



COMMUNITY
connectivity program

Cromwell

Main Street (Route 99) between Sunset Drive and Geer Street; Geer Street between Main Street and Woodside Road; and Court Street between Main Street and Woodside Road – Road Safety Audit

September 6, 2016



AECOM

Acknowledgements:

OFFICE OF INTERMODAL PLANNING
BUREAU OF POLICY AND PLANNING
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

Contents

1	Introduction to Court Street/Geer Street/Main Street, Cromwell RSA.....	5
1.1	Location	5
2	Pre-audit Assessment.....	7
2.1	Pre-audit Information	7
2.2	Prior Successful Effort.....	13
2.3	Pre-Audit Meeting	13
3	RSA Assessment.....	15
3.1	Field Audit Observations	15
3.2	Post Audit Workshop - Key Issues	19
4	Recommendations	20
4.1	Short Term	20
4.2	Medium Term	23
4.3	Long Term.....	25
4.4	Summary.....	27

Figures

Figure 1.	Main Street, Court Street, Geer Street, Cromwell.....	6
Figure 2.	Study Area – Regional context	7
Figure 3.	Crashes that occurred in 2015 (Connecticut Crash Data Repository).....	9
Figure 4.	Main Street, Court Street, Geer Street road geometrics	11
Figure 5.	Steep grade and mail box at 34 Geer Street	15
Figure 6.	Crest on Geer Street looking west toward middle School.....	15
Figure 7.	Crosswalk connecting sidewalks at Raymond Place.....	15
Figure 8.	Sidewalk on south side of Geer Street ends at Briadon Drive.....	15
Figure 9.	Intersection of West Tract Road and Geer Street	16
Figure 10.	South side of Geer Street near Main Street with utility pole and private driveways	16
Figure 11.	Geer Street eastbound approach to Main Street.....	16
Figure 12.	Business on northwest corner of Main Street/Geer Street looking north.....	16
Figure 13.	West side of Main Street north of Geer Street looking north.....	17
Figure 14.	Non-bicycle friendly catch basin grate	17
Figure 15.	Main Street crosswalk	17
Figure 16.	No tactile warning strip on ramp	18
Figure 17.	Trees in right of way on north side of Court Street at #32	18

Figure 18. Tilted school crossing ahead sign on westbound Court Street west of Court Place	18
Figure 19. Crosswalk on Court Street west of Court Place	19
Figure 20. Northeast corner of Court Street and Woodside Road	19
Figure 21. Short-term recommendations.....	22
Figure 22. Medium-term recommendations.....	24
Figure 23. Long-term recommendations.....	26

Tables

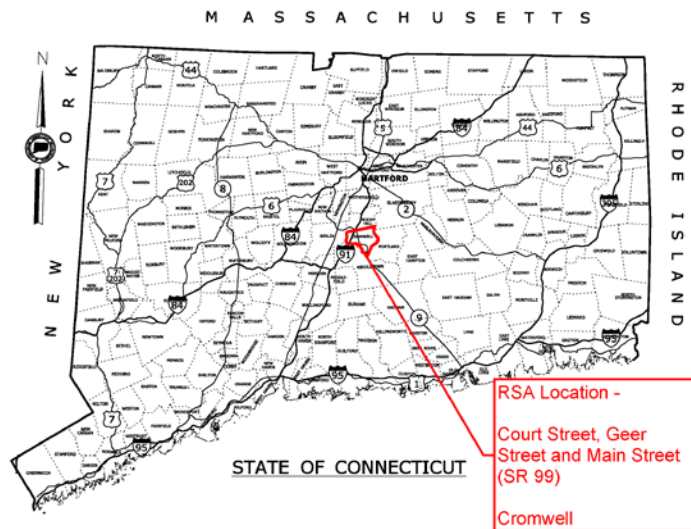
Table 1. Crash severity 2012-2014	7
Table 2. Crash type 2012-2014	8
Table 3. Street inventory	12



The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the FHWA. For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to Court Street/Geer Street/Main Street, Cromwell RSA

The Town of Cromwell submitted an application to complete an RSA on Main Street (State Route 99), Court Street and Geer Street to improve safety for pedestrians and bicyclists travelling to and from the three schools located in study area. The Town of Cromwell's application notes that the Main Street corridor contains commercial and residential uses, which increases automobile usage in the RSA study area. The commercial properties include a post office, dry cleaner, bank, restaurants, gas stations/auto repair, liquor stores, and offices. Single family homes represent the majority of the land use in the study area. Main Street is one of the busiest roads in Cromwell. Additionally, a public transit bus route operated by Connecticut Transit Bus, Route #55, uses Main Street in the RSA study corridor.

The application describes three specific areas of concern. The first area of concern for the Road Safety Audit is Main Street north of and including the intersection of Geer Street. Main Street north of Geer Street is densely populated with single-family homes on small lots and contains no sidewalks. The second area includes Geer Street between Main Street and Woodside Avenue, and includes the Cromwell Middle School and Woodside Intermediate School. There are sidewalks on only one side (alternating) of Geer Street, except west of Mann Memorial Drive where sidewalks are provided on both sides. The third area is Court Street between Main Street and Woodside Road/Orchard Road including the signalized intersection of Main Street /Court Street/Eastwood Road. The Edna C. Stevens Elementary School is located on Court Street near Orchard Road. There are sidewalks only on the south side of Court Street.

There are sidewalks on the west side of Main Street between Geer Street and Court Street. However, this section of Main Street was not included in the audit.

1.1 Location

The RSA site is the section of Main Street between Sunset Drive and Geer Street; Geer Street between Main Street and Woodside Road; and Court Street between Main Street and Woodside Road (Figure 1). The Average Daily Traffic (ADT) on Main Street is between 6,900 vehicles per day (vpd) near the intersection with Geer Street and 8,100 vpd near the intersection with Court Street. Geer Street has an ADT of 1,900 vpd, while Court Street has an ADT of 3,700 vpd. All intersections throughout the study area are controlled by stop signs, except the intersection of Main Street/Court Street/Eastwood Road which is controlled by a traffic signal. Main Street contains driveways serving retail and commercial businesses, adding complexity to walking and bicycling maneuvers through the area. Figure 2 shows the regional context of the study area.



Figure 1. Main Street, Court Street, Geer Street, Cromwell



Figure 2. Study Area – Regional context

2 Pre-audit Assessment

2.1 Pre-audit Information

As noted above, traffic volumes are moderate along Main Street, but are low along Geer Street and Court Street.

The crash history in this area is relatively low. Between 2012 and 2014, there were 25 crashes in the RSA corridor. The majority of crashes reported in this area resulted in property damage (76%) only; however, six crashes did result into injury (Table 1). There were no crashes involving pedestrians or bicyclists. Rear-end crashes (28%) were the predominant crash type in the study area which is typical along corridor experiencing congestion during peak commuter periods (Table 2). Additionally, there were six fixed object crashes. Figure 3 displays crashes that occurred in this area during 2015.

Severity Type	Number of Accidents	
Property Damage Only	19	76%
Injury (No fatality)	6	24%
Total	25	

Table 1. Crash severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	4%
Rear-end	7	28%
Turning-Intersecting Paths	2	8%
Turning-Opposite Direction	2	8%
Fixed Object	6	24%
Backing	2	8%
Angle	0	0%
Turning-Same Direction	1	4%
Moving Object	3	12%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	1	4%
Miscellaneous- Non Collision	0	0%
Total	25	

Table 2. Crash type 2012-2014

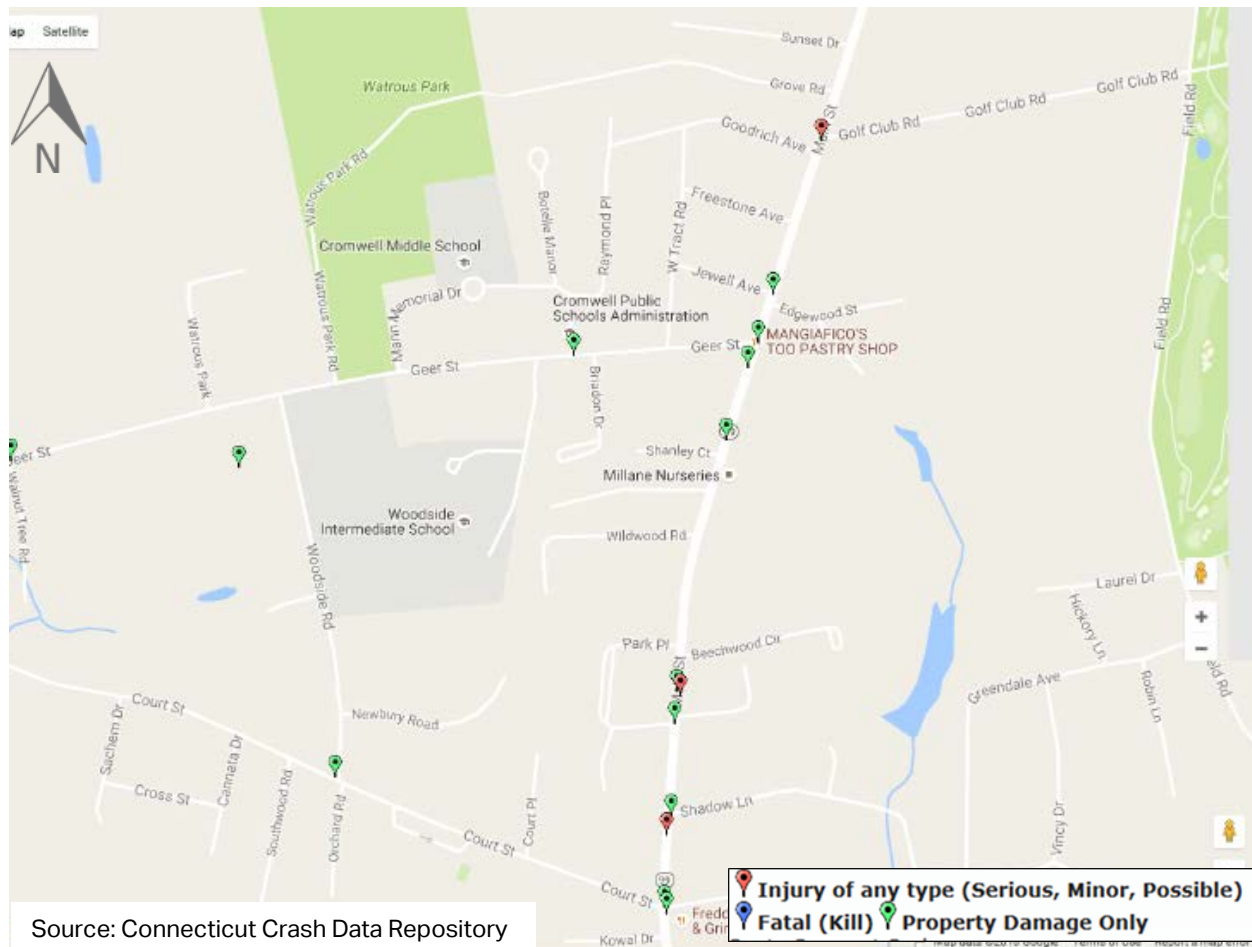


Figure 3. Crashes that occurred in 2015 (Connecticut Crash Data Repository)

As noted in the Community Connectivity Application, the Edna C. Stevens Elementary School, the Woodside Intermediate School and the Cromwell Middle School are all located in close proximity to the RSA study corridor. Currently, adequate pedestrian facilities are not provided to allow children to walk to school from all surrounding neighborhoods.

Figure 4 and Table 3 summarize roadway geometrics for the study area. Each of the roadway corridors consist of a single lane in each direction, separated by a double yellow center line. There are striped shoulders on both sides of Main Street, with a consistent width of approximately seven to eight feet. There are no shoulders striped on Geer and Court Streets.

No sidewalks are provided on Main Street north Geer Street. Sidewalks are provided on one side of Geer Street and Court Street, except on Geer Street west of Mann Memorial Drive where sidewalks are provided on both sides.

Crosswalks on Main Street in the study area are located north of Geer Street and north of Goodrich Avenue, and south of Court Street at the signalized intersection. Crosswalks on Geer Street are located east of Raymond Place and east of Woodside Road. Crosswalks on Court Street are located west of Court Place, east of Woodside/Orchard Roads and at four locations across the Edna C. Stevens School driveways.

The roadways along the corridor range in condition from fair to good. Main Street is in good condition and appeared to be recently repaved, showing minimal cracks in the pavement. Geer Street is also in good condition, with minimal cracks in the pavement. Where cracks occurred on local streets, the Town has filled them. Court Street is in fair to good condition. The roadway is in fair condition near the intersection with Main Street, showing cracks in the pavement. Near Edna Stevens School the pavement is in good condition and continues in good condition until the intersection with Woodside Road.

Pedestrian handicap ramps exist at intersections throughout the corridor, with the exception of intersections on Main Street north of Geer Street. Speed limits vary in the RSA study area. Within the RSA corridor, the posted speed limit is 40 mph along Main Street and 25 mph along Court Street and Geer Street. West of Woodside Road, Court Street has a posted speed limit of 30 mph.

