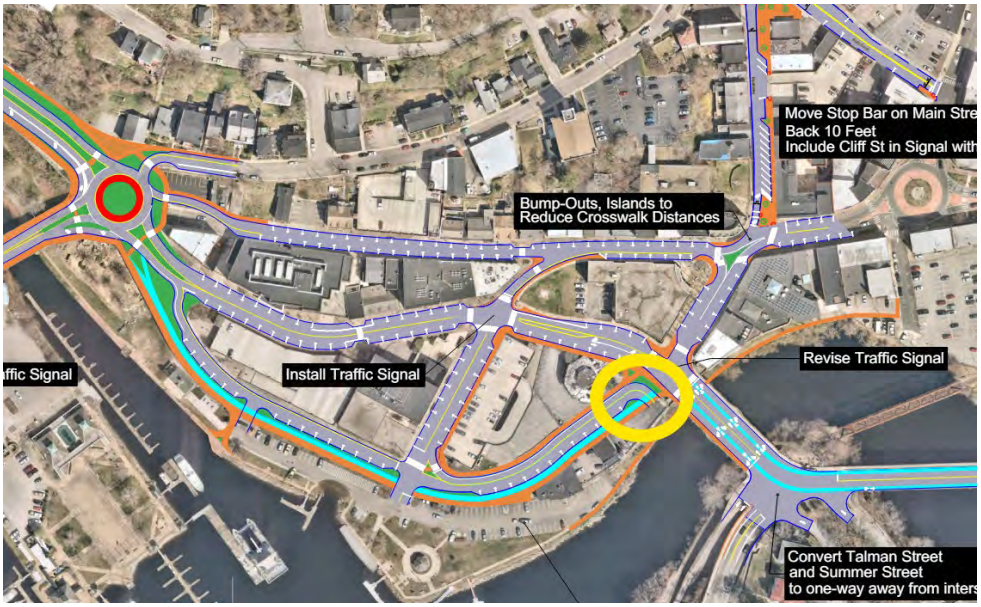
P 860.807.4417

www.vhb.com

From: Hillary Kenyon <hillary.kenyon@gmail.com>
Sent: Monday, June 24, 2024 10:46 AM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <JBALSKUS@VHB.com>; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com) <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: [External] Re: Downtown Norwich Transportation Improvement Concepts For Review

Thank you for sending this information along. I know I missed the deadline for comments, but if one of you has a moment to answer a quick question about the plans, I'd appreciate it.

In all three options, if I understand the plan drawing correctly, the existing Chelsea Harbor Drive connection to Water Street will no longer exist and that section of road will be only for the Howard Brown Park access and trailer turn-around and parking? (yellow circled area below)



And for the rerouting traffic across the bridges, which of the options is the planning team leaning towards right now? Would the decision be made in the future once more engineering feasibility work as been done? or is the selection process in motion now? I like the pedestrian and biking access on the southern bridge (W Main St) better than putting that on West Side Blv bridge because it is closer to the park and marina waterfront area and makes more sense for foot traffic and tying downtown together. It would be nice to have stair / direct walking access from the underbridge shoreline path up to the possible pedestrian bridge area.

Thanks for your work!

Hillary Kenyon, M.S.

Limnologist, Plant & Soil Scientist, & Certified Lake Manager #17-07M

Applied Watershed Sciences, LLC

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Thank you!

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Sent: Friday, June 7, 2024 2:52 PM
To: Dan Amstutz <damstutz@vhb.com>
Cc: Joseph Balskus <JBALSKUS@vhb.com>; Bridget Moriarty - VN Engineers, Inc. (BMoriarty@vnengineers.com) <BMoriarty@vnengineers.com>; Jim Butler <jbutler@seccog.org>
Subject: Downtown Norwich Transportation Improvement Concepts For Review [Filed 07 Jun 2024 14:52]

Good afternoon,

You are receiving this message because you expressed interest in receiving updates about the Chelsea Harbor/Downtown Norwich Mobility Study.

The second Public Information Meeting about this study took place on June 5 in Norwich City Hall, where concepts were shared for making changes to Downtown Norwich's circulation, improving safety for people who bicycle and walk, and addressing areas of congestion. We are looking for your feedback on the concepts proposed as part of this study and appreciate any comments or questions you may have as we refine the concepts to a preferred alternative to present to the City of Norwich. Information from the June 5 meeting, including the presentation and three concept options, have been posted to the study website at https://downtownnorwichmobilitystudy.com/get-involved.html.

If you were unable to attend the meeting on June 5, you may view a recording here: https://youtu.be/nxFgkwA2Rfs

We request that you submit your comments on the conceptual plans for downtown Norwich by **Friday, June 21.** Comments can be submitted in a variety of methods:

1. Respond to this email
2. Send in a comment on the Feedback Form on the right side of the "Get Involved" page of the project website at https://downtownnorwichmobilitystudy.com/get-involved.html
3. Email Jim Butler, AICP, Senior Advisor at the Southeastern CT Council of Governments (SCCOG) at jbutler@seccog.org
4. Call Jim Butler at 860-889-2324

Please let us know also if you have any questions or need clarification on the concepts.

Feel free to send this information to anyone who is interested in this project.

Best,

Daniel Amstutz

Dan Amstutz, AICP (He, Him, His)

Senior Transportation Planner

Transportation Planning & Operations

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CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

City Council Informational Meeting #2

Recommended Transportation Improvements for Downtown Norwich

July 15, 2024

Meeting Agenda

- Recent Public Engagement
- June 10 TAC Meeting Review
- Recommended Improvements
  - Overview
  - Changes From PIM & TAC
  - Questions/Discussion
- Final Steps - Schedule



Recent Public Engagement

- May 7 – Downtown Walk Around
  - Pop-Up at Howard T. Brown Park
  - Spoke to residents and businesses about the project
- June 5 – Public Information Meeting
  - About 30 attendees
  - Overall positive response
  - Support for bridge Options mixed (no clear winner)
  - Concerns shared: bridge maintenance, passenger rail station potential location, emergency vehicle access, aesthetics of Bridge of Roses, bike/pedestrian connectivity to bridges
- June 11/12 – crosswalk painting at Cliff Street





Transportation Advisory Committee – June 10

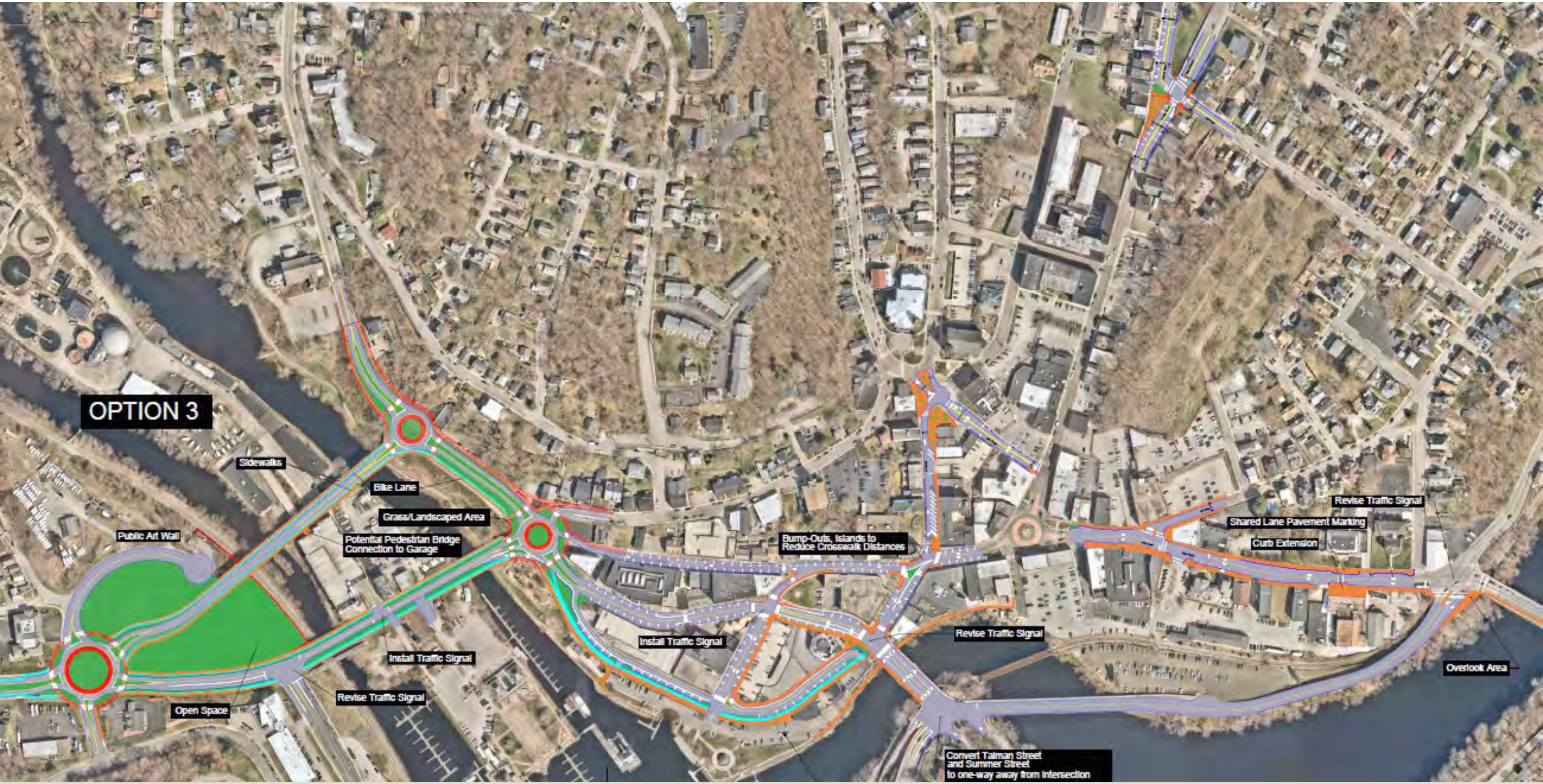
- June 5 Public Meeting Debrief
- Reviewed proposed improvements and three bridge Options
- Revisions to concepts based on their feedback
- TAC preferred Option 3 for bridges
  - Reasons include maintenance, mobility, access
  - Option 2 & 1 can still be considered in the future



