DEEP RIVER ROAD SAFETY AUDIT

ROUTE 154: MAIN STREET AND UNION STREET TO SPRING STREET

COMMUNITY connectivity program

FHI studio

OCTOBER 2022

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1 COMMUNITY CONNECTIVITY PROGRAM

1.1 Program Background

The Connecticut Department of Transportation (CTDOT) has created a Community Connectivity Program that focuses on improving the state's transportation network for all users. A major component of this program is conducting Road Safety Audits (RSAs) at selected locations. An RSA is a formal safety assessment of the existing roadway. 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 and/or severity.

The RSA team includes CTDOT staff, municipal officials and staff, municipal police, local stakeholders, FHI Studio staff, and community leaders. The 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, roadway geometrics, crash data, roadway inventory (i.e. signage, curbs, bicycle/pedestrian facilities, amenities, safety components), and sidewalks.

Each RSA is conducted using RSA protocols published by the FHWA. For details on this program, please refer to the CT Connectivity RSA site on the CTDOT webpage.

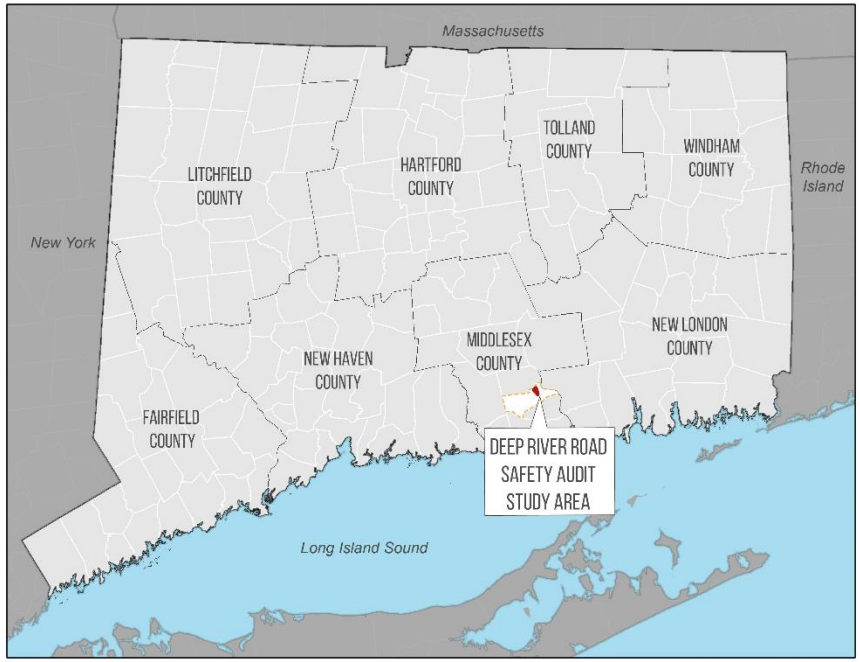
Prior to the site visit, area topography, land use characteristics, intersection sight distance concerns, sidewalk locations, parking, and bicycle facilities are examined using available mapping and imagery. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure and the summary results are discussed in the following sections.

1.2 Deep River RSA Study Area and Location

CTDOT sponsored an RSA for the Town of Deep River in the Route 154 (Main Street) area. The study area encompasses Route 154 (Main Street) between Lords Lane and Spring Street, Union Street between Spring Street and Route 154 (Main Street) and Spring Street between Union Street and Route 154 (Main Street).

Exhibit 1 shows the study area in context to the State of Connecticut, while Exhibit 2 shows the study area in further detail.

Exhibit 1: Deep River RSA Regional Location



The purpose of the RSA is to observe any safety concerns while discussing possible safety improvements for pedestrians and bicyclists travelling along the study area corridor. The study area serves many purposes including local residential access, restaurant and commercial business access, service industry uses, civic uses such as Town Hall, Elementary School, and Library, and pedestrian and bicyclist movement throughout the beach community. See Exhibit 3 for points of interest located along the corridor.

Route 154 is a collector roadway that provides a regional connection to points north and south. The study area has sidewalks and crosswalks throughout, lacks bicycle facilities.

Average Daily Traffic (ADT) in the study area ranges between 1,600 vehicles per day on Union Street to about 6,300 vehicles per day in the middle of the study area in the commercial core on Route 154 (Main Street) between Bridge Street and Route 80 (Elm Street).

Exhibit 4 displays daily traffic in the study area. There are two signalized intersections in the study area, one at the intersection of Union Street, Main Street, and Southworth Street and the second is located at the intersection of Main Street and Route 80 (Elm Street). The other intersections are controlled by stop signs. Most intersections are signed as two-way stop control where Route 154 does not stop. The intersection of Route 80 (Elm Street) and Union Street is all-way stop controlled, as is the intersection of Union Street, West Bridge, and Bridge Streets.

Exhibit 2: Deep River RSA Study Area

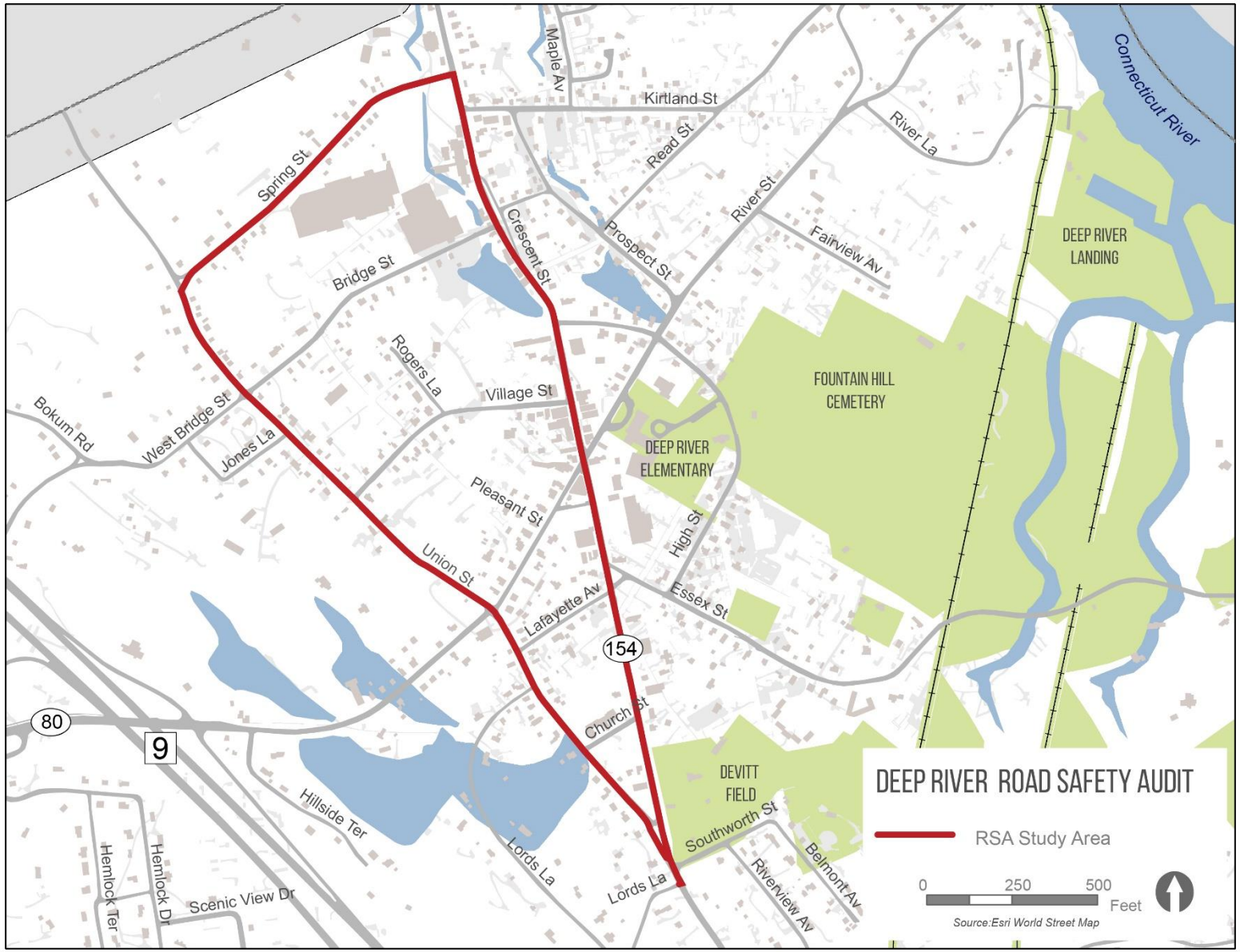


Exhibit 3: Study Area Points of Interest

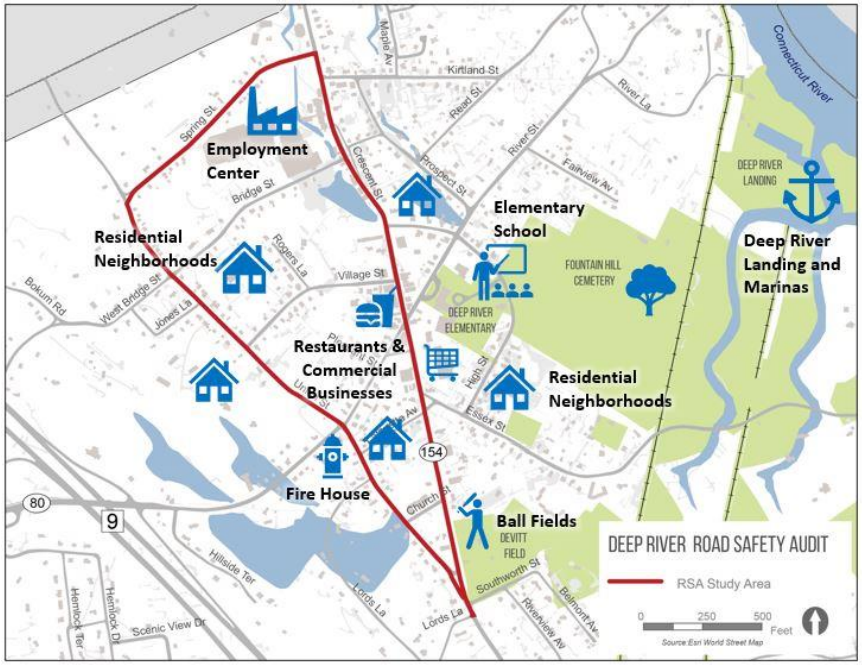
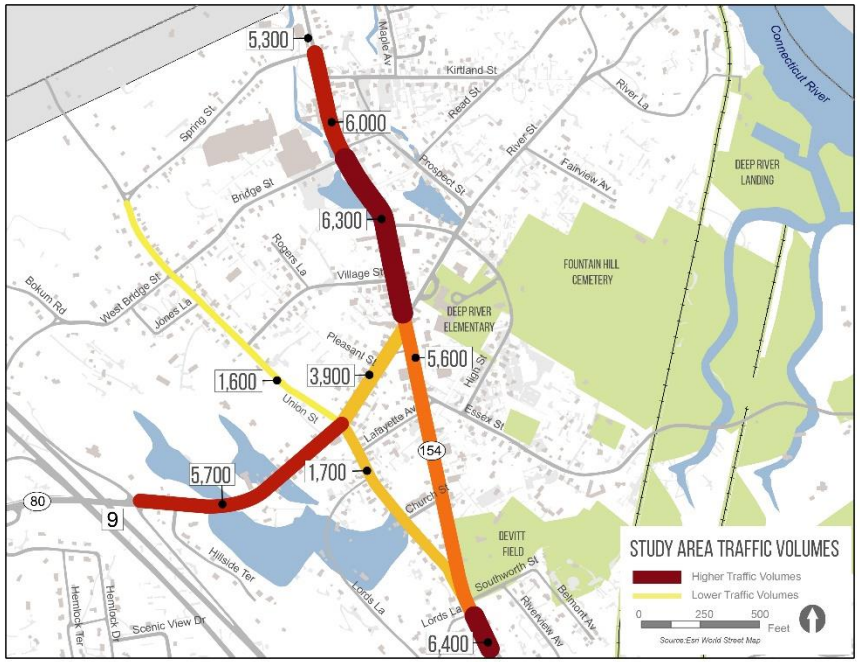


Exhibit 4: Average Daily Traffic Volumes



2 PRIOR EFFORTS IN STUDY AREA

2.1 Intersection signal upgrades

Signal upgrades at the intersection of Route 154 (Main Street), Union Street and Southworth Street were completed in Spring 2022. Replacements of the signals, crosswalk indicators and pedestrian actuator buttons in addition to overhead video vehicle detection were installed as part of this work effort. Exhibit 5 shows the newly painted crosswalk and signal equipment.

Signal replacement is also planned for the intersection of Route 154 (Main Street) and Route 80 (Elm Street) (Project 172-0496). The replacement will install new traffic signal equipment on steel mast-arms, replacing the existing traffic signal equipment installed on a span wire at that location.

Exhibit 5: Intersection of Main Street, Union Street, and Southworth Street

2.2 Route 154 (Main Street) Streetscape and Pedestrian Improvements

Brick sidewalks were installed along Main Street at various stages over the past 15 years. This work included the installation of pedestrian scale light posts that run throughout the downtown. Exhibit 6 displays Deep River's Main Street.

Exhibit 6: Streetscape design along Main Street

3 PRE-AUDIT MEETING

3.1 Pre-Audit Information

The RSA team conducted a pre-audit meeting in the afternoon of Wednesday, April 6th, 2022. The RSA team presented a brief presentation that included an overview of the Deep River RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

Speeds: Speed limits in the study area range between 25 miles per hour (mph) on Union Street to 30 mph on Route 154 (Main Street). North of Spring Street, Route 154's speed limit increases to 35 mph, and south of the study area, at Lords Lane the speed limit is 40 mph. Exhibit 7 displays speed limits in the study area.

Exhibit 8 shows the observed 85th-percentile speeds at various locations in the study area. 85th percentile speeds range from 28.2 MPH on Route 154 (Main Street) in the southbound direction approaching Route 80 (Elm Street) and as high as 42.8 MPH on Route 154 (Main Street) in the southbound direction south of Lafayette Avenue.

Exhibit 7: Study Area Speed Limits

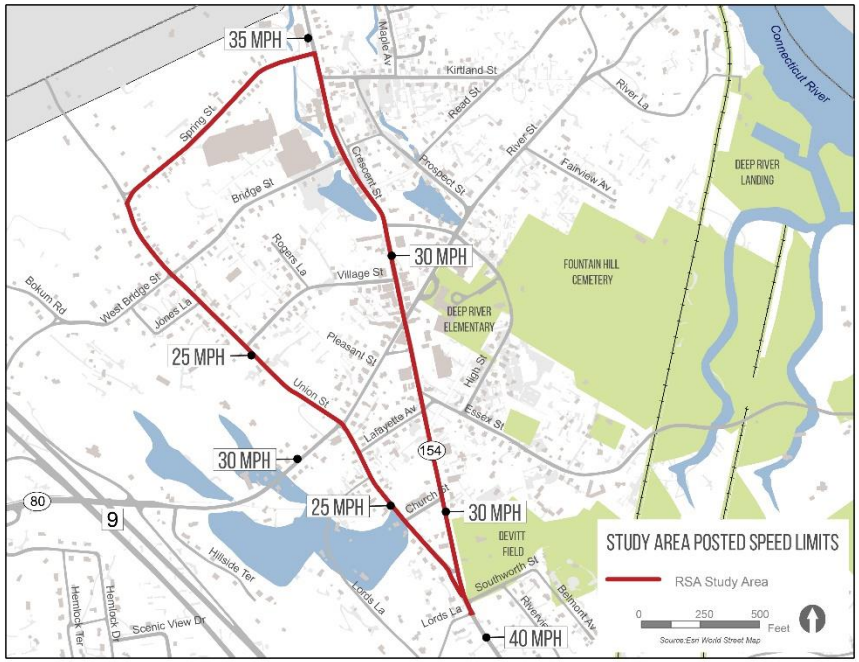
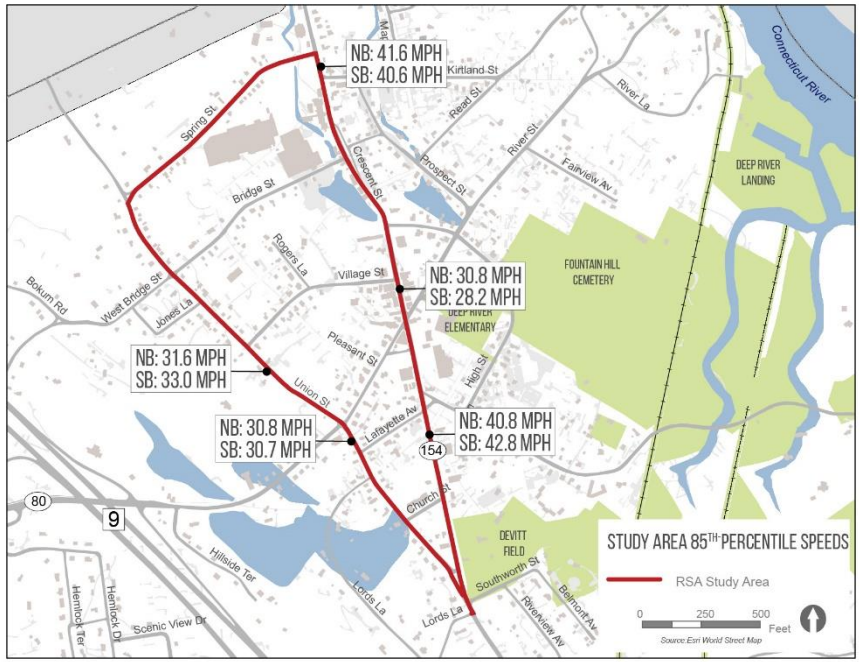


Exhibit 8: Study Area Observed 85th-Percentile Speeds

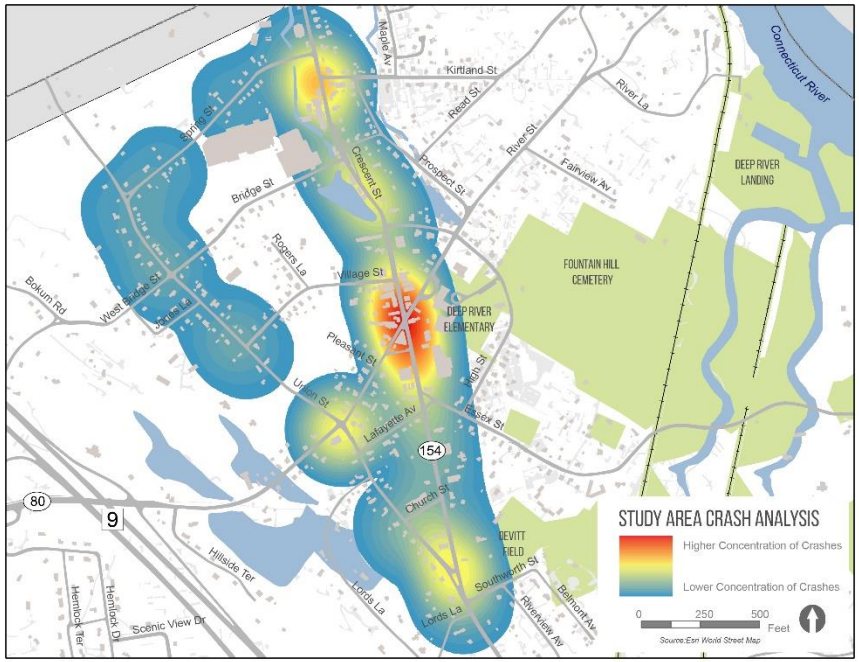


Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2016 through December 2020, there were a total of 75 crashes in the Deep River RSA study area. Crashes were concentrated in the vicinities of the Route 154 (Main Street) / Route 80 (Elm Street) intersection in the commercial area, the intersection of Route 154 (Main Street) at Kirtland Street, the four-way intersection of Route 80 (Elm Street) and Union Street, and the signalized intersection of Route 154 (Main Street), Union Street, and Southworth Street. Exhibit 9 displays the study area crash summary and Exhibit 10 displays a study area crash heatmap.

Exhibit 9: Study Area Crash Summary

Year	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2016		1	1	14	**16**
2017	1		1	10	**12**
2018			3	12	**15**
2019		1	1	19	**21**
2020		1	3	7	**11**
TOTAL	**1**	**3**	**9**	**62**	**75**

Exhibit 10: Study Area Crash Heatmap



Crashes by Type: The majority of crashes are angle crashes, single vehicle crashes or a sideswipe same direction crash. Single vehicle crashes are indicative of crashes where motorists veered off the road, ran into a guardrail, etc. The "rear-end" crashes are common in areas of stopped traffic such as an approach to an intersection, commercial area, or in areas with many driveways. Other types of crashes including angle crashes and sideswipe crashes are common in areas with ingress and egress movements such as business areas. Exhibit 11 and Exhibit 12 display the location and breakdown of crashes by type in the corridor.

Exhibit 11: Crashes by Type

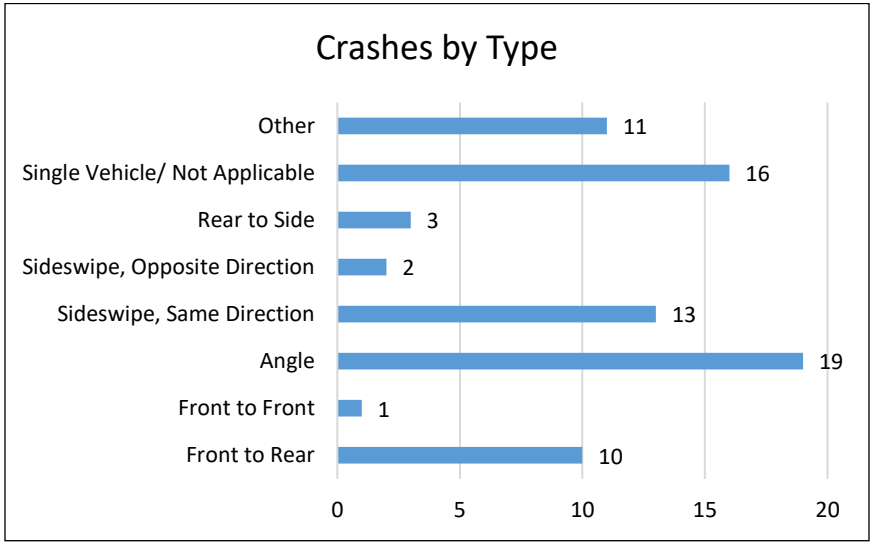
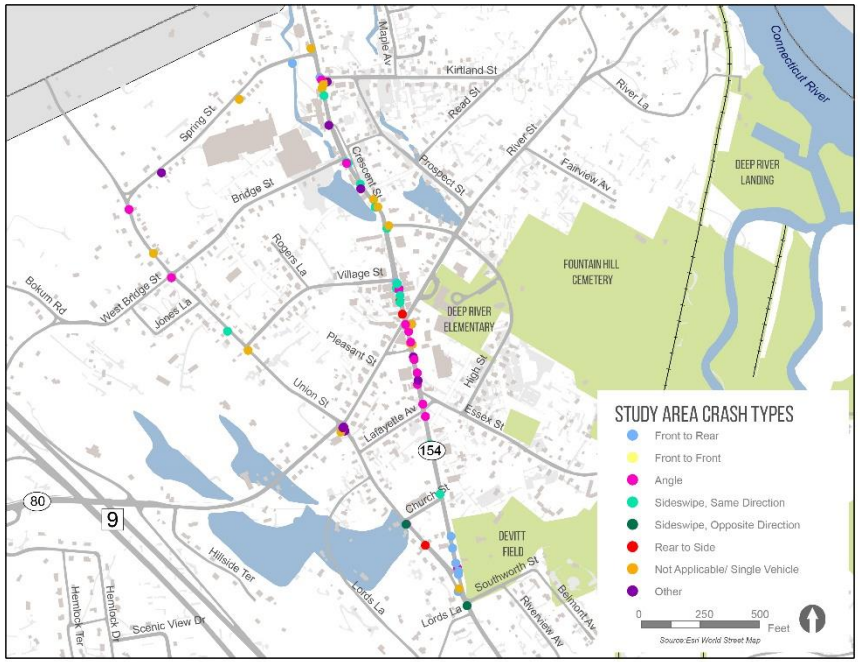


Exhibit 12: Crashes by Type



Crash Severity: There was 13 crashes resulting in injury in the study area, with one of these crashes resulting in serious injury (vehicular crash). The serious injury occurred in 2017, at the intersection of Route 154 and Southworth Street. Many crashes (62) are classified as property damage only. This is typical for single vehicle and angle type crashes that are prevalent in the study area. Exhibit 13 and Exhibit 14 show crash severity by location and a summary of total crashes by severity.

Crashes by Involved Person: There was one crash involving a bicyclist in the study area, which occurred on Route 154 (Main Street) near the driveway to Cumberland farms. There were no crashes involving pedestrians in the study area. Exhibit 15 shows location of the bicyclist crash.