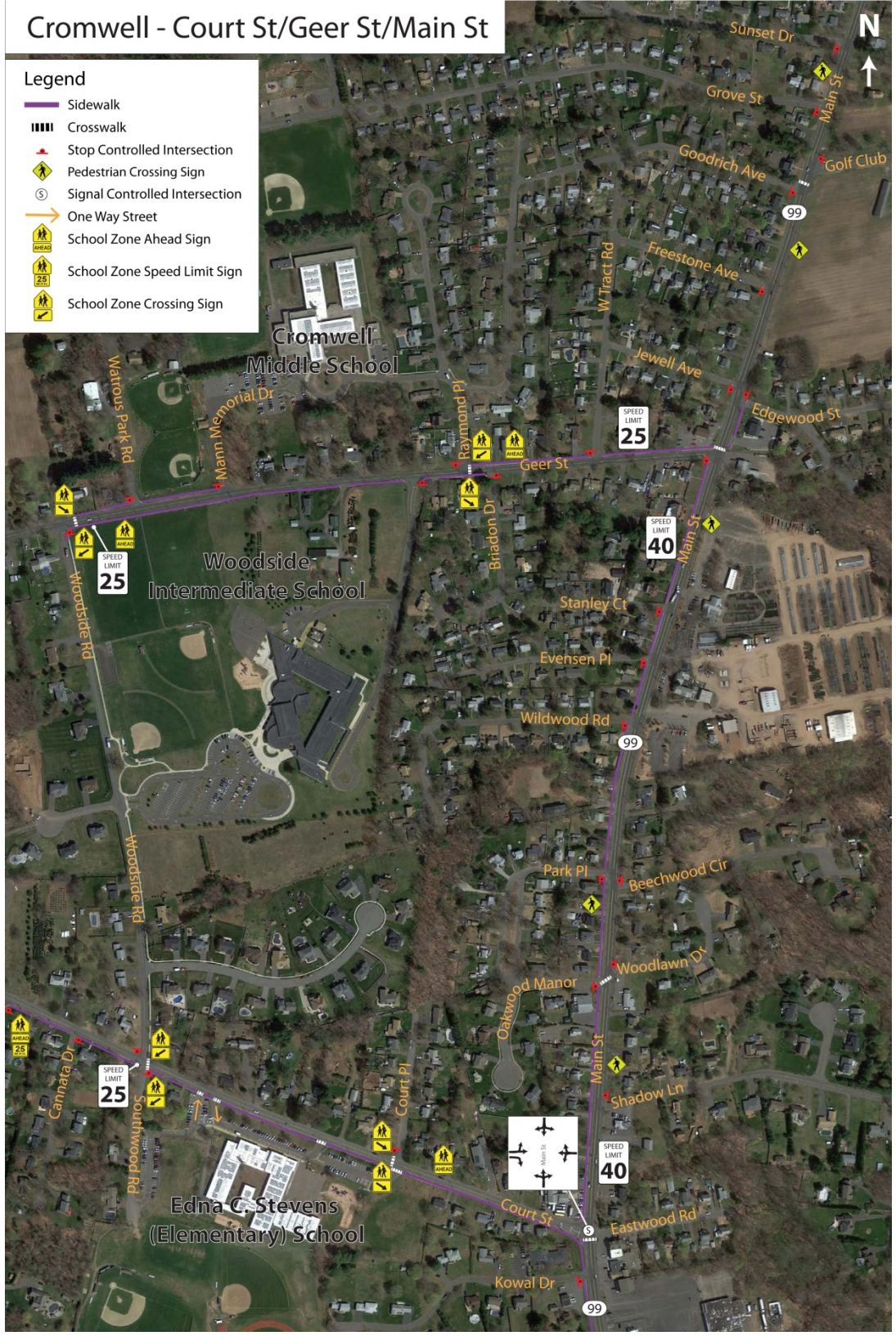


Figure 4. Main Street, Court Street, Geer Street road geometrics

Cromwell – Court Street/Geer Street/Main Street Street Inventory

Street	Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
		Side	Type	Width	Condition*				Exist	Compliant
Court Street (from Main St to Woodside Rd)	14'	EB	Concrete	4'	Fair	No	No	No	Yes	No
	16'	WB	None	N/A	N/A	No	No	No	None	N/A
Geer Street (from Mann Memorial Dr to Raymond Place)	11'	EB	Concrete	5'	Good	Asphalt	No	No	Yes	No
	12'	WB	None	N/A	N/A	No	No	No	None	N/A
Geer Street (from Raymond Place to Main Street (Rt 99))	11'	EB	None	N/A	N/A	No	No	No	None	N/A
	12'	WB	Concrete	4'	Good	Asphalt	No	No	Yes	No
Main Street (Rt 99) (from Geer St to Sunset Dr)	11.5'	NB	None	N/A	N/A	Asphalt	No	7'-8'	None	N/A
	13'	SB	None	N/A	N/A	Asphalt	No	7'-8'	None	N/A

Table 3. Street inventory

2.2 Prior Successful Effort

Main Street in Cromwell has a variety of small commercial establishments within the study area. The establishments include a post office, dry cleaner, bank, restaurants, gas stations/auto repair, liquor stores and various office facilities. In addition, single-family homes are located along Main Street, Geer Street and Court Street.

The Town of Cromwell developed three public schools in the centralized area roughly bounded by Main Street, Woodside/Orchard Road, Geer Street and Court Street. There are pedestrian facilities within this area to serve children walking to school; however, there are no sidewalks on Main Street and other roadways north of Geer Street. This area also includes many athletic fields which are heavily used.

The Town will be updating water, sewer and gas lines on roadways in the neighborhood north of Geer Street in the near future. Truck traffic will increase in this area during construction.

The Town of Cromwell participates in the State's Safe Routes to School Program, which has included Walk Audits in the study area.

2.3 Pre-Audit Meeting

The RSA was conducted on September 6, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located at 41 West Street in Cromwell.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, representatives from Cromwell departments including the Planning Department, Police Department, Public Works, and School Department. The complete list of attendees can be found in Appendix B.

Several items were presented for general information prior to conducting the Audit in the field:

- The corridor consists of Geer Street between Main Street (route 99) and Woodside Drive, Main Street from Geer Street to Sunset Drive and Court Street between Woodside Road and Main Street. These are primarily residential areas.
- Cromwell would like to improve pedestrian access from the side streets so that students can walk to school.
- Children who reside north of Geer Street walk to school via Grove Road and Watrous Park Road.
- The Town would like to extend the sidewalk on the west side of Main Street north of Geer Street to Sunset Drive. The existing sidewalk on the west side extends south from Geer Street to the town center.
- There is sidewalk along Geer Street. It is on the south side of the road west of Raymond Place and then transitions to the north side of the road. Cromwell would like to extend the sidewalk on the south side all the way to Main Street.

- Court Street has a sidewalk on the north side only.
- Because the posted speed limit is 25 mph on both Geer and Court Streets, there may not be an advantage to install a School Zone at 20 mph.
- The 85th percentile travel speed on Court Street is in the low 30 mph range.
- Students use Court Street to walk to the middle school and high school.
- There is no crosswalk across Eastwood Road or Court Street at Main Street.
- At the intersection of Court Street and Main Street there are pedestrian signals to cross east-west but not north-south.
- The Town is trying to organize students at centralized locations to be picked up by school buses.
- The Town uses 13 school buses to transport students. The high school and middle school students (grade 6-8) ride together.
- Residents and business owners are required to remove snow from sidewalk 24 hours after a snow storm.
- Some middle and high school students ride bicycles to school. There are bike racks at the middle school.
- Main Street has wide shoulders which can be used for bicycle accommodation. Serious cyclists will use Main Street.
- Bicyclists should not use the sidewalk, although it is not enforced.
- The DPW has begun a survey of Geer Street to identify potential constraints to constructing a new sidewalk.
- Cromwell is the northern most member of the Lower Connecticut River Valley Council of Governments.
- Pedestrians use Main Street in sections with and without sidewalks.
- There are no major development projects planned along Main Street. The greenhouse business will remain. The major retailers in Cromwell are along Route 372. On Main Street there are a few smaller retailers around the schools.
- Cromwell does not have a sidewalk plan.
- The Town will be upgrading water, sewer and gas lines on roadways in the neighborhood north of Geer Street. Truck trips will increase during construction.
- Traffic along Main Street is relatively low, except during the annual TPC River Highlands Golf Tournament. Truck traffic on Main Street is low to moderate.
- The athletic fields in the study area are heavily used.
- Cromwell has done some right-of-way research on Geer Street in anticipation of a new sidewalk.

3 RSA Assessment

3.1 Field Audit Observations

Geer Street between Main Street and Woodside Road:

- The Town is looking to construct a new sidewalk on the north side between Mann Memorial Drive and Raymond Place.
 - There are grade issues and mail boxes that would need to be relocated on the north side (Figure 5).
- The vertical curve on Geer Street east of the school limits sight distance (Figure 6).
- At the back access road for the middle school there is not a crosswalk or detectable warning strips. This is a wide intersection/drive.
- At Raymond Place there are no detectable warning strips on the handicap ramps for the crosswalk connecting the sidewalk on the south side with the north side (Figure 7).
- The crosswalk signs at Raymond Place are retroreflective but are lower than minimum requirement of seven feet. The sign on south side is leaning.
- The sidewalk on south side ends at Briadon Drive. There are no detectable warning strips at the handicap ramp (Figure 8).
- Utiliy poles are located on the south side of Geer Street.
- There is a grass snow shelf along the entire sidewalk on Geer Street. It ranges from two to five feet in width.



Figure 5. Steep grade and mail box at 34 Geer Street



Figure 6. Crest on Geer Street looking west toward middle School



Figure 7. Crosswalk connecting sidewalks at Raymond Place



Figure 8. Sidewalk on south side of Geer Street ends at Briadon Drive

- At West Tract Road there is no crosswalk or detectable warning strips at the handicap ramps (Figure 9).
- There are utility poles and private driveways on the south side of Geer Street near Main Street which may present challenges to constructing a new sidewalk (Figure 10).
- The catch basins on Geer Street are bicycle friendly.
- There are no shoulders lines on Geer Street,



Figure 9. Intersection of West Tract Road and Geer Street



Figure 10. South side of Geer Street near Main Street with utility pole and private driveways

Intersection of Main Street and Geer Street:

- Stop bar on Geer Street approach is too far back from intersection (Figure 11).
- There is no crosswalk across Geer Street (Figure 11). The handicap ramps on the northwest and southwest corners do not have detectable warning strips. There is no ramp on the northeast corner where the crosswalk connects to the curb.
- Main Street is uncontrolled at this intersection and there are no crosswalk signs or advance crossing signs.
- The business sign on the northwest corner could potentially block motorist sight lines (Figure 12).



Figure 11. Geer Street eastbound approach to Main Street

Intersection of Main Street and Geer Street:

- There is no crosswalk across Geer Street, but there is one across Main Street. On the east side there is no ramp and the crosswalk ends at a utility pole. On the west side there is a ramp but no tactile warning strip.



Figure 12. Business on northwest corner of Main Street/Geer Street looking north

- The stop bar on Geer Street is set back far from the intersection.

Main Street between Geer Street and Sunset Drive:

- There appear to be no major constraints to constructing a sidewalk on the west side of Main Street (Figure 13). Neighborhood monument structures may need to be relocated.
- The crosswalk at Goodrich Avenue has no handicap ramps and no crosswalk or advance crossing signs. The need to keep this crosswalk was questioned. During the TPC golf tournament a police officer is stationed at this location.
- The northbound travel lane is 11.5 feet wide, and southbound is 13 feet wide. The shoulders are seven to eight feet wide.
- The catch basin grates are not bicycle friendly (Figure 14).



Figure 13. West side of Main Street north of Geer Street looking north



Figure 14. Non-bicycle friendly catch basin grate

Intersection of Main Street, Court Street and Eastwood Drive:

- The Court Street approach has one shared left-through lane and one exclusive right-turn lane. All other approaches have single lanes.
- There is a crosswalk (54 feet long) on the south leg of Main Street with pedestrian signal heads and pushbuttons provided on each end (Figure 15). The push buttons and placards are different on either side. The pedestrian signal heads are different styles and neither is countdown or audible.
- The pedestrian signal phase is exclusive.



Figure 15. Main Street crosswalk

- The time measured to cross Main Street with the pedestrian signal was approximately 20 seconds total, 12 of these seconds were the flashing hand indication. This time does not appear to be adequate to cross Main Street (54-foot long crosswalk).
- There are handicap ramps on the southwest and northwest corners only and no detectable warning strips (Figure 16). There is no crosswalk across Court Street.
- There is a fence/barrier, which is falling down, that protects a catch basin on the southwest corner of the intersection.



Figure 16. No tactile warning strip on ramp

Court Street between Main Street and Woodside Road and Orchard Road:

- The Town would like to construct a new sidewalk on the north side of Court Street. There is an existing sidewalk on the south side of Court Street. It is four feet wide with a 10 foot wide buffer/snow shelf.
- Court Street is 30 feet wide and does not have shoulder lines.
- The crosswalks across the school entrances/exits do not have tactile warning strips on the ramps.
- The north side of Court Street is flat but the following minor constraints to constructing a sidewalk were noted:
 - Utility pole at #4 Court Street.
 - Water and gas lines run along the north side of Court Street.
 - Trees at #32 Court Street (Figure 17).
 - Fire hydrant at #16 and #30 Court Street.



Figure 17. Trees in right of way on north side of Court Street at #32



Figure 18. Tilted school crossing ahead sign on westbound Court Street west of Court Place

- Mail boxes.
- There is a leaning school crossing ahead sign facing westbound Court Street east of Court Place (Figure 18).
- There are no handicap ramps at the crosswalk across Court Street at Court Place (Figure 19).

Intersection of Court Street at Woodside Road and Orchard Road:

- There is one crosswalk on the east leg of Court Street at Woodside Road and Orchard Road. There are handicap ramps on both ends of the crosswalk and on the southwest corner. There are no detectable warning strips (Figure 20).
- The pedestrian crosswalk signs and the stop sign on the Orchard Road approach are below seven feet high.
- The Town places a Yield to Pedestrians bollard at the crosswalk during the school year.
- The four-way intersection has stop control on the Woodside Road and Orchard Road approaches. The Town has considered making the intersection all-way stop controlled, but after evaluation determined the current two-way stop control provides the best operation.



Figure 19. Crosswalk on Court Street west of Court Place



Figure 20. Northeast corner of Court Street and Woodside Road

3.2 Post Audit Workshop - Key Issues

- The Town would like to improve pedestrian accessibility between neighborhoods and schools by providing new sidewalks on Geer Street, Court Street and Main Street between Geer Street and Sunset Drive.
- There appear to be no significant physical constraints to constructing new sidewalks in these locations.

- Most intersections with sidewalks have handicap ramps; although some are not ADA compliant and many do not have detectable warning strips.
- Separate Walk Audits were conducted at the elementary and middle schools as part of the Safe Routes to School Program.
- The Town avoids constructing concrete sidewalks across driveways because of deterioration due to salt.
- Lighting is generally good within the study area.
- There were questions as to what to do with the mid-block crosswalk at Goodrich Avenue. It provides a crossing to the TPC River highlands but there are no sidewalks on either side.