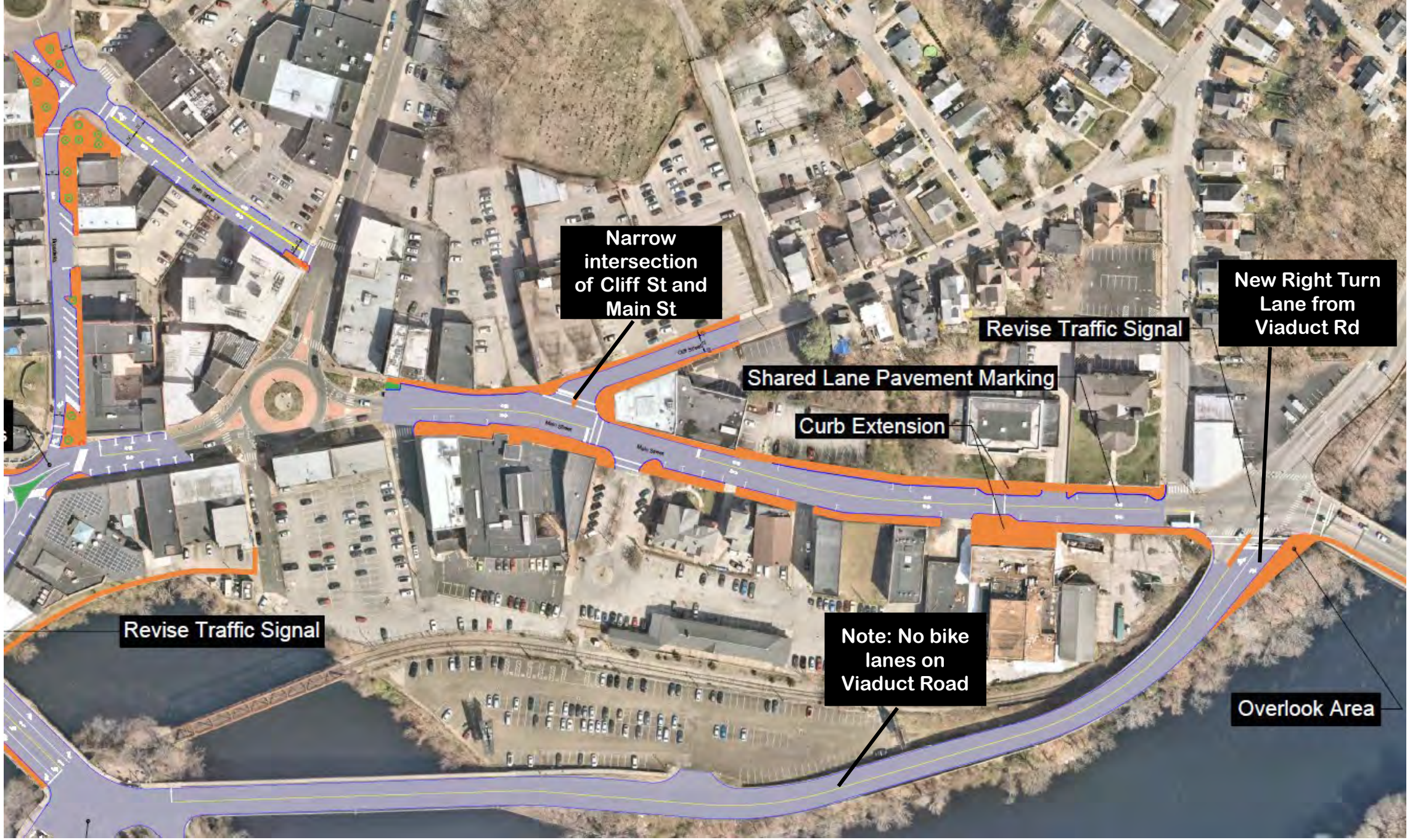


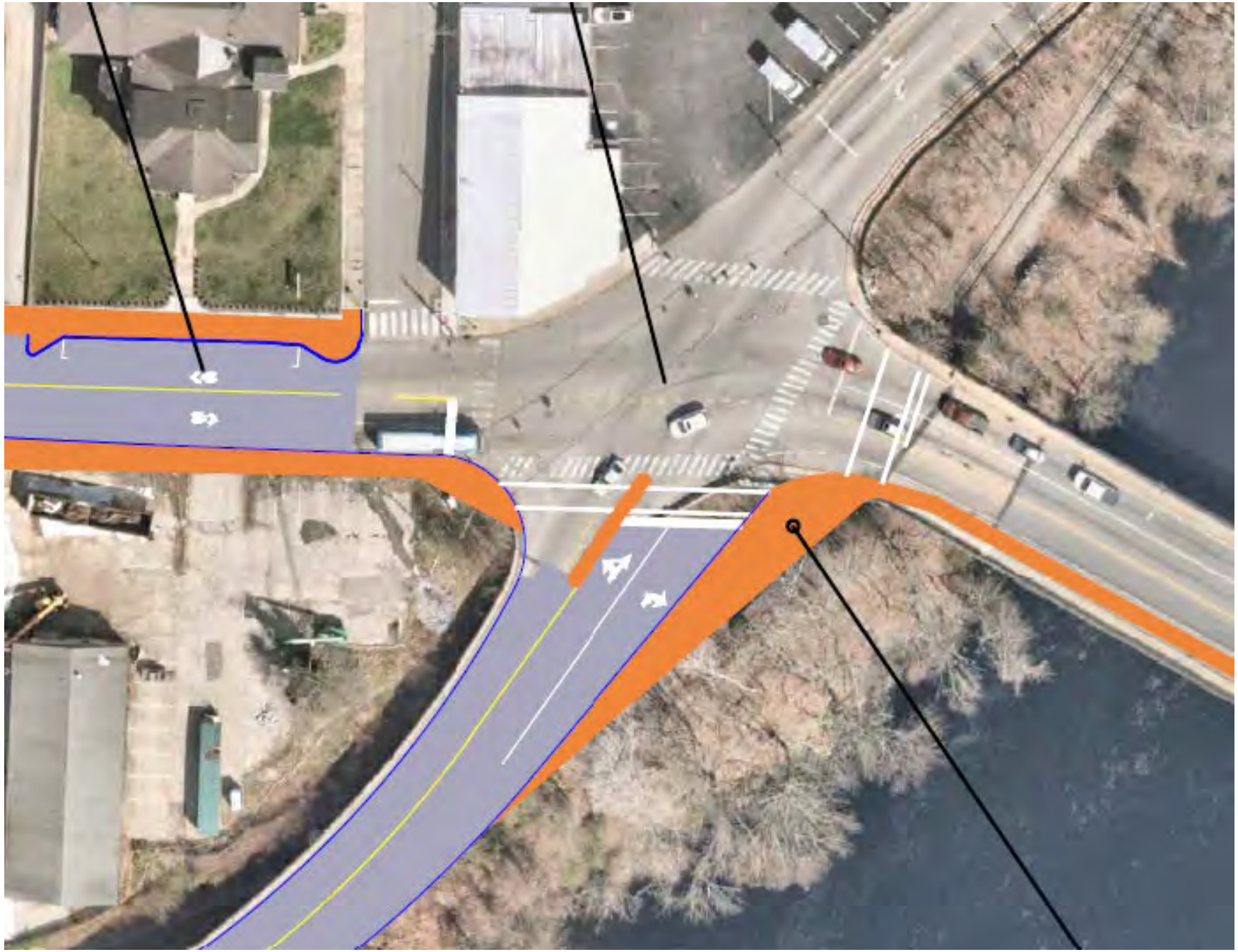
Recommended Transportation Improvements

Recommendation: Option 3 – Convert Both Bridges to 2-Way






Narrow intersection of Cliff St and Main St
Revise Traffic Signal
New Right Turn Lane from Viaduct Rd
Shared Lane Pavement Marking
Curb Extension
Revise Traffic Signal
Note: No bike lanes on Viaduct Road
Overlook Area