Exhibit 13: Crash Severity by Location

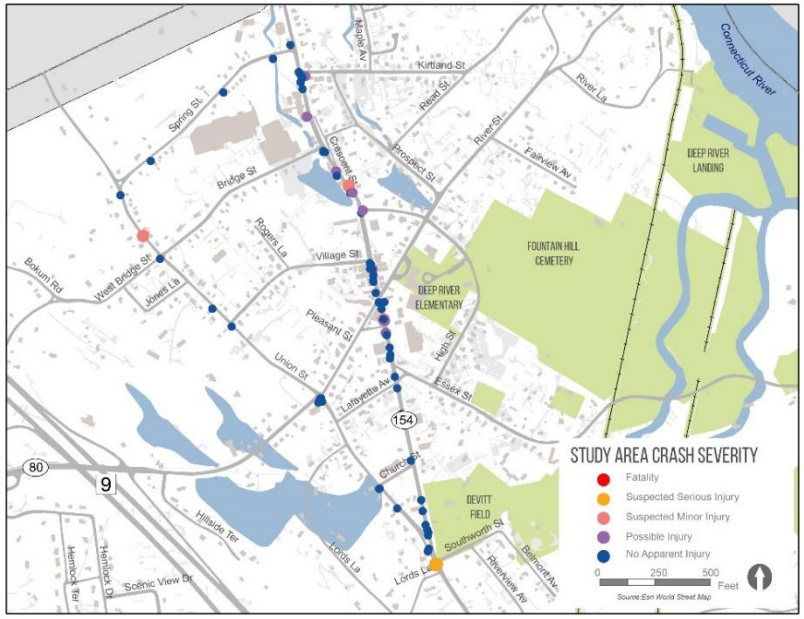


Exhibit 14: Crash Severity Summary

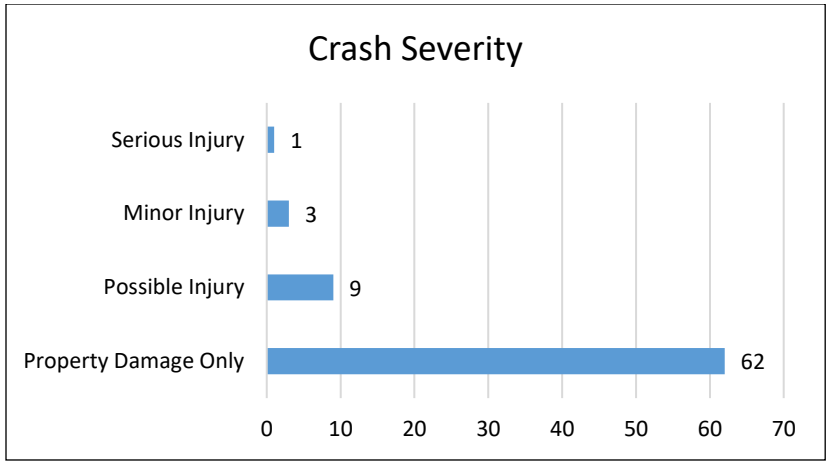
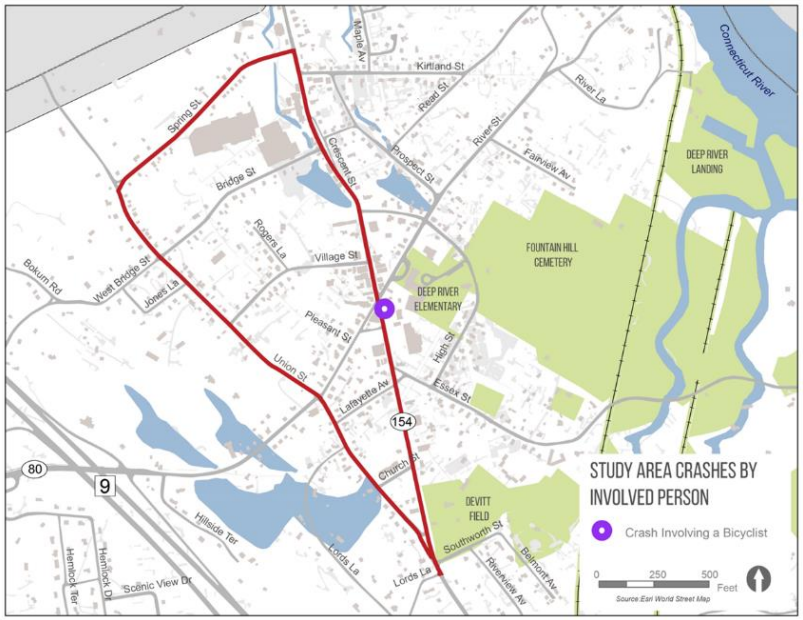


Exhibit 15: Crashes by Involved Person



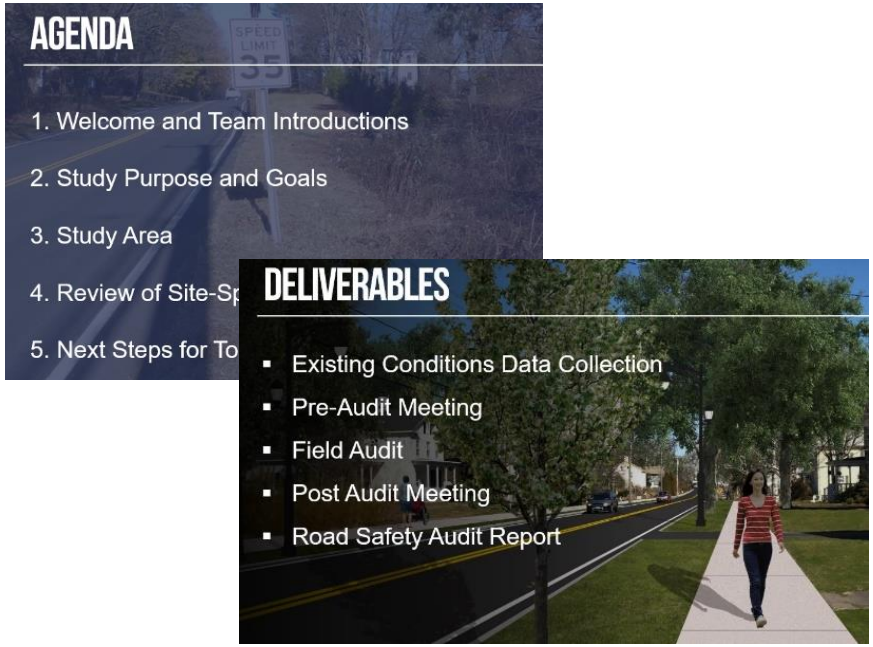
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, a discussion followed that highlighted concerns and notes regarding the Deep River RSA study area. Highlights from this discussion are presented below:

- Traffic speeds are the biggest concern throughout the study area. A traffic study was conducted in August 2019 in the vicinity of 209 Main Street (Riverwind Inn Bed & Breakfast), revealing average speeds of 29 MPH northbound and 30 MPH southbound, with 85th-percentile speeds of 34 MPH and 36 MPH, respectively.
- Many kids cross Route 154 (Main Street) south of Dunkin Donuts to go to Devitt Field. The signalized crosswalk with the exclusive pedestrian phase at the intersection of Route 154 (Main Street) at Southworth Street is not often utilized for this purpose.
- The existing driveway at 211 Main Street (Shore Discount Liquors) is problematic due to the location of the utility pole.
- Crosswalk would be beneficial in proximity to 211 Main Street (Shore Discount Liquors) and the Post Office.
- Crosswalk across Route 154 (Main Street) at Walgreens sees a lot of foot traffic, many drivers do not stop for pedestrians. 9 Town Transit Bus often stops at this location.
- Drivers do not follow the No Turn on Red sign at the Route 154 (Main Street) approach to the intersection of Route 80 (Elm Street).
- Crosswalk on Route 154 (Main Street), north of Village Street is problematic for pedestrians, drivers often are speeding and do not stop.
- Vehicles park closely to some crosswalks, which makes it difficult to see pedestrians when pedestrians are trying to cross. Businesses need the parking.
- The intersection of Route 154 (Main Street) and Kirtland Street has poor sight lines and drivers often speed in this area.

Sample slides from the pre-audit presentation are shown in Exhibit 16.

Exhibit 16: Sample slides from Pre-Audit Presentation



4 RSA ASSESSMENT

The following summary describes observations and discussion regarding issues and concerns throughout the Deep River RSA study area. Exhibit 17 shows RSA participants engaging in conversation during the RSA. Discussions were held at each of the noted locations below.

Exhibit 17: RSA participants during the RSA Assessment date

4.1 Intersection of Route 154 (Main Street) at Southworth Street and Union Street

- The signalized intersection generally functions well for vehicular traffic.
- The crosswalk is not widely used. Participants noted that the crosswalk is not in a convenient location for pedestrians between Route 154 (Main Street) to the north and Devitt Field, which draws most of the pedestrians in this area. Exhibit 18 displays the signalized crossing.
- People often cross Route 154 at the north end of Devitt Field to access the ball fields and playground. There is no crossing at this location and it does not seem to be a safe location for a crosswalk due to the proximity to the intersection.
- There is a crosswalk missing on the Union Street approach to the intersection. Exhibit 19 displays this location.
- Speeding is in issue in this location. Speed limit is 40 mph south of the intersection and quickly slows to 30 mph to the north of this intersection.

Exhibit 18: Crosswalk on Route 154 south of Southworth Street

Exhibit 19: Missing crosswalk at Union Street

Exhibit 20: Main Street near Church Street. View looking north.

4.2 Intersection of Route 154 (Main Street) at Church Street

- Speeding is an issue in this area.
- This area is very busy with events during warmer months. The church green space hosts a horseshoe league on Mondays and Thursday evenings, while the Deep River Historical Society also hosts events such as weddings. People often park along Church Street and cross at this location without a crosswalk. See Exhibit 20.

4.3 Route 154 (Main Street) Near 209 Main Street (Riverwind Inn)

- Pedestrians often cross Main Street at this location, but there is currently no crosswalk.
- The entrance/exit driveway to 211 Main Street (Shore Discount Liquors) causes confusion. See Exhibit 21 for a view of the driveway.
- Vehicle speeds are an issue at this location.
- Representatives from the inn noted that delivery trucks in this area often drive over a raised manhole in the road at this location. This results in a loud noise for visitors at the inn. CTDOT personnel observed this location in 2019 and did not notice any unusual traffic noise and found that paving joint was within CTDOT tolerances.
- Sidewalk lacking in front of Riverwind Inn.

Exhibit 21: Driveway to 211 Main Street (Shore Discount Liquors)

4.4 Intersection of Route 154 (Main Street) at Essex Street and Lafayette Avenue

- Drivers at the stop sign on Essex Street turning right often roll through the stop sign and do not yield to pedestrians in the crosswalk. Exhibit 22 shows this intersection and the angle between Essex Street and Route 154 (Main Street).

Exhibit 22: Route 154 at Essex Street intersection

4.5 Route 154 (Main Street) between Essex Street and Route 80 (Elm Street) Intersection

- Participants felt that Route 154 (Main Street) had too much signage in this area. Participants noted that due to the number of signs, signage is not effective for drivers. The amount of signage also takes away from the visual character of the area and sometimes causes obstructions in the sidewalk.
- Exhibit *23* shows a location in the study area with a sign installed which is narrowing the sidewalk width.
- Eversource installed additional cobra head lighting in the commercial area, but the area is lacking pedestrian scale lighting.
- Entrance to 193 Main Street (Adams Market) is busy in this area.

- Very busy area between Essex Street and the intersection with Route 80 (Elm Street). There is a lot of turning movements into and out of the businesses in this area. See Exhibit 24 for a photo of this area.
- Many drivers do not yield to pedestrians at crosswalk on Route 154 (Main Street) between Adams Grocery Store and Walgreens Pharmacy. This could be a suitable location to install a raised crosswalk.
- 9 – Town Transit stops at this location, is a busy pick-up and drop-off location.

Exhibit 23: Signage in the sidewalk causing an obstruction on Main Street

Exhibit 24: View of Route 154 looking north toward Cumberland Farms and Route 80 (Elm Street) Intersection

Exhibit 25: Crosswalk on Route 154 (Main Street) at Walgreens Pharmacy

4.6 Intersection of Route 154 (Main Street) at Route 80 (Elm Street) and River Street

- This is a busy intersection for both vehicles and pedestrians.
- Young children are often walking in this area between the businesses.
- New signal equipment is planned at the intersection including new signal mast arm with a single mast-arm design, pedestrian equipment, and overhead video and/or radar vehicle detection. Exhibit 26 displays the intersection.

Exhibit 26: Intersection of Route 154 (Main Street), Route 80 (Elm Street), and River Street

4.7 Intersection of Route 154 (Main Street) at Village Street

- This is one of the busiest pedestrian crossing locations in Town.
- Parking is striped closely to crosswalk which makes id difficult to see pedestrians waiting to cross as their view is occluded by parked vehicles. Current design does not meet state law prohibiting parking within 25-feet of crosswalks or intersections.
- Additionally lighting or a raised crosswalk should be considered at this location.
- The crosswalk is missing a curb ramp on the eastern side
- See Exhibit 27 for a photo of the crosswalk.

Exhibit 27: Crossing on Main Street and Village Street

4.8 Route 154 (Main Street) between High Street and Spring Street

- Many residents of Piano Works utilize the on-street parking.
- Intersection with Kirtland Street has seen several vehicle crashes. See Exhibit 28 for a photograph of this location.
- Speeding is an issue at this location.
- Drivers often do not yield to pedestrians in this location.
- There is no crosswalk across Kirtland Street.
- On-street parking in the northbound direction in the area of Bridge Street can be difficult to see and to access parked vehicles
- The parking lot to 83 Main Street (EmJay's) creates poor delineation in the roadway and does not provide pedestrian accommodation
- Signage on the northeast corner should be evaluated to ensure it does not pose a sightline obstruction for exiting traffic from Kirtland Street.

Exhibit 28: Intersection of Main Street and Kirtland Street

4.9 Intersection of Union Street and Spring Street

- Union Street northbound does not have a stop sign, but Spring Street and Union Street in the southbound direction both do. This can be confusing to drivers. The town was interested in placing a stop sign in the northbound direction but did not want to stop traffic in front of a neighbor's house. See Exhibit 29 for a photograph of this location.
- Union Street is wide in this location.
- Speeds and cut-through traffic are common on Union Street

Exhibit 29: Intersection of Union Street and Spring Street

4.10 Union Street between Spring Street and Route 80 (Elm Street)

- Sidewalk missing on Union Street between Village Street and Route 80 (Elm Street), see Exhibit 30.
- A significant wetland exists to the north of Route 80 (Elm Street).
- Visibility at four-way stop controlled intersection of Union Street and Route 80 (Elm Street) is limited due to a rock wall and landscaping on the northeast corner of the intersection. It is difficult to see stopped vehicles between the westbound and southbound approach due to the location of the stop bars, particularly the placement of the southbound stop bar. As an all-way stop-controlled intersection, visibility between vehicles stopped at this intersection is required. Exhibit 31 displays the intersection.
- The town is evaluating design options to rebuild the fire station on the southwest corner of this intersection.
- The town would like to extend a sidewalk along the south side of Route 80 (Elm Street) to Hemlock Drive.

Exhibit 30: Lack of Sidewalk on Union Street

Exhibit 31: Four-way intersection of Union Street and Route 80 (Elm Street)

4.11 Union Street between Route 80 (Elm Street) and Main Street (Route 154)

- One-way sign missing at Lafayette Avenue

5 RECOMMENDATIONS

Based on the findings discussed during the RSA, the RSA team compiled a set of recommendations for the study area. These recommendations are organized by study area location. The report includes two focus areas, the first being on Main Street between Route 80 (Elm Street) and High Street, and the second focus area north of this location on Main Street between Bridge Street and Kirtland Street. These locations were selected due to recommended roadway reconfiguration in these areas which were better depicted with conceptual graphics. Selection of these areas as focus area does not reduce the importance of other areas identified in this report, and does not indicate that these area are of higher priority than other recommendations in this report. These areas are provided in further detail with conceptual drawings of potential recommendations in this area.

All recommendations for all locations are divided into short-term, medium-term, and long-term recommendations.

- Short-term recommendations: These are improvements that are simpler and could be completed on a quick timeline. These recommendations are low-cost alternatives such as striping and signage. These recommendations generally do not require extensive engineering or construction costs. More extensive recommendations which have funding previously committed may be included. These projects are defined as those that may be complete within two years.
- Medium-term recommendations: These are improvements that may require more substantial engineering than those generally included as short-term recommendations. These may require establishment of funding in capital improvement plans, or a dedicated funding item. However, these recommendations are generally simpler than long-term recommendations and generally do not include ROW acquisition etc. These projects are defined as those that may be completed in two-to-five years.
- Long-term recommendations: These are improvements that require substantial study and engineering. These recommendations generally require significant funding for implementation and may require several years of planning to budget. These projects are defined as those recommendations that may take five years or longer to complete.

It should be noted that any work within the State ROW to be done by non-State forces will require an encroachment permit from the District 2 Permit Office and/or an official request from the Deep River Local Traffic Authority.

Exhibit 32 and Exhibit 33 display the recommendations of the overall study area on a map. Exhibit 32 includes recommendations on Route 154 (Main Street) while Exhibit 33 shows recommendations for Spring Street and Union Street. Further detail is provided in the sections below, while Exhibit 45 and Exhibit 46 provided conceptual graphics of Route 154 (Main Street) between Route 80 (Elm Street) and High Street, and Route 154 (Main Street) between Bridge Street and Kirtland Street areas respectively.

LEGEND

- Short-term Recommendation
- Medium-term Recommendation
- Long-term Recommendation

Recommendations in this area located in separate concept plan

Redesign driveway to reinforce right-out only restriction at 193 Main Street (Adams Market)

Narrow driveway at 181 Main Street and reconstruct apron at sidewalk grade

Reconstruct apron at sidewalk grade at 177 Main Street

Install decorative raised crosswalk with pedestrian refuge at 180 Main Street See report for note for additional considerations by CTDOT

Consider realigning Essex Street with leg opposite Lafayette Avenue to T-up intersection. Consider alternative intersection modifications such as a roundabout.

Reconstruct driveway to 211 Main Street (Shore Discount Liquors)

Install crosswalk across Main Street southbound approach to intersection. Connect with proposed sidewalks on Southworth Street.

Install sidewalk on east side of Main Street

Install sidewalk on Southworth Street between Devitt Field entrance and Route 154. Stripe crosswalk and add pedestrian signal heads across Southworth Street approach.

Install pedestrian scale lighting

Reconstruct apron to Town Hall at sidewalk grade. Consider installing speed bumps to reduce vehicle cut-through speeds

Consider prohibiting left-turns out of this driveway

Install RRFB at crosswalk at 180 Main Street (Walgreens)

Stripe crosswalk and relocate stop-bar 4-feet away from crosswalk

Remove existing signage and replace with 30-inch Do Not Enter signage and One-Way signage on both sides of intersection

Install two Wrong Way (R5-1a) signs further away from Route 154 (Main Street)

Install decorative raised crosswalk with pedestrian refuge at 211 Main Street. See report for note for additional considerations by CTDOT

Install decorative raised crosswalk with pedestrian refuge between Congregational Church green space and Deep River Historical Society See report for note for additional considerations by CTDOT

Stripe crosswalk across Union Street approach to intersection. Add pedestrian signal heads to this approach.

Consider full-sized modern roundabout at intersection of Main Street and Union Street. Consider relocating driveway to Devitt Field to roundabout.

Install horizontal diverter with gateway treatment for northbound traffic

SCALE IN FEET
0 400' 800'
GRAPHIC SCALE

DEEP RIVER ROAD SAFETY AUDIT
DEEP RIVER, CONNECTICUT

EXHIBIT 32: CT ROUTE 154 (MAIN ST)
STUDY AREA RECOMMENDATIONS

DATE: 10/18/2022
SCALE: 1" = 400'
RECOMMENDATIONS

LEGEND

- Short-term Recommendation
- Medium-term Recommendation
- Long-term Recommendation

N

PROSPECT STREET
KIRTLAND STREET
HIGH STREET
RIVER STREET
HIGH STREET
ESSEX STREET
DEVITT FIELD
SOUTHWORTH STREET
BELMONT AVENUE
RIVERVIEW STREET
SOUTH MAIN STREET
154
MAIN STREET
CRESCENT STREET
VILLAGE STREET
ELM STREET
CHURCH ST.
LORDS LANE
80
UNION STREET
SPRING STREET
BRIDGE STREET

Consider installing double yellow centerline in place of single yellow centerline

Relocate southbound stop bar south to improve visibility to westbound traffic

Install "All-Way Stop" plaque on existing stop sign

Stripe crosswalks

Stripe edge lines with a 10-ft travel lane to reduce perceived travel lane width

Replace one-way signage at Lafayette Avenue

Consider widening sidewalk

Cut back overgrowth onto sidewalk along Spring Street

Consider long-term intersection redesign such as: all-way stop at northern leg with southern leg as right-turn lane from Union Street to Spring Street, intersection realignment roundabout options.

Install "All-Way Stop" plaque on existing stop sign

Realign intersection to improve visibility between Elm Street to the east and Union Street to the north. Consider shifting intersection westward and reducing curb radii as appropriate.

Continue Union Street sidewalk on east side between Village Street and Elm Street. In areas of wetlands, consider elevated boardwalk to minimize impacts.

Install stop sign plaque "Oncoming Traffic Does Not Stop" (W4-4bP)

Consider sidewalks on west side

Elevate stop signs to minimum height required by MUTCD. Install stop sign plaque "Traffic From Left Does Not Stop" (W4-4aP)

Continue sidewalks on south side of Elm Street between Union Street and Hemlock Drive

SCALE IN FEET
0 400' 800'
GRAPHIC SCALE

DEEP RIVER ROAD SAFETY AUDIT
DEEP RIVER, CONNECTICUT

EXHIBIT 33: BRIDGE STREET & UNION STREET STUDY AREA RECOMMENDATIONS

DATE: 10/18/2022	
SCALE: 1" = 400'	
RECOMMENDATIONS	

FHI studio

5.1 Intersection of Route 154 (Main Street) at Southworth Street and Union Street

The recommendations at this intersection are two-fold: first, to provide safer pedestrians connections between Devitt Field and the existing sidewalks on Route 154 (Main Street), and second, to explore additional redesign options at this intersection which can enhance this intersection's role as a gateway for motorists entering the village center from the south.

Medium-term

1) Stripe crosswalks across the Union Street southbound approach to the signalized intersection. Install pedestrian signal heads and push-buttons to this crosswalk.
2) Install sidewalk on Southworth Street between Devitt Field entrance and Route 154 (Main Street). Stripe crosswalk and add pedestrian signal heads and push-buttons across Southworth Street approach.
3) Install crosswalks across the Route 154 (Main Street) southbound approach to intersection. Connect with proposed sidewalks on Southworth Street to provide accessible crossings between Devitt Field and the west side of Route 154 (Main Street).

Long-term

1) Consider a full-sized modern roundabout at intersection of Main Street and Union Street to serve as a gateway for northbound motorists entering the village. Consider relocating access to Devitt Field to the proposed roundabout and converting Southworth Street to a two-way stop-controlled intersection. Roundabout design would need additional analysis (geometric and traffic) and documentation of possible concerns (environmental, right of way, utility etc.) before being deemed acceptable to proceed to projects. Refer to Exhibit 34 for an example of a modern roundabout in Glastonbury, CT.

Exhibit 34: A modern roundabout in Glastonbury, CT serves a safer intersection control compared to a conventional signalized intersection[1] but also reduces vehicle travel speeds and serves as a gateway for motorists entering the town center. (Source: FHI Studio)

[1]Roundabouts overall have been found to have a 78% reduction in crashes resulting in fatality or injury compared to signalized intersections. This is based on Federal Highway Administration research: safety.fhwa.dot.gov/provencountermeasures/roundabouts

5.2 Route 154 (Main Street) between Union Street and Essex Street and Lafayette Avenue

Recommendations within this segment have two priorities, first, to slow motorist speed, especially for northbound traffic entering the village center, and second, to strengthen pedestrian connections both along and across Route 154 (Main Street).

Short-term

1) At the intersection of Route 154 (Main Street) and Lafayette Avenue:
   a) Remove existing Do Not Enter and Wrong Way signage
   b) Install crosswalk across Lafayette Avenue
   c) Relocate stop bar per MUTCD. Stop bar should be striped at least 4-feet away from the crosswalk
   d) Install Do Not Enter (R5-1) (30-inch) and One-Way (R6-1) (12x36-inch) signage on both sides of the intersection.
   e) Install two (2) Wrong Way (R5-1a) (24x36-inch) signs further away from Route 154 (Main Street)

Medium-term

2) Install a horizontal diverter with a median island and gateway treatment for northbound traffic to slow northbound traffic entering the village center. Refer to Exhibit 35 of an example of a similar gateway treatment installed on CT Route 195 in Tolland, CT.
3) Consider decorative raised crosswalk with pedestrian refuge in two locations in this segment. Refer to Exhibit 36 of an example of a crosswalk in Hillsboro, Virginia with all recommended elements, while Exhibit 37 shows an example of a decorative crosswalk without a pedestrian refuge island in Northampton, Massachusetts, and Exhibit 38 provides an example of a raised crosswalk in New Haven, Connecticut. Note that raised crosswalks and raised intersections are currently being explored by CTDOT with one pilot location in the state and not yet considered for general application. As an alternative, consider a standard crosswalk with pedestrian refuge. Consider a raised crosswalk:
   a) Between the Congregational Church green space (horseshoe pits) and the Deep River Historical Society, and
   b) South of the driveway to 211 Main Street (Shore Discount Liquors)
4) Reconstruct driveway to 211 Main Street (Shore Discount Liquors) to eliminate utility pole between driveways.
5) Install sidewalk on east side of Main Street

Long-term

1) Consider realigning Essex Street with leg opposite Lafayette Avenue to T-up intersection. Consider alternative intersection modifications such as a roundabout which could further provide traffic calming impacts on Route 154 (Main Street). Roundabout design would need additional analysis (geometric and traffic) and documentation of possible concerns (environmental, right of way, utility etc.) before being deemed acceptable to proceed to projects.

Exhibit 35: Horizontal diverter and median island with gateway treatment in Tolland, CT (Source: Google Maps Streetview)

Exhibit 36: Decorative raised crosswalk with pedestrian refuge in Hillsboro, Virginia on Virginia Route 9 (Source: Virginia DOT)

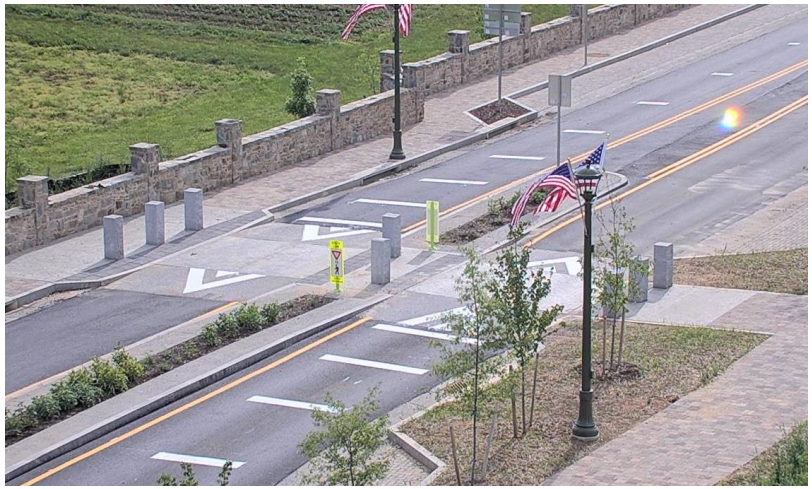


Exhibit 37: Decorative raised crosswalk in Northampton, MA on US Route 5 (Source: Google Maps Streetview)

Exhibit 38: Raised crosswalk in New Haven, CT on Yale Avenue (Source: Google Maps Streetview)

5.3 Route 154 (Main Street) between Essex Street and Route 80 (Elm Street)

The recommendations in this area focus on improving pedestrian safety across Route 154 (Main Street) and across many of the busier driveways in this area. Furthermore, observations during the RSA showed many conflicting turning movements from area businesses, and in an area of limited visibility due to queuing from the signal at the intersection of Main Street and Route 80 (Elm Street) to the North. The recommendations included in this section include a few access management restrictions or improvements to further delineate and enforce existing restrictions. Finally, many participants in the RSA noted signage clutter in this busy commercial area that distracted from the character of this segment and the signage itself. While it is recommended that an additional rectangular rapid flashing beacon (RRFB) be considered at 180 Main Street (between Walgreens and Adams Market) due to the pedestrian demand at this crosswalk in this segment, this additional signage is offset by a recommendation to remove any unnecessary signage in this area, including "Yield Here for Pedestrian" advance signage in this area.