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of-way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

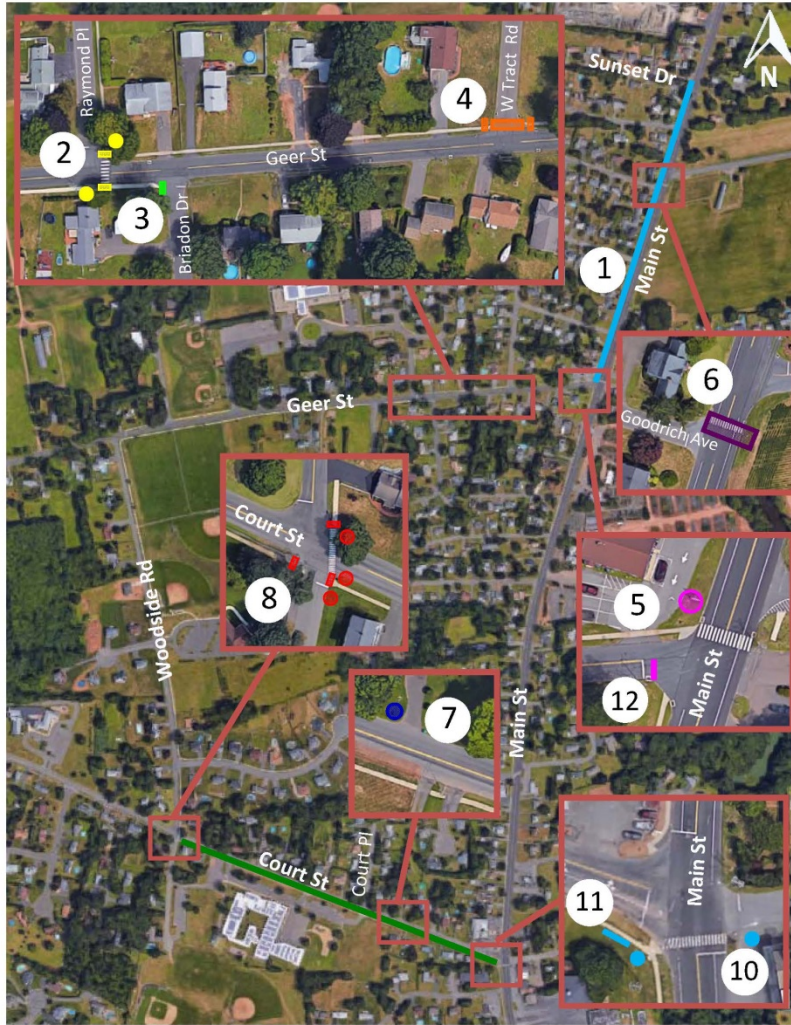
4.1 Short Term

1. The Town is to develop a plan and alignment and coordinate with the CTDOT for a new sidewalk on the west side of Main Street between Geer Street and Sunset Drive.
2. The Town is to provide detectable warning strips and raise the height of crosswalk signs to seven feet at the intersection of Geer Street and Raymond Place.

3. The Town is to provide detectable warning strips at Geer Street and Briadon Drive.
4. The Town is to provide detectable warning strips and crosswalk across West Tract Road at Geer Street.
5. The Town is to coordinate with the business owner on the northwest corner of Main Street and Geer Street to ensure that the business sign does not restrict sight lines.
6. The Town will coordinate with CTDOT to evaluate the need to retain the crosswalk on Main Street north of Goodrich Avenue. If the crosswalk is to remain proper pedestrian signing should be installed.
7. The Town is to straighten the school crossing ahead sign on Court Street east of Court Place.
8. The Town is to provide detectable warning strips at the handicap ramps and raise the height of pedestrian crosswalk signs and stop signs to seven feet and straighten out signs at the intersection of Court Street, Woodside Road and Orchard Road.
9. The Town is to stripe shoulder or possibly bike lanes on Court Street.
10. The Town will coordinate with CTDOT to retime the signal at Main and Court Street's pedestrian phase to current standards.
11. The Town is to repair the fence protecting the catch basin on the southwest corner of the Court Street/Main Street intersection.
12. The Town will coordinate with CTDOT regarding moving the stop bar at Geer Street closer to the intersection (Main Street).

Figure 21 depicts these recommendations.

Short Term Recommendations



1. Develop a plan and alignment and coordinate with the CTDOT for a new sidewalk on the west side of Main Street between Geer Street and Sunset Drive

2. Install detectable warning strips and raise the height of crosswalk signs at the intersection of Geer Street and Raymond Place. Consider installing yield lines and the corresponding "Yield Here to Pedestrians" sign in advance of the crosswalk. Refer to Figure 3B-17 in the MUTCD.

3. Install detectable warning strips at Geer Street and Briadon Drive

4. Install detectable warning strips and crosswalk across West Tract Road at Geer Street

5. Ensure business sign does not restrict site lines

12. Contact CTDOT regarding moving the stop bar at Geer Street closer to the intersection (Main Street)

6. Evaluate the need to retain the crosswalk on Main Street north of Goodrich Avenue. If the crosswalk is to remain install proper pedestrian signing

7. Straighten the school crossing ahead sign on Court Street east of Court Place

8. Install detectable warning strips, raise the height of pedestrian crosswalk signs and stop signs, and straighten out signs at the intersection of Court Street, Woodside Road and Orchard Road

9. Stripe shoulder or possible bike lanes on Court Street

10. Retime the signal at Main and Court Street's pedestrian phase to current standards

11. Repair the fence on the southwest corner of the Court Street/ Main Street Intersection

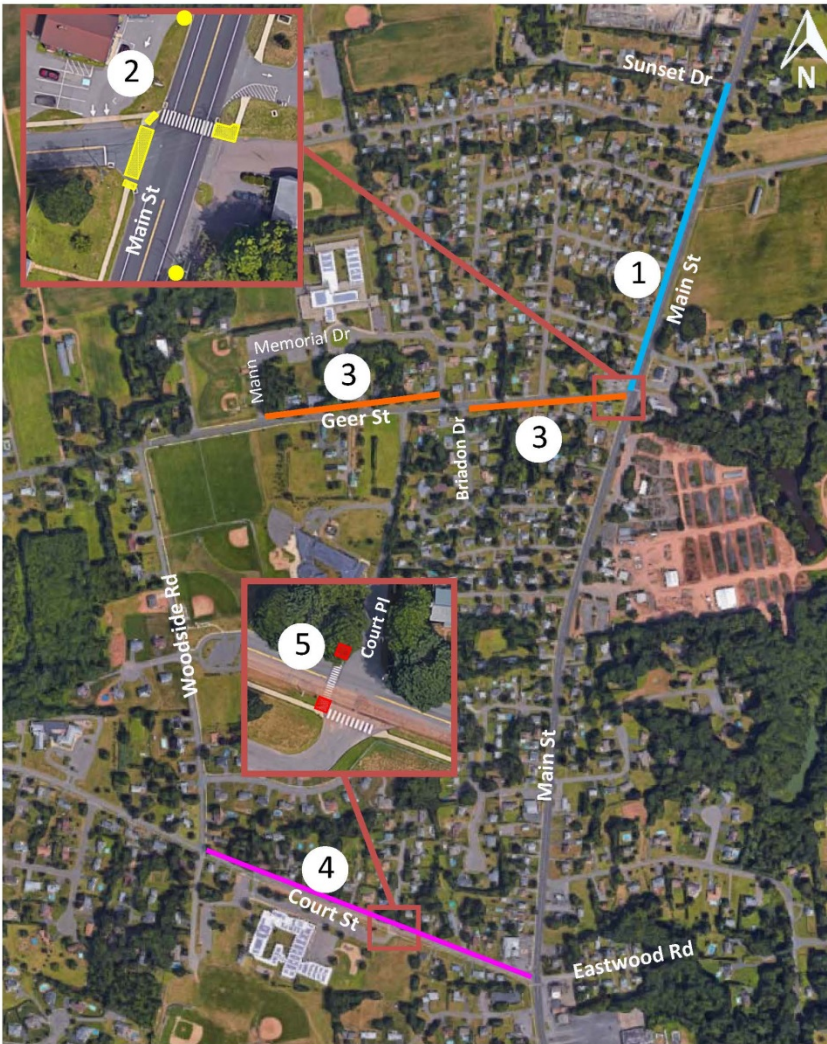
Figure 21. Short-term recommendations

4.2 Medium Term

1. The Town is to coordinate with CTDOT to construct a new sidewalk on the west side of Main Street between Geer Street and Sunset Drive.
2. Local Traffic Authority (LTA) is to coordinate with CTDOT to request improvements at the intersection of Main Street and Geer Street including:
 - a. File for an encroachment permit to install a crosswalk across Geer Street.
 - b. Detectable warning strips at ramps on the northwest and southwest corners.
 - c. Handicap ramp on the northeast corner and connect to existing sidewalk.
 - d. Advance warning signs for crosswalk on Main Street.
3. The Town is to develop a plan and alignment for a new sidewalk on the north side of Geer Street between Mann Memorial Drive and Raymond Place and on the south side between Briadon Drive and Main Street.
4. The Town is to develop a plan and alignment for a new sidewalk on the north side of Court Street between Main Street and Woodside Road.
5. The Town is to provide handicap ramps at the crosswalk across Court Street at Court Place.
6. The Town is to replace non-bicycle friendly catch basin grates with friendly ones on Court Street.

Figure 22 depicts the recommendations.

Mid Term Recommendations



1. Construct a new sidewalk on the west side of Main Street between Geer Street and Sunset Drive

2. Request improvements at the intersection of Main Street and Geer Street including :

- File for an encroachment permit to install a cross-walk across Geer Street.
- Detectable warning strips at ramps on the northwest and southwest corners
- Handicap ramp on the northeast corner and connect to the existing sidewalk
- Advance warning signs for crosswalk on Main Street

3. Develop a plan and alignment for a new sidewalk on the north side of Geer Street between Mann Memorial Drive and Raymond Place and on the south side between Briadon Drive and Main Street

4. Develop a plan and alignment for a new sidewalk on the north side of Court Street between Main Street and Woodside Road

5. Provide handicap ramps at the crosswalk across Court Street at Court Place

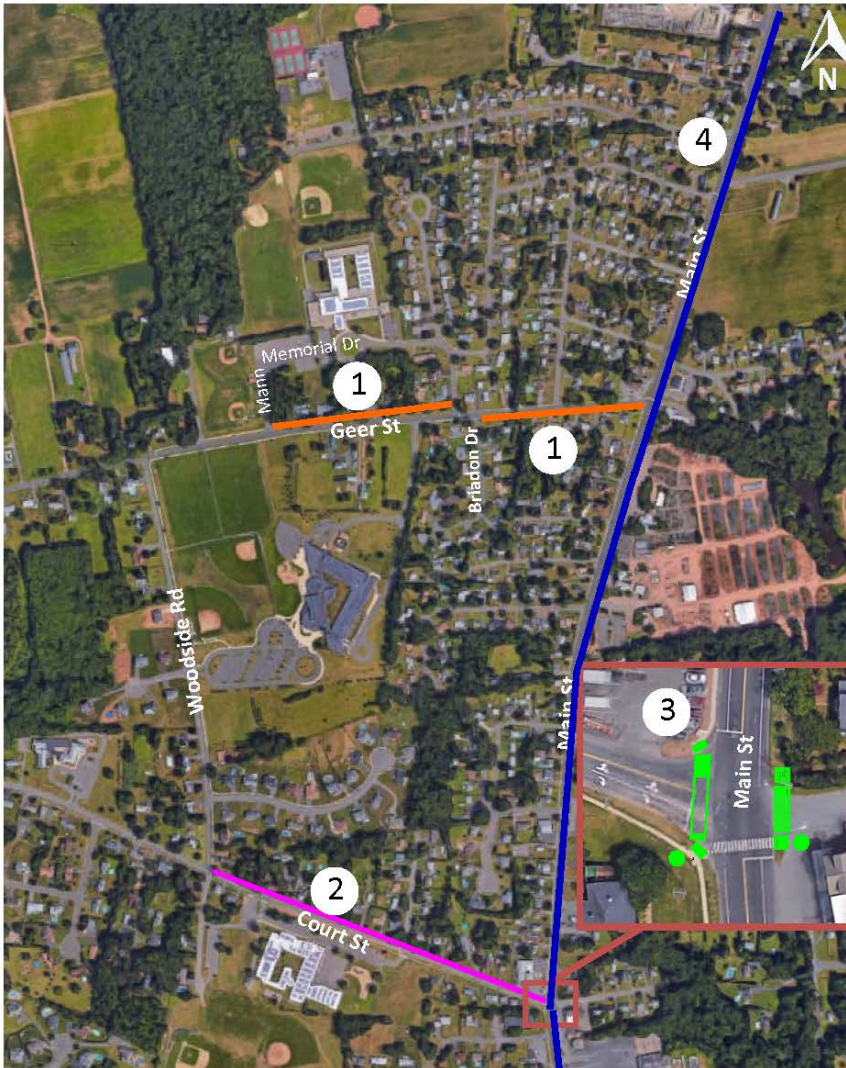
Figure 22. Medium-term recommendations

4.3 Long Term

1. The Town is to construct a new sidewalk on the north side of Geer Street between Mann Memorial Drive and Raymond Place and on the south side between Briadon Drive and Main Street.
2. The Town is to construct a new sidewalk on the north side of Court Street between Main Street and Woodside.
3. Local Traffic Authority (LTA) is to coordinate with CTDOT to request improvements at the intersection of Main Street, Court Street and Eastwood Road including:
 - a. Crosswalks and pedestrian signal heads and buttons across Court Street and Eastwood Road.
 - b. Handicap ramp on the southeast corner.
 - c. Detectable warning strips at all ramps.
 - d. Handicap ramp on the northeast corner.
 - e. Upgrade pedestrian signal and buttons.
4. Consideration should be given to the installation of sidewalk along the east side of Route 99 (Main St.).

Figure 23 depicts these recommendations.

Long Term Recommendations



1. Construct a new sidewalk on the north side of Geer Street between Mann Memorial Drive and Raymond Place and on the south side between Briadon Drive and Main Street

2. Construct a new sidewalk on the north side of Court Street between Main Street and Woodside Road

3. Request improvements at the intersection of Main Street, Court Street and Eastwood Road including:

- a. Crosswalks and pedestrian signal heads and buttons across Court Street and Eastwood Road
- b. Handicap ramp on the southeast corner
- c. Detectable warning strips at all ramps
- d. Handicap ramp on the northeast corner
- e. Upgrade pedestrian signal and buttons

4. Consideration should be given to the installation of sidewalk along the east side of Route 99 (Main St.).

Figure 23. Long-term recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Cromwell RSA. It provides Cromwell with an outlined strategy to improve the transportation network for all road users along Court Street, Main Street and Geer Street, particularly focusing on pedestrians and cyclists. Moving forward, Cromwell may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development along Main Street, Geer Street and Court Street.