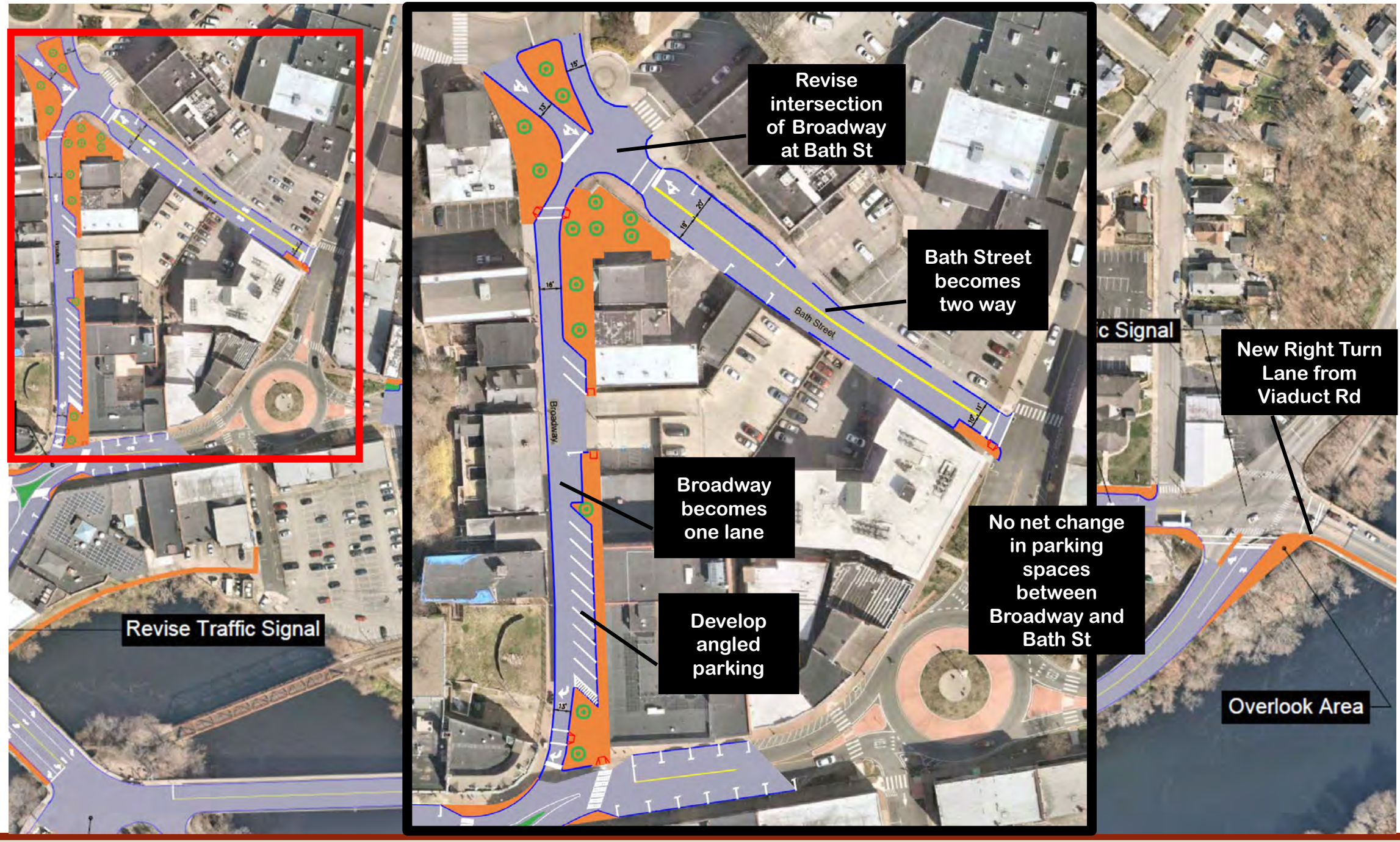
Main Street & Viaduct Road:

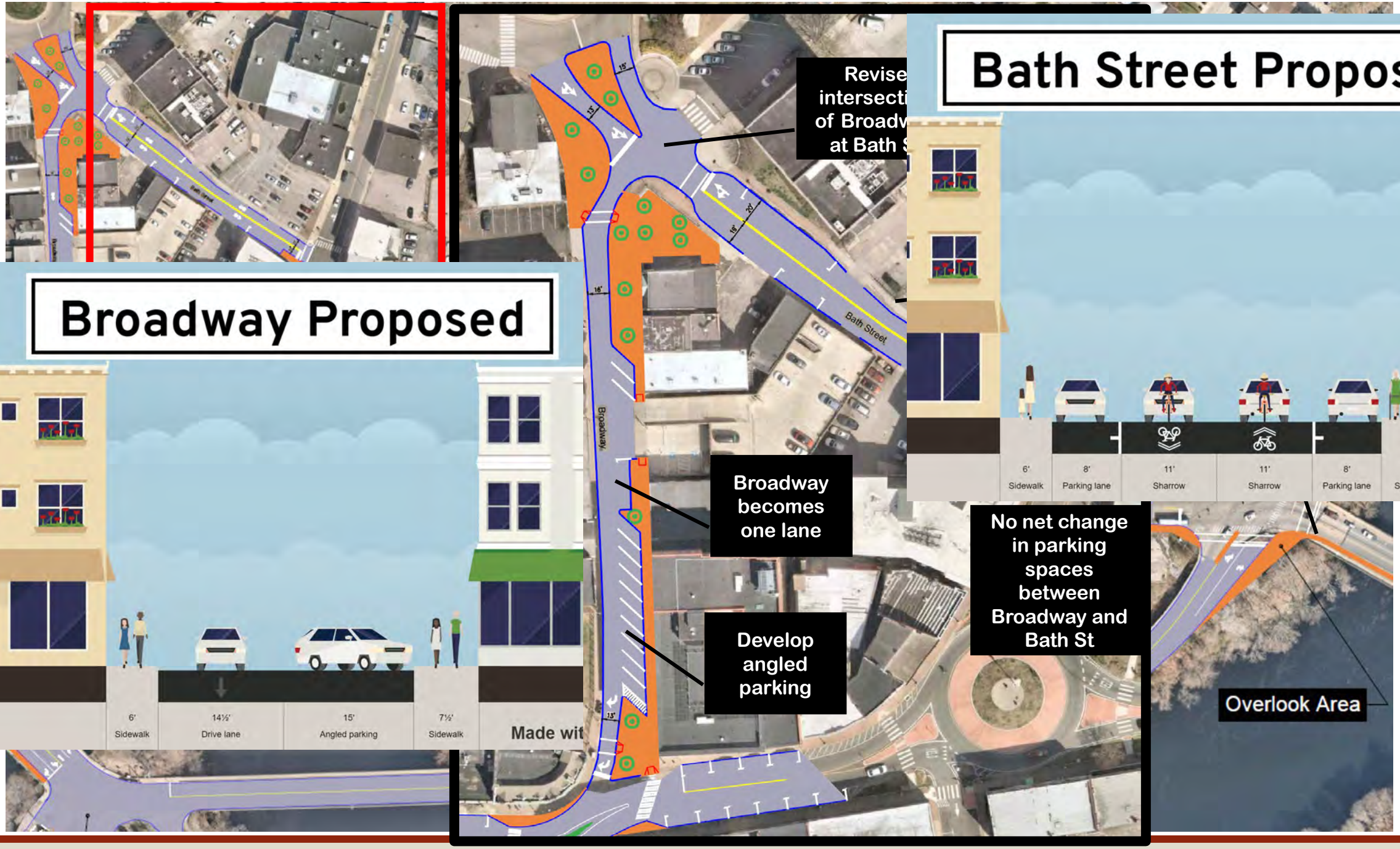
- Incorporate right turn lane on northbound Viaduct approach
- Reduce congestion
- Include pedestrian overlook
- Requires railroad bridge widening



Main Street & Viaduct Road:

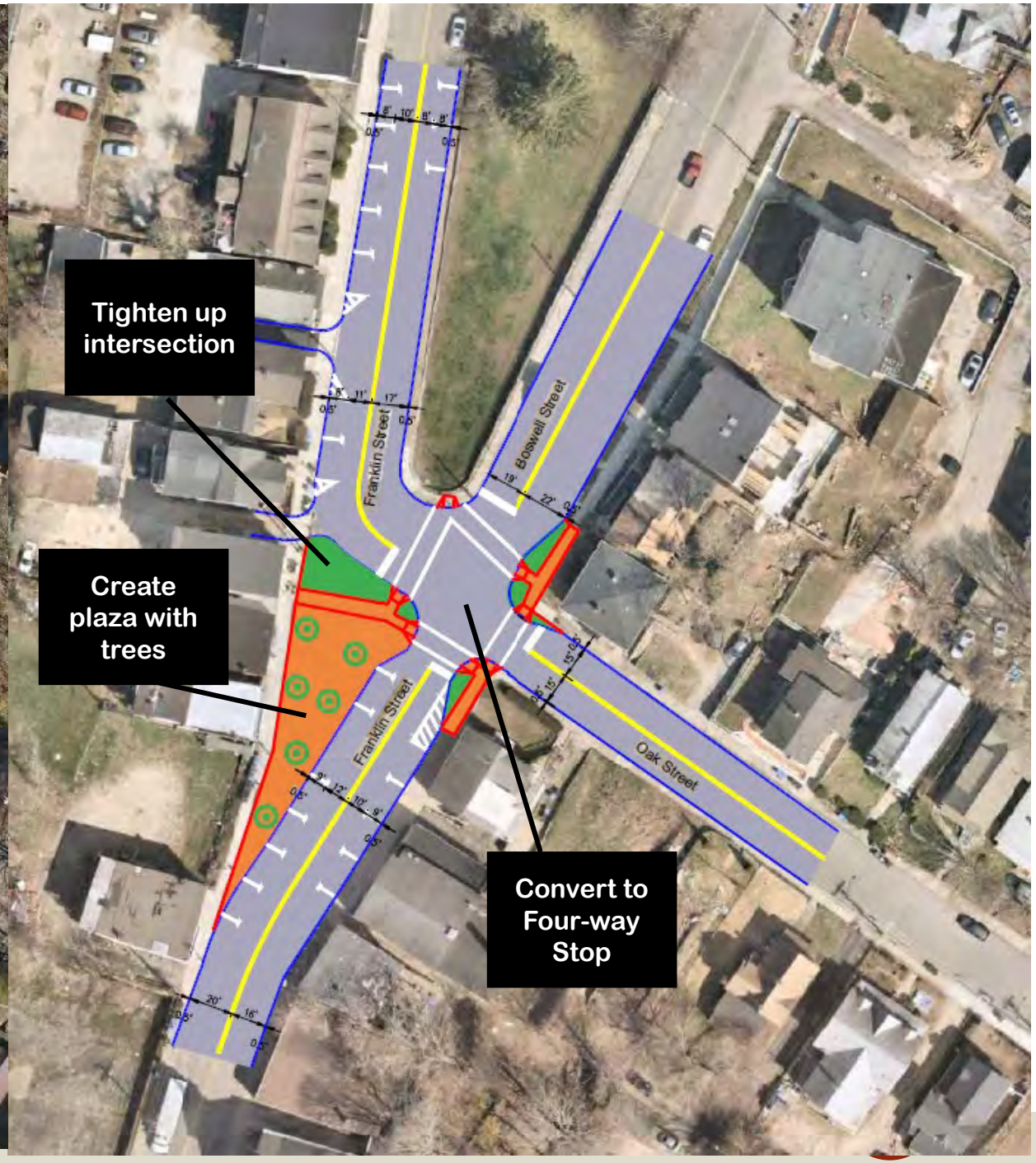
- Possible alternative – roundabout
  - Requested additional review by TAC
- Standard 120’ diameter circle
- Impact to building and business on northwest corner
- Include Park Street in design
- Improved safety and traffic flow

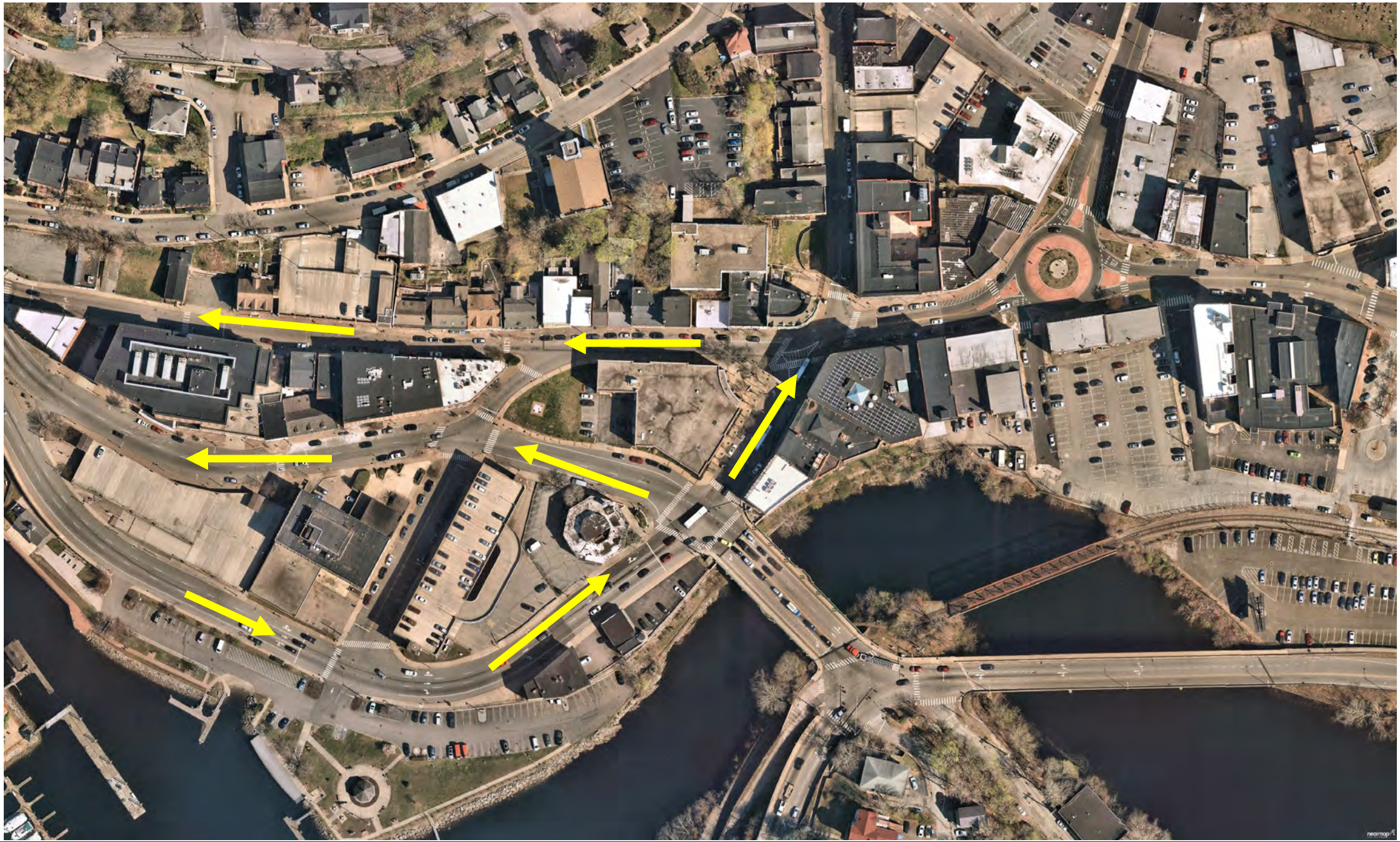

Revise intersection of Broadway at Bath St
Bath Street becomes two way
Broadway becomes one lane
Develop angled parking
No net change in parking spaces between Broadway and Bath St
New Right Turn Lane from Viaduct Rd
Overlook Area
Revise Traffic Signal
Broadway
Bath Street