Short-term

1) Consider prohibiting left-turns out of the northern driveway from 180 Main Street (Walgreens). This movement can be served with the driveway to the south and the driveway at Route 80 (Elm Street).
2) Install pedestrian scale lighting between Essex Street and Route 80 (Elm Street).

Medium-term

1) Install a rectangular rapid flashing beacon (RRFB) at 180 Main Street (between Walgreens and Adams Market) with a high intensity crosswalk light. Refer to Exhibit 39 for an example of an RRFB and Exhibit 40 for an example of the high-intensity crosswalk light option.
2) Install decorative raised crosswalk with pedestrian refuge at 180 Main Street (between Walgreens and Adams Market). Note that raised crosswalks and raised intersections are currently being explored by CTDOT with one pilot location in the state and not yet considered for general application. As an alternative, consider a standard crosswalk with pedestrian refuge.
3) Reconstruct the following driveways at sidewalk grade to provide priority to pedestrian traffic and to reduce vehicle turning speeds. Refer to Exhibit 41 for an example of this treatment.
    a) 181 Main Street (Pizzeria Da Vinci) – also consider narrowing driveway to provide shorter pedestrian crossing across this driveway
    b) 177 Main Street (Cumberland Farms)
    c) Town Hall – rear driveway
4) Redesign the northern driveway at 193 Main Street (Adams Market) to reinforce right-out only restriction

Exhibit 39: An example of RRFB (Source: CTDOT)

Exhibit 40: An example of a crosswalk high intensity light integrated with an RRFB at night in West Hartford, CT. Note – The yellow flashers are not activated in this photo to demonstrate the crosswalk light.

Exhibit 41: A driveway apron constructed at sidewalk grade to provide priority to pedestrian traffic and to reduce vehicle turning speeds at the pedestrian crossing. This example from the study area at 168 Main Street provides a good example of design. (Source: FHI Studio)

Exhibit 42: A right-out design restriction in Storrs, CT designed to not permit left-turns out. (Source: FHI Studio)

5.4 Route 154 (Main Street) between Route 80 (Elm Street) and High Street

Recommendations in this area primarily focus on reducing vehicular speeds, especially in the vicinity of Village Street for motorists approaching this area in the southbound direction. To offset some of the reduction of parking near Village Street, it is recommended that the northbound parking lane be widened to 8-feet. A field review during the RSA left many participants surprised to find that parking existed in the northbound direction due to its current narrow width.

Short-term

1) State law prohibits parking within 25-feet of crosswalk or intersection. Remove parking in intersection and within 25-feet of intersection or crosswalk to comply with state law and improve visibility to pedestrians. Coordinate with CTDOT on installation on no parking signage. Consider installing flex-posts or other temporary elements to be installed and maintained by town in this space to enforce no parking restriction.
2) Remove yield lines at crosswalks at unsignalized intersections including crosswalks at Village Street and High Street.
3) Install curb ramp on east side of Route 154 (Main Street) for crosswalk at Village Street
4) Consider reducing travel lane width between High Street and Route 80 (Elm Street) from CTDOT standard 11-feet to 10.5 feet. Travel lane widths of 10-feet to 12-feet is permitted for urban collector streets based on the CTDOT Highway Design Manual. The reduction in lane widths allow for northbound parking to be widened from 7-feet to a standard 8-feet

Medium-term

1) Install RRFB at crosswalk at Village Street with a high intensity crosswalk light
2) Install raised bumpouts on all corners at Village Street, install crosswalks on all approaches.

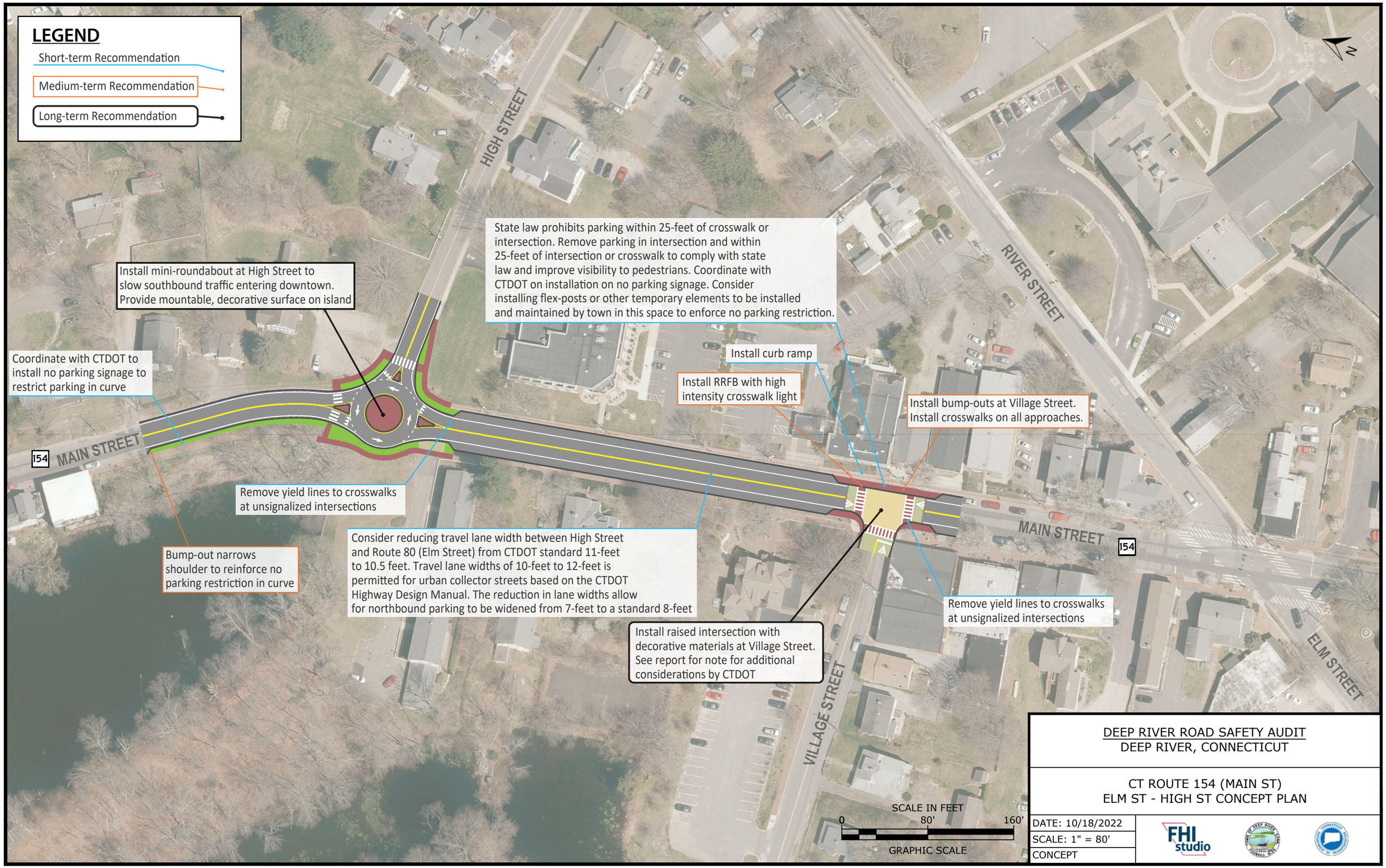
Long-term

1) Install mini-roundabout at High Street to slow southbound traffic entering the village center. Provide mountable, decorative surface on the island to accommodate large-vehicle movements. Roundabout design would need additional analysis (geometric and traffic) and documentation of possible concerns (environmental, right of way, utility etc.) before being deemed acceptable to proceed to projects. Refer to Exhibit 43 for an example of a mini-roundabout.
2) Install raised intersection with decorative materials at Village Street. Raised intersection would need additional analysis (geometric and traffic) and documentation of possible concerns (environmental, right of way, utility etc.) before being deemed acceptable to proceed to projects. Note that raised crosswalks and raised intersections are currently being explored by CTDOT with one pilot location in the state and not yet considered for general application. As an alternative, consider a standard crosswalk with pedestrian refuge. Refer to Exhibit 44 for an example of this treatment.

Exhibit 45 depicts these recommendations as a conceptual plan.

Exhibit 43: Example of a mini-roundabout in Manchester, VT with a diameter of 65-feet. Note the decorative, mountable center island to allow large vehicle movements. (Source: Google Maps Streetview)

Exhibit 44: A raised intersection with decorative materials (Source: ABAAT.org)



DEEP RIVER ROAD SAFETY AUDIT
DEEP RIVER, CONNECTICUT

CT ROUTE 154 (MAIN ST)
ELM ST - HIGH ST CONCEPT PLAN

DATE: 10/18/2022	
SCALE: 1" = 80'	
CONCEPT	

5.5 Route 154 (Main Street) between High Street and Kirtland Street

While this area is visually separated from the village center located at Village Street due to a horizontal curve north of High Street, moderate streetside activity is present in this area due to several buildings near Bridge Street and the Piano Works Condo Association. The recommendations included in this section include recommendations to improve the streetscape with additional sidewalk and on-street parking on the east side of Route 154, improve the visibility of the Bridge Street intersection with proposed bump-outs, and improvements to safety to existing on-street parking with elimination of existing on-street parking that is currently difficult to see due to grade issues and with the addition of bump-outs and grade work.

Short-term

1) Coordinate with CTDOT to install no parking signage to restrict parking on west side of Route 154 (Main Street) in the horizontal curve to the north of High Street
2) Mark crosswalk across Bridge Street
3) At the northern intersection of Crescent Street, install Do Not Enter (R5-1) (30-inch) and One-Way (R6-1) (12x36-inch) signage on both sides of the intersection. At the southern intersection of Crescent Street, reset existing One-Way signage.
4) Close two on-street parking spaces on east side of Route 154 (Main Street) just south of Bridge Street. Due to vertical embankment on the interior of a horizontal curve sight distance for northbound traffic to these parking spaces is reduced. Sight distance to these parking spaces are approximately 150-feet, which compares to a stopping sight distance (SSD) of approximately 305-feet for 40 MPH (approximate 85th percentile speed). Place vertical elements, such as flex posts or planters, in this space to enforce this restriction. The town shall install and maintain these elements. Coordinate with CTDOT to install no parking signage.

Medium-term

1) Install bump-out to narrow southbound shoulder on Route 154 (Main Street) to the north of High Street to reinforce no parking restriction in curve
2) Install bump-out on east side of Route 154 (Main Street) at Bridge Street to increase visibility to on-street parking to north. Relocate utility pole as necessary.
3) Install bump-outs at Bridge Street on the west side of Route 154 (Main Street). Consider elongated bump-outs for expanded sidewalk area for outdoor dining options.
4) Reconstruct driveway apron at 83 Main Street (EmJay's) at sidewalk grade with a concrete apron.

Long-term

1) Consider closing Crescent Street. Maintain pedestrian connection via existing Crescent Street right-of-way to north to proposed sidewalk between Route 154 (Main Street) and Prospect Hill.
2) Install decorative brick sidewalk between Crescent Street and Kirtland Street on eastern side of Route 154 (Main Street). Provide on-street parking in this location.
3) Relocate crosswalk at 91 Main Street (The Fine Line Tattoo Studio) to the main entrance of 92 Main Street (Piano Works Condo Association).

Provide bump-outs for this crosswalk, utilizing an existing bump-out on the western side of Route 154 (Main Street).

4) Consider removal of off-street parking at 91 Main Street (The Fine Line Tattoo Studio) following the installation of on-street parking in this area

5.6 Intersection of Route 154 (Main Street) at Kirtland Street and at Spring Street

The recommendations included here consider the area between Spring Street and Kirtland Street as an opportunity for a northern gateway for southbound motorists entering the village area. The purpose of this gateway is to slow motorists, which is achieved with the installation of a horizontal diverter with a median island. Other improvements in this area include work at the Kirtland Street intersection to better incorporate sidewalks along Route 154 (Main Street) and to provide better delineation between the roadway and adjacent parking lots and side streets in this area.

Short-term

1) Remove yield lines at crosswalks at unsignalized intersections including the crosswalks at Kirtland Street and at Spring Street.
2) Install speed feedback sign on existing speed limit sign. Consider relocating speed limit restriction and signage to north of Spring Street to provide improved visibility to signage. Rotate speed feedback sign with other areas in the study area.
3) Mark crosswalk across Kirtland Street and across Spring Street
4) Install curb ramp on eastern side of Route 154 (Main Street) for crosswalk at Spring Street
5) Review commercial and pedestrian signage for visibility from Kirtland Street to Route 154 (Main Street) to north at 77 Main Street (Landing & Main).

Medium-term

1) Install RRFB at the crosswalk across Route 154 (Main Street) at Kirtland Street with a high intensity crosswalk light
2) Reconstruct intersection of Route 154 (Main Street) at Kirtland Street with the following:
   a) Reduce curb radii on northeast corner
   b) Reduce curb radii on southeast corner and expand landscaping to provide better delineation of roadway and dedicated space for sidewalk at this corner
3) Install horizontal diverter with a median island and gateway treatment for southbound traffic to slow southbound traffic entering the village center. Remove on-street parking between Kirtland Street and Spring Street to accommodate this recommendation.

Exhibit 46 depicts these recommendations as a conceptual plan.

LEGEND

- Short-term Recommendation
- Medium-term Recommendation
- Long-term Recommendation

Reduce curb radii

Review commercial and pedestrian signage for visibility to north from Kirtland Street. Relocate if necessary.

Install curb ramp

Install median with lateral shift to serve as a gateway for southbound traffic.

Reduce curb radii. Reconstruct southeast corner to provide better delineation of roadway.

Continue sidewalk at sidewalk grade through parking lot at 83 Main Street

Consider removal of off-street parking at 91 Main Street following installation of on-street parking.

Consider closing Crescent Street. Provide pedestrian connection to north. Maintain access to 14 Crescent Street.

Install bump-out on east side to increase visibility to on-street parking to north. Relocate utility pole as necessary.

Close two on-street parking spaces on east side due to visibility constraints for approaching northbound vehicles. Consider installing flex posts to enforce restriction.

Install brick sidewalk between Crescent Street and Kirtland Street. Provide on-street parking.

Mark crosswalk across Spring Street

Remove yield lines to crosswalks at unsignalized intersections

Remove yield lines to crosswalks at unsignalized intersections

Mark crosswalk across Kirtland Street

Install One-Way and Do Not Enter signage

Install bump-outs at Bridge Street. Consider elongated bump-outs for expanded sidewalk area for outdoor dining options.

Mark crosswalk across Bridge Street

Install speed feedback sign on existing sign

Remove on-street parking. Maintain existing sidewalk.

Consider RRFB at this location

Relocate crosswalk at 91 Main Street

PROSPECT STREET

PROSPECT HILL

KIRTLAND STREET

MAIN STREET 154

CRESCENT STREET

154 MAIN STREET

SPRING STREET

BRIDGE STREET

N

SCALE IN FEET
0 80' 160'
GRAPHIC SCALE

DEEP RIVER ROAD SAFETY AUDIT
DEEP RIVER, CONNECTICUT

CT ROUTE 154 (MAIN ST)
BRIDGE ST - SPRING ST CONCEPT PLAN

DATE: 10/18/2022	
SCALE: 1" = 80'	
CONCEPT	

FHI studio

5.7 Spring Street between Route 154 (Main Street) and Union Street

Short-term

1) Cut back overgrowth onto sidewalk along Spring Street
2) Consider installing double yellow centerline in place of single yellow centerline.

Long-term

1) Consider widening sidewalk

5.8 Intersection of Spring Street at Union Street

Short-term

1) Elevate stop signs to minimum height required by MUTCD.
2) Install stop sign plaque "Traffic From Left Does Not Stop" (W4-4aP) on existing Spring Street stop sign
3) Install stop sign plaque "Oncoming Traffic Does Not Stop" (W4-4bP) on existing stop sign on Union Street southbound approach.

Long-term

1) Consider intersection redesign including, but not limited to:
    a) All-way stop at northern leg, with southern leg converted to a one-way channelized right-turn lane between Union Street and Spring Street.
    b) Intersection realignment to T-up Spring Street
    c) Roundabout options

5.9 Union Street between Spring Street and Route 80 (Elm Street)

Short-term

1) Stripe edge lines with a 10-foot travel lane to reduce perceived travel lane width.
2) Install "All Way Stop" plaques on existing stop signs at the intersections of Union Street and Bridge Street
3) Stripe crosswalks at the intersection of Union Street and Route 80 (Elm Street)
4) Install "All Way Stop" plaques on existing stop signs at the intersections of Union Street and Route 80 (Elm Street)
5) Relocated southbound stop bar south to improve visibility to westbound traffic.

Medium-term

1) Continue Union Street sidewalk on east side between Village Street and Route 80 (Elm Street). In areas of wetlands, consider elevated boardwalk to minimize impacts. Refer to Exhibit 47 for an example of this treatment.

2) Realign intersection of Union Street and Route 80 (Elm Street) to improve visibility between Route 80 (Elm Street) to the east and Union Street to the north. Consider shifting intersection westward and reducing curb radii as appropriate. Consider construction plans for the Deep River Fire Department adjacent to this intersection.

Long-term

1) Consider sidewalks on the west side of Union Street
2) Continue sidewalks on south side of Route 80 (Elm Street) between Union Street and Hemlock Drive

Exhibit 47: A sidewalk designed as a boardwalk in Branford, CT to reduce impacts to water resources (Source: Google Maps Streetview)

5.10 Union Street between Route 80 (Elm Street) and Route 154 (Main Street)

Short-term

1) Replace one-way signage at Lafayette Avenue

6 SUMMARY

This report documents the observations, discussions, and recommendations developed during the completion of the Town of Deep River's RSA. It provides the Town with an outlined strategy to improve the transportation network for all users in the study area, particularly focusing on pedestrians and cyclists. Moving forward, the Town of Deep River and CTDOT may use this report to prepare strategies for funding and implementing the improvements. This report provides Deep River with a toolkit to plan for including these multi-modal recommendations into future development within the study area.

The aforementioned Community Connectivity Program: Road Safety Audit Report is an objective review intended for the municipality use to help assess the existing conditions within a predetermined area of town selected by the municipality. The conclusions of this report are advisory and intended for general planning purposes to help identify bicycle, pedestrian and non-motorized transportation needs that encourage walking and bicycling, as well as assists in developing recommendations to improve the existing conditions. The contents of this report are not intended to be legally binding, but rather offer recommendations to improve safety in the vicinity of the audit location and create a more appealing transportation alternative.

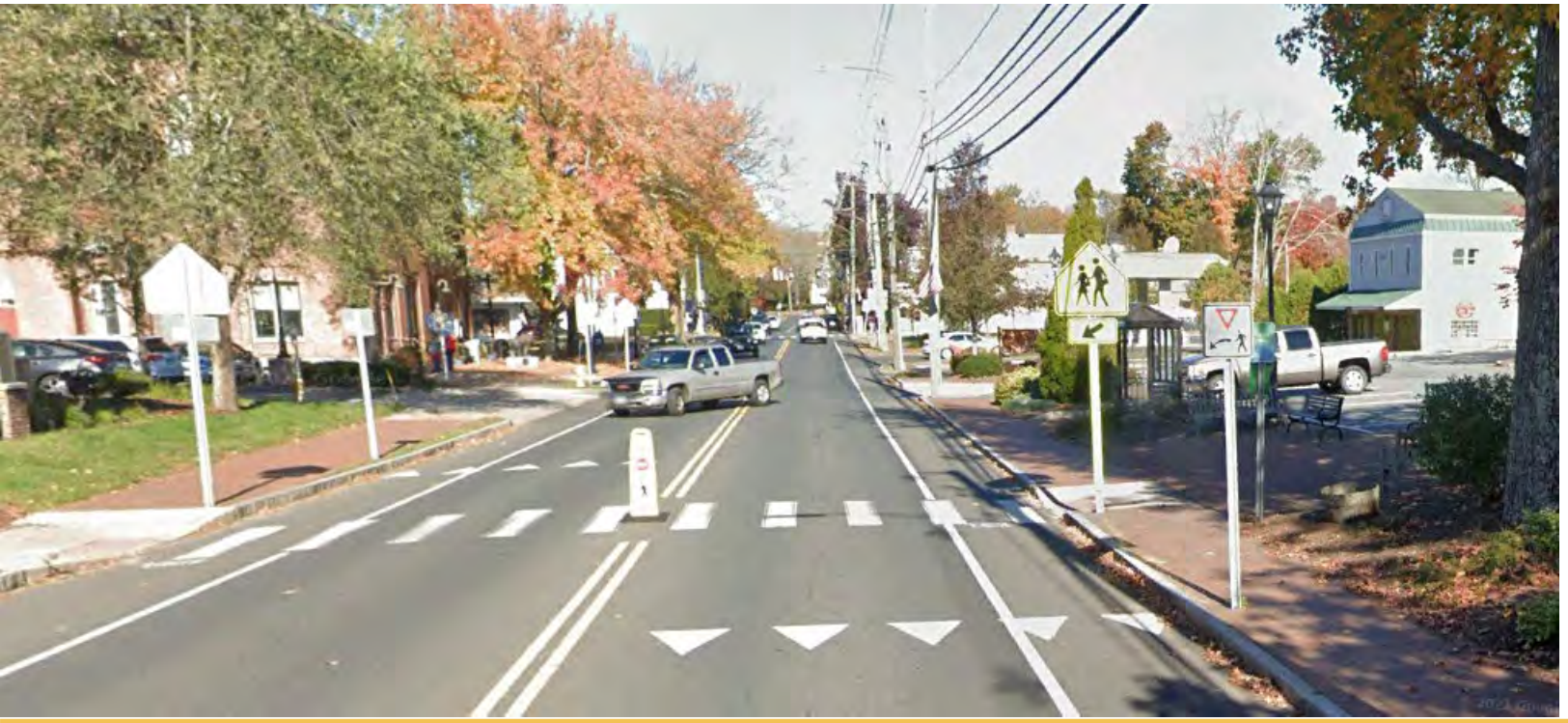
APPENDICES

A: Pre-Audit Presentation

B: Walk Audit Materials

DEEP RIVER ROAD SAFETY AUDIT

ROUTE 154: MAIN STREET and UNION STREET TO SPRING STREET



COMMUNITY connectivity program

FHI studio

APRIL 2022

INTRODUCTIONS

AGENDA

1. Welcome and Team Introductions
2. Study Purpose and Goals
3. Study Area
4. Review of Site-Specific Data and Issues
5. Next Steps for Tomorrow’s Site Visit Audit

PROJECT TEAM

- Connecticut Department of Transportation (CTDOT) is sponsoring
- Town of Deep River
- FHI Studio is conducting the Road Safety Audit reporting
- Support from RiverCOG

PURPOSE AND GOALS OF THE ROAD SAFETY AUDIT

Safety assessment of existing walking and biking routes

Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and cyclists

Identify the issues that may discourage or prevent walking and bicycling

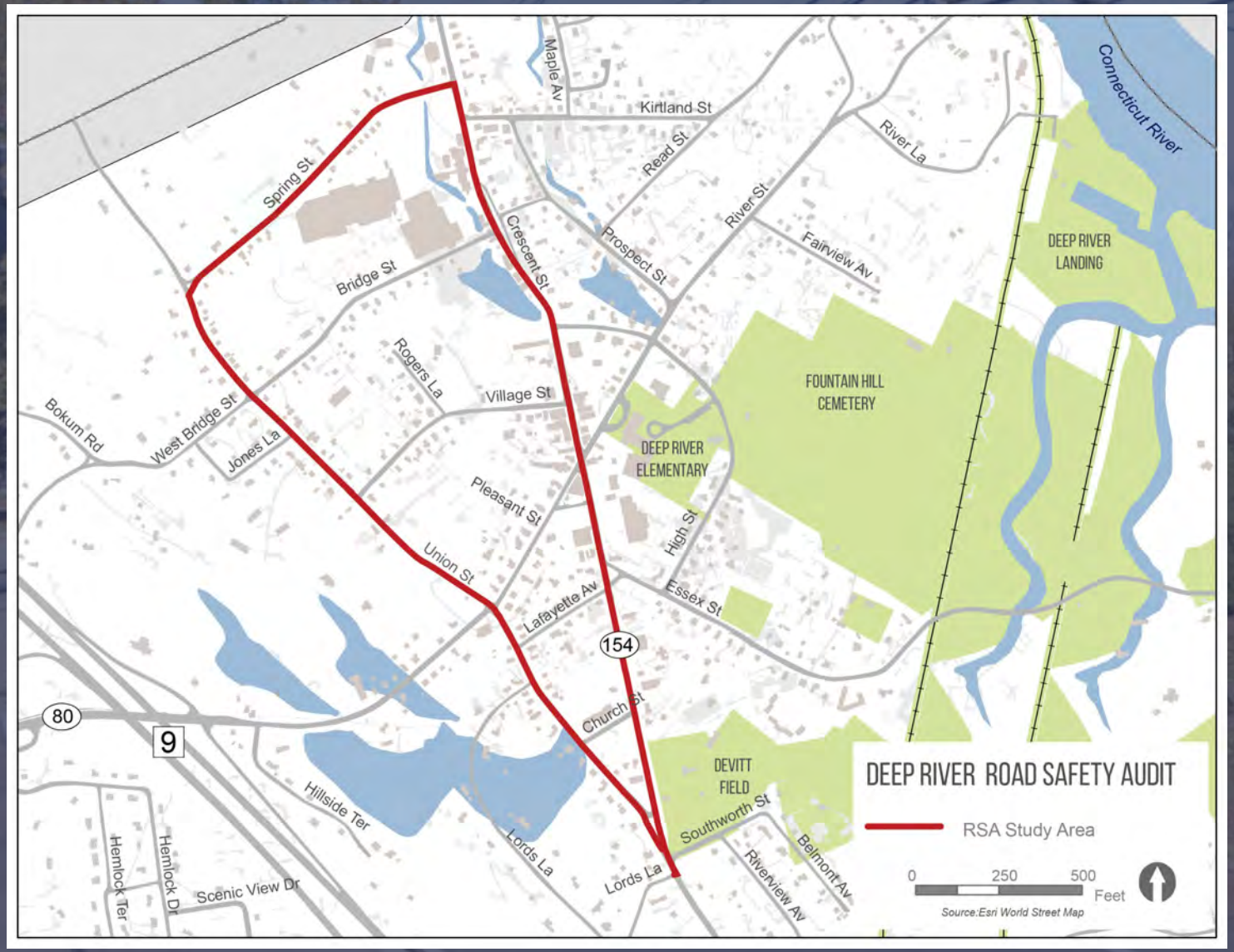
Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources.