COMMUNITY
connectivity program

Appendix A



AECOM
Built to deliver a better world

Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	<input type="text"/>
Title	<input type="text"/>
Email Address	<input type="text"/>
Telephone Number	<input type="text"/>

2. Location information

Address	<input type="text"/>
Description	<input type="text"/>
City / Town	<input type="text"/>

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

N/A (not applicable)

Other (please specify)

7. Employment Facilities
(Retail, Industrial, etc...)

Yes

No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

Public, Parochial, Private Schools (more than 1 school within a ½ mile)

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns

(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

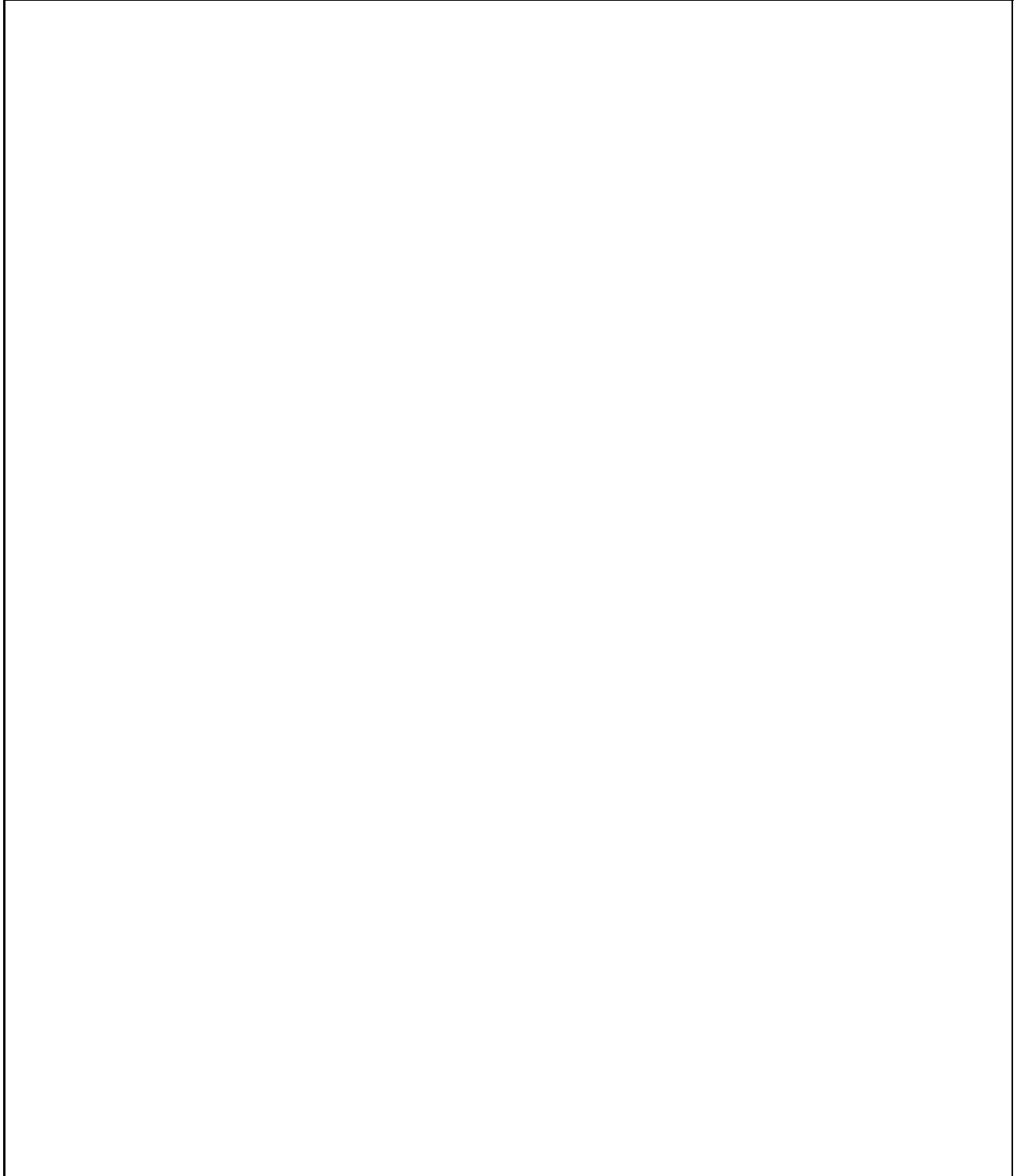
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

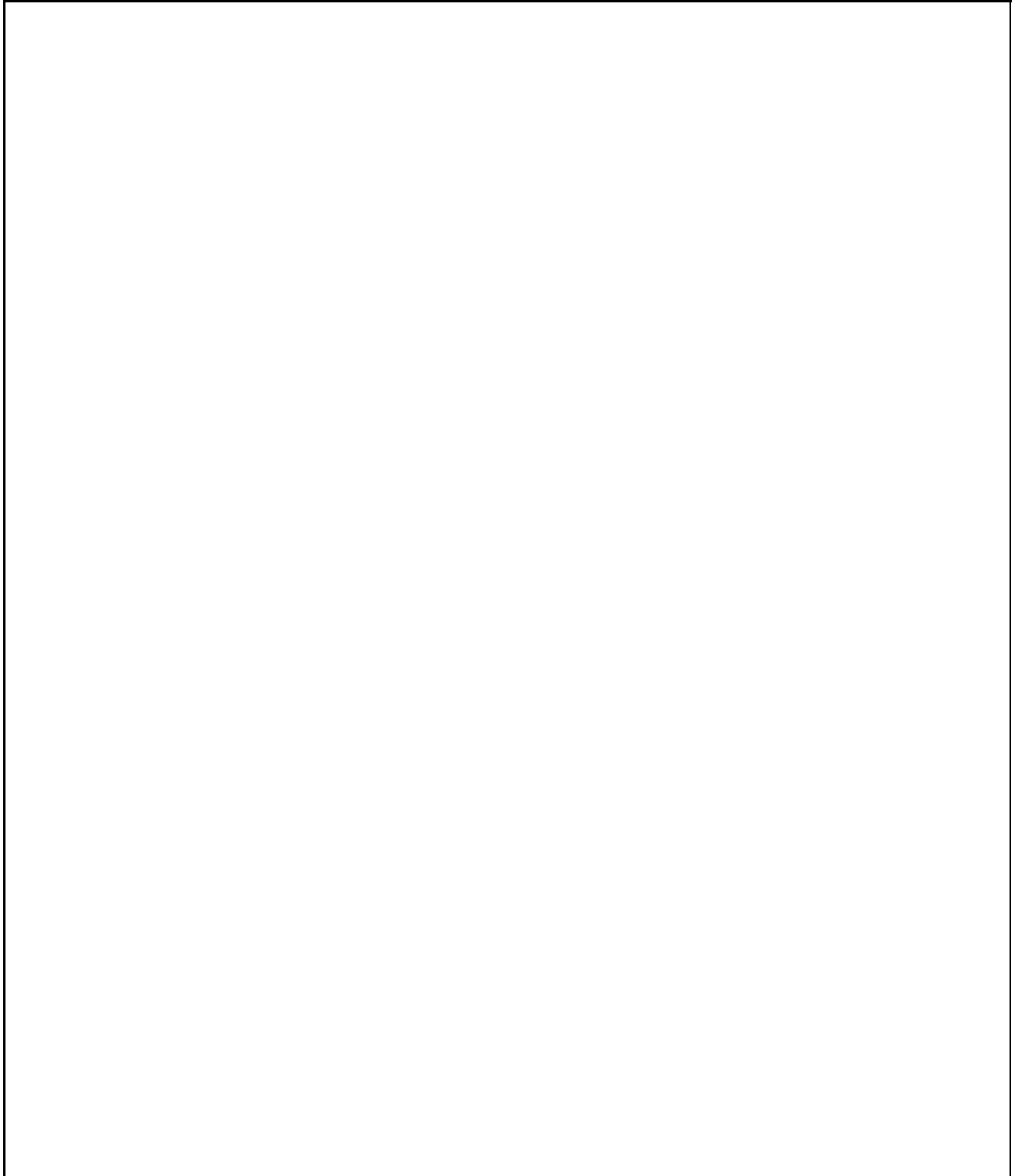
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

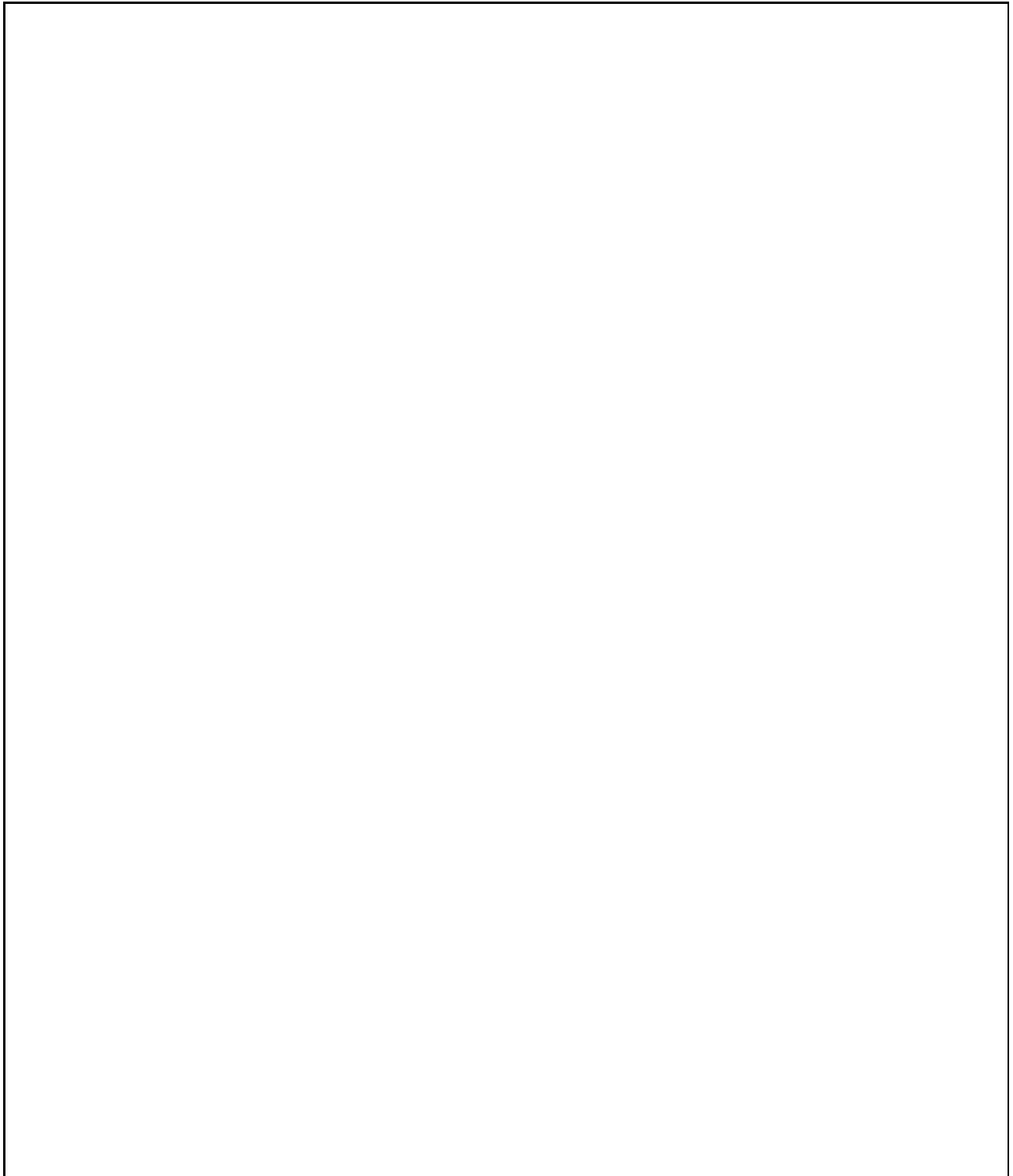
A large, empty rectangular box with a thin black border, intended for the user to describe and list any past, current, or future transportation or economic development projects near the location.

12. Environmental Concerns:

If Yes please describe and list.

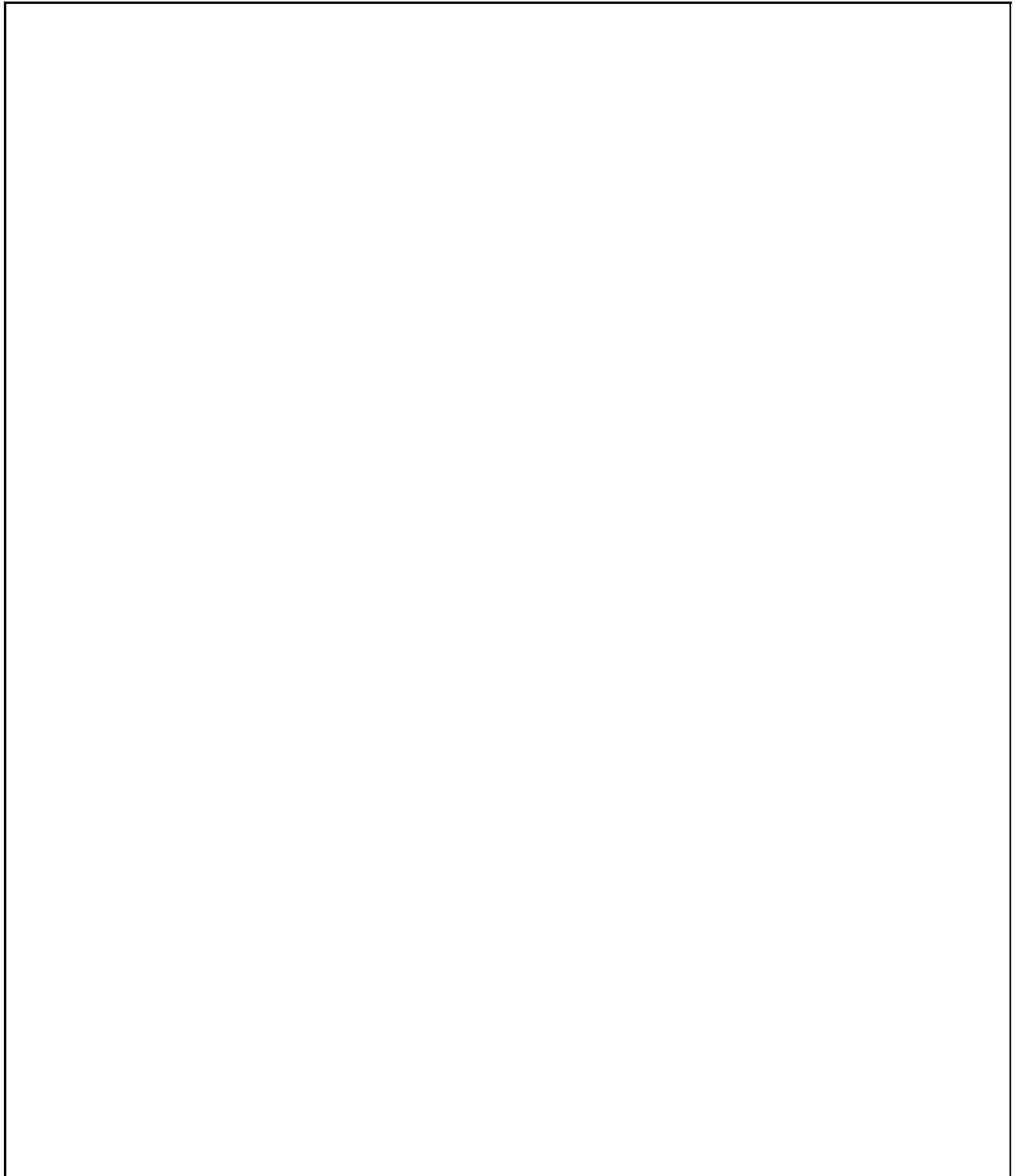
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

13. Please explain why this location should be considered for an RSA

A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

14. Are there plans to expand the area?

(Transportation Oriented Development, Economic Development, housing, etc...)