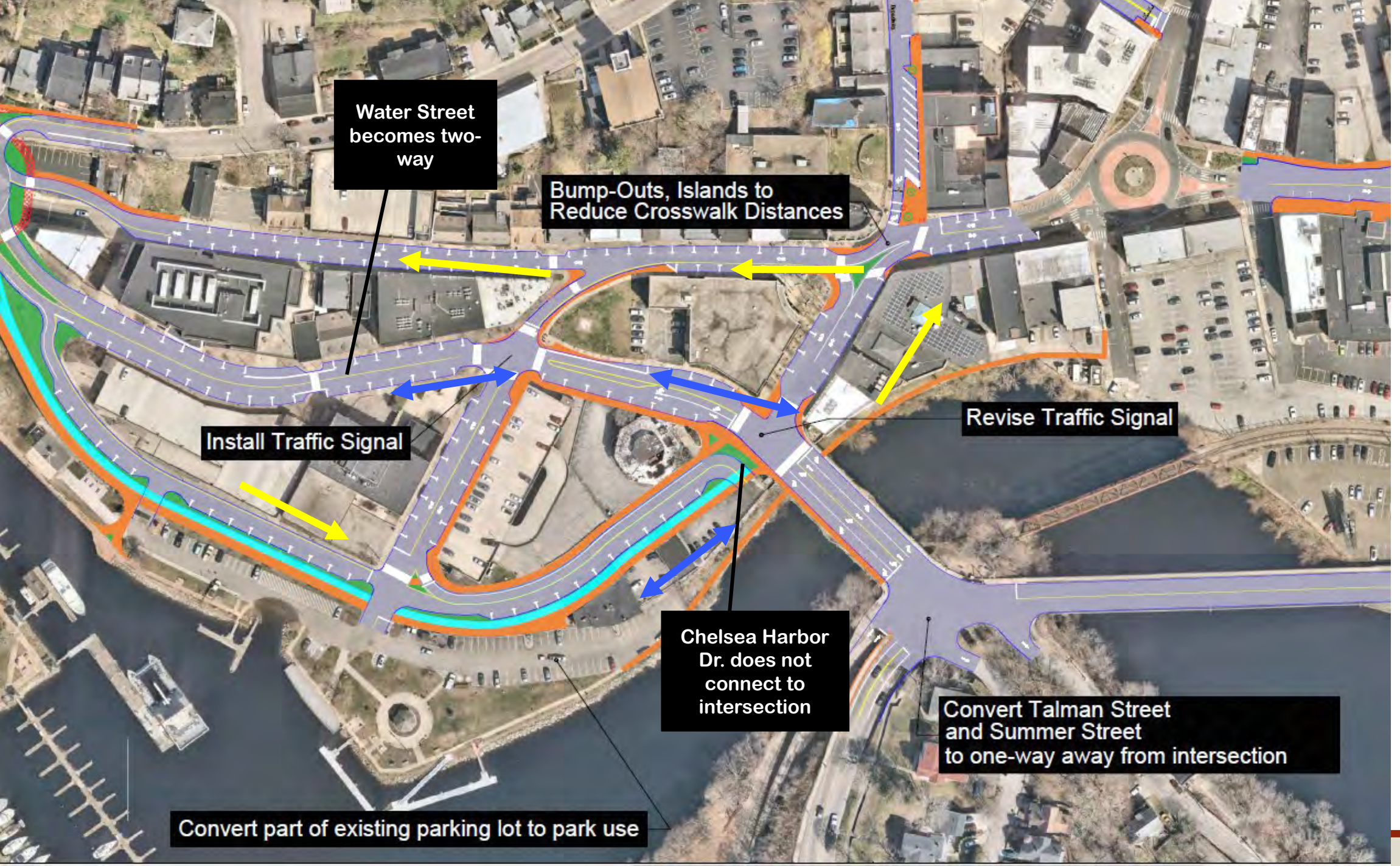

Bath Street Proposed
6'
Sidewalk
8'
Parking lane
11'
Sharrow
11'
Sharrow
8'
Parking lane
7'
Sidewalk
Made wit
Broadway Proposed
6'
Sidewalk
14½'
Drive lane
15'
Angled parking
7½'
Sidewalk
Made wit
Revise
intersecti
of Broadv
at Bath S
Bath Street
Broadway
Broadway becomes one lane
Develop angled parking
No net change in parking spaces between Broadway and Bath St
Overlook Area