DELIVERABLES

- Existing Conditions Data Collection
- Pre-Audit Meeting
- Field Audit
- Post Audit Meeting
- Road Safety Audit Report

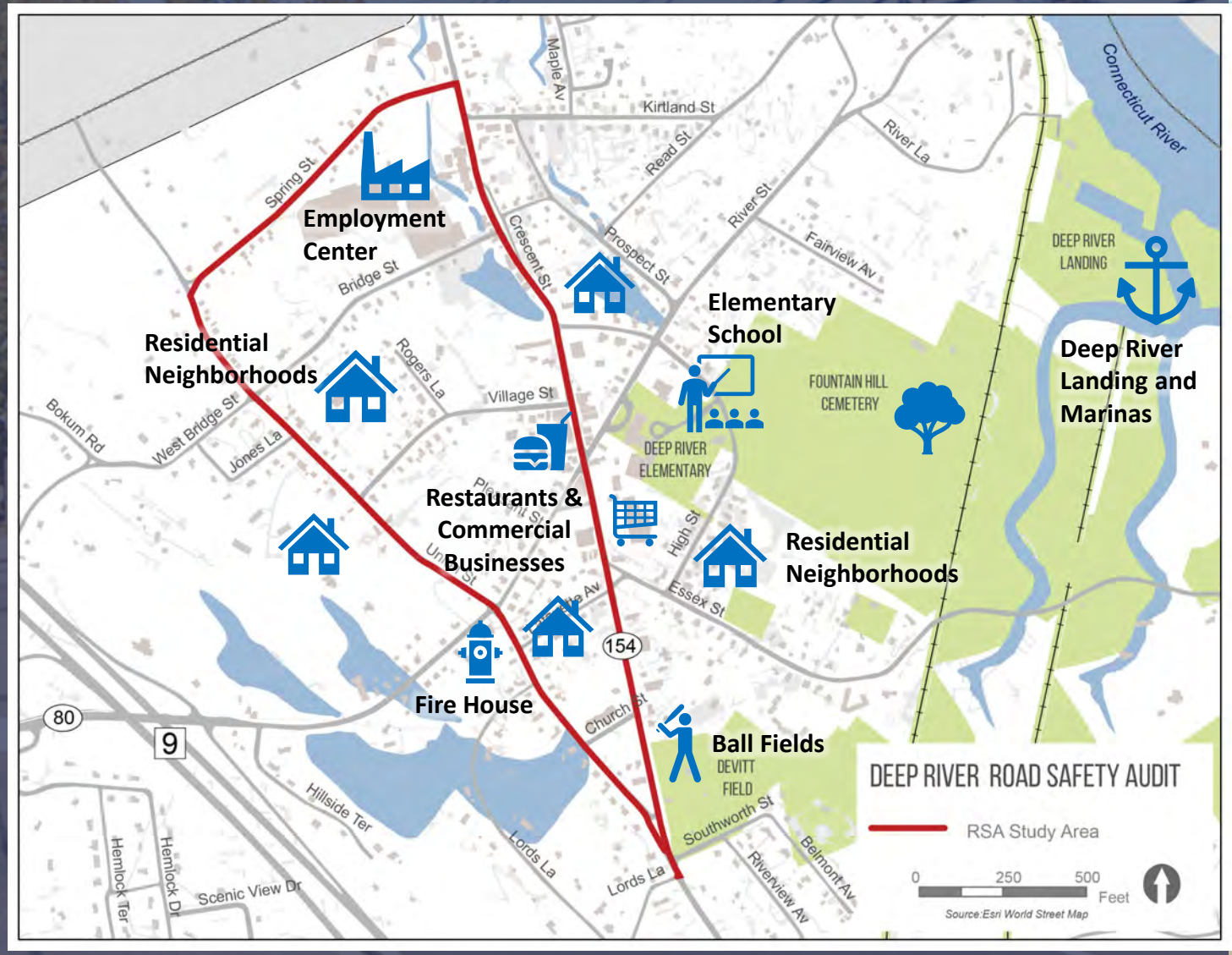
STUDY AREA

- Route 154 (Main Street) and Union Street between Spring Street and Lords Lane



POINTS OF INTEREST

- Civic Uses such as Elementary School, Library, Town Hall, Fire Department
- Restaurant and Commercial cluster
- Grocery Store, Bank, Pharmacy, services
- Residential neighborhoods
- Employment Center



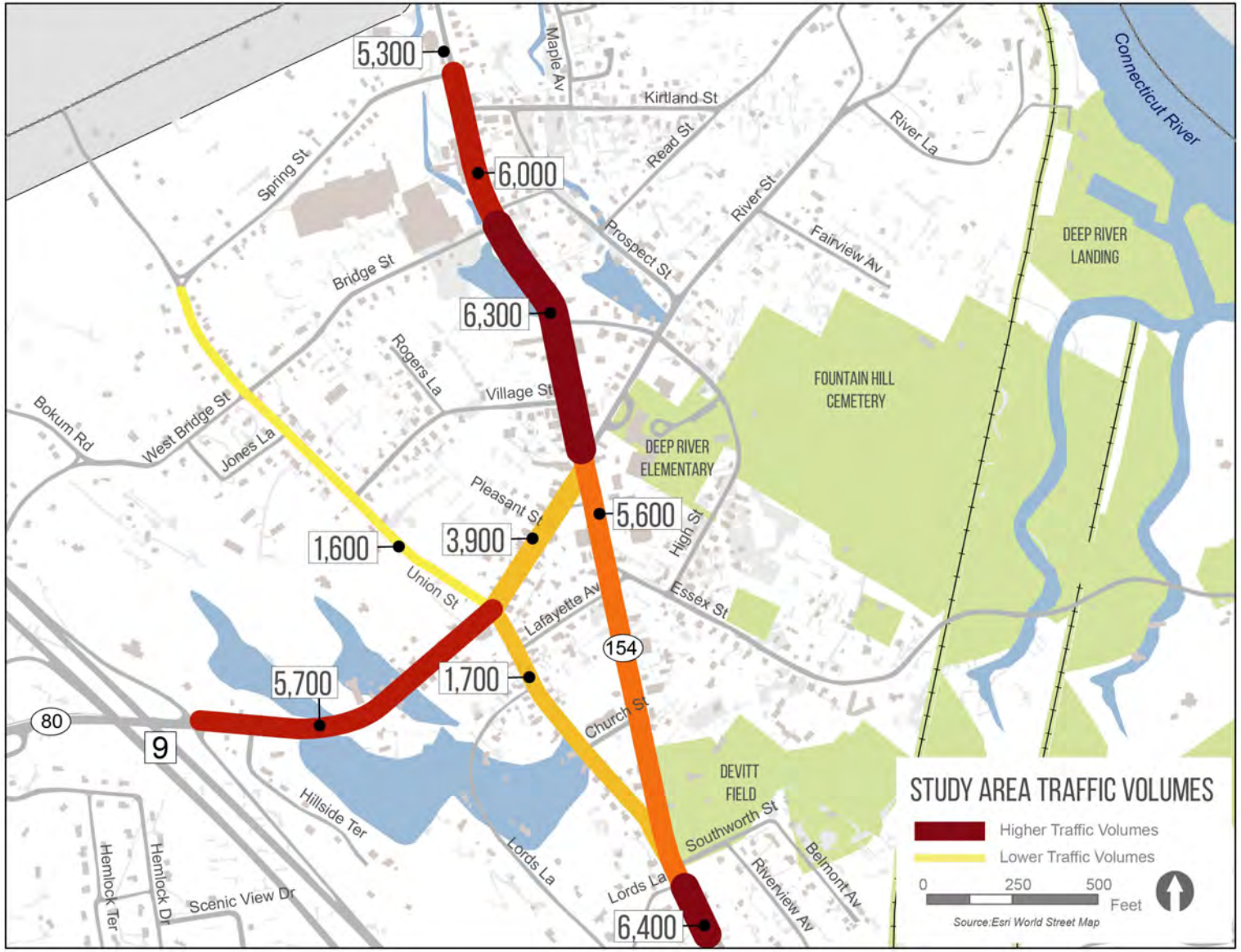
EXISTING CONDITIONS FINDINGS

Route 154 (Main Street) and Union Street serve many purposes including:

- Local traffic as well as Regional traffic
- Local residential access
- Restaurants/ Commercial uses
- Business and service industry uses
- Civic uses; Town Hall, Library, Elementary School
- Pedestrian and Bicyclist movement to serve local neighborhoods

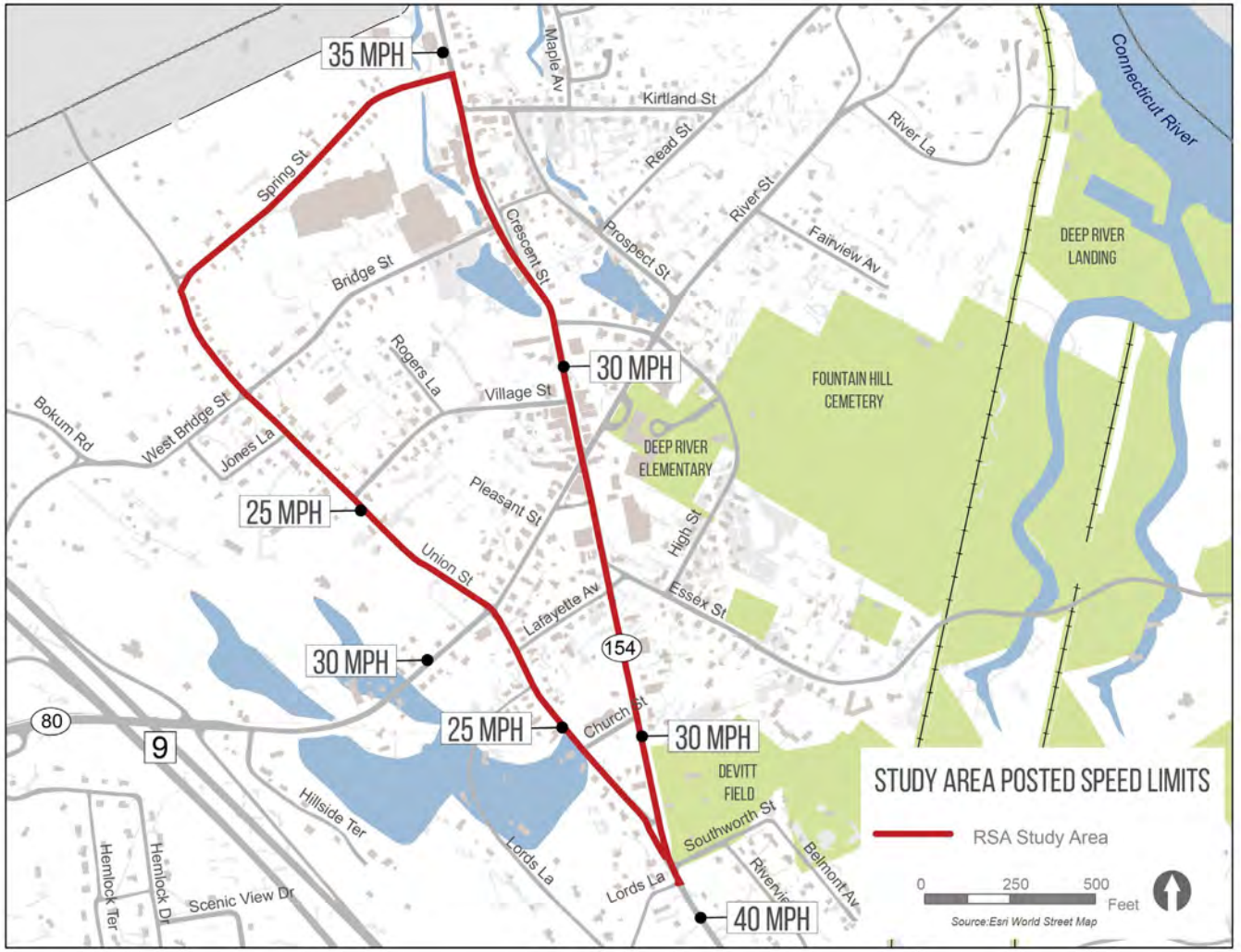
TRAFFIC VOLUMES

- Higher traffic volumes in center of Study Area
  - Highest volumes are at in the commercial core of Main Street between Elm Street and Spring Street
  - Lowest volumes found on Union Street north of intersection with Elm Street
  - High volumes on 154 south of intersection of Union Street and Main Street



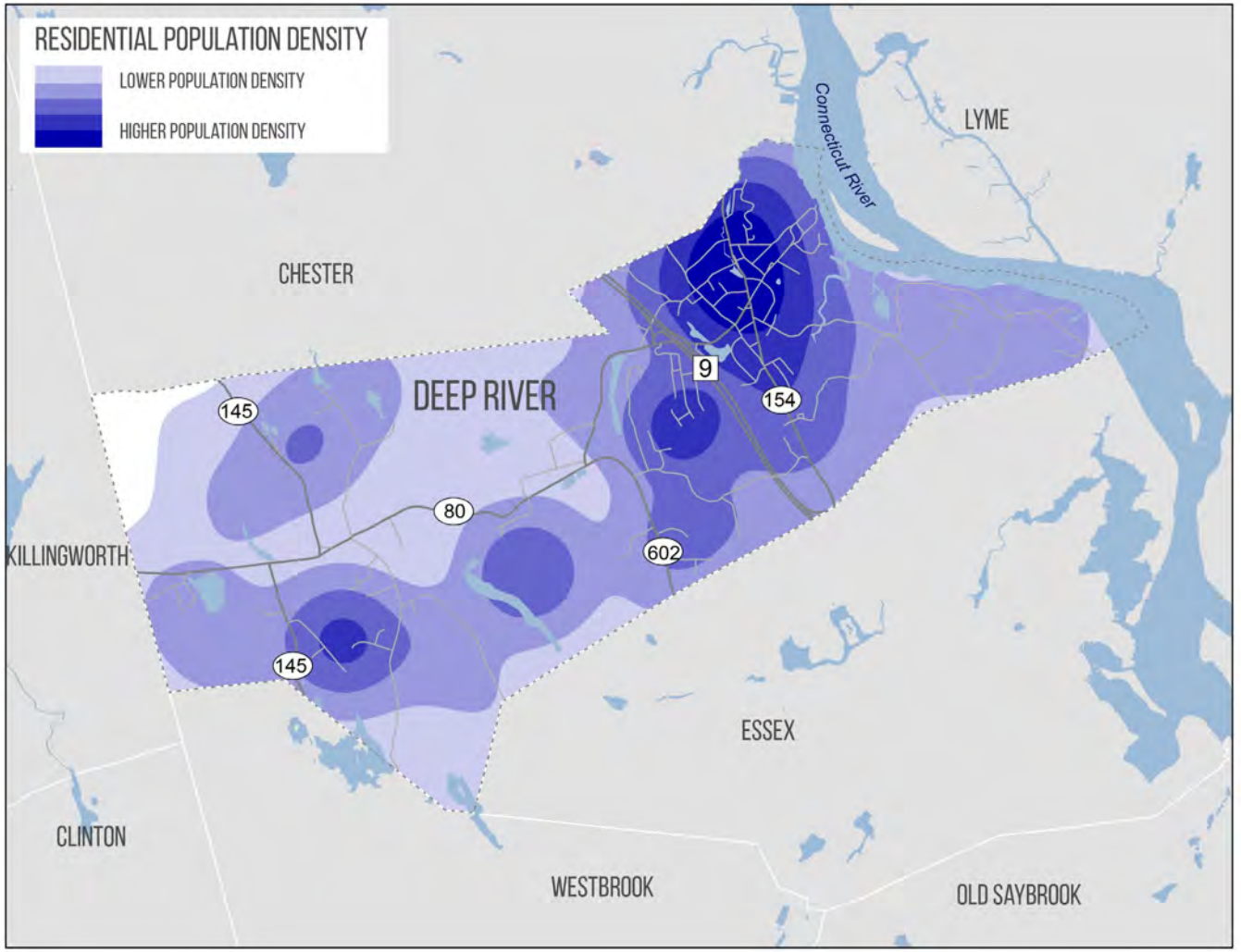
TRAFFIC SPEED LIMITS

- Speed limit in Study Area is 30 MPH on Rte 154 between Lords Lane and Spring Street
- North of Spring Street, posted speed increases to 35 MPH
- South of Lords Lane, posted speed is 40 MPH
- Posted speed limit on Union Street is 25 MPH



POPULATION DENSITY

- Residential population density is highest in the vicinity of the Deep River Study Area
- Lower population densities outside of the downtown core



ROADWAY GEOMETRY

Deep River - RSA - Route 154 / Spring Street / Union Street
Street Inventory

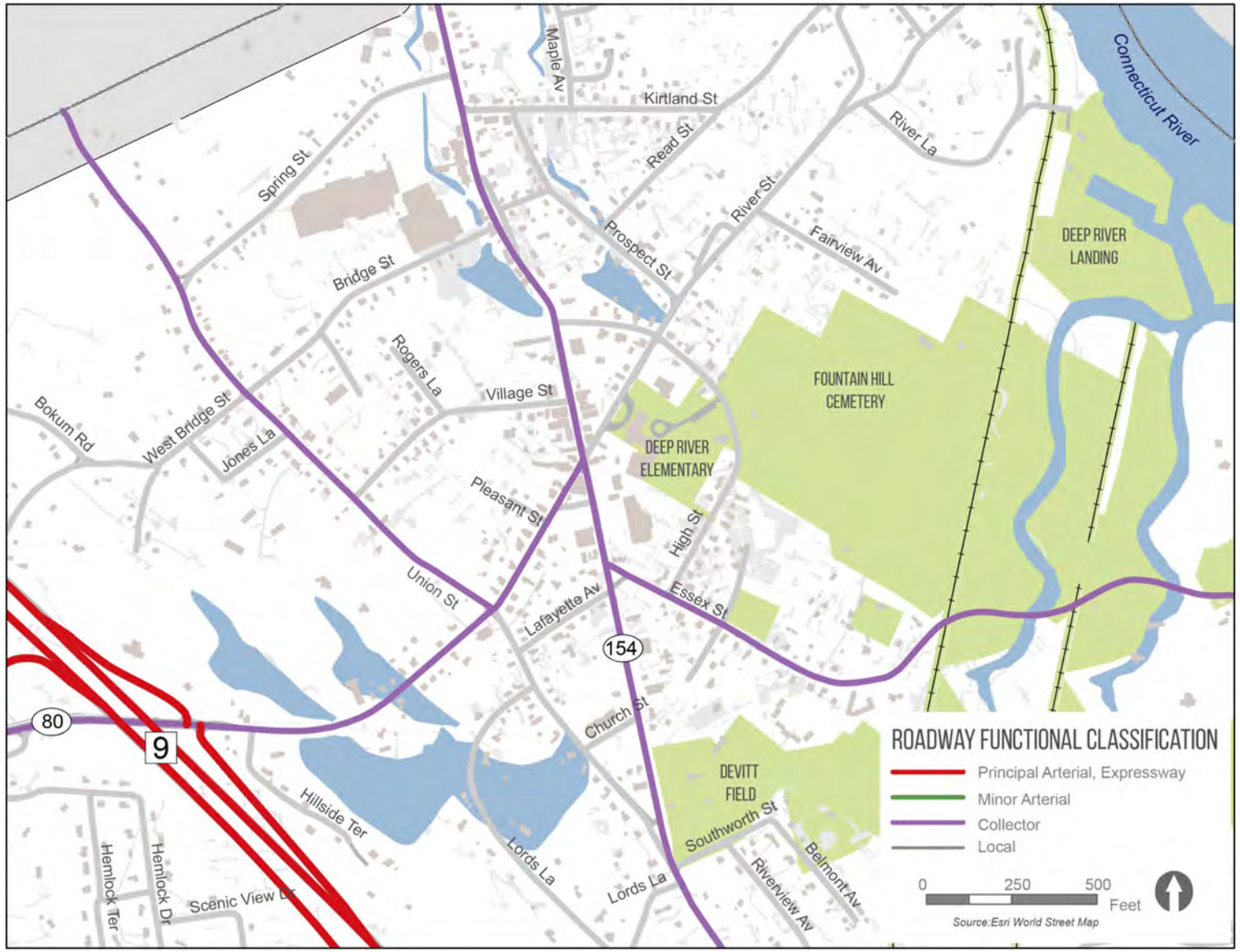
Road	From	To	Distance	Direction	Lanes	Lane Width	Sidewalk Type	Sidewalk Width	Sidewalk Condtion	ADA Ramps Present	ADA Ramps Compliant	Curb	Parking	Shoulder	Notes
Main Street (Route 154)	Lords Lane	Essex Street	1,900'	NB	1	12'	*See Note	N/A	N/A	N/A	N/A	Paved	N/A	3'	Missing crosswalk at Union Street
				SB	1	12'	Brick	5'	Good	Yes	Yes	Granite	N/A	3'	Good pedestrian scale lighting
															Some sidewalk sections on NB Side
Main Street (Route 154)	Essex Street	Elm Street (Route 80)	650'	NB	1	11'	Brick	5'	Good	Yes	Yes	Granite	N/A	5'	
				SB	1	11'	Brick	7'	Good	Yes	Yes	Granite	N/A	5'	
Main Street (Route 154)	Elm Street (Route 80)	High Street	800'	NB	1	11'	Brick	5'	Good	Yes	Yes	Granite	8'	N/A	Wider sidewalk in some areas
				SB	1	11'	Brick	5'	Good	Yes	Yes	Granite	8'	N/A	Missing ADA ramp on crosswalk at Village St
Main Street (Route 154)	High Street	Spring Street	1,400'	NB	1	11'	N/A	N/A	N/A	N/A	N/A	Granite	10'	N/A	Wider sidewalk in some areas
				SB	1	11'	Brick	5'	Good	Yes	Yes	Granite	8'	N/A	Parking not present in some areas
Spring Street	Main Street (Route 154)	Union Street	2,000'	EB	1	12'	Concrete	3.5'	Fair	Yes	No	Concrete	N/A	N/A	Check MUTCD Compliance on Stop signs
				WB	1	12'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	(5' min to bottom of sign)
Union Street	Spring Street	Village Street	1,700'	NB	1	14'	Concrete	4'	Fair	Yes	No	Concrete	N/A	N/A	
				SB	1	14'	N/A	N/A	N/A	N/A	N/A	Paved	N/A	N/A	
Union Street	Village Street	Elm Street (Route 80)	1,100'	NB	1	12'	N/A	N/A	N/A	N/A	N/A	Paved	N/A	N/A	Bridge may be constraint
				SB	1	12'	N/A	N/A	N/A	N/A	N/A	Paved	N/A	N/A	
Union Street	Elm Street (Route 80)	Main Street (Route 154)	1,800'	NB	1	12'	Concrete	4'	Fair	Yes	No	Paved	N/A	N/A	Check ramp at Lafayette
				SB	1	12'	N/A	N/A	N/A	N/A	N/A	Paved	N/A	N/A	

*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation

FUNCTIONAL CLASSIFICATION

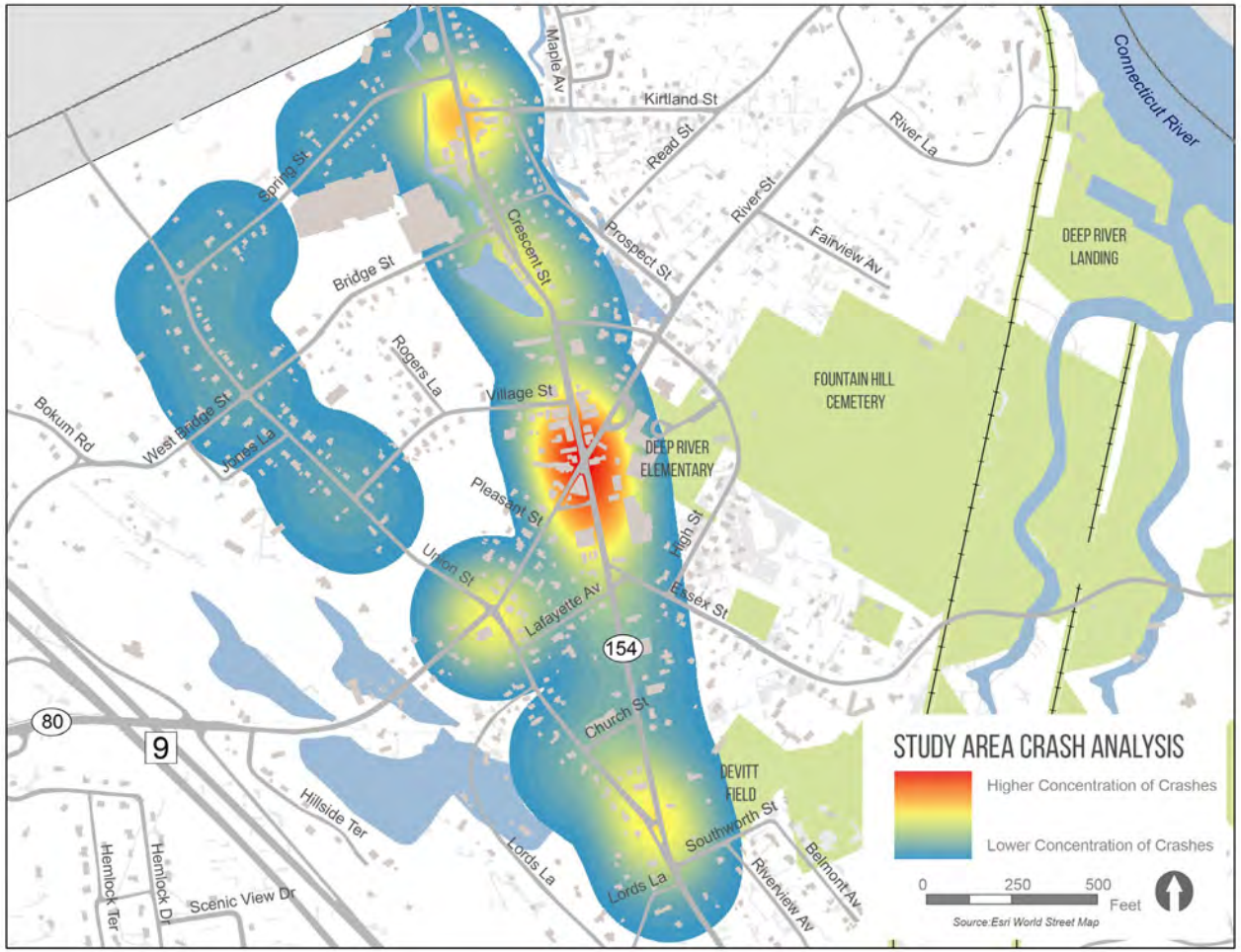
- Route 154 and much of Union Street are Collector Roadways
- Elm Street and Essex Street also Collectors
- Other streets that intersect Study Area are Local Roads