15. Any other pertinent information that is unique to this location?

A large, empty rectangular box with a thin black border, intended for the user to provide any other pertinent information unique to the location.

Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

- 1 Location map (google, GIS) **(Required)**
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: Southington
RSA Location: Route 10 (Queen Street) between John Weichsel Crossing and Aircraft Road
Meeting Location: Southington Municipal Center (Upstairs Meeting Room)
Address: 196/200 N. Main Street
Date: 8/1/2016
Time: 8:30AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Krystal Oldread	AECOM
Annette Turnquist	Town of Southington
Colleen Kissane	CT DOT
Kevin Tedesco	CT DOT
Tom Gorr	Southington PD
Lou Perillo	Town of Southington
Jim Grappone	Town of Southington
Keith Hayden	Town of Southington
Rob Phillips	Town of Southington
Jeff Maxtutis	AECOM



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – Cromwell

Meeting Location: Cromwell Town Hall Room 222
Address: 41 West St, Cromwell, CT 06416
Date: 9/6/2016
Time: 8:30 AM

Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 8:30 AM** **Welcome and Introductions**
- Purpose and Goals
 - Agenda
- 8:45 AM** **Pre-Audit**
- Definition of Study Area
 - Review Site Specific Data:
 - Average Daily Traffic
 - Crash Data
 - Geometrics
 - Issues
 - Safety Procedures
- 10:00 AM** **Audit**
- Visit Site
 - As a group, identify areas for improvements
- 12:00 PM** **Post-Audit Discussion / Completion of RSA**
- Discussion observations and finalize findings
 - Discuss potential improvements and final recommendations
 - Next Steps
- 2:30 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.



Audit Checklist

Pedestrians and Bicycles	Comment
<p>Pedestrian Crossings</p> <ul style="list-style-type: none">• Sufficient time to cross (signal)• Signage• Pavement Markings• Detectable warning devices (signal)• Adequate sight distance• Wheelchair accessible ramps<ul style="list-style-type: none">○ Grades○ Orientation○ Tactile Warning Strips• Pedestrian refuge at islands• Other	
<p>Pedestrian Facilities</p> <ul style="list-style-type: none">• Sidewalk<ul style="list-style-type: none">○ Width○ Grade○ Materials/Condition○ Drainage○ Buffer• Pedestrian lighting• Pedestrian amenities (benches, trash receptacles)• Other	



Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy vehicles• Pavement condition• Other	
--	--

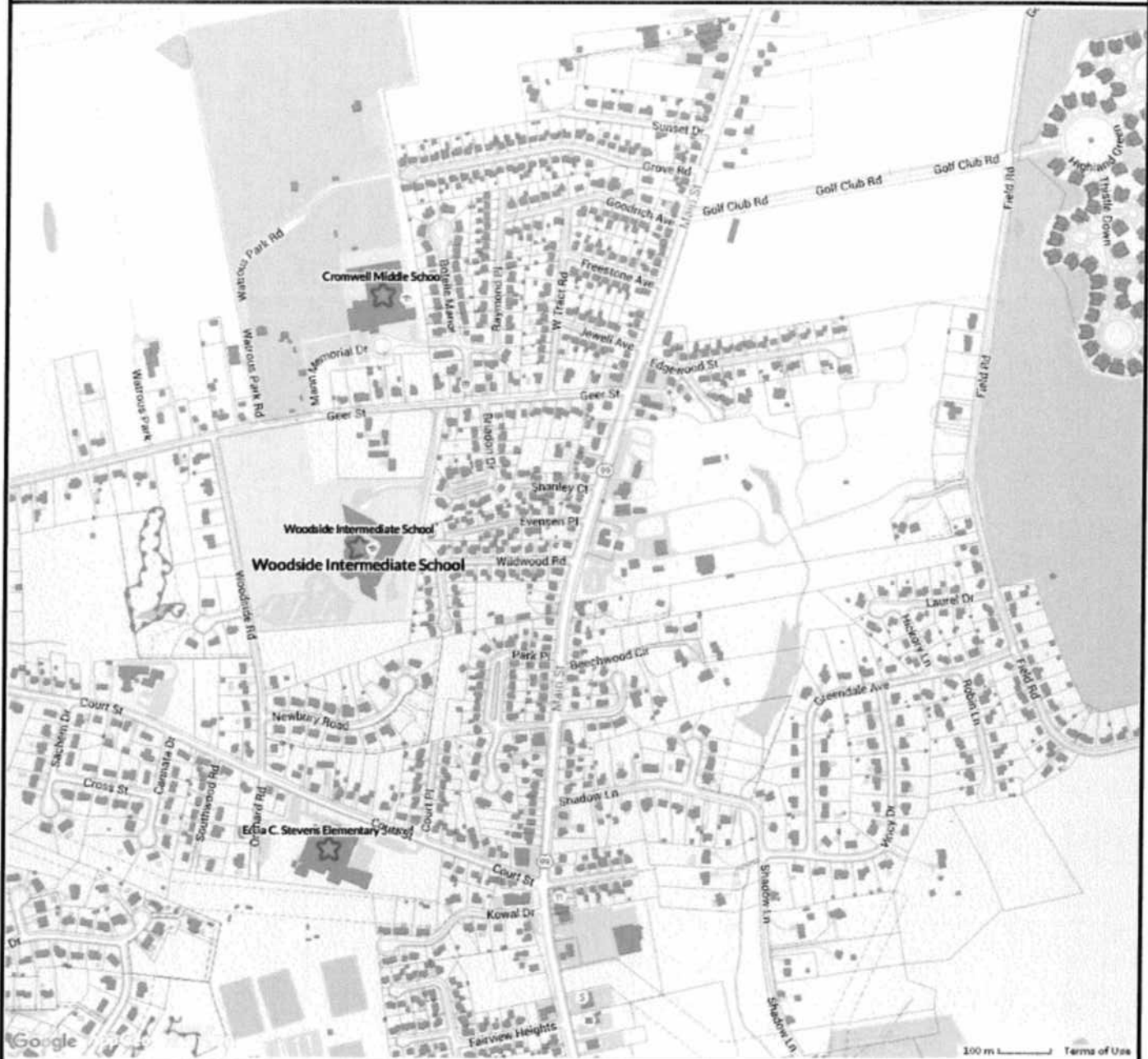
Roadway & Vehicles	
<ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">○ Alignment;○ Driver compliance with speed limits○ Sight distance adequacy○ Safe passing opportunities	
<ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">○ Road width (lanes, shoulders, medians);○ Access points;○ Drainage○ Tapers and lane shifts○ Roadside clear zone /slopes○ Guide rails / protection systems	

<ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">○ Geometrics○ Sight Distance○ Traffic control devices○ Safe storage for turning vehicles○ Capacity Issues	
--	--



<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use of signing• Clear Message• Good placement for visibility• Adequate retroreflectivity• Proper support	
<ul style="list-style-type: none">• Signals<ul style="list-style-type: none">○ Proper visibility○ Proper operation○ Efficient operation○ Safe placement of equipment○ Proper sight distance○ Adequate capacity	
<ul style="list-style-type: none">• Pavement Markings<ul style="list-style-type: none">○ Correct and consistent with MUTCD○ Adequate visibility○ Condition○ Edgelines provided	
<ul style="list-style-type: none">• Miscellaneous<ul style="list-style-type: none">○ Weather conditions impact on design features.○ Snow storage	

Cromwell Schools

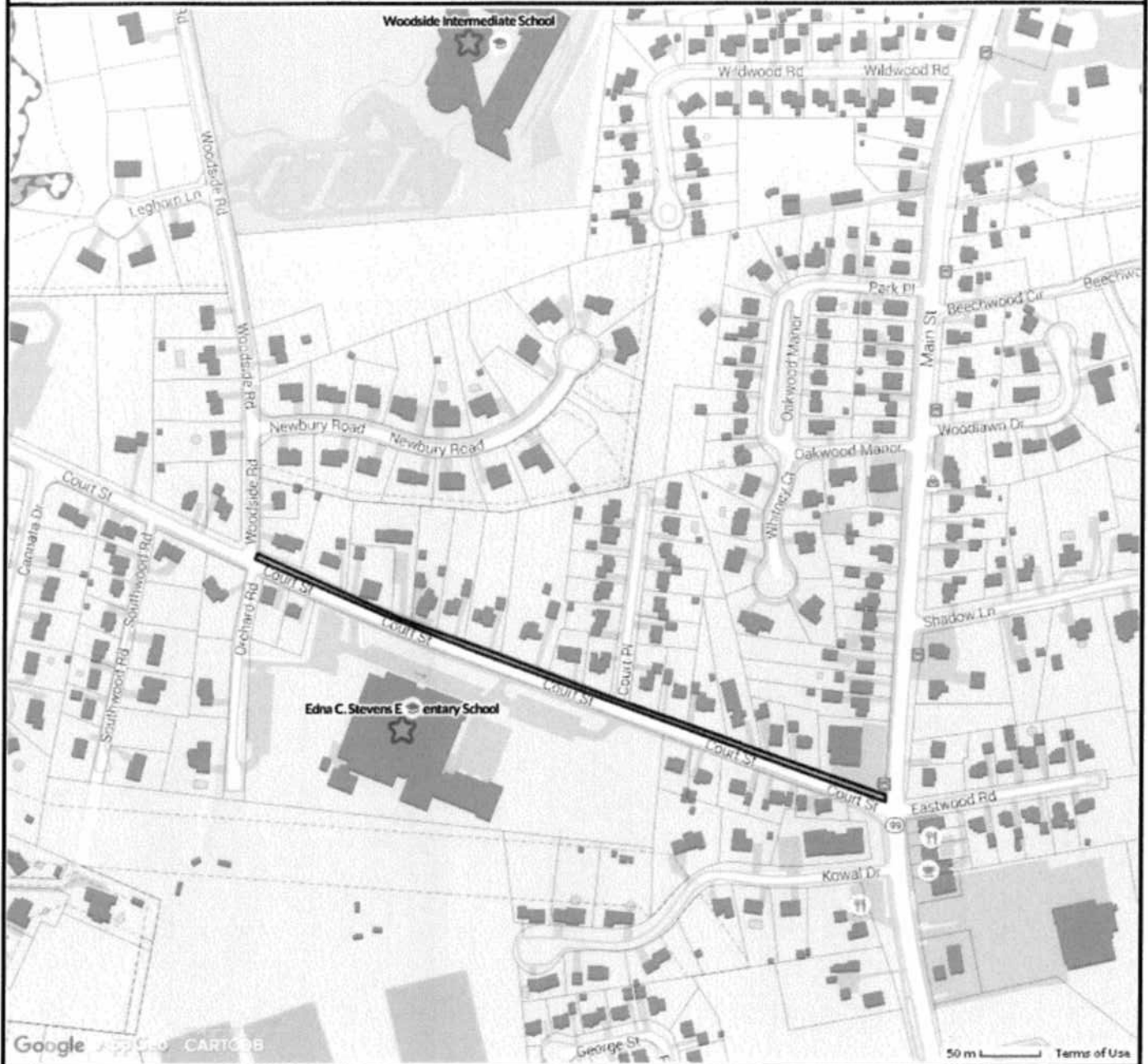


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Court Street



MAP FOR REFERENCE ONLY NOT A LEGAL DOCUMENT

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Geer Street



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Msin Street

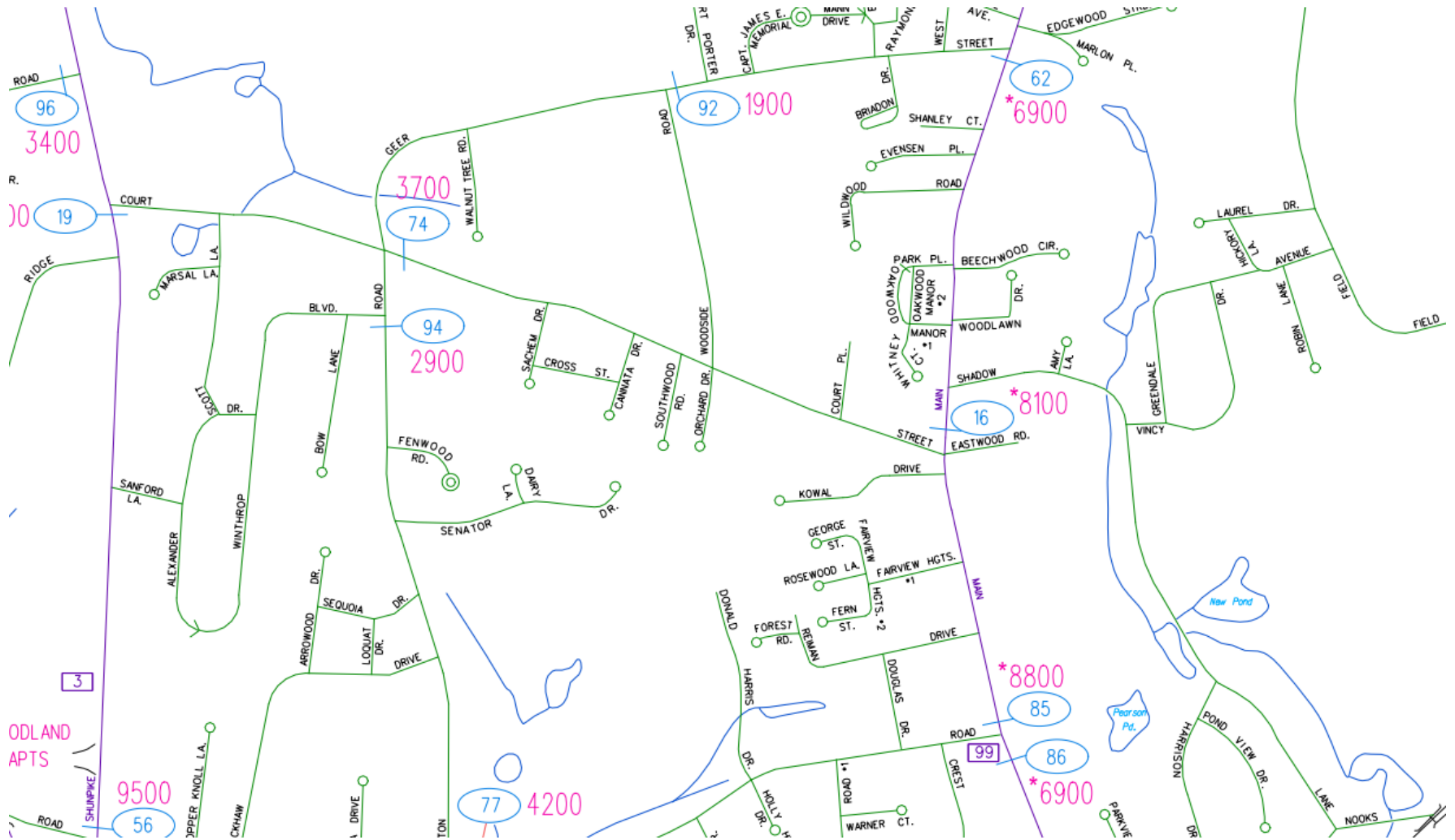


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Average daily traffic (ADT)