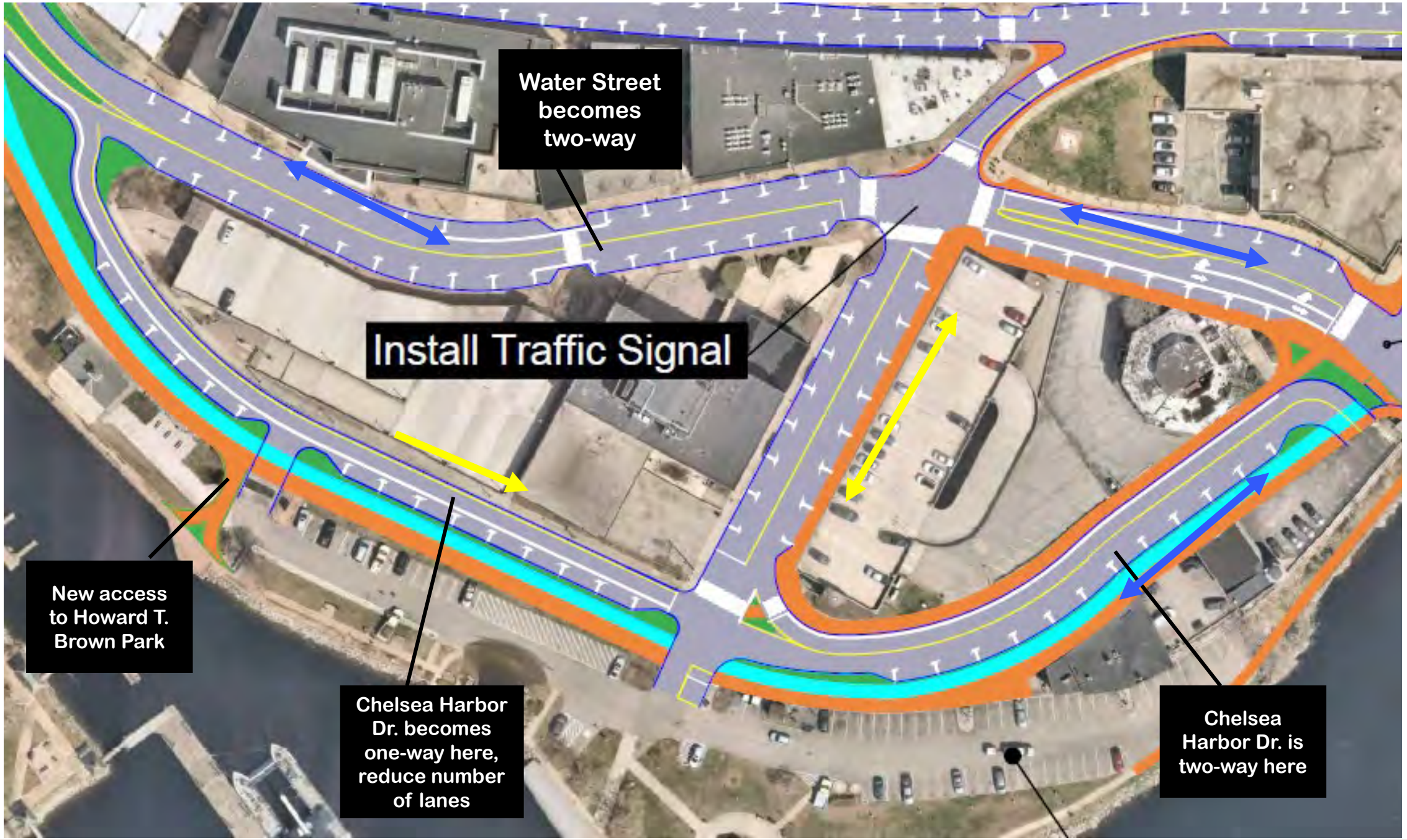


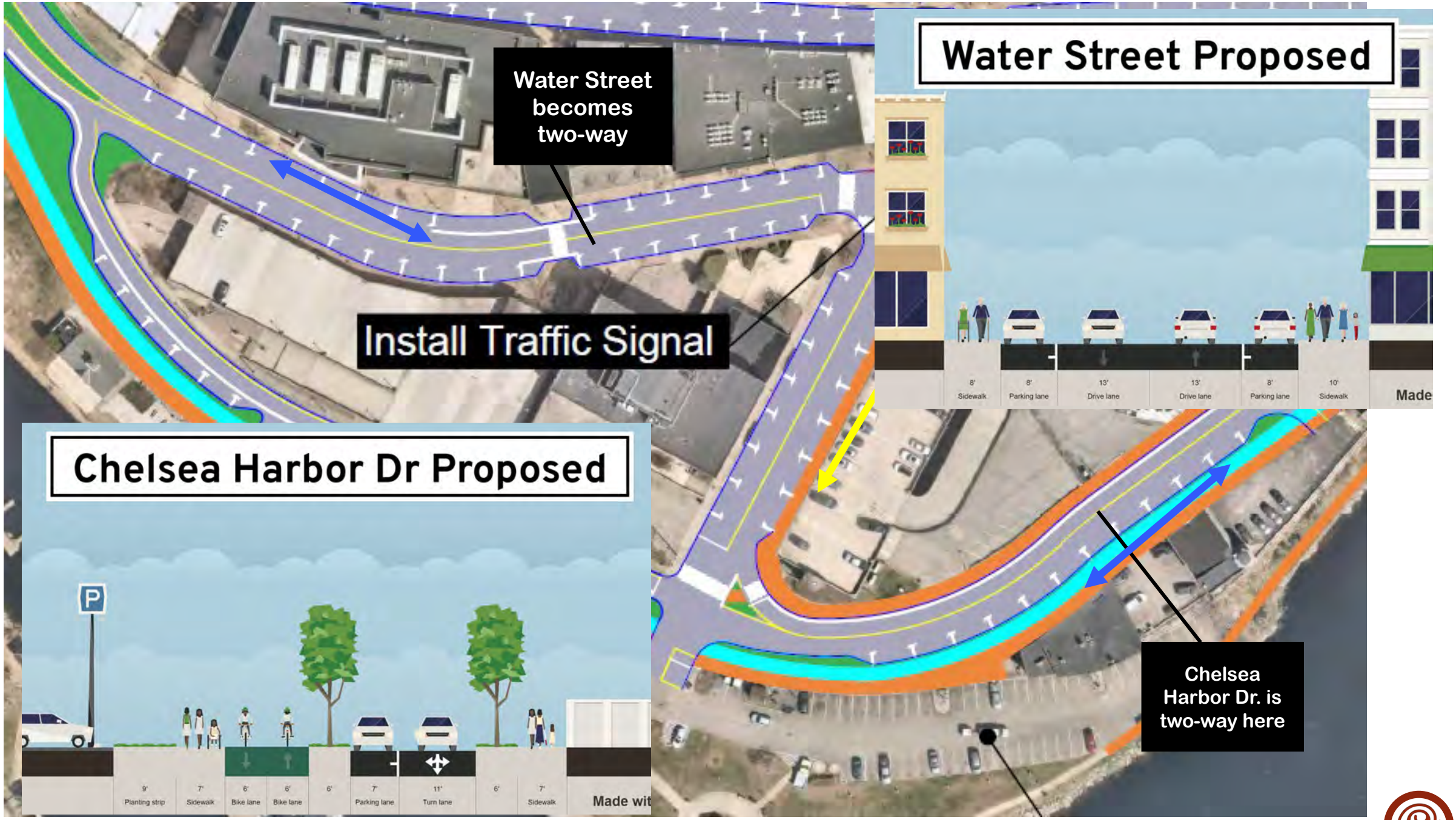


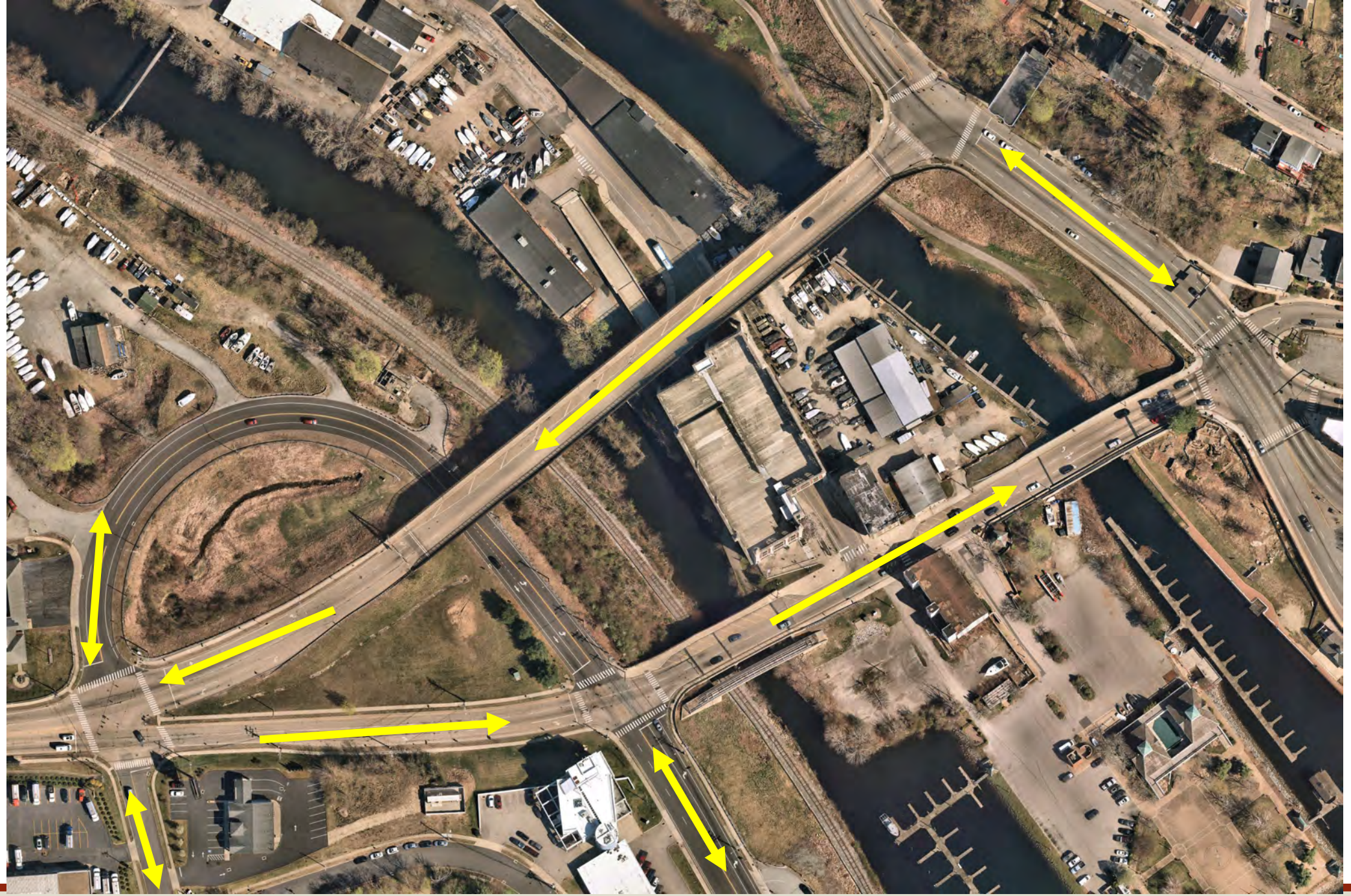

Tighten up intersection
Create plaza with trees
Convert to Four-way Stop
Franklin Street
Boswell Street
Franklin Street
Oak Street