CRASH ANALYSIS

2016 - 2020

Year	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2016		1	1	14	**16**
2017	1		1	10	**12**
2018			3	12	**15**
2019		1	1	19	**21**
2020		1	3	7	**11**
TOTAL	**1**	**3**	**9**	**62**	**75**

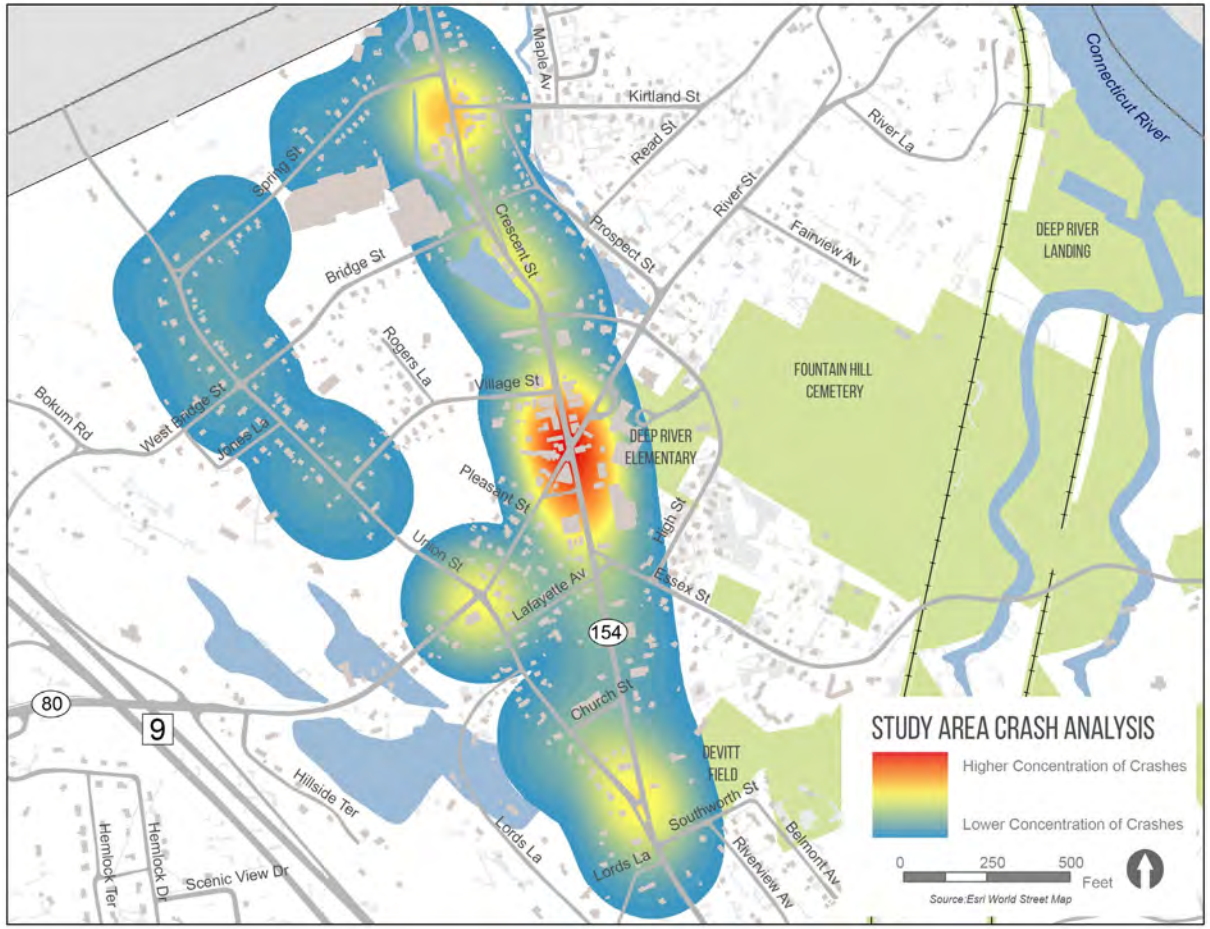


CRASH ANALYSIS

2016 - 2020

Crash Severity

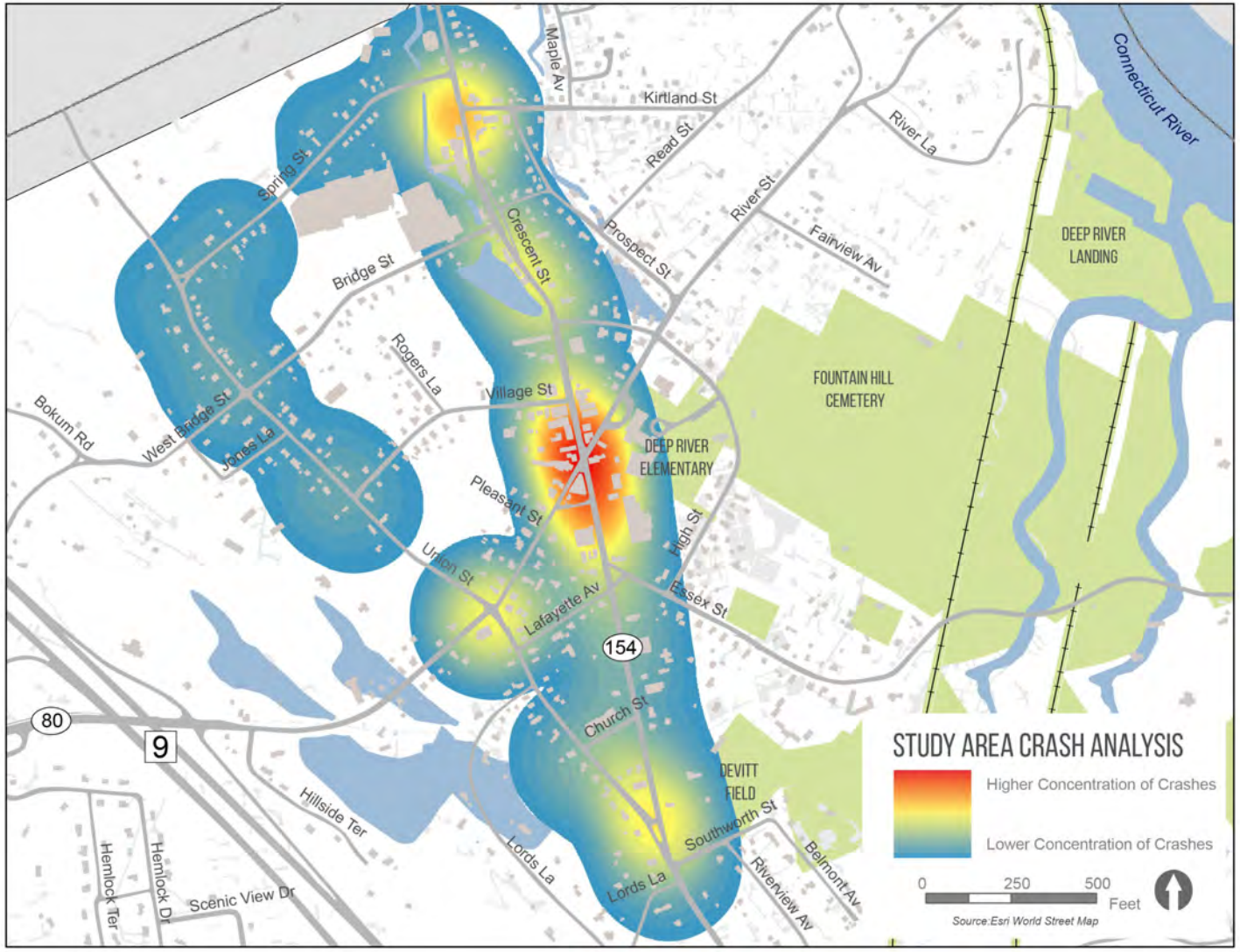
Crash Type	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury, Property Damage Only	TOTAL
Front to Rear			1	9	10
Front to Front				1	1
Angle				19	19
Sideswipe, Same Direction	1		1	12	14
Sideswipe, Opposite Direction				1	1
Rear to Side				3	3
Not Applicable / Single Vehicle		3	3	10	16
Other			4	7	11
TOTAL	**1**	3	9	62	75
Crashes Involving Pedestrians		1			1
Crashes Involving Bicyclists					0



CRASH ANALYSIS

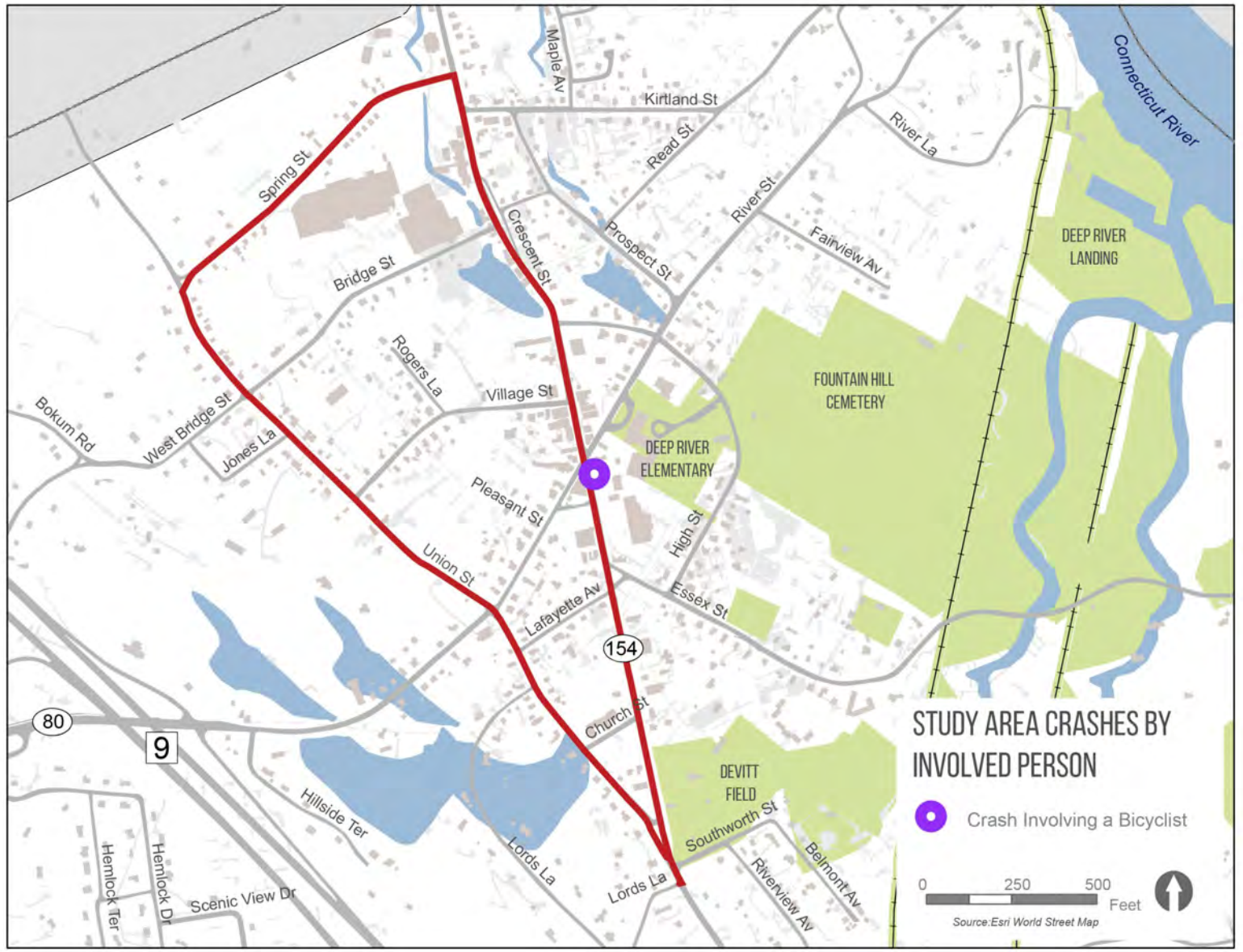
Crash Hotspots (5 Year Crash Total approx.)
75 Crashes Total

- Near Rte 154 & Elm Street/River Street Intersection, downtown core – 23 Crashes
- Rte 154 & Union Street/ Southworth Street Intersection – 10 Crashes
- Rte 154 between High Street and Bridge Street – 10 Crashes
- Rte 80 (Elm Street) and Union Street Intersection – 7 Crashes
- Rte 154 & Kirtland Street Intersection vicinity – 8 Crashes



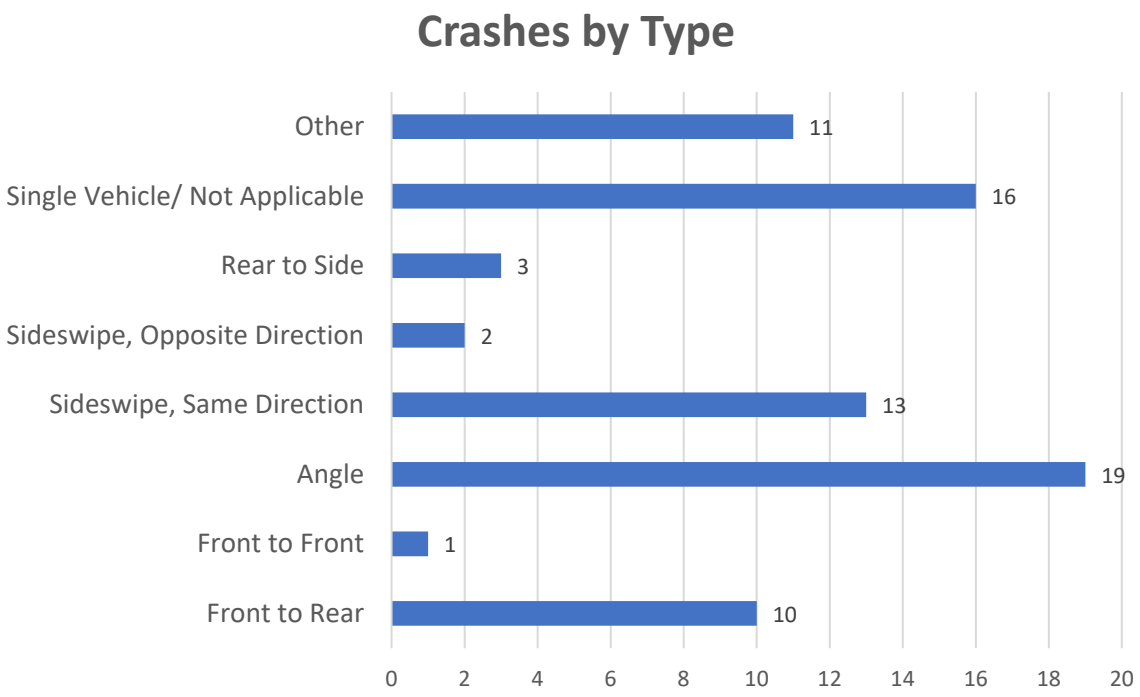
CRASH ANALYSIS – INVOLVED PERSON

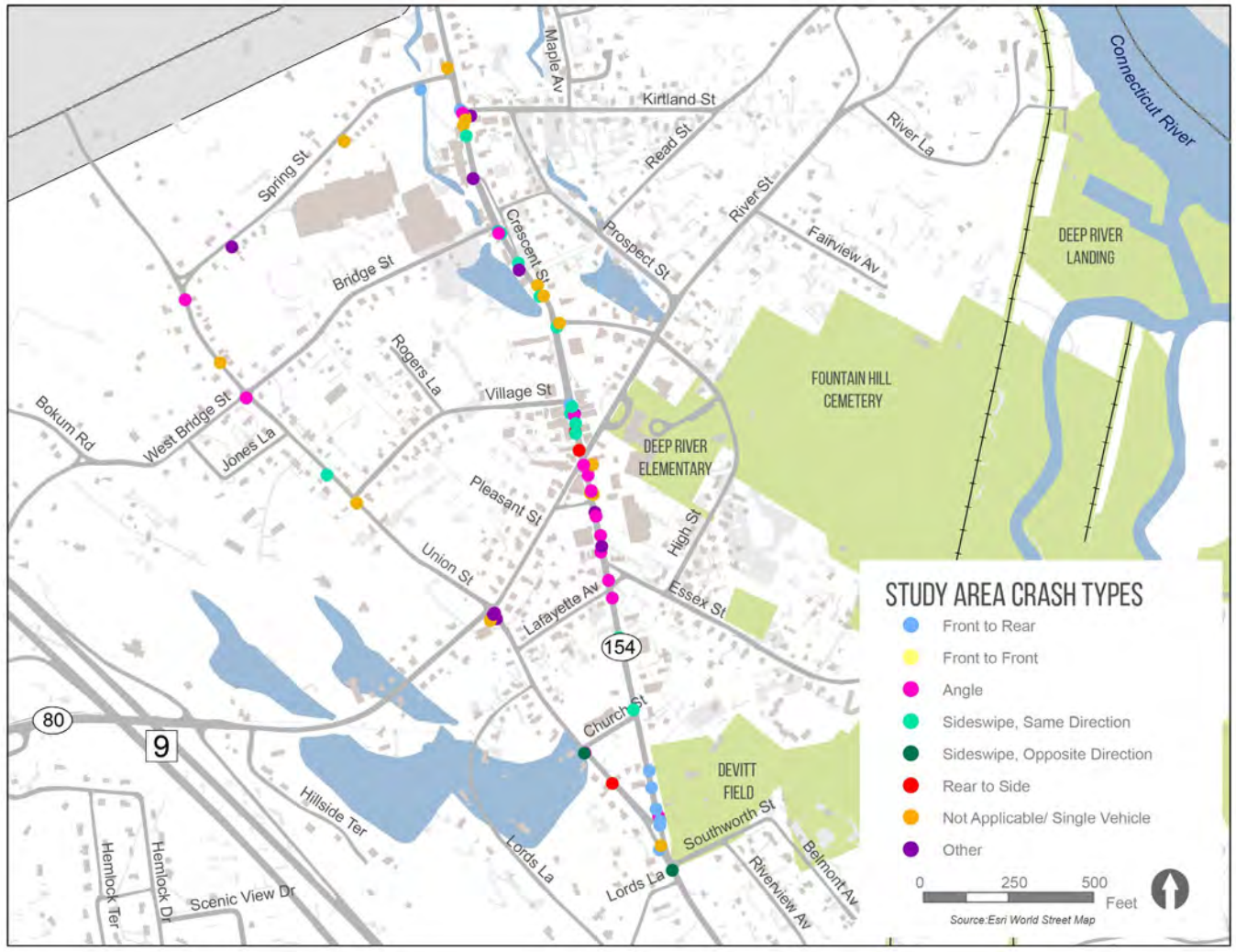
- There was 1 crash involving a bicyclist in the Study Area in 2017
- It occurred on Route 154 at the Cumberland Farms driveway
- It was not a serious injury crash
- There were no pedestrian crashes in the Study Area



CRASH TYPE

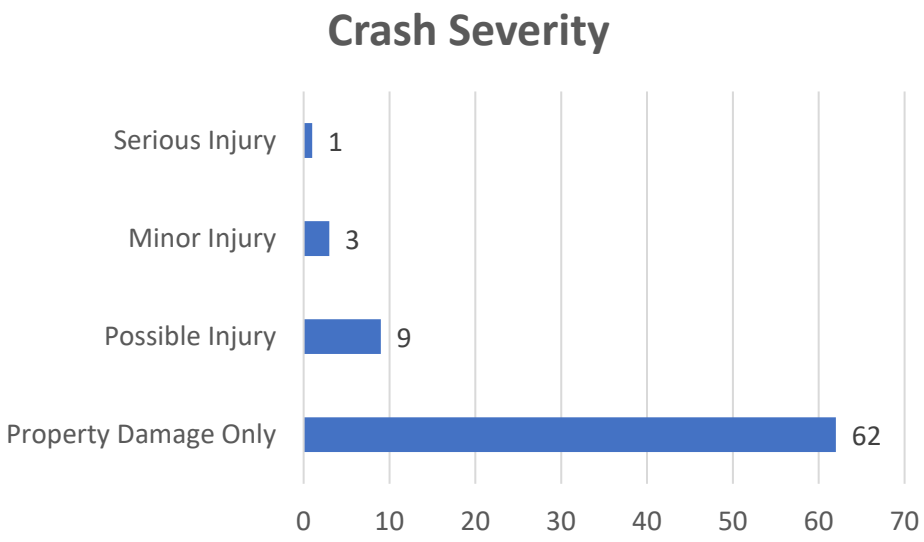
- Majority of Crashes are angle crashes, involve a single vehicle or sideswipe same direction crashes

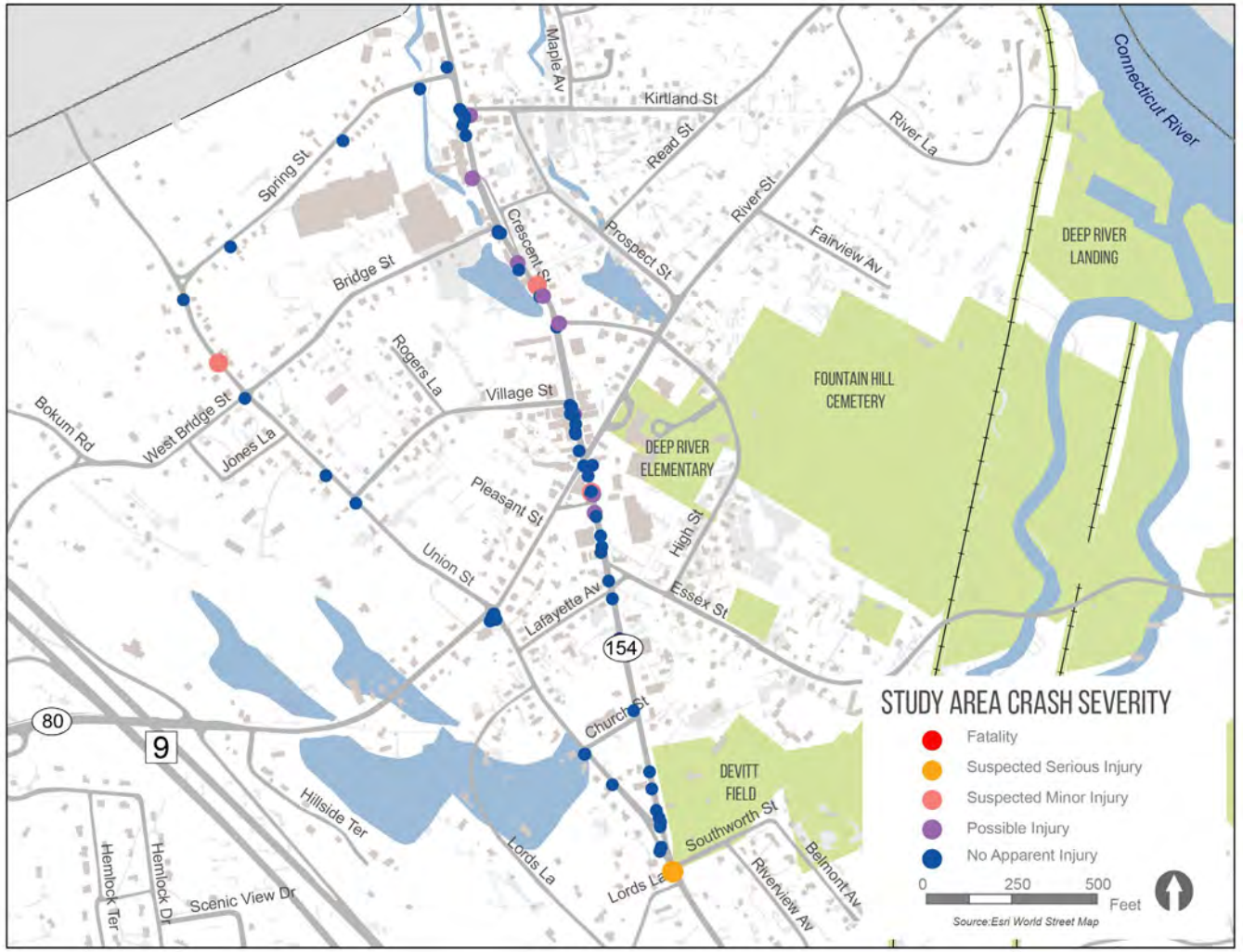




CRASH SEVERITY

- Majority of crashes (62) are classified as No Apparent Injury- Property Damage Only
- There were 9 crashes resulting in a possible injury and 3 minor injury crashes
- 1 serious injury crash in 2017 at the intersection of Rte 154 and Southworth Street – Auto Only





REVIEW OF PAST/CURRENT WORK

- Intersection Signal upgrades to the Route 154/ Union Street/ Southworth Street Intersection

- Streetscape and pedestrian scale lighting along Route 154

SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

LANE NARROWING

- Standard CTDOT lane width is 11 feet
- Narrow lane width (as low as 9 feet) can promote slower speeds and provide space for other purposes
- Narrower width may be appropriate in areas with limited daily traffic and truck traffic

A 10-ft lane installed in Hopkinton, NH

BIKE SHARROWS

- Bike sharrow markings in lane can alert motorists to presence of bicyclists in roadway

- Sharrows likely appropriate based on vehicular volumes near beach and target speeds in this area

Bike Sharrow in Concord, NH

BIKE LANES

- Bike lanes and other bike facilities can provide comfortable bike travel in ROW