2015 Crashes

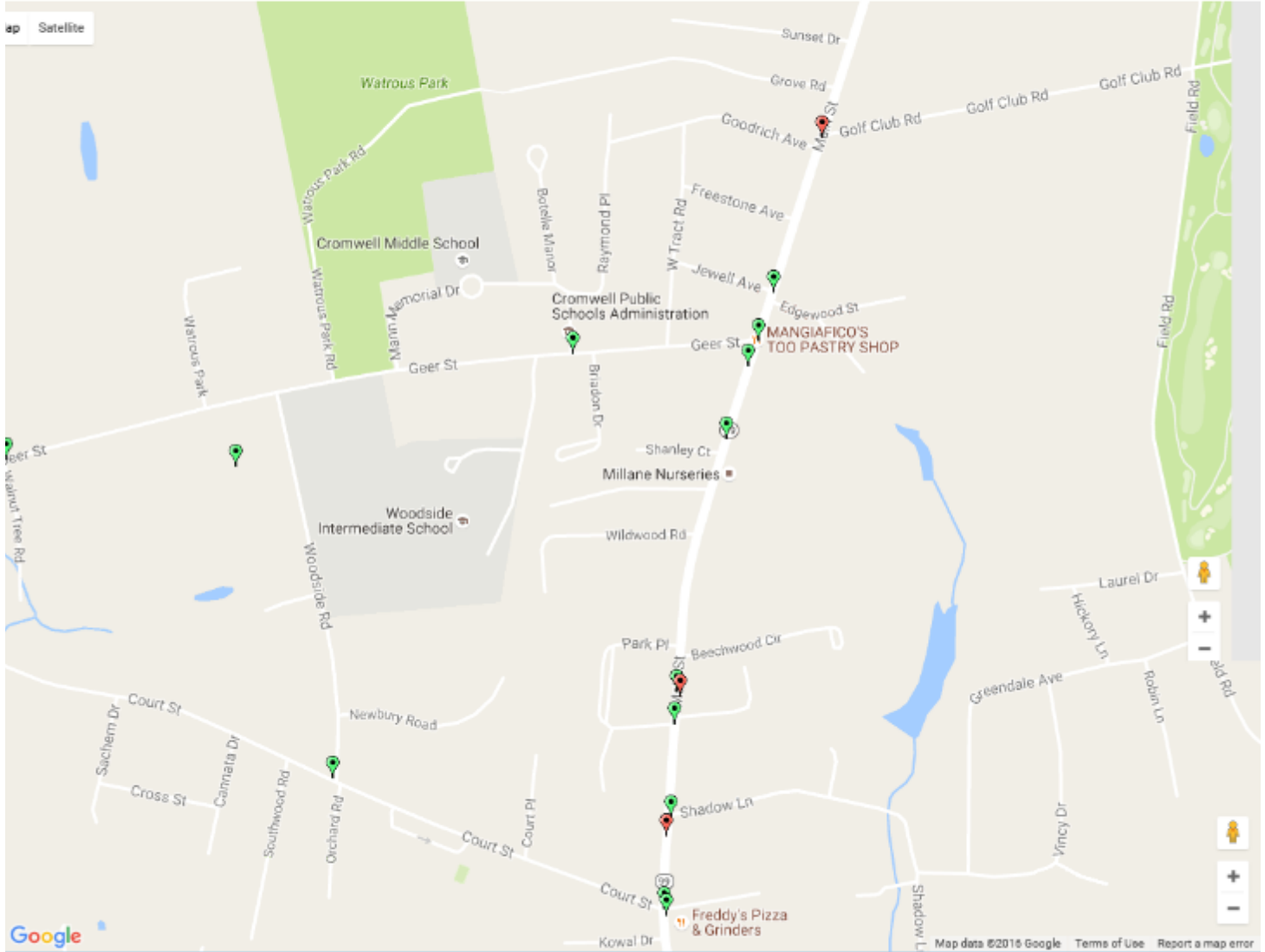
UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Towns: Cromwell

Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



Google Map data ©2016 Google Terms of Use Report a map error

Markers Heatmap Select & Query 📍 Injury of any type (Serious, Minor, Possible) 📍 Fatal (Kill) Select All
📍 Property Damage Only Deselect All

Query Selection



Road Safety Audit – Cromwell

Crash Summary

Data: 3 years (2012-2014)

There were no crashes that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	19	76%
Injury (No fatality)	6	24%
Fatality	0	0%
Total	25	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	1	4%
Rear-end	7	28%
Turning-Intersecting Paths	2	8%
Turning-Opposite Direction	2	8%
Fixed Object	6	24%
Backing	2	8%
Angle	0	0%
Turning-Same Direction	1	4%
Moving Object	3	12%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	1	4%
Miscellaneous- Non Collision	0	0%
Total	25	



Weather Condition	Number of Crashes	
Snow	2	8%
Rain	3	12%
No Adverse Condition	18	72%
Unknown	1	4%
Other	1	4%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	25	

Light Condition	Number of Crashes	
Dark-Not Lighted	2	8%
Dark-Lighted	5	20%
Daylight	16	64%
Dusk	1	4%
Unknown	1	4%
Dawn	0	0%
Total	25	










Road Surface Condition	Number of Crashes	
Snow/Slush	2	8%
Wet	4	16%
Dry	18	72%
Unknown	1	4%
Ice	0	0%
Other	0	0.0%
Total	25	



Time		Number of Crashes	
0:00	0:59	1	4%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	1	4%
5:00	5:59	0	0%
6:00	6:59	1	4%
7:00	7:59	2	8%
8:00	8:59	1	4%
9:00	9:59	1	4%
10:00	10:59	2	8%
11:00	11:59	1	4%
12:00	12:59	3	12%
13:00	13:59	0	0%
14:00	14:59	0	0%
15:00	15:59	1	4%
16:00	16:59	0	0%
17:00	17:59	4	16%
18:00	18:59	3	12%
19:00	19:59	2	8%
20:00	20:59	0	0%
21:00	21:59	2	8%
22:00	22:59	0	0%
23:00	23:59	0	0%
Total		25	

Cromwell - Court St/Geer St/Main St

Legend

-  Sidewalk
-  Crosswalk
-  Stop Controlled Intersection
-  Pedestrian Crossing Sign
-  Signal Controlled Intersection
-  One Way Street
-  School Zone Ahead Sign
-  School Zone Speed Limit Sign
-  School Zone Crossing Sign

DRAFT





Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

- Long Term recommendations

Next Steps

- Discussion regarding responsibilities for implementing the countermeasures (including funding)



Road Safety Audit – Cromwell

Fact Sheet

Functional Classification:

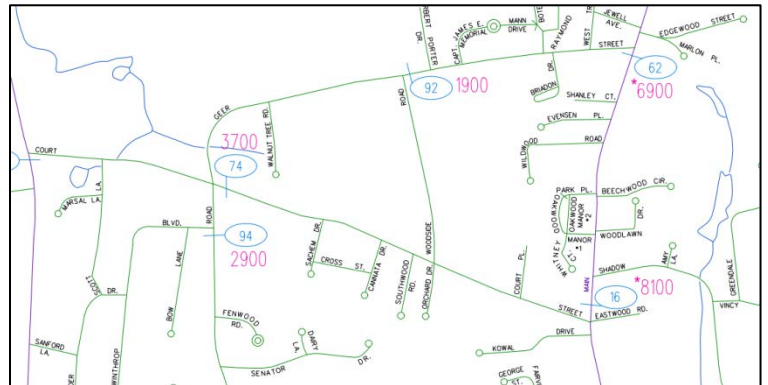
- Court Street is classified as a Collector
- Geer Street is classified as a Collector
- Main Street is classified as a Minor Arterial
- Woodside Road is classified as Local

ADT

- ADT on Court Street is 3,700
- ADT on Geer Street is 1,900
- ADT on Main Street is 6,900 – 8,100
- ADT not available for Woodside Road

Population and Employment Data (2014):

- Population: 14,077
- Employment: 7,130



Urbanized Area

- Cromwell is in the Hartford Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas within Cromwell that exceed the state's average.
- The statewide average percentage minority population is 30.53%. There are no areas within Cromwell that exceed the state's average.

Air Quality

- Cromwell's CIPP number 403
- Cromwell is within the NY/NJ/CT Marginal Ozone Area
- Cromwell is within a CO Attainment Area



COMMUNITY
connectivity program

Appendix D



AECOM
Built to deliver a better world



**TOWN OF CROMWELL
PLANNING & ZONING
41 WEST STREET, CROMWELL, CT 06416**

March 1, 2016

Mr. Patrick Zapatka
Transportation Planner II
Intermodal Planning
Bureau of Policy and Planning
Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06111

Subject: Town of Cromwell's Application for a Road Safety Audit

Dear Mr. Zapatka,

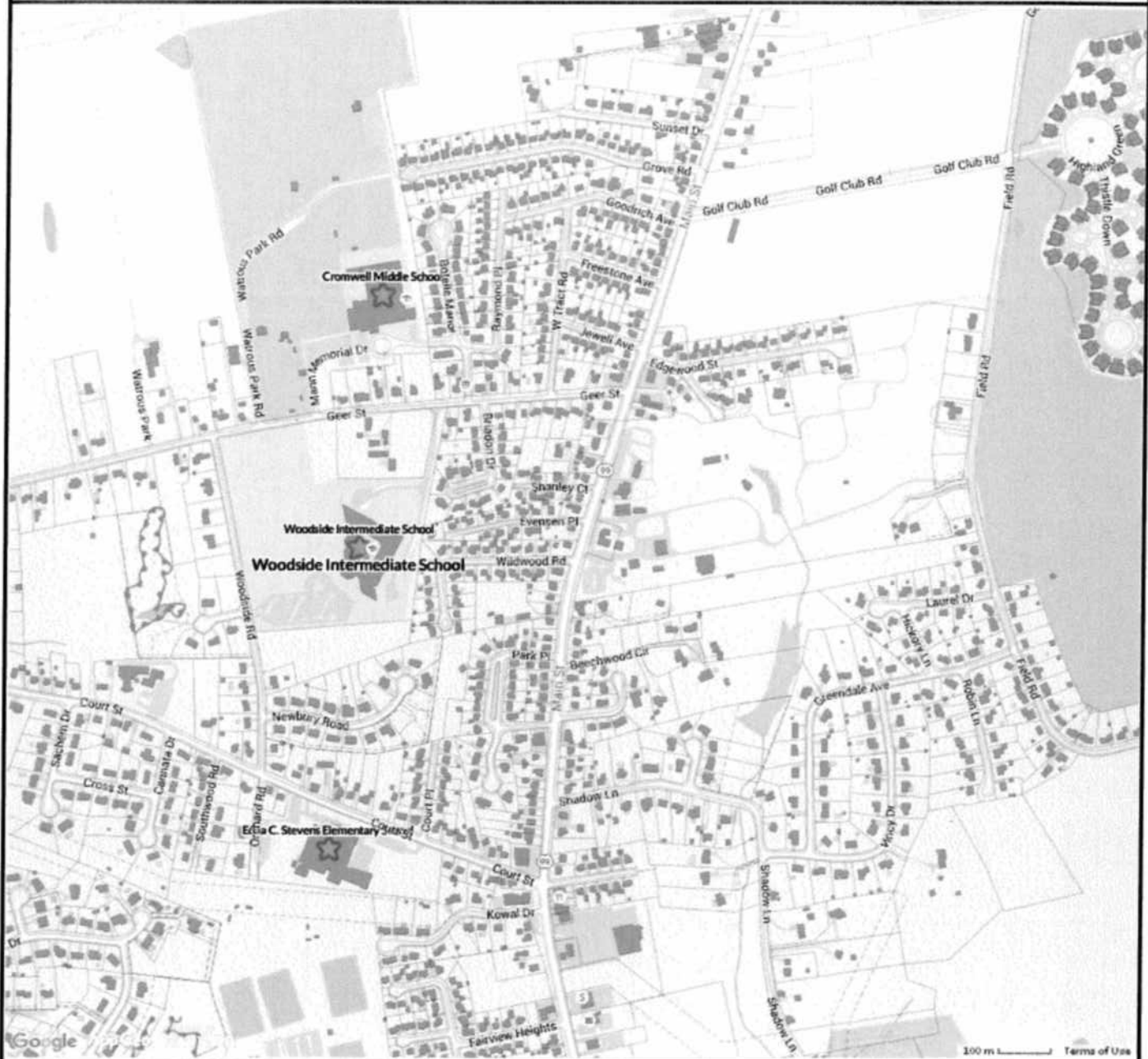
The Town of Cromwell is submitting an application for a Road Safety Audit. Attached is the Audit Application form. I have also included four Google location maps showing the general location of the Cromwell K-8 schools; and maps showing the locations of the Court Street, Geer Street and Main Street. I have also attached the CT DOT Accident Data and the CT DOT Traffic Data for Court Street, Geer Street and Main Street.

Please call me or email me if you should have any questions. The Town of Cromwell looks forward to working with Department of Transportation on the Road Safety Audit.