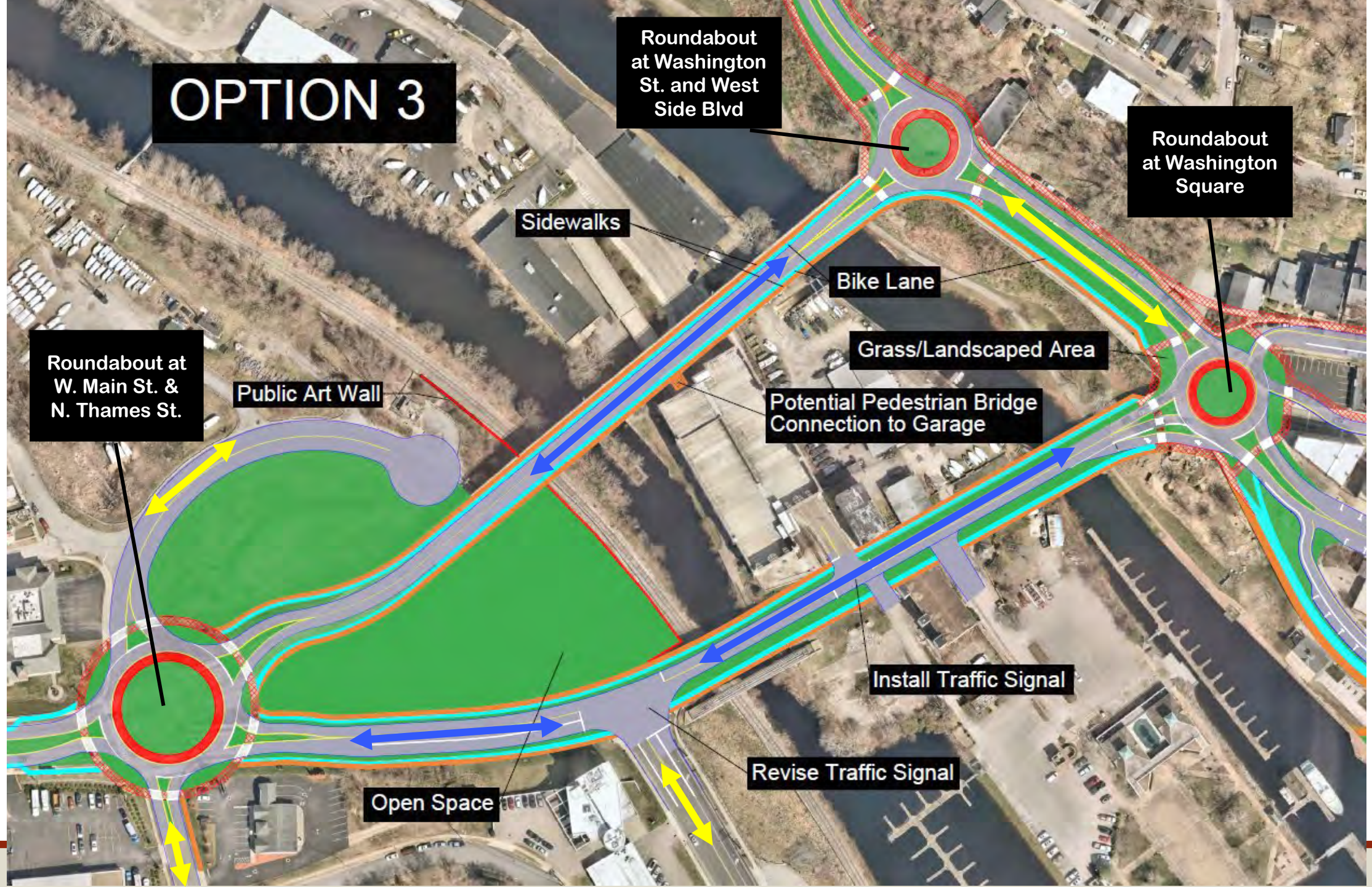



Water Street becomes two-way
Bump-Outs, Islands to Reduce Crosswalk Distances
Install Traffic Signal
Revise Traffic Signal
Chelsea Harbor Dr. does not connect to intersection
Convert Talman Street and Summer Street to one-way away from intersection
Convert part of existing parking lot to park use


Water Street becomes two-way
Install Traffic Signal
New access to Howard T. Brown Park
Chelsea Harbor Dr. becomes one-way here, reduce number of lanes
Chelsea Harbor Dr. is two-way here


Water Street becomes two-way
Install Traffic Signal
Water Street Proposed
8' Sidewalk
8' Parking lane
13' Drive lane
13' Drive lane
8' Parking lane
10' Sidewalk
Made
Chelsea Harbor Dr Proposed
9' Planting strip
7' Sidewalk
6' Bike lane
6' Bike lane
6'
7' Parking lane
11' Turn lane
6'
7' Sidewalk
Made wit
Chelsea Harbor Dr. is two-way here




OPTION 3
Roundabout at Washington St. and West Side Blvd
Roundabout at Washington Square
Sidewalks
Bike Lane
Grass/Landscaped Area
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Install Traffic Signal
Revise Traffic Signal
Open Space