- A buffer can also be striped to reinforce separation from motorists

Buffered Bike Lane in West Hartford, CT

ON-STREET PARKING

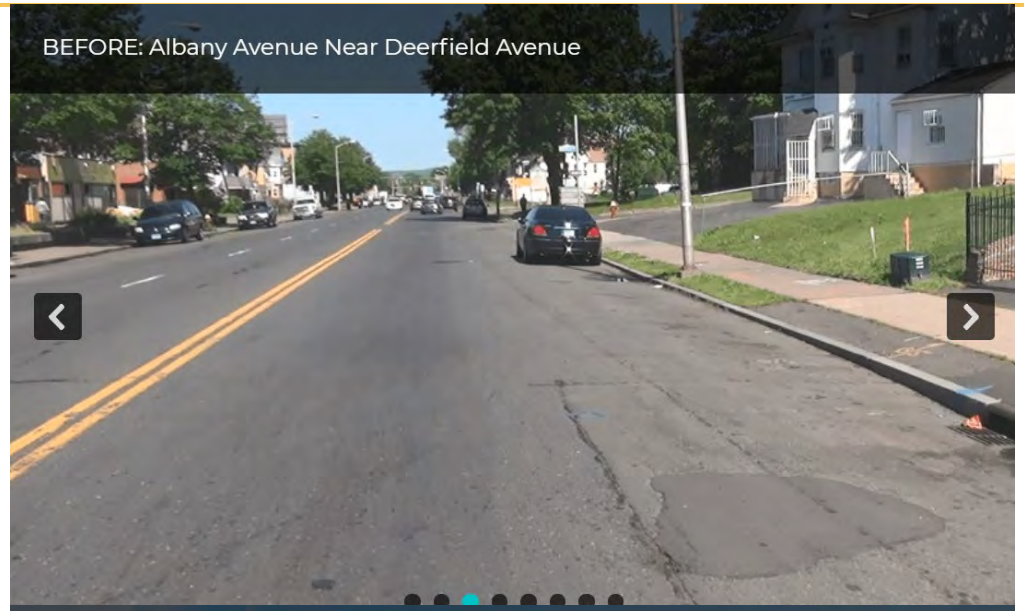
- On-street parking can narrow roadway travel lanes by adding friction to traffic flow
- Parking can provide buffer for pedestrian zones

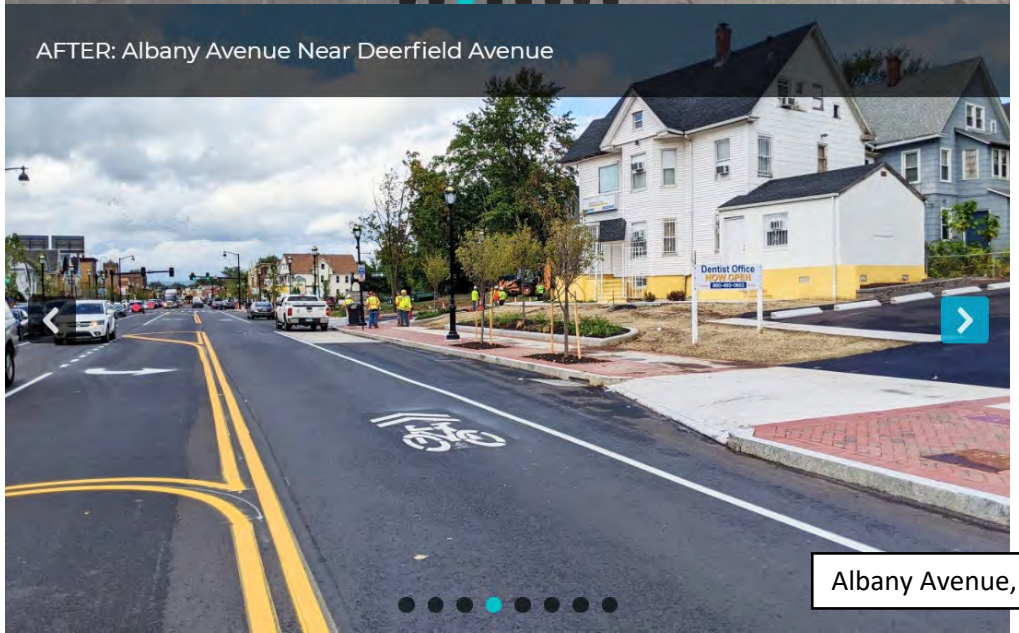
SIDEWALKS

- Sidewalks provide a dedicated space for pedestrians
- 5 feet is preferred minimum width
- Sidewalks may not be feasible in areas with parking adjacent to roadway (e.g. near Bud's Fish Market)

STREETSCAPE DESIGN

- Streetscape elements can communicate different priorities based on design with use of:
  - Curbing materials
  - Landscaping
  - Lighting
  - Sidewalk / Buffer Materials
  - Other amenities



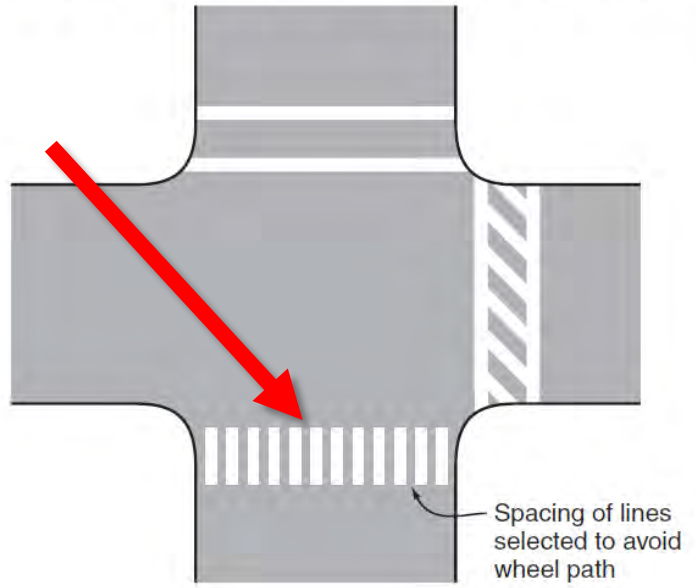


Albany Avenue, Hartford, CT

CROSSWALKS

- Continental crosswalks provide the most visibility for crosswalks
- Continental crosswalks are already standard at many crossings, but some crossings do not have any markings

Figure 3B-19. Examples of Crosswalk Markings

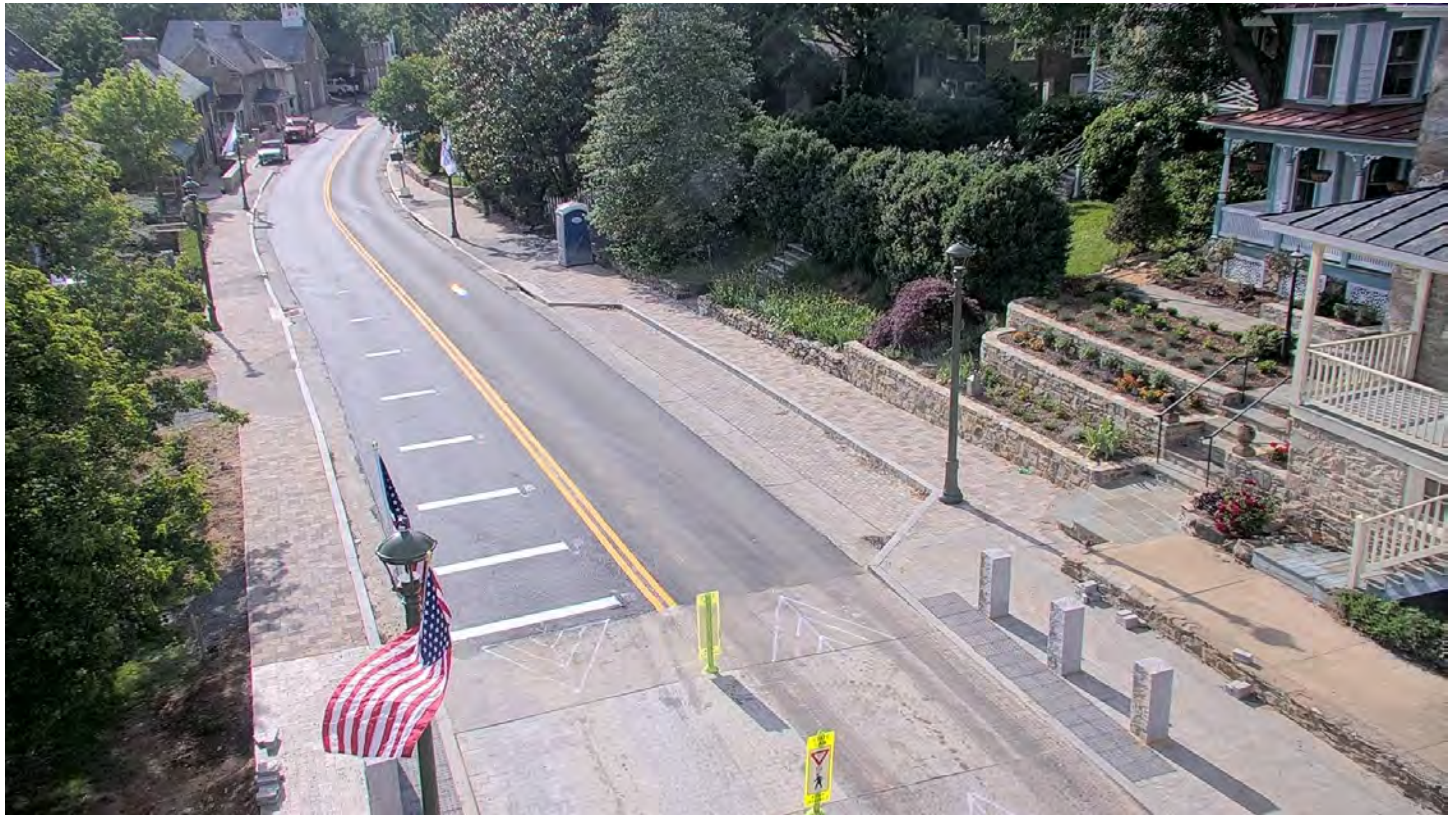


MUTCD Graphic

RAISED CROSSWALKS

- Improves pedestrian safety by causing motorist speeds to decrease at the crossing.

- Typically between 3 and 6 inches above street level. It is common for a raised crosswalk to be level with the street curb.
  - Height increases the visibility of a pedestrian in a crosswalk to a motorist.



Route 9, Hillsboro, Virginia – Rethink9.com

MEDIAN ISLAND WITH PROTECTED CROSSING

- Raise island wide enough to provide allow pedestrian to cross in two-stages

Route 9, Hillsboro, Virginia – Rethink9.com

RRFB

- RRFB
  - Rectangular Rapid Flashing Beacon
  - Provides enhanced visibility of crosswalks, but is **not** a regulatory signal

Top – RRFB in Bronxville, NY

CORNER EXTENSION/BULBOUT

- A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway and a shorter crosswalks.

- Slows automobile turning speeds, shortens pedestrian crossing distance, and increases pedestrian visibility

Concord, NH – Main Street

ROUNDABOUT

- Slows traffic by requiring horizontal deflection for entering vehicles
- Modern roundabout requires entering vehicles to yield to circulating traffic
- Roundabout provides opportunity for greenspace or gateway signage
- Roundabouts reduce vehicles speeding to make green lights etc.

Meredith, NH – NHDOT
Route 9, Hillsboro, VA

DISCUSSION ON ISSUES IN THE STUDY AREA AND OPPORTUNITIES

TOMORROW'S WALK AUDIT

- Review safety protocols, reflective vests, etc.
- Meeting Location
- Walk the Study Area corridor and assess existing conditions and identify areas for improvement
- Post Audit discussion immediately following

THANK YOU!

Deep River Road Safety Audit

Meeting Location: Virtual Meeting

Date and Time: April 6th, 2:00 PM – 3:00 PM

Agenda

1. **Welcome and Introductions**
2. **Pre-Audit Presentation and Discussion**
    - Definition of Study Area
    - Review Site Specific Data
        - Average Daily Traffic
        - Crash Data
        - Geometrics
3. **Walk Audit Procedures and Safety**

Notes for Participants

- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, as stakeholders' 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.

Deep River Road Safety Audit

Meeting Location: RT 154 Study Area

Address: Devitt Field Parking lot, access from Southworth Street

Date and Time: April 7th, 7:30 AM

Agenda

4. **Welcome and Introductions**
5. **Review of Road Safety Audit Route**
6. **Audit**
    - Visit Study Area
    - Complete Audit Checklist
    - Identify issues and opportunities for improvements
7. **Post-Audit Discussion**
    - Discussion observations and finalize findings
    - Discuss potential improvements and final recommendations
    - Next Steps

Notes for Participants

- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, as stakeholders' 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.

Deep River Audit Checklist

Pedestrians and Bicycles	Comment

Pedestrian Crossings
• Sufficient time to cross (signal)
• Signage
• Pavement Markings
• Detectable warning devices (signal)
• Adequate sight distance
• Wheelchair accessible ramps
  o Grades
  o Orientation
  o Tactile Warning Strips
• Pedestrian refuge at islands
• Other	

Pedestrian Facilities
• Sidewalk
  o Width
  o Grade
  o Materials/Condition
  o Drainage
  o Buffer
• Pedestrian lighting
• Pedestrian amenities (benches, trash receptacles)
• Other	

Bicycles • 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	
• Speed-related issues o Alignment; o Driver compliance with speed limits o Sight distance adequacy o Safe passing opportunities	
• Geometry o Road width (lanes, shoulders, medians); o Access points; o Drainage o Tapers and lane shifts o Roadside clear zone /slopes o Guide rails / protection systems	

• Intersections o Geometrics o Sight Distance o Traffic control devices o Safe storage for turning vehicles o Capacity Issues	

• Pavement
  o Pavement Condition (excessive roughness or rutting, potholes, loose material)
  o Edge drop-offs
  o Drainage issues
• Lighting Adequacy	

• Signing
  • Correct use of signing
  • Clear Message
  • Good placement for visibility
  • Adequate retroreflectivity
  • Proper support	

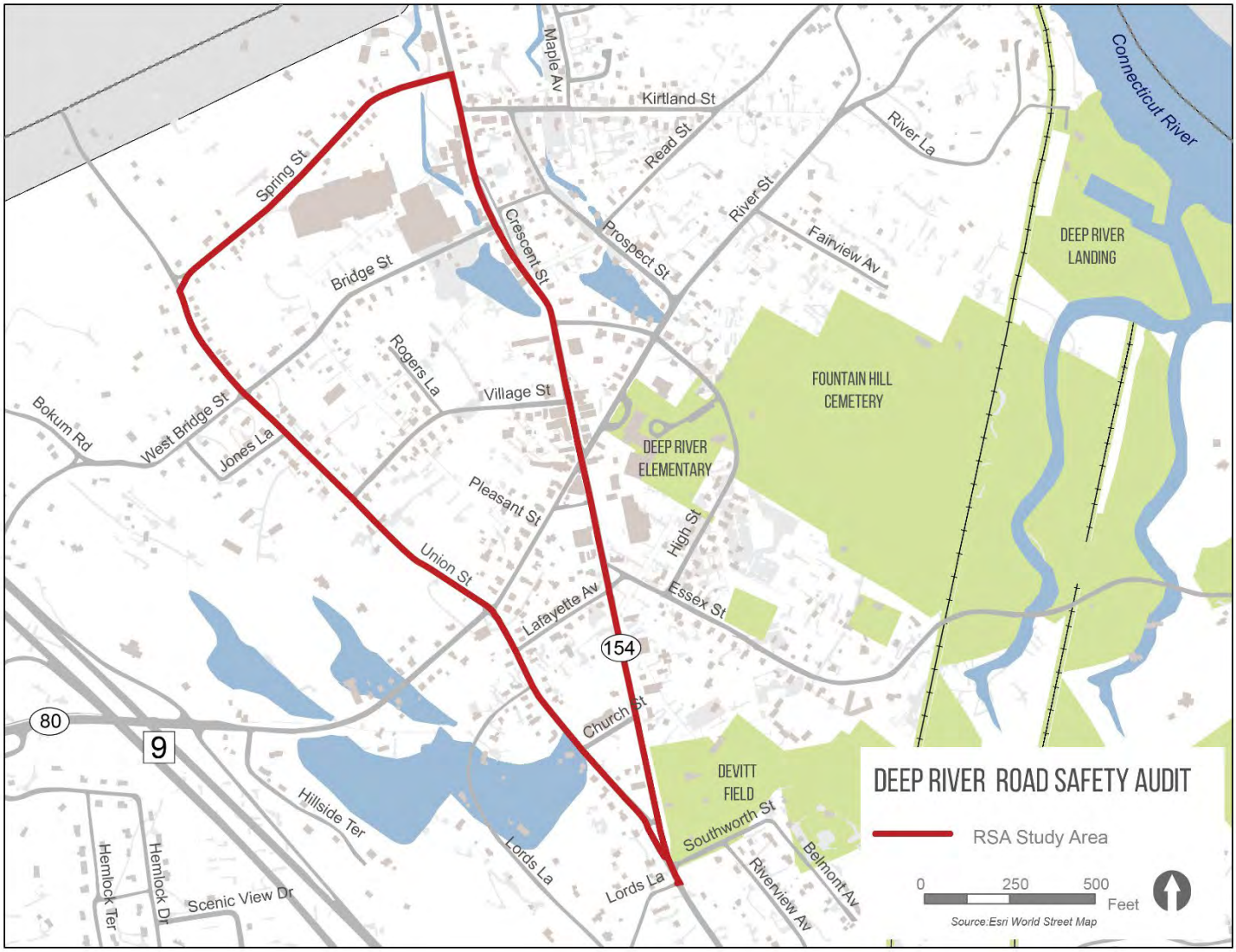
• Signals
  o Proper visibility
  o Proper operation
  o Efficient operation
  o Safe placement of equipment
  o Proper sight distance
  o Adequate capacity	

• Pavement Markings
  o Correct and consistent with MUTCD
  o Adequate visibility
  o Condition
  o Edgelines provided	

• Miscellaneous
  o Weather conditions impact on design features.
  o Snow storage	

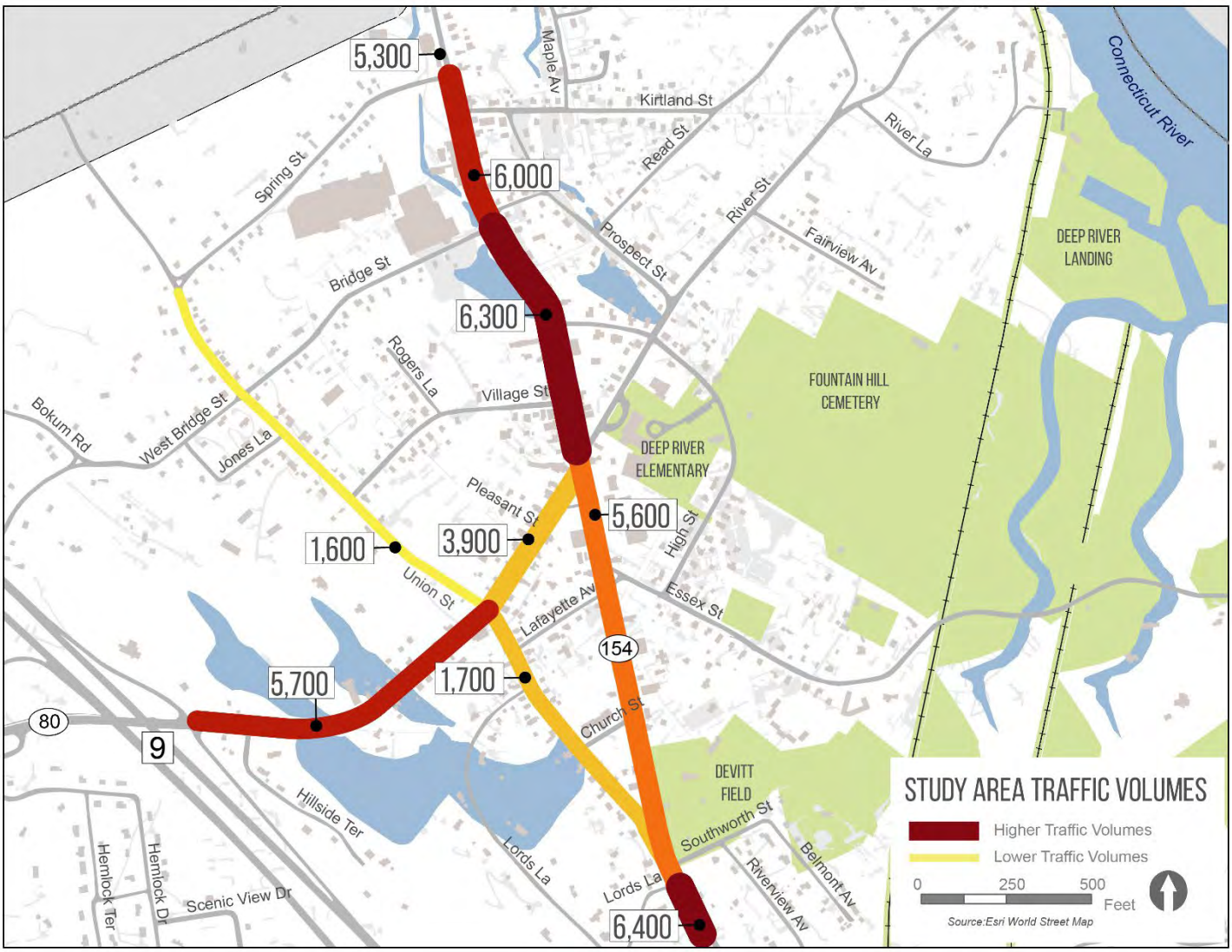
Deep River Road Safety Audit - Study Area

- Route 154 (Main Street) and Union Street between Spring Street and Lords Lane.



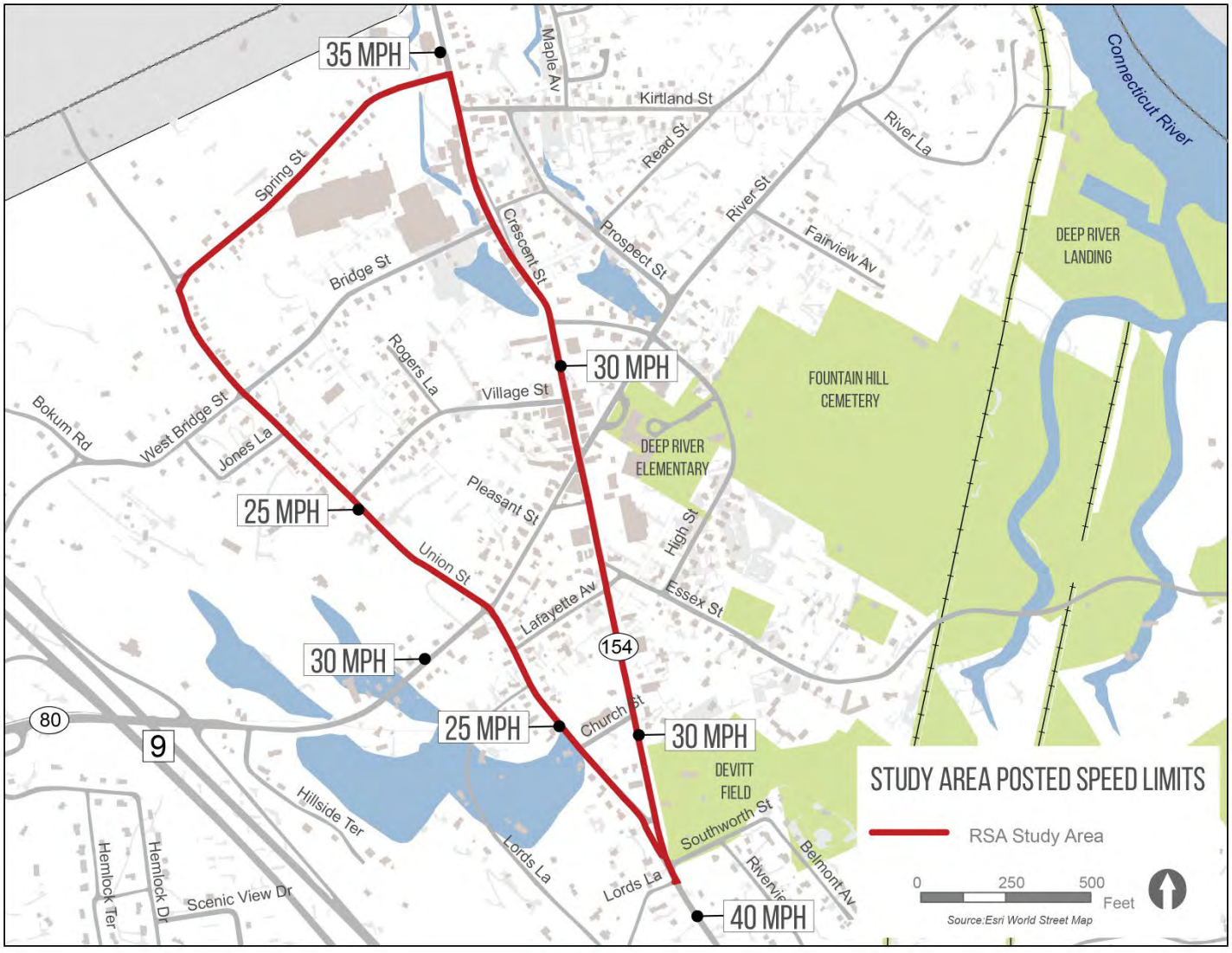
Deep River Road Safety Audit - Average Daily Traffic Volumes in 2019

- Traffic volumes range between 6,000 to 1,600 vehicles per day.
- Highest volumes are at in the commercial core of Main Street between Elm Street and Spring Street.