Sincerely,

Stuart B. Popper, AICP
Director of Planning and Development
Town of Cromwell

Cromwell Schools

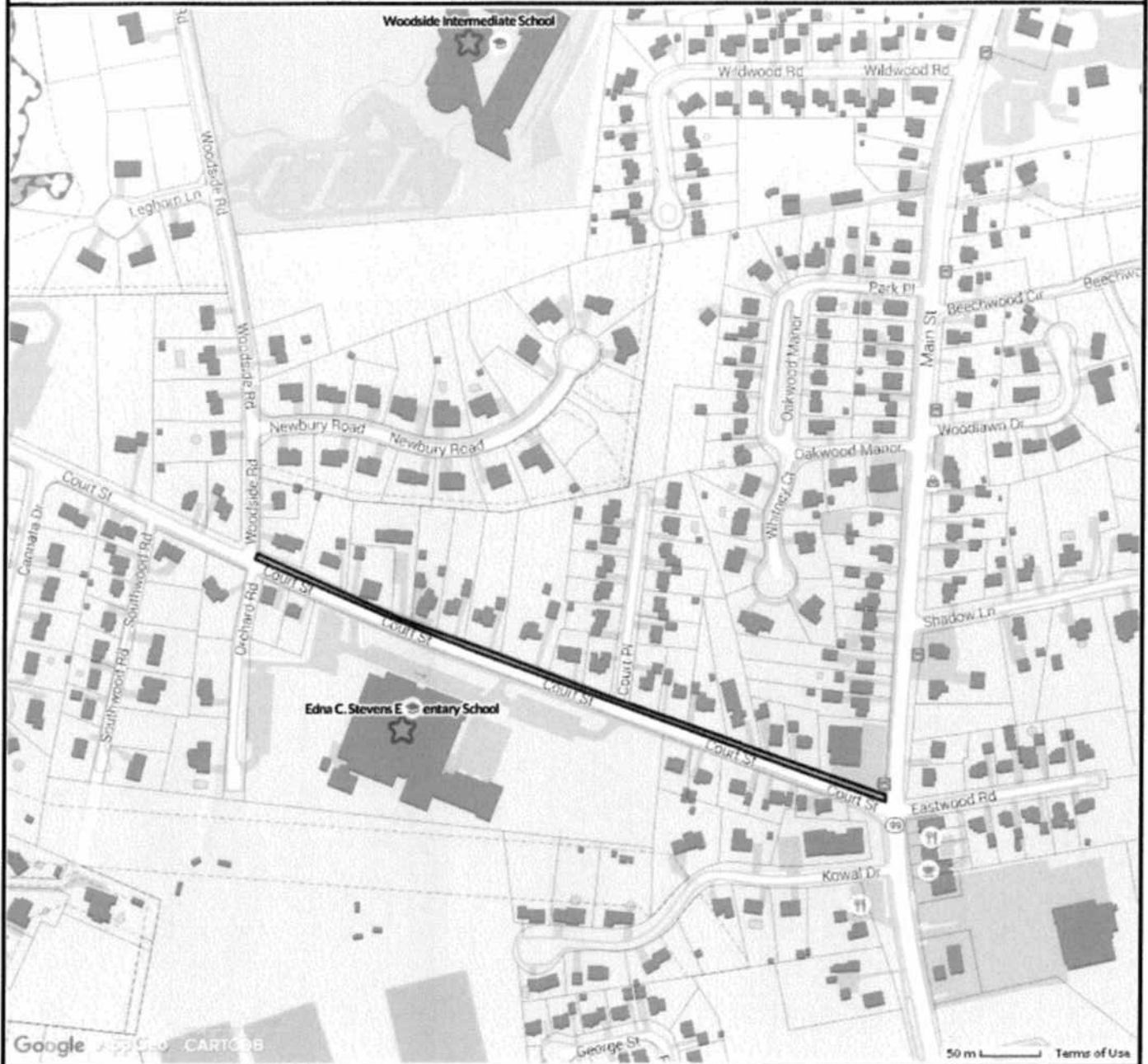


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Court Street



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Geer Street



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

Msin Street



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cromwell, CT makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 10/1/2015
Properties updated daily

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
CRASH DATA AND ANALYSIS SECTION

ACCIDENT DATA CONTENT

Data in the enclosed report reflects that which was contained in the Department of Transportation's accident file on the date that this report was generated and represents accidents occurring during the time period January 1, 2012 through December 31, 2014.

REPORTING LEVEL

Investigating police authorities have been required to complete an accident report within five days of the completion of such investigation for any accident that resulted in death, injury or a prescribed dollar amount of damage to the property of any one individual. The prescribed dollar amounts and their effective periods are as follows: \$1,000, from October 1, 1988 to present; \$600, from October 1, 1984 to September 30, 1988; and \$400, from January 1, 1974 to September 30, 1984.

Before October 1, 1990, both operator and police accident reports were required to be completed and forwarded to the Department of Motor Vehicles. Effective with accidents occurring on October 1, 1990 and thereafter, in accordance with Public Act 90-143, the requirement of involved operators to complete an Operator Accident Report was rescinded by the State Legislature. Investigating police authorities are also now required to forward accident reports to the Department of Transportation instead of the Department of Motor Vehicles as formerly required.

Effective with accidents occurring on January 1, 2009 and thereafter, some investigating police authorities are now submitting accident reports electronically to the Department of Transportation. Other investigating police authorities are continuing to forward hard copy reports. Data in the Department of Transportation's accident file reflects data captured from both electronic and hard copy reports.

EXCLUSION OF LOCAL ROAD PROPERTY DAMAGE ONLY ACCIDENTS

Property damage only accidents which occurred on locally maintained roadways from August 1, 1990 to December 31, 1991, from April 1, 1992 to December 31, 2006 and from March 1, 2011 to December 31, 2011 were not coded for inclusion in the Department of Transportation's accident file. Data users should be aware of the exclusion of local road property damage only accidents for these time periods.

DATA LIMITATIONS

The Department of Transportation devotes considerable resources to the analysis of each accident received and to the codification of the location of each accident. Each accident entered into the Department's data entry system is reviewed for accuracy and completeness. Quality control routines are included in the system that validate the data. The user of the data contained in the enclosed report should be aware of certain limitations.

All accidents which actually occurred within the area covered by the report:

- May not have been received by the Department of Transportation;
- May not have contained sufficient information to have been located in the physical area covered by this report; or
- May not have been appropriately located by the Department of Transportation during codification, data entry, file maintenance or data retrieval activities.

Accidents contained within the enclosed report may not have actually occurred within the physical area covered by the report, but have been placed there due to, either, insufficient or misleading information contained in the accident report or to misallocation of the accident during codification, data entry, file maintenance or data retrieval activities.

CONTRIBUTING FACTORS

The contributing factors indicated on the accident experience and/or accident summary have been determined by the Department of Transportation's Crash Data and Analysis section and are used by the Department in its ongoing engineering evaluation of Connecticut's roads and highways. Each contributing factor has been determined subjectively and is not meant to assign legal responsibility.

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Total of 3 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type	
Tue Jun-12-12 7:35	Cromwell	(CT route 099)	3.18	at GEER ST	1877811	12-5041	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Fixed Object	
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries	K	A	B	C	Total
*	South	Automobile	Vehicle Avoiding	Vehicle Turning Left from Proper Lane	Utility Pole / Highway Sign, Post, Delineator	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	0	0	1	0	1
	North	Passenger Van	Vehicle Slowing For	Vehicle Turning Left from Proper Lane			0	0	0	0	0	0
Fri Oct-26-12 17:17	Cromwell	(CT route 099)	3.18	at GEER ST	2009231	12-10117	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end	
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries	K	A	B	C	Total
*	North	Automobile	Vehicle Stopped For	Vehicle Turning Left from Proper Lane			0	0	0	0	0	0
	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0	0
Sat Nov-24-12 12:01	Cromwell	(CT route 099)	3.18	at GEER ST	2020199	12-10972	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction	
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries	K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1	1
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0	0

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

1/1/2012 to 12/31/2014 Accident Experience Summary Report

Table 1 - Accident Severity

Accident Severity	2012	2013	2014	Total	%
Fatal	0	0	0	0	0.00
A-Injury	0	0	0	0	0.00
B-Injury	1	0	0	1	33.33
C-Injury	1	0	0	1	33.33
Property Damage Only	1	0	0	1	33.33
TOTAL	3	0	0	3	100.00%

Table 2 - Month and Year of Occurrence

Month	2012	2013	2014	Total	%
January	0	0	0	0	0.00
February	0	0	0	0	0.00
March	0	0	0	0	0.00
April	0	0	0	0	0.00
May	0	0	0	0	0.00
June	1	0	0	1	33.33
July	0	0	0	0	0.00
August	0	0	0	0	0.00
September	0	0	0	0	0.00
October	1	0	0	1	33.33
November	1	0	0	1	33.33
December	0	0	0	0	0.00
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 3 - Hour and Day of Week

Hour and Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
Midnight to 12:59 AM	0	0	0	0	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0	0	0	0	0.00
7:00 AM to 7:59 AM	0	0	1	0	0	0	0	1	33.33
8:00 AM to 8:59 AM	0	0	0	0	0	0	0	0	0.00
9:00 AM to 9:59 AM	0	0	0	0	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	0	0	0	0	0	0	0.00
11:00 AM to 11:59 AM	0	0	0	0	0	0	0	0	0.00
Noon to 12:59 PM	0	0	0	0	0	0	1	1	33.33
1:00 PM to 1:59 PM	0	0	0	0	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0	0	0	0	0.00
5:00 PM to 5:59 PM	0	0	0	0	0	0	1	1	33.33
6:00 PM to 6:59 PM	0	0	0	0	0	0	0	0	0.00
7:00 PM to 7:59 PM	0	0	0	0	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	0	0	0	0	0	0	0.00
10:00 PM to 10:59 PM	0	0	0	0	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0	0	0	0	0.00
Unknown Time	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	1	0	0	1	1	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 4 - Hour of Occurrence

Hour of Occurrence	2012	2013	2014	Total	%
Midnight to 12:59 AM	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0.00
7:00 AM to 7:59 AM	1	0	0	1	33.33
8:00 AM to 8:59 AM	0	0	0	0	0.00
9:00 AM to 9:59 AM	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	0	0	0.00
11:00 AM to 11:59 AM	0	0	0	0	0.00
Noon to 12:59 PM	1	0	0	1	33.33
1:00 PM to 1:59 PM	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0.00
5:00 PM to 5:59 PM	1	0	0	1	33.33
6:00 PM to 6:59 PM	0	0	0	0	0.00
7:00 PM to 7:59 PM	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	0	0	0.00
10:00 PM to 10:59 PM	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0.00
Unknown Time	0	0	0	0	0.00
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 5 - Weather Condition

Weather Condition	2012	2013	2014	Total	%
No Adverse Condition	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Table 6 - Road Surface Condition

Road Surface Condition	2012	2013	2014	Total	%
Dry	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Table 7 - Light Condition

Light Condition	2012	2013	2014	Total	%
Daylight	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 8- Other Roadway Feature

Other Roadway Feature	2012	2013	2014	Total	%
Intersection with Public Roadway	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Table 9- Construction or Maintenance Related

Construction or Maintenance	2012	2013	2014	Total	%
Yes	0	0	0	0	0.00
No	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Table 10 - Median Barrier Penetration

Median Barrier Penetration	2012	2013	2014	Total	%
Full Penetration	0	0	0	0	0.00
Partial Penetration	0	0	0	0	0.00
No Penetration	0	0	0	0	0.00
Not Applicable	3	0	0	3	100.00
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 11 - Contributing Factor

Contributing Factor	2012	2013	2014	Total	%
Violated Traffic Control	1	0	0	1	33.33
Failed To Grant Right Of Way	1	0	0	1	33.33
Following Too Closely	1	0	0	1	33.33
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 12 - Type of Collision

Type of Collision	2012	2013	2014	Total	%
Turning - Opposite Direction	1	0	0	1	33.33
Rear-end	1	0	0	1	33.33
Fixed Object	1	0	0	1	33.33
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 13 - Vehicle Type

Vehicle Type	2012	2013	2014	Total	%
Automobile	5	0	0	5	83.33
Passenger Van	1	0	0	1	16.67
TOTAL	6	0	0	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 14 - Direction of All Vehicles

Direction of All Vehicles	2012	2013	2014	Total	%
North	4	0	0	4	66.67
South	2	0	0	2	33.33
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	6	0	0	6	100.00%

Table 15 - Offending Vehicle Direction

Offending Vehicle Direction	2012	2013	2014	Total	%
North	3	0	0	3	100.00
South	0	0	0	0	0.00
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	3	0	0	3	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 16 - Objects Struck and Location

Objects Struck and Location	2012	2013	2014	Total	Off Road and Shoulder Ahead	In Roadway	On Shoulder, Right	On Shoulder, Left	Off Road and Shoulder, Right	Off Road and Shoulder, Left	On Median Divider	Gore Area, Ramp Nose	Over Roadway
Highway Sign, Post, Delineator	1	0	0	1	0	0	0	0	0	1	0	0	0
Utility Pole	1	0	0	1	0	0	0	0	0	1	0	0	0
TOTAL	2	0	0	2	0	0	0	0	0	2	0	0	0

Town of Cromwell Road/Route # 99 (CT route 099) from 3.15 to 3.21

Table 17- Total Injuries by Severity

Total Injuries by Severity	2012	2013	2014	Total	%
Total Fatal	0	0	0	0	0.00
Total A-Injury	0	0	0	0	0.00
Total B-Injury	1	0	0	1	50.00
Total C-Injury	1	0	0	1	50.00
TOTAL	2	0	0	2	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Total of 6 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-29-14 18:13	Cromwell	(CT route 099)	2.60	at KOWAL DR (CDS)	2191748	14-5417	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck			1st/2nd Object Location			Injuries
*	South	Motorcycle	Vehicle Skidded Slowing or Stopping For	Vehicle Going Straight							K A B C Total
	South	Automobile	Vehicle Slowing For	Turn Right							0 0 1 0 1
											0 0 0 0 0
Fri Jun-22-12 17:23	Cromwell	(CT route 099)	2.63	at COURT ST	1866650	12-5345	Speed Too Fast For Conditions	Daylight	Wet	Rain	Rear-end
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck			1st/2nd Object Location			Injuries
*	South	Automobile	Vehicle Slowing For	Traffic Signal							K A B C Total
	South	Automobile	None Apply	Vehicle Going Straight							0 0 0 0 0
											0 0 0 0 0
Mon Jul-07-14 8:57	Cromwell	(CT route 099)	2.63	at COURT ST	2197911	14-6775	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck			1st/2nd Object Location			Injuries
*	North	Automobile	None Apply	Vehicle Going Straight							K A B C Total
	North	Automobile	Vehicle Slowing For	Traffic Signal							0 0 0 0 0
											0 0 0 0 0
Wed Jul-16-14 21:17	Cromwell	(CT route 099)	2.63	at COURT ST	2219940	14-7092	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck			1st/2nd Object Location			Injuries
*	South	Automobile	Vehicle Stopped For	Turn Left							K A B C Total
	South	Automobile	None Apply	Vehicle Going Straight							0 0 0 2 2
											0 0 0 0 0