OPTION 3

Roundabout at Washington St. and West Side Blvd

Roundabout at Washington Square

West Side Blvd



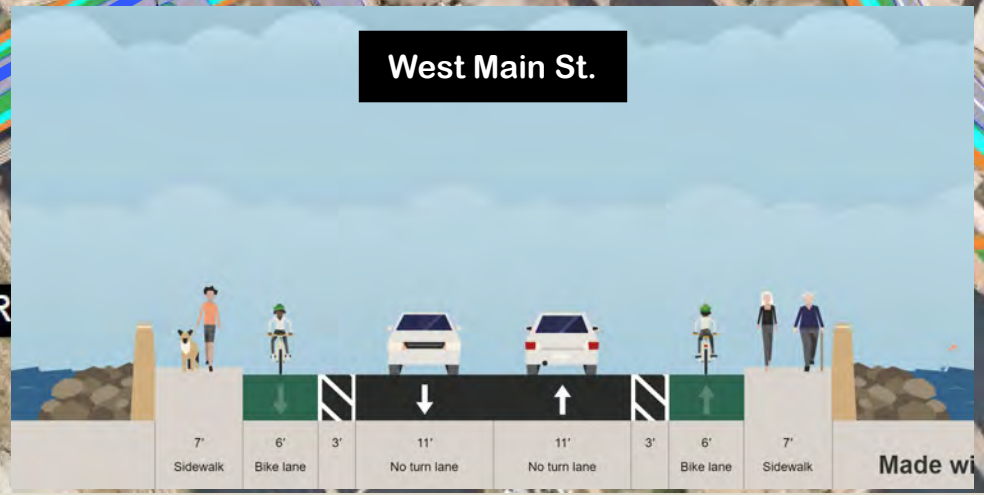
Bike Lane

Grass/Landscaped Area

Potential Pedestrian Bridge Connection to Garage

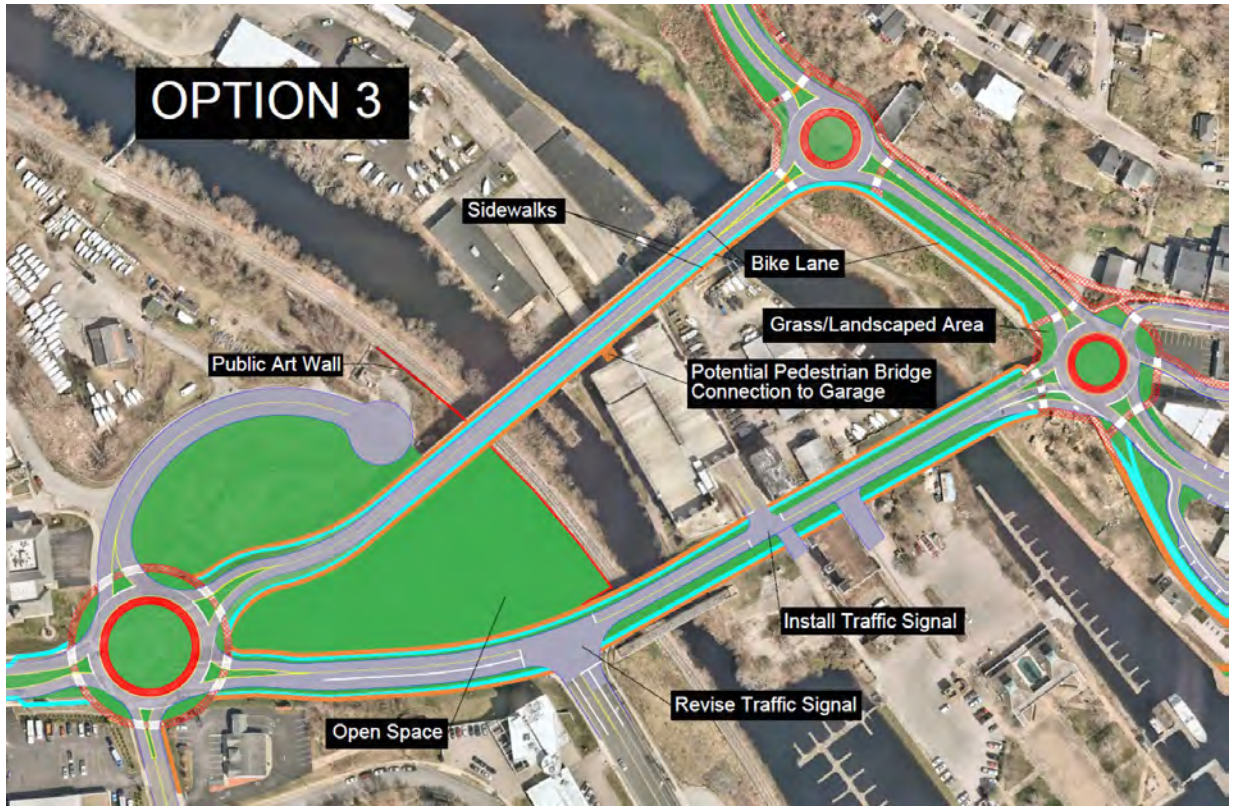
Open Space

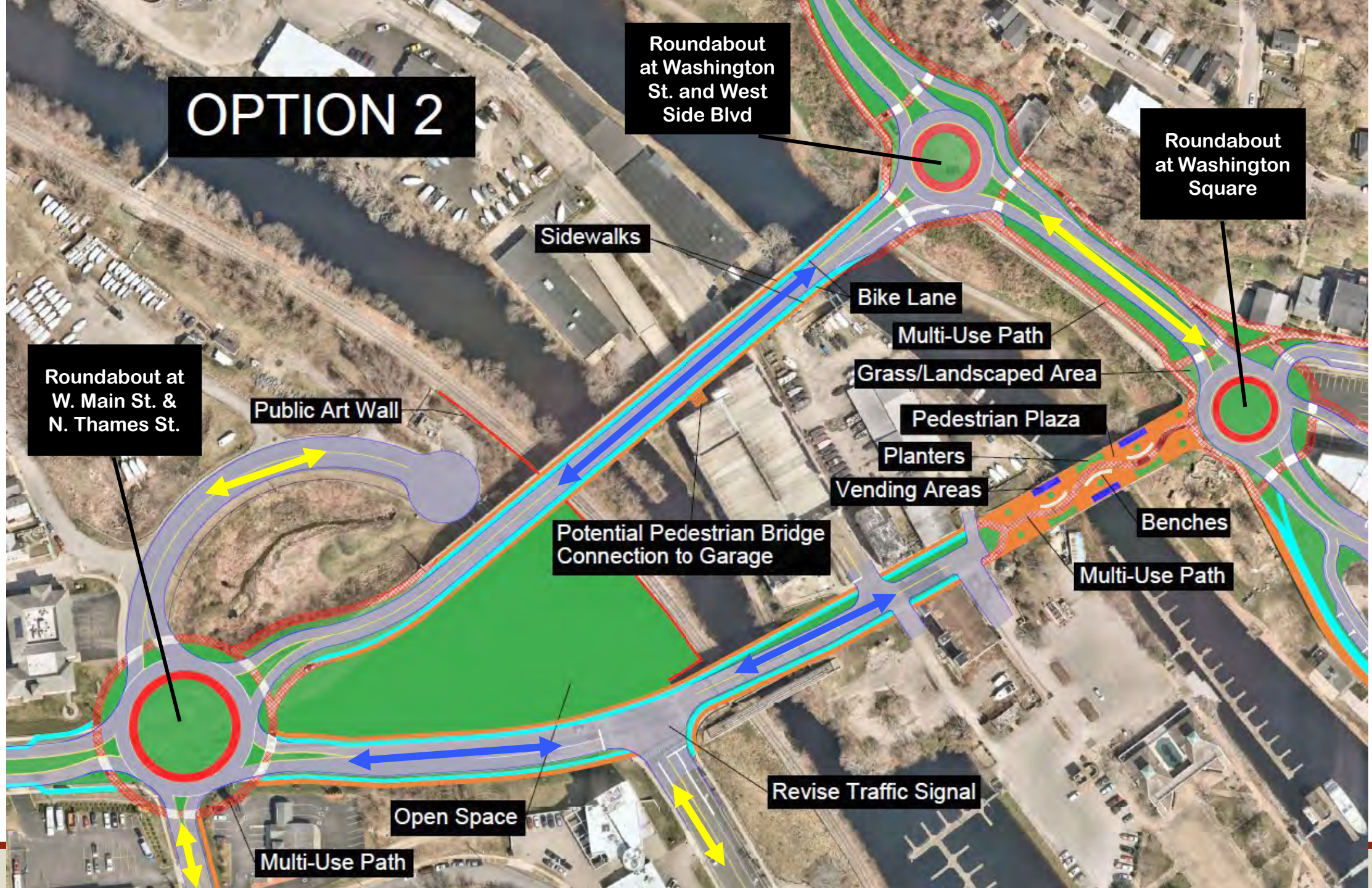
West Main St.



Option 3 is Recommended – As a Starting Point

- Option 3 does not preclude Options 1 & 2
- Safety benefits for all users
- Improve bicycle/pedestrian mobility on both bridges
- Access for Marina and Transportation Center maintained & improved
- Concerns about maintenance costs of Westside Blvd Bridge
- Can test elements of Options 1 & 2 before implementation




OPTION 2
Roundabout at Washington St. and West Side Blvd
Roundabout at Washington Square
Roundabout at W. Main St. & N. Thames St.
Sidewalks
Bike Lane
Multi-Use Path
Grass/Landscaped Area
Pedestrian Plaza
Planters
Vending Areas
Benches
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Revise Traffic Signal
Open Space
Multi-Use Path

OPTION 2

Roundabout at Washington St. and West Side Blvd

Roundabout at Washington Square

West Side Blvd



ewalks

Bike Lane

Multi-Use Path

Grass/Landscaped Area

Pedestrian Plaza

Planters

Vending Areas

Benches

Multi-Use Path

Potential Pedestrian Bridge Connection to Garage

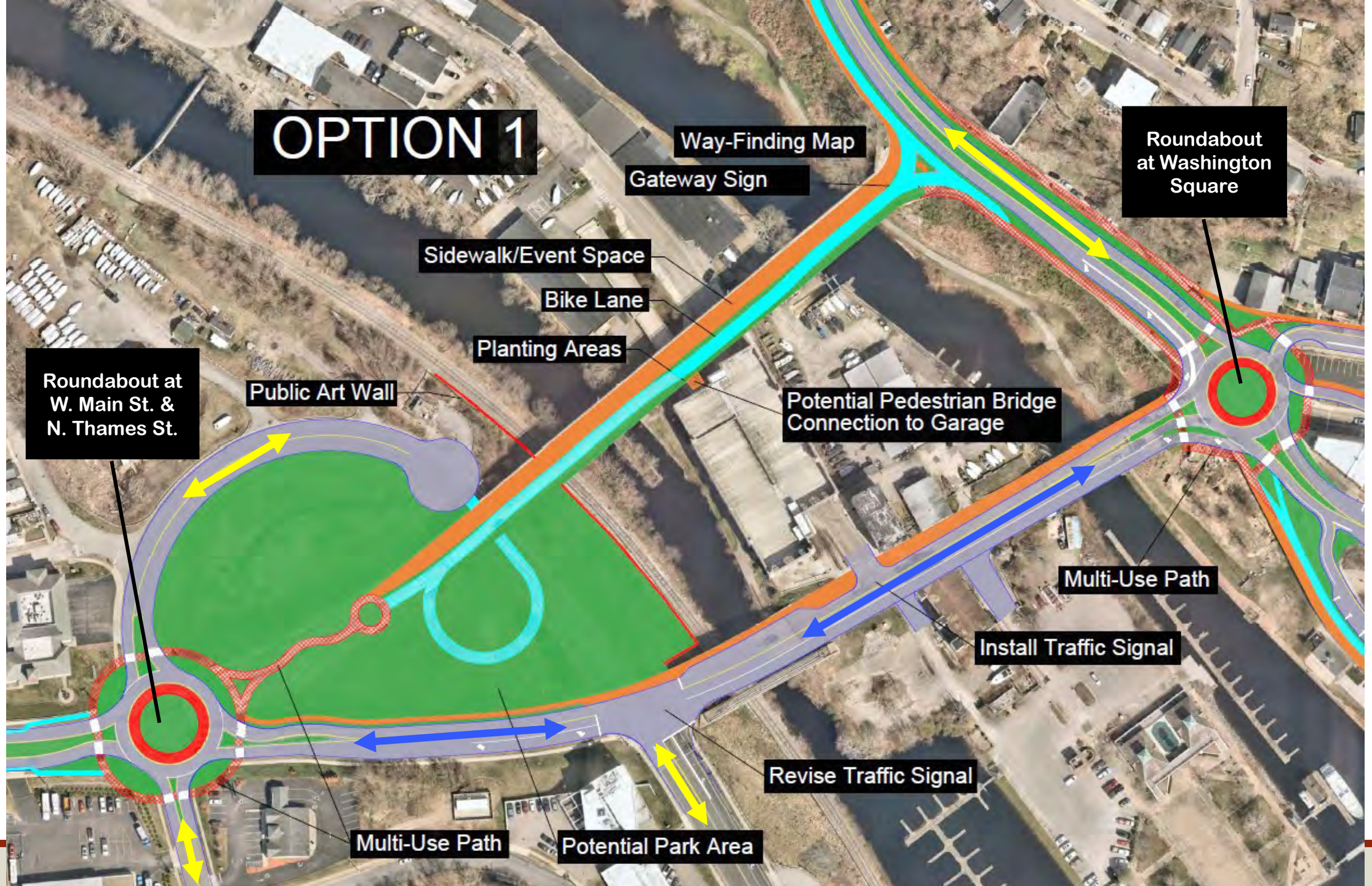
Revise Traffic S

Open Space

Multi-Use Path

West Main St. - Plaza




OPTION 1
Way-Finding Map
Gateway Sign
Roundabout at Washington Square
Sidewalk/Event Space
Bike Lane
Planting Areas
Roundabout at W. Main St. & N. Thames St.
Public Art Wall
Potential Pedestrian Bridge Connection to Garage
Multi-Use Path
Install Traffic Signal
Revise Traffic Signal
Multi-Use Path
Potential Park Area

OPTION 1


Way-Finding Map
Gateway Sign
Roundabout at Washington Square
t Space
ke Lane
Areas
Potential Pedestrian Bridge Connection to Garage
Revise Traffic
Multi-Use Path
Potential Park Area

West Side Blvd
10'
Planting strip
6'
Bike lane
6'
Bike lane
6'
Sidewalk
4'
Bench
8'
Street vendor
8'
Sidewalk

West Main St.
7'
Sidewalk
2'
11'
Turn lane
12'
No turn lane
12'
No turn lane
3'
7'
Sidewalk

Pedestrian-Bike "Bridge of Roses"



Schedule

- Complete documentation of final recommended option
- Develop final plan
- Draft and Final Study Report in the Fall

Questions/Discussion?

damstutz@vhb.com

860.807.4417

https://downtownnorwichmobilitystudy.com/

Thank You!

City Council Informational Meeting #2

Recommended Transportation Improvements for Downtown Norwich