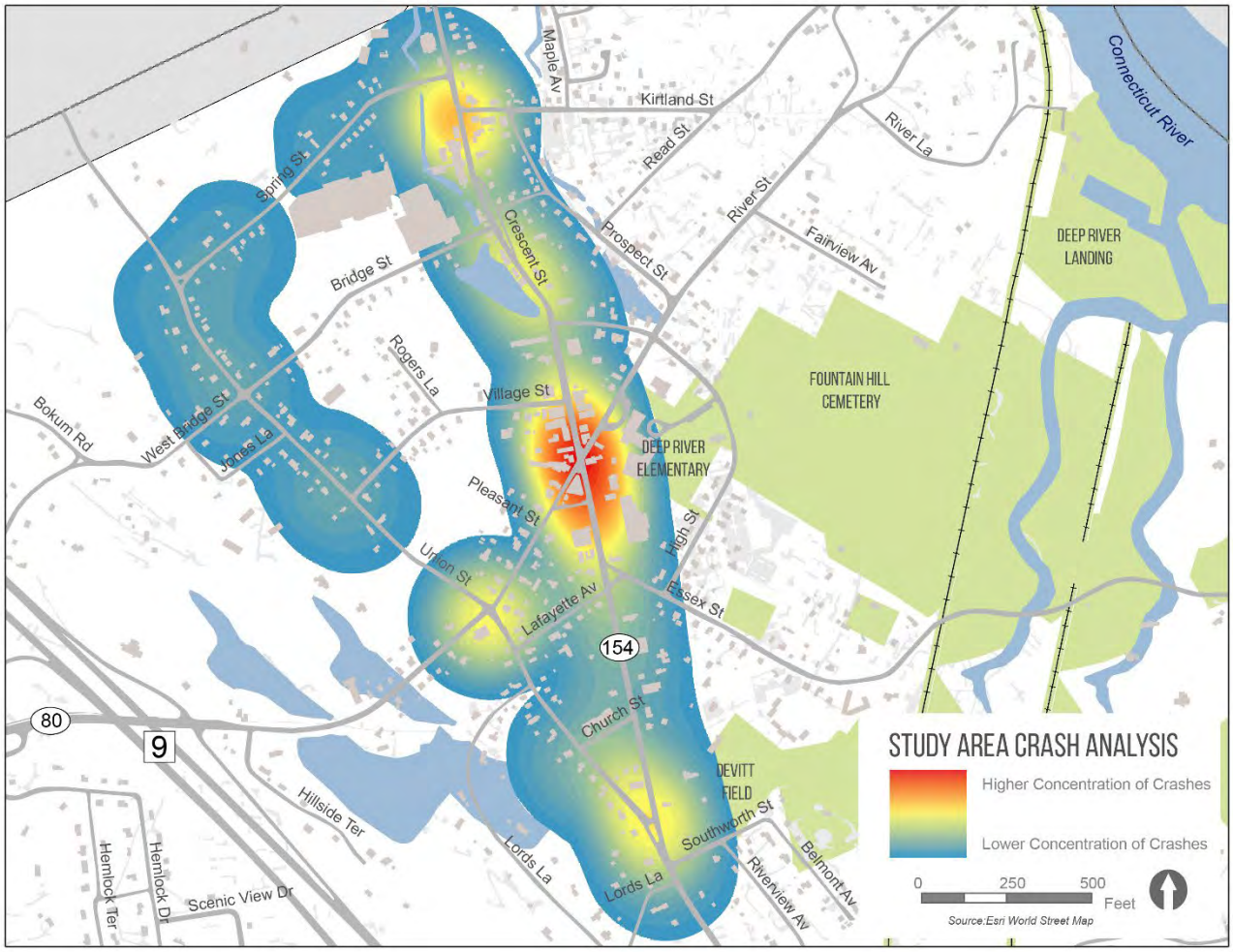


Deep River Road Safety Audit – Posted Speed Limits

- Speed limit in Study Area is 30 MPH on Route 154 between Lords Lane and Spring Street.
- North of Spring Street, posted speed increases to 35 MPH.
- South of Lords Lane, posted speed is 40 MPH.
- Posted speed limit on Union Street is 25 MPH.



Deep River Road Safety Audit - Crash Summary Heat Map



Deep River Road Safety Audit - Crash Summary

Years: 2016 – 2020

		Crash Severity				
		Serious Injury	Minor Injury	Possible Injury	No Apparent Injury, Property Damage Only	**TOTAL**
Crash Type	Front to Rear			1	9	10
	Front to Front				1	1
	Angle				19	19
	Sideswipe, Same Direction	1		1	12	14
	Sideswipe, Opposite Direction				1	1
	Rear to Side				3	3
	Not Applicable / Single Vehicle		3	3	10	16
	Other			4	7	11
	TOTAL	**1**	3	9	62	75
	Crashes Involving Pedestrians		1			1
	Crashes Involving Bicyclists					0

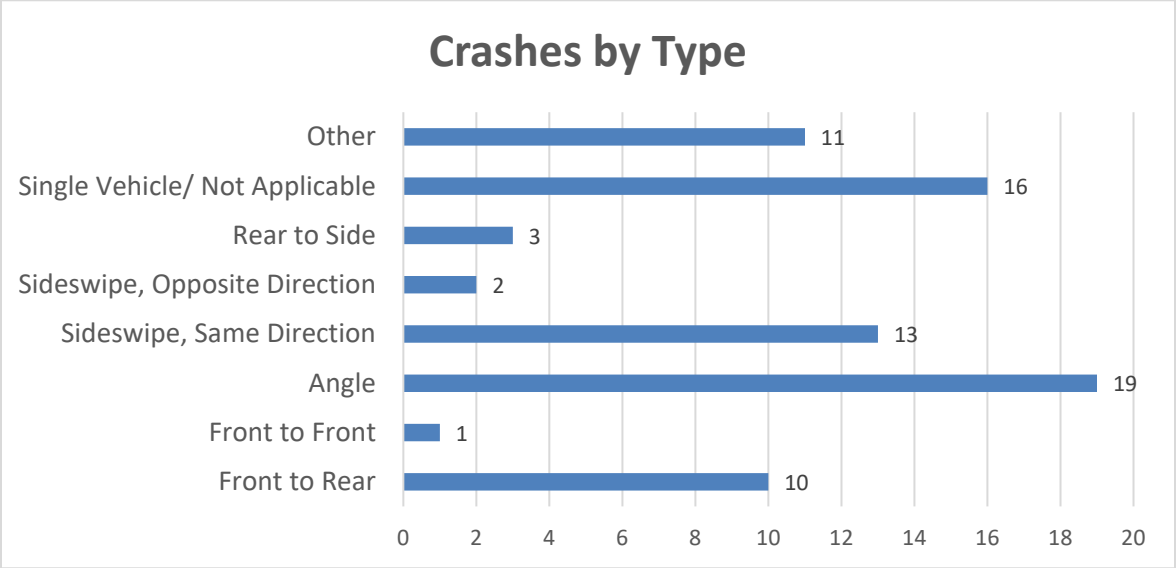
Summary Analysis:

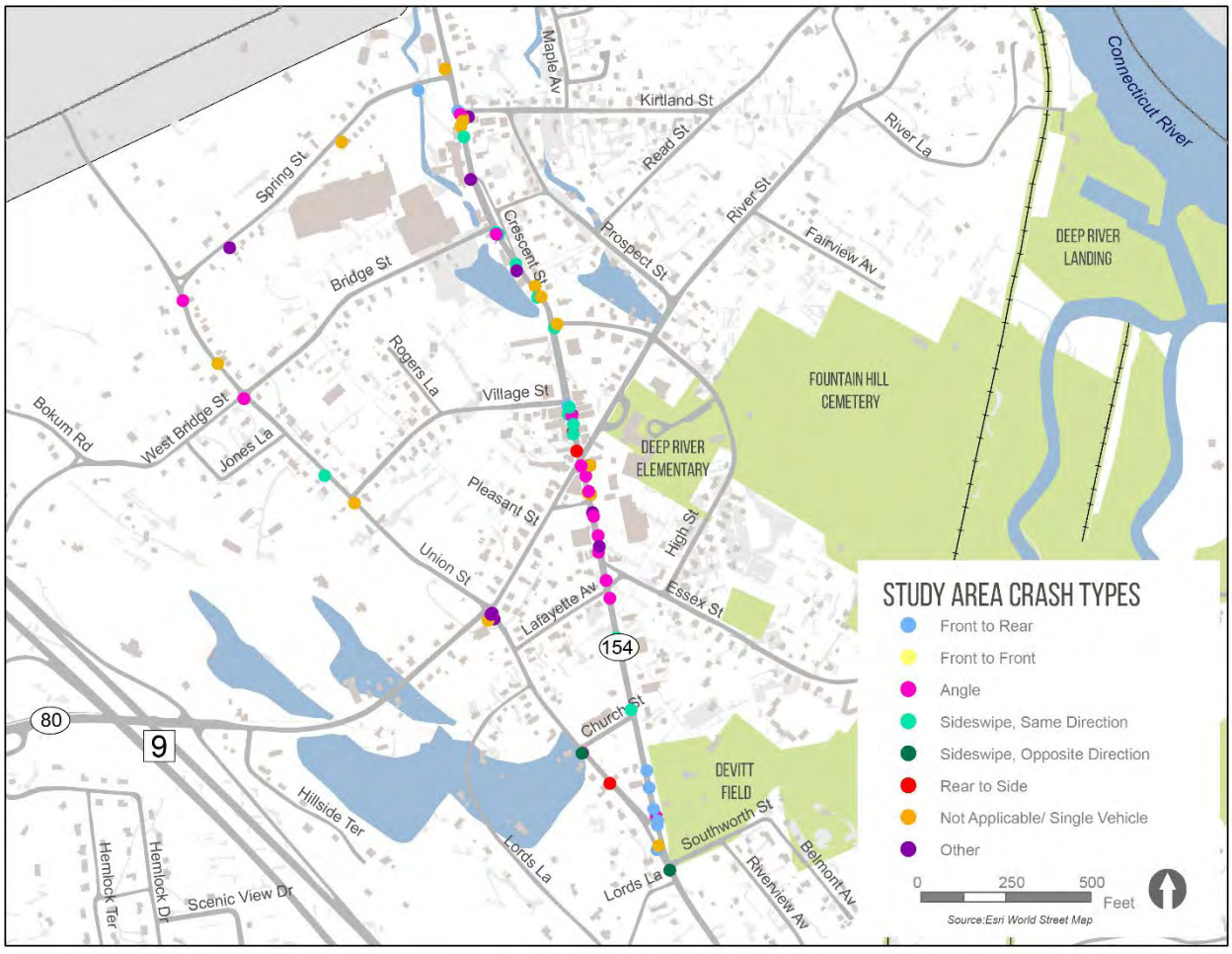
Crash Hotspots (5 Year Crash Total approx.) 75 Crashes Total

- Near Route 154 & Elm Street/River Street Intersection, downtown core – 23 Crashes
- Route 154 & Union Street/ Southworth Street Intersection – 10 Crashes
- Route 154 between High Street and Bridge Street – 10 Crashes
- Route 80 (Elm Street) and Union Street Intersection – 7 Crashes
- Route 154 & Kirtland Street Intersection vicinity – 8 Crashes

Deep River Road Safety Audit Crash Summary - Crashes by Type

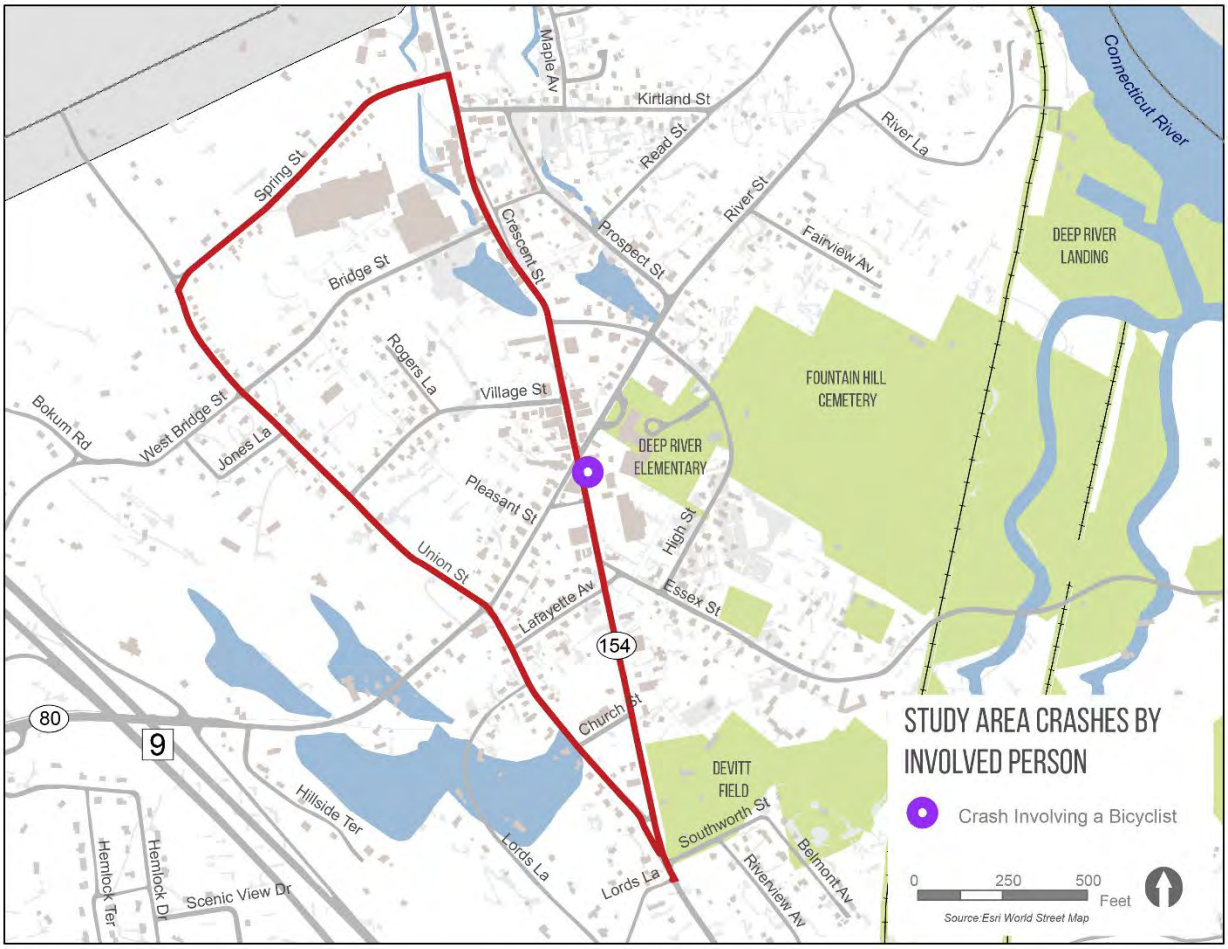
- Majority of crashes are angle crashes, involve a single vehicle or sideswipe same direction crashes.





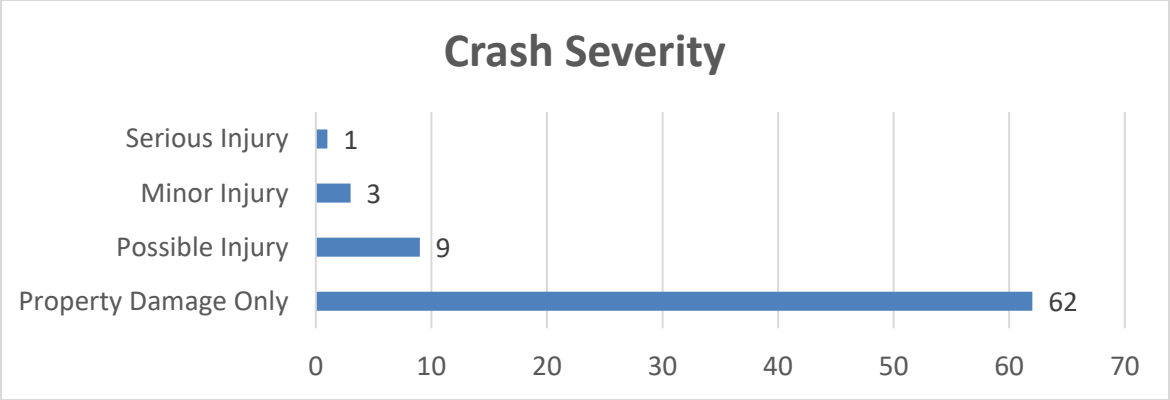
Deep River Road Safety Audit Crash Summary - Crashes by Involved Person

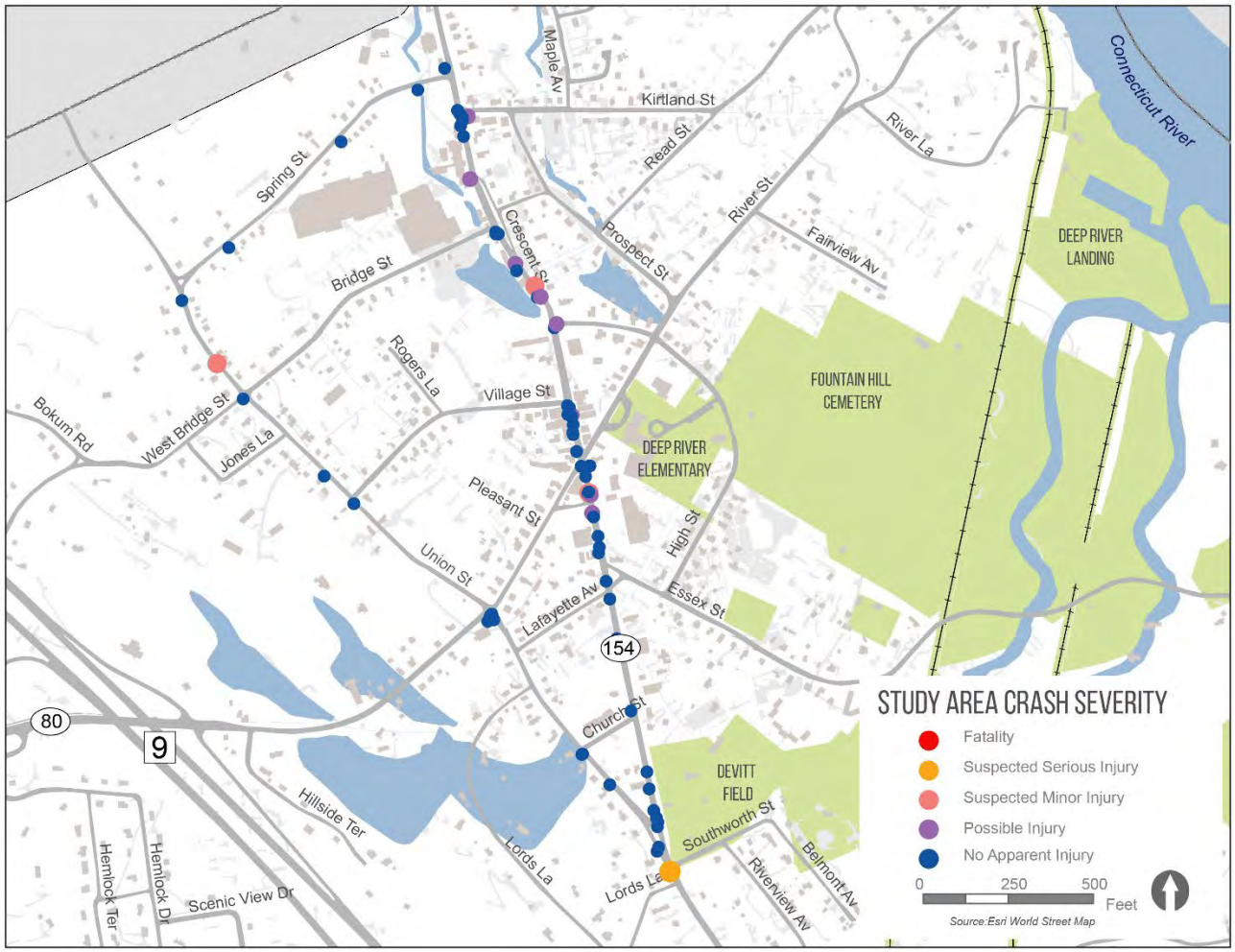
- There was 1 crash involving a bicyclist in the Study Area (2017).
- There were no crashes involving pedestrians



Deep River Road Safety Audit Crash Summary - Crash Severity

- Majority of crashes (62) are classified as No Apparent Injury- Property Damage Only.
- There were 9 crashes resulting in a possible injury and 3 minor injury crashes.
- 1 serious injury crash in 2017 at the intersection of Route 154 and Southworth Street – Auto Only.

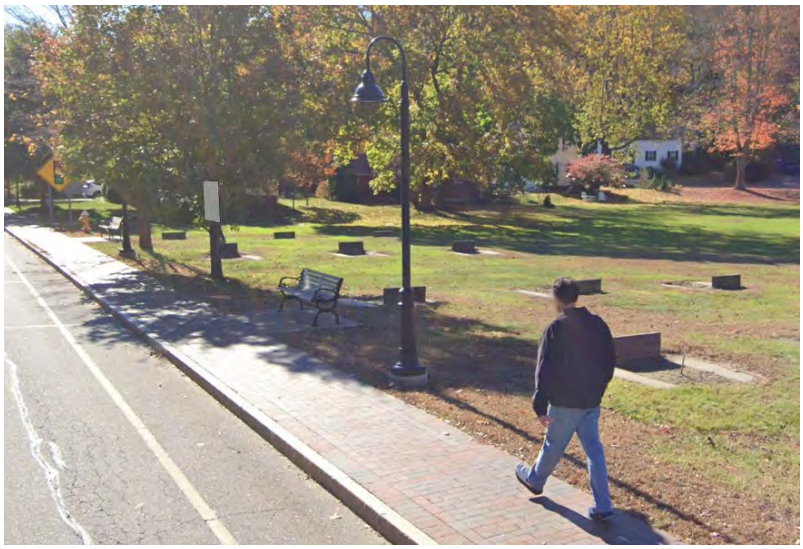




Deep River Road Safety Audit – Review of Past and Current Work

- Intersection signal upgrades to the Route 154/ Union Street/ Southworth Street Intersection.
- Streetscape and pedestrian scale lighting along Route 154.

Intersection upgrade work to the signalized intersection at Route 154, Union Street, and Southworth Street.
Image Credit: Google Street view



Brick sidewalks, granite curbing, benches, and pedestrian scale lighting installed along Main Street.
Image Credit: Google Street view

Deep River Road Safety Audit - Post Audit Discussion Guide

Safety Issues:

- Confirmation of safety issues identified during the pre-audit meeting and the walk audit

Potential Recommendations to Address Issues:

- **Short Term Recommendations**

- **Medium Term Recommendations**

- **Long Term Recommendations**

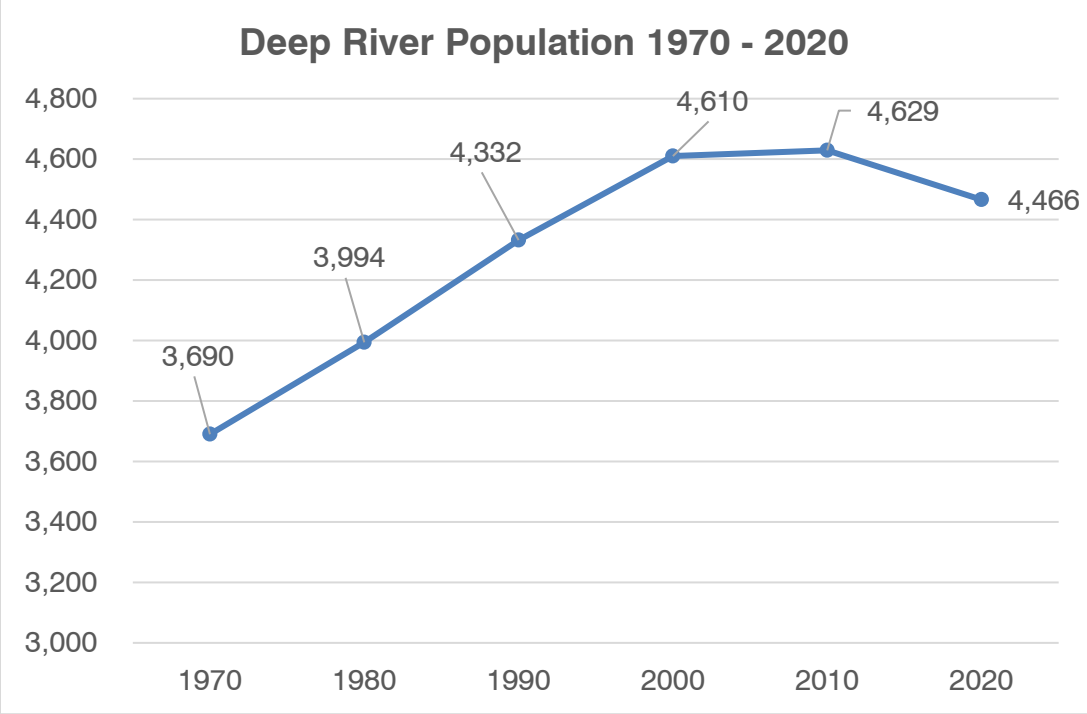
Next Steps

- Discussion involving implementation strategies and responsibilities and funding sources

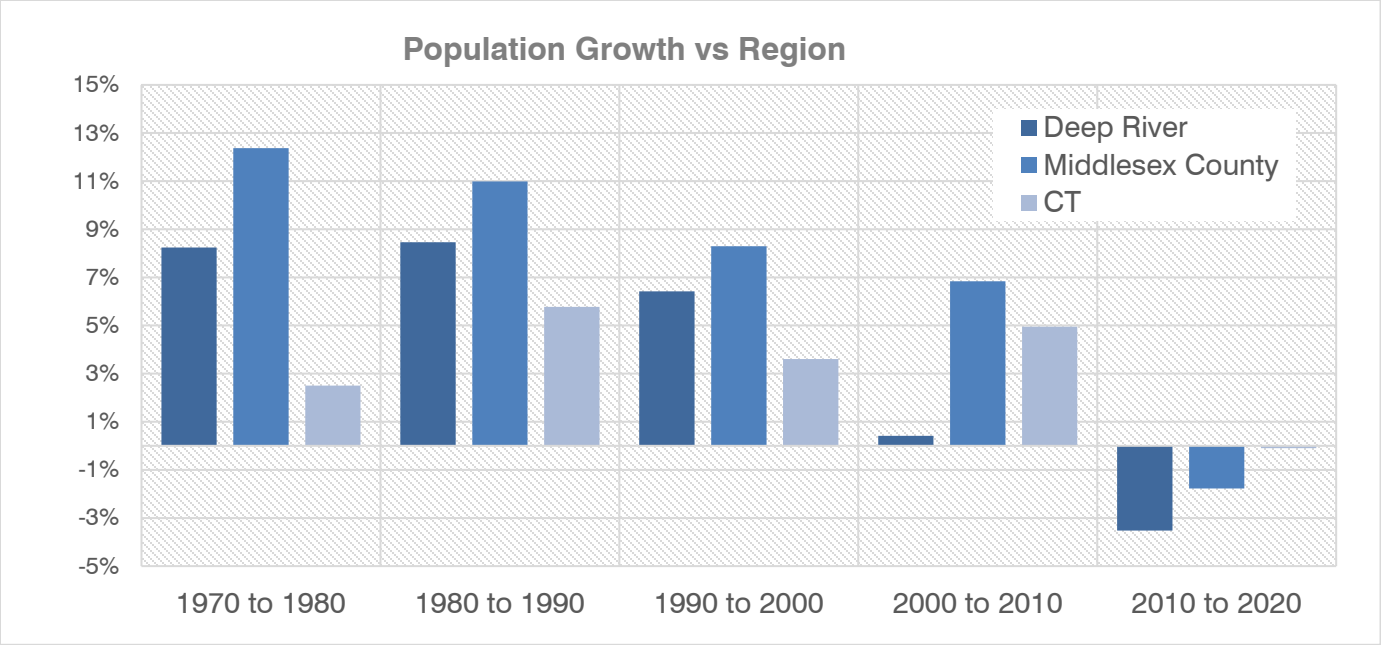
Deep River Road Safety Audit – Deep River Fact Sheet

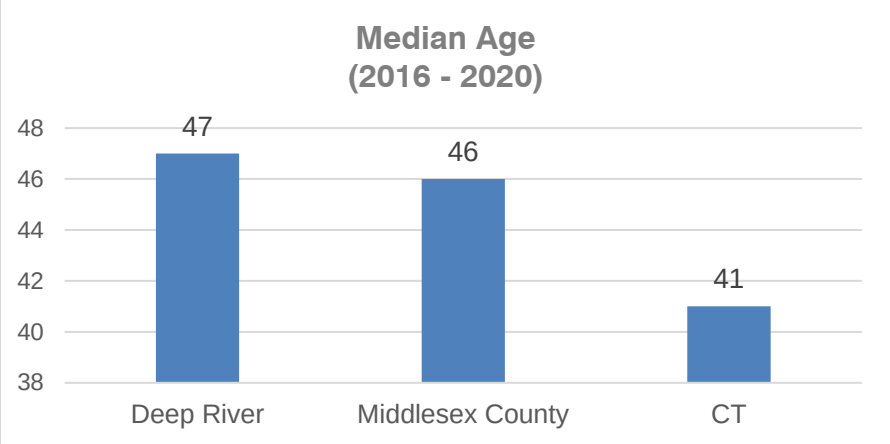
Demographic Highlights[1]:

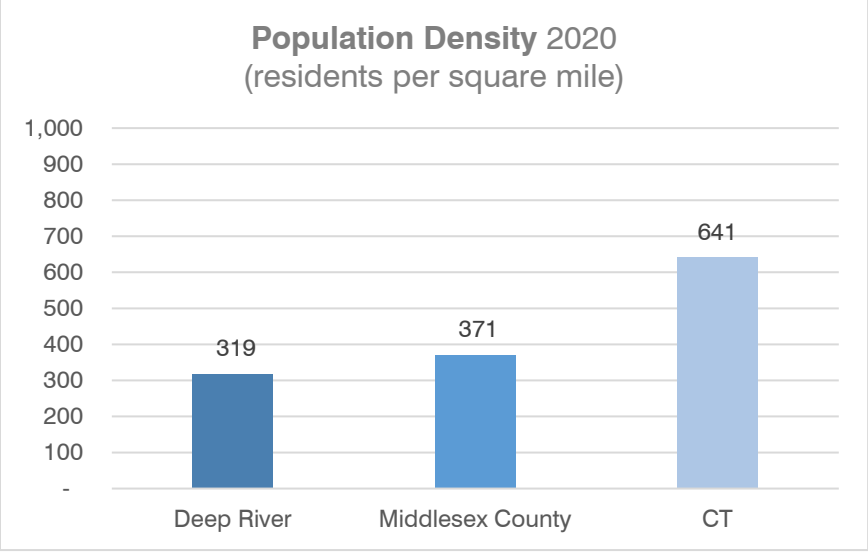
- Total population in Deep River is 4,466.
- Deep River has fallen behind both Middlesex County and the State in population growth between 2000 and 2020. Deep River, Middlesex County, and the State declined in population between 2010 and 2020.
- There are approximately 319 residents per square mile in Deep River which is close to the density of Middlesex County. It is about half as dense as the State as a whole.
- The median age in Deep River is 47, which is one year older than that of Middlesex County, and six years older than the State's median age.
- Deep River's non-white population makes up just over 6% of the total population. This about half of that of Middlesex County's non-white population (11.8%) and below the State's non-white population (24%).
- The poverty rate in Deep River is 2.5%, which is well below Middlesex County's 6.9% and the State's 9.9%.