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Total of 6 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type	
Fri Sep-05-14 10:44	Cromwell	(CT route 099)	2.63	at COURT ST	2226057	14-8931	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction	
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries	K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight				0	1	0	0	1
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane				0	0	0	0	0
Thu Dec-04-14 12:53	Cromwell	(CT route 099)	2.63	at EASTWOOD RD(DE)	2241000	1400012554	Unsafe Backing	Daylight	Dry	No Adverse Condition	Fixed Object	
Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries	K	A	B	C	Total
*	North	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Backing into Driveway or Side Road			Highway Sign, Post, Delineator	0	0	0	0	0
							Off Road and Shoulder, Left	0	0	0	0	0

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

1/1/2012 to 12/31/2014 Accident Experience Summary Report

Table 1 - Accident Severity

Accident Severity	2012	2013	2014	Total	%
Fatal	0	0	0	0	0.00
A-Injury	0	0	1	1	16.67
B-Injury	0	0	1	1	16.67
C-Injury	0	0	1	1	16.67
Property Damage Only	1	0	2	3	50.00
TOTAL	1	0	5	6	100.00%

Table 2 - Month and Year of Occurrence

Month	2012	2013	2014	Total	%
January	0	0	0	0	0.00
February	0	0	0	0	0.00
March	0	0	0	0	0.00
April	0	0	0	0	0.00
May	0	0	1	1	16.67
June	1	0	0	1	16.67
July	0	0	2	2	33.33
August	0	0	0	0	0.00
September	0	0	1	1	16.67
October	0	0	0	0	0.00
November	0	0	0	0	0.00
December	0	0	1	1	16.67
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 3 - Hour and Day of Week

Hour and Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
Midnight to 12:59 AM	0	0	0	0	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0	0	0	0	0.00
7:00 AM to 7:59 AM	0	0	0	0	0	0	0	0	0.00
8:00 AM to 8:59 AM	0	1	0	0	0	0	0	1	16.67
9:00 AM to 9:59 AM	0	0	0	0	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	0	0	0	0	0	0	0.00
11:00 AM to 11:59 AM	0	0	0	0	0	0	0	0	0.00
Noon to 12:59 PM	0	0	0	0	1	0	0	1	16.67
1:00 PM to 1:59 PM	0	0	0	0	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0	0	0	0	0.00
5:00 PM to 5:59 PM	0	0	0	0	0	0	0	0	0.00
6:00 PM to 6:59 PM	0	0	0	0	1	0	0	1	16.67
7:00 PM to 7:59 PM	0	0	0	0	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	0	1	0	0	0	1	16.67
10:00 PM to 10:59 PM	0	0	0	0	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0	0	0	0	0.00
Unknown Time	0	0	0	0	0	0	0	0	0.00
TOTAL	0	1	0	1	2	2	0	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 4 - Hour of Occurrence

Hour of Occurrence	2012	2013	2014	Total	%
Midnight to 12:59 AM	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0.00
7:00 AM to 7:59 AM	0	0	0	0	0.00
8:00 AM to 8:59 AM	0	0	1	1	16.67
9:00 AM to 9:59 AM	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	1	1	16.67
11:00 AM to 11:59 AM	0	0	0	0	0.00
Noon to 12:59 PM	0	0	1	1	16.67
1:00 PM to 1:59 PM	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0.00
5:00 PM to 5:59 PM	1	0	0	1	16.67
6:00 PM to 6:59 PM	0	0	1	1	16.67
7:00 PM to 7:59 PM	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	1	1	16.67
10:00 PM to 10:59 PM	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0.00
Unknown Time	0	0	0	0	0.00
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 5 - Weather Condition

Weather Condition	2012	2013	2014	Total	%
No Adverse Condition	0	0	5	5	83.33
Rain	1	0	0	1	16.67
TOTAL	1	0	5	6	100.00%

Table 6 - Road Surface Condition

Road Surface Condition	2012	2013	2014	Total	%
Dry	0	0	5	5	83.33
Wet	1	0	0	1	16.67
TOTAL	1	0	5	6	100.00%

Table 7 - Light Condition

Light Condition	2012	2013	2014	Total	%
Daylight	1	0	4	5	83.33
Dark - Lighted	0	0	1	1	16.67
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 8 - Other Roadway Feature

Other Roadway Feature	2012	2013	2014	Total	%
Intersection with Public Roadway	1	0	5	6	100.00
TOTAL	1	0	5	6	100.00%

Table 9 - Construction or Maintenance Related

Construction or Maintenance	2012	2013	2014	Total	%
Yes	0	0	0	0	0.00
No	1	0	5	6	100.00
TOTAL	1	0	5	6	100.00%

Table 10 - Median Barrier Penetration

Median Barrier Penetration	2012	2013	2014	Total	%
Full Penetration	0	0	0	0	0.00
Partial Penetration	0	0	0	0	0.00
No Penetration	0	0	0	0	0.00
Not Applicable	1	0	5	6	100.00
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 11 - Contributing Factor

Contributing Factor	2012	2013	2014	Total	%
Speed Too Fast For Conditions	1	0	0	1	16.67
Failed To Grant Right Of Way	0	0	1	1	16.67
Following Too Closely	0	0	3	3	50.00
Unsafe Backing	0	0	1	1	16.67
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 12 - Type of Collision

Type of Collision	2012	2013	2014	Total	%
Turning - Opposite Direction	0	0	1	1	16.67
Rear-end	1	0	3	4	66.67
Fixed Object	0	0	1	1	16.67
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 13 - Vehicle Type

Vehicle Type	2012	2013	2014	Total	%
Automobile	2	0	7	9	81.82
Motorcycle	0	0	1	1	9.09
Single Unit Truck 2 Axle 4 Tires	0	0	1	1	9.09
TOTAL	2	0	9	11	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 14 - Direction of All Vehicles

Direction of All Vehicles	2012	2013	2014	Total	%
North	0	0	4	4	36.36
South	2	0	5	7	63.64
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	2	0	9	11	100.00%

Table 15 - Offending Vehicle Direction

Offending Vehicle Direction	2012	2013	2014	Total	%
North	0	0	3	3	50.00
South	1	0	2	3	50.00
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	1	0	5	6	100.00%

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 16 - Objects Struck and Location

Objects Struck and Location	2012	2013	2014	Total	Off Road and Shoulder Ahead	In Roadway	On Shoulder, Right	On Shoulder, Left	Off Road and Shoulder, Right	Off Road and Shoulder, Left	On Median Divider	Gore Area, Ramp Nose	Over Roadway
Highway Sign, Post, Delineator	0	0	1	1	0	0	0	0	0	1	0	0	0
TOTAL	0	0	1	1	0	0	0	0	0	1	0	0	0

Town of Cromwell Road/Route # 99 (CT route 099) from 2.60 to 2.66

Table 17- Total Injuries by Severity

Total Injuries by Severity	2012	2013	2014	Total	%
Total Fatal	0	0	0	0	0.00
Total A-Injury	0	0	1	1	25.00
Total B-Injury	0	0	1	1	25.00
Total C-Injury	0	0	2	2	50.00
TOTAL	0	0	4	4	100.00%

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF CROMWELL	ROUTE 99						DIRECTION B
NORTH OF COURT STREET	SUN	MON	TUE	WED	THU	FRI	SAT
DAY	0	0	0	10/03/2012	10/04/2012	0	0
DATE							
TYPE							
HOUR							
	2012 ADT = 8100		ACF = 0.99				

12A	0	0	0	0	34	0	0
01A	0	0	0	0	20	0	0
02A	0	0	0	0	9	0	0
03A	0	0	0	0	19	0	0
04A	0	0	0	34	0	0	0
05A	0	0	0	89	0	0	0
06A	0	0	0	313	0	0	0
07A	0	0	0	692	0	0	0
08A	0	0	0	640	0	0	0
09A	0	0	0	438	0	0	0
10A	0	0	0	384	0	0	0
11A	0	0	0	466	0	0	0
12P	0	0	0	517	0	0	0
01P	0	0	0	525	0	0	0
02P	0	0	0	611	0	0	0
03P	0	0	0	769	0	0	0
04P	0	0	0	774	0	0	0
05P	0	0	0	761	0	0	0
06P	0	0	0	790	0	0	0
07P	0	0	0	415	0	0	0
08P	0	0	0	264	0	0	0
09P	0	0	0	192	0	0	0
10P	0	0	0	109	0	0	0
11P	0	0	0	81	0	0	0
TOT	0	0	0	8864	82	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF CROMWELL	ROUTE 99							DIRECTION B
AT ROCKY HILL TOWN LINE	SUN	MON	TUE	WED	THU	FRI	SAT	
DAY	0	0	0	10/21/2009	10/22/2009	0	0	
DATE								
TYPE								
HOUR								
	2009 ADT = 7400		ACF = 0.99					

12A	0	0	0	0	42	0	0	
01A	0	0	0	0	17	0	0	
02A	0	0	0	0	15	0	0	
03A	0	0	0	9	0	0	0	
04A	0	0	0	33	0	0	0	
05A	0	0	0	92	0	0	0	
06A	0	0	0	315	0	0	0	
07A	0	0	0	553	0	0	0	
08A	0	0	0	577	0	0	0	
09A	0	0	0	377	0	0	0	
10A	0	0	0	361	0	0	0	
11A	0	0	0	434	0	0	0	
12P	0	0	0	447	0	0	0	
01P	0	0	0	437	0	0	0	
02P	0	0	0	459	0	0	0	
03P	0	0	0	626	0	0	0	
04P	0	0	0	713	0	0	0	
05P	0	0	0	782	0	0	0	
06P	0	0	0	533	0	0	0	
07P	0	0	0	407	0	0	0	
08P	0	0	0	289	0	0	0	
09P	0	0	0	210	0	0	0	
10P	0	0	0	110	0	0	0	
11P	0	0	0	87	0	0	0	
TOT	0	0	0	7851	74	0	0	

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF CROMWELL	ROUTE 99							DIRECTION B
SOUTH OF GEER STREET	SUN	MON	TUE	WED	THU	FRI	SAT	
DAY	0	0	0	10/21/2009	10/22/2009	0	0	
DATE								
TYPE								
HOUR								
	2009 ADT = 7300		ACF = 0.99					

12A	0	0	0	0	30	0	0	
01A	0	0	0	0	18	0	0	
02A	0	0	0	0	15	0	0	
03A	0	0	0	9	0	0	0	
04A	0	0	0	28	0	0	0	
05A	0	0	0	95	0	0	0	
06A	0	0	0	289	0	0	0	
07A	0	0	0	566	0	0	0	
08A	0	0	0	584	0	0	0	
09A	0	0	0	373	0	0	0	
10A	0	0	0	374	0	0	0	
11A	0	0	0	424	0	0	0	
12P	0	0	0	446	0	0	0	
01P	0	0	0	412	0	0	0	
02P	0	0	0	490	0	0	0	
03P	0	0	0	625	0	0	0	
04P	0	0	0	711	0	0	0	
05P	0	0	0	745	0	0	0	
06P	0	0	0	527	0	0	0	
07P	0	0	0	399	0	0	0	
08P	0	0	0	298	0	0	0	
09P	0	0	0	198	0	0	0	
10P	0	0	0	94	0	0	0	
11P	0	0	0	80	0	0	0	
TOT	0	0	0	7767	63	0	0	

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF CROMWELL	ROUTE						DIRECTION B
GEER STREET - EAST OF WOODSIDE ROAD							
DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	10/20/2009	10/21/2009	0	0	0
TYPE							
HOUR							
	2009 ADT = 2100		ACF = NA				

12A	0	0	0	5	0	0	0
01A	0	0	0	2	0	0	0
02A	0	0	0	6	0	0	0
03A	0	0	0	2	0	0	0
04A	0	0	0	4	0	0	0
05A	0	0	12	0	0	0	0
06A	0	0	48	0	0	0	0
07A	0	0	288	0	0	0	0
08A	0	0	148	0	0	0	0
09A	0	0	66	0	0	0	0
10A	0	0	63	0	0	0	0
11A	0	0	94	0	0	0	0
12P	0	0	88	0	0	0	0
01P	0	0	74	0	0	0	0
02P	0	0	168	0	0	0	0
03P	0	0	220	0	0	0	0
04P	0	0	246	0	0	0	0
05P	0	0	235	0	0	0	0
06P	0	0	217	0	0	0	0
07P	0	0	110	0	0	0	0
08P	0	0	49	0	0	0	0
09P	0	0	37	0	0	0	0
10P	0	0	17	0	0	0	0
11P	0	0	7	0	0	0	0
TOT	0	0	2187	19	0	0	0

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF CROMWELL	ROUTE							DIRECTION B
COURT STREET - EAST OF GEER STREET								
DAY	SUN	MON	TUE	WED	THU	FRI	SAT	
DATE	0	10/19/2009	10/20/2009	0	0	0	0	0
TYPE								
HOUR								
	2009 ADT = 3600		ACF = NA					

12A	0	0	11	0	0	0	0	0
01A	0	0	8	0	0	0	0	0
02A	0	0	5	0	0	0	0	0
03A	0	0	3	0	0	0	0	0
04A	0	0	4	0	0	0	0	0
05A	0	29	0	0	0	0	0	0
06A	0	63	0	0	0	0	0	0
07A	0	187	0	0	0	0	0	0
08A	0	388	0	0	0	0	0	0
09A	0	186	0	0	0	0	0	0
10A	0	170	0	0	0	0	0	0
11A	0	207	0	0	0	0	0	0
12P	0	229	0	0	0	0	0	0
01P	0	218	0	0	0	0	0	0
02P	0	251	0	0	0	0	0	0
03P	0	424	0	0	0	0	0	0
04P	0	397	0	0	0	0	0	0
05P	0	369	0	0	0	0	0	0
06P	0	285	0	0	0	0	0	0
07P	0	182	0	0	0	0	0	0
08P	0	95	0	0	0	0	0	0
09P	0	49	0	0	0	0	0	0
10P	0	42	0	0	0	0	0	0
11P	0	21	0	0	0	0	0	0
TOT	0	3792	31	0	0	0	0	0