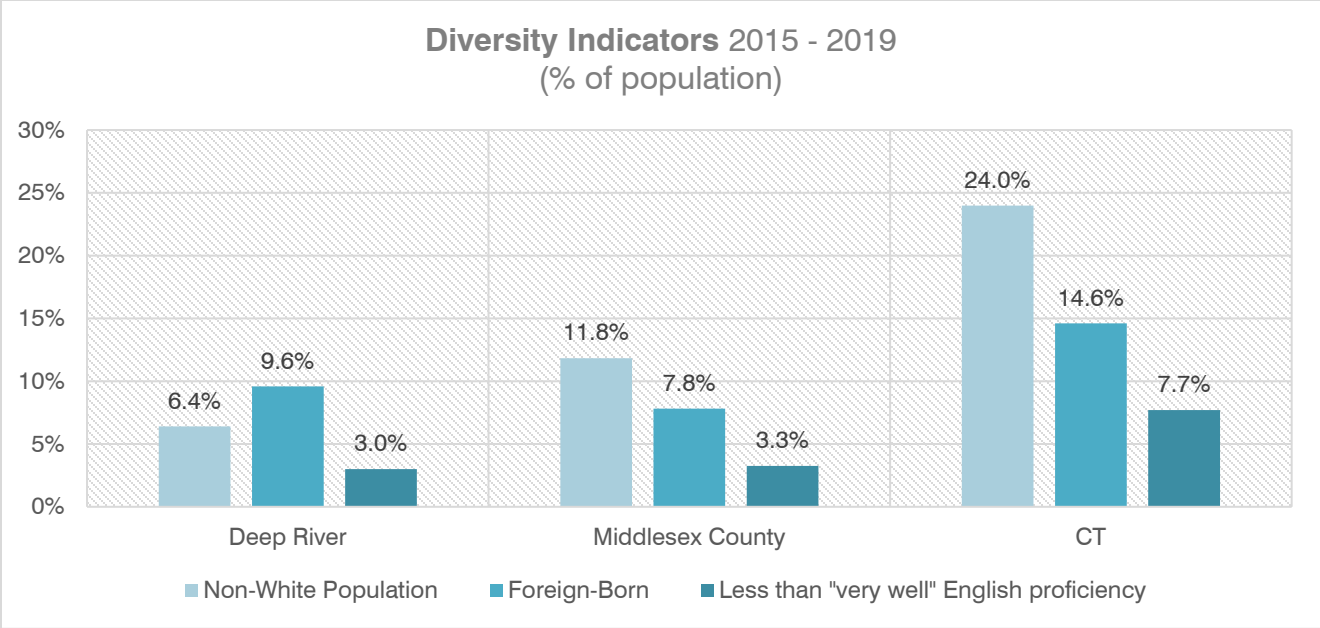


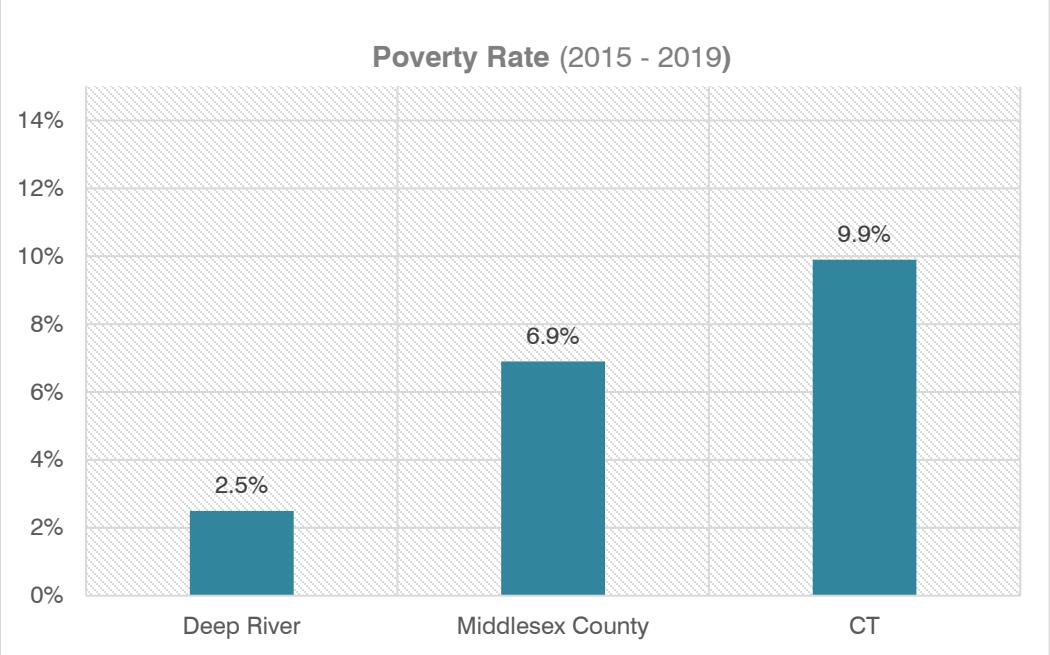
[1] 2020 Decennial Census and 2015- 2019 American Community Survey, 5- year estimate table DP05, Accessed on 4/1/2022 at https://data.census.gov/cedsci/


Population Growth vs Region
15%
13%
11%
9%
7%
5%
3%
1%
-1%
-3%
-5%
Deep River
Middlesex County
CT
1970 to 1980
1980 to 1990
1990 to 2000
2000 to 2010
2010 to 2020


Median Age
(2016 - 2020)
48
46
44
42
40
38
47
46
41
Deep River
Middlesex County
CT


Population Density 2020
(residents per square mile)
1,000
900
800
700
600
500
400
300
200
100
-
319
371
641
Deep River
Middlesex County
CT

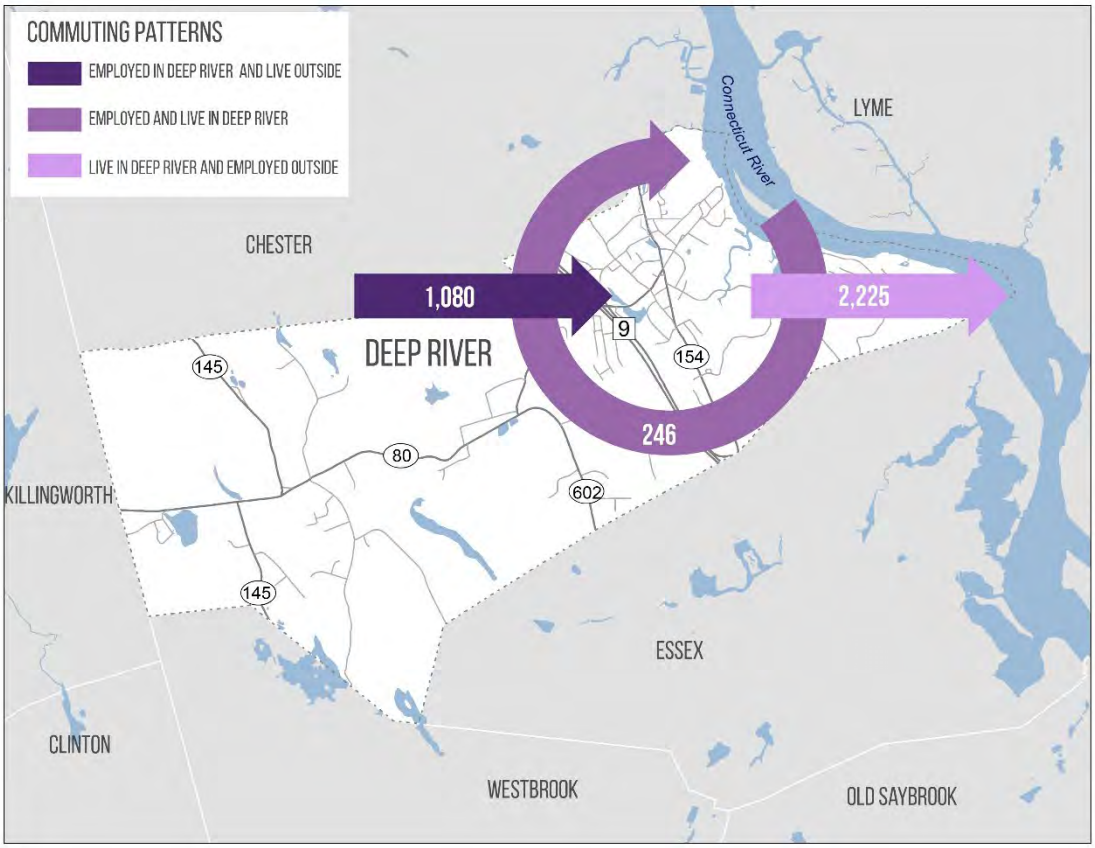

Diversity Indicators 2015 - 2019
(% of population)
30%
25%
20%
15%
10%
5%
0%
6.4%
9.6%
3.0%
11.8%
7.8%
3.3%
24.0%
14.6%
7.7%
Deep River
Middlesex County
CT
Non-White Population
Foreign-Born
Less than "very well" English proficiency


Poverty Rate (2015 - 2019)
14%
12%
10%
8%
6%
4%
2%
0%
2.5%
6.9%
9.9%
Deep River
Middlesex County
CT

Deep River Road Safety Audit – Deep River Fact Sheet

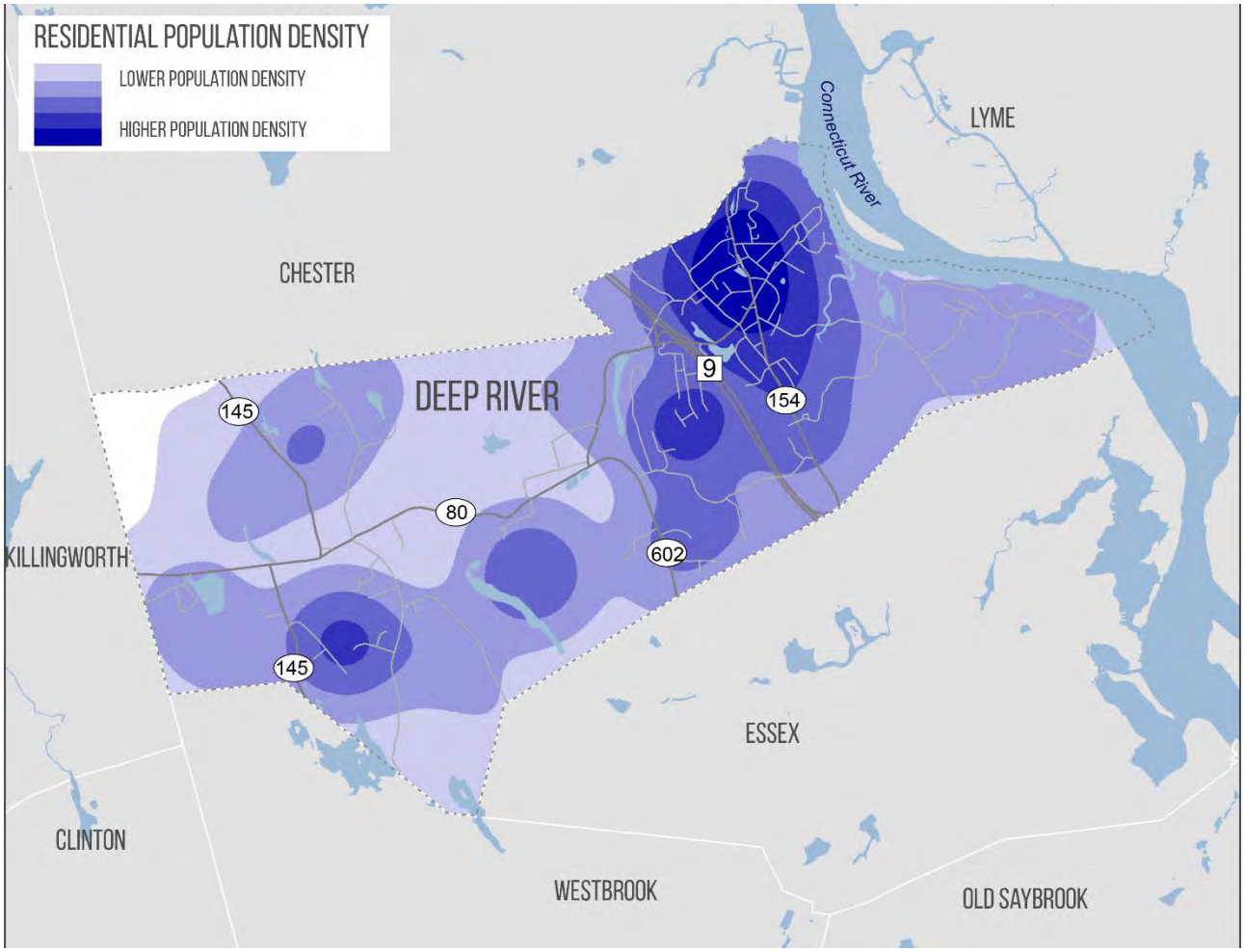
Employment Highlights[2]:

- There were approximately 1,080 workers commuting into Deep River for employment in 2019. Approximately 246 residents of Deep River are also employed in Deep River and 2,225 Deep River residents commuted out of town for employment. (2019)
- The top five employment destinations for Deep River's residents include:
    - Middletown
    - Hartford
    - New Haven
    - Old Saybrook
    - Essex
- The Study Area and surrounding neighborhoods have a medium population density. The Study Area is home to a variety of uses including commercial businesses, civic uses such as Town Hall, Library, and Elementary School, restaurants, and residential neighborhoods.



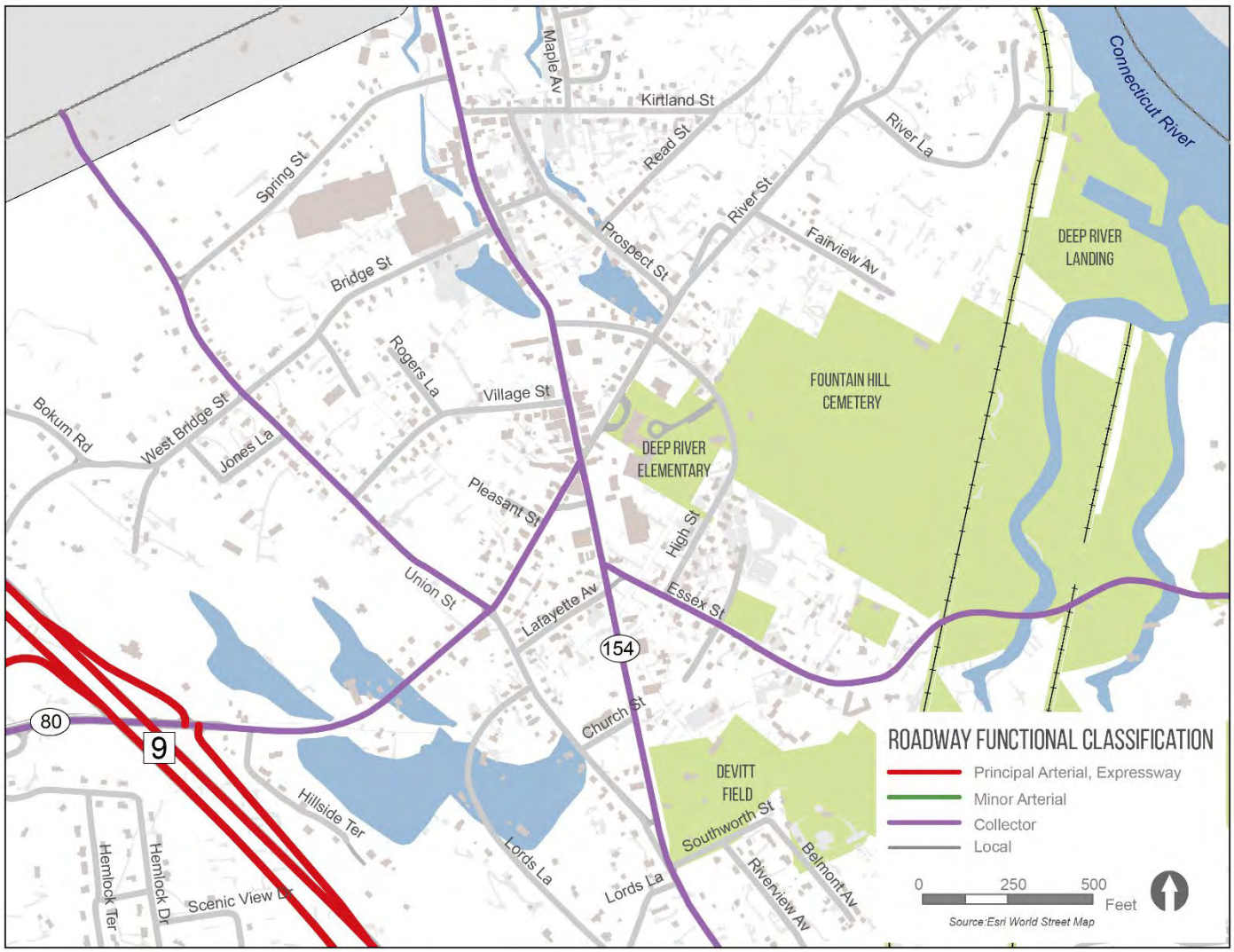
[2] U.S. Census Bureau. (2021). LEHD Origin-Destination Employment Statistics (2002-2019) All Jobs. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on March 22, 2022 at https://onthemap.ces.census.gov. LODES 7.5

Residential Population Density



Deep River Road Safety Audit – Roadway Functional Classification

- Route 154 and much of Union Street are Collector Roadways. Elm Street and Essex Street are also Collector Roadways.
- Other streets that intersect Study Area are Local Roads.



Traffic report

Mikes Copy

powered by datacollect

Author

Institution	State of Connecticut
Department	Department of Transportation
Street	2800 Berlin Turnpike
Postal code	06111
City	Newington
Country	United States
Contact	Bradley Overturf
Phone	+018605942089
Email	bradley.overturf@ct.gov

Generated with **DataCollect Webreporter** version 1.0 at 08/19/2019 22:04:20

Site

Name	0220019
Dir. Oncoming (name)	North
Dir. Outgoing (name)	South
Posted Speed Limit	30
Comment	0220019
Device type	**SDR Traffic+**

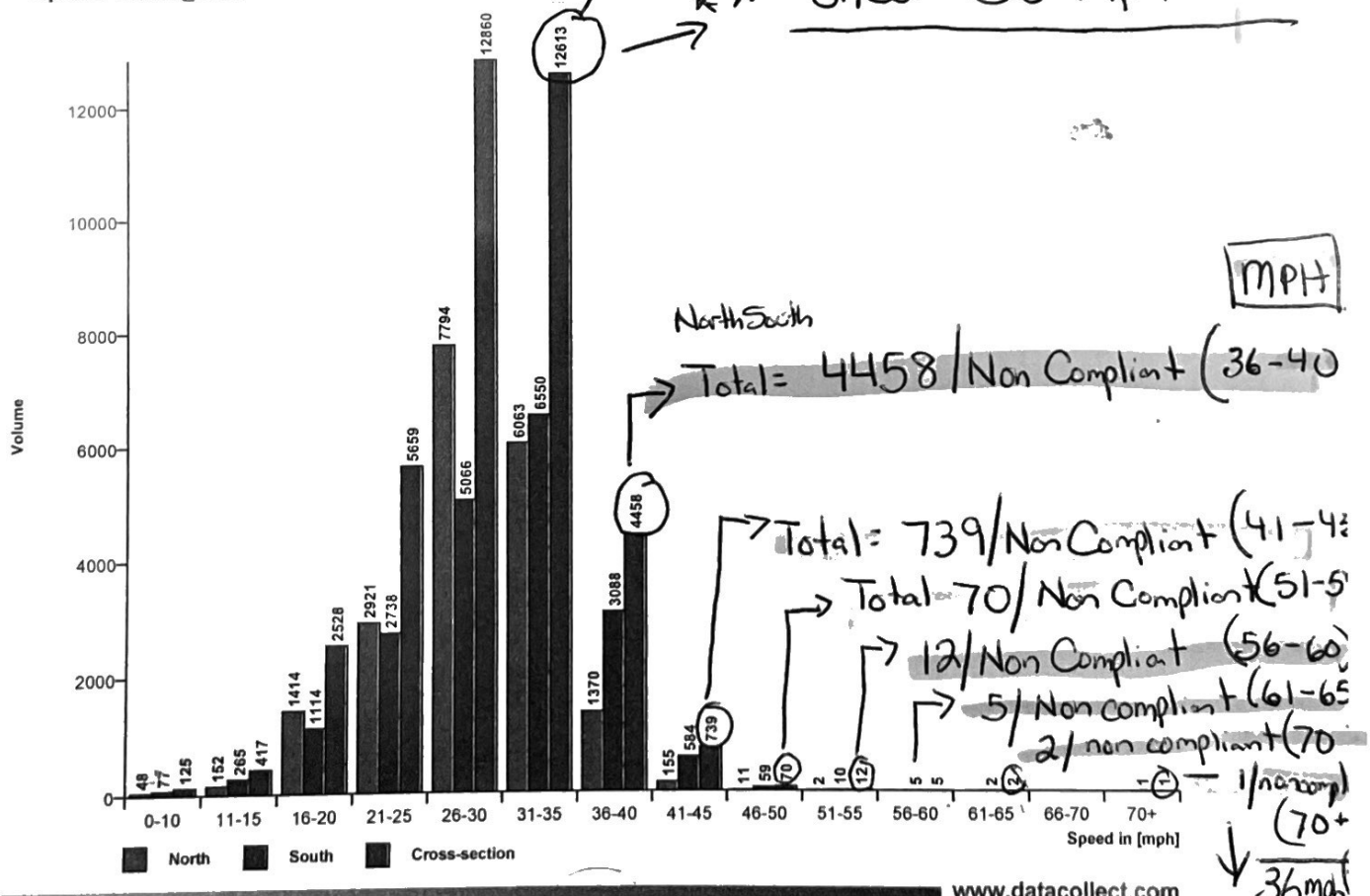
Time Range

Start date	08/12/2019 13:00
End date	08/19/2019 10:59
Days	Mo, Tu, We, Th, Fr, Sa, Su
Time Interval	60 minutes
Time / Day	00:00 - 23:59

North/South Total: 12613 → compliant by State

** Under 35 mph **

Speed histogram



MPH

NorthSouth

Total= 4458/Non Compliant (36-40

Total= 739/Non Compliant (41-4

Total 70/Non Compliant (51-5

12/Non Compliant (56-60)

5/Non compliant (61-65

2/non compliant (70

1/non compl (70+

↓ 36mph

www.datacollect.com

In "ONE WEEK" 5287 Cars/trucks SPEEDING

Round # of Speeders down to 5000 5000 x 52 weeks = 250,000

Traffic report

powered by datacollect

Author

Institution	State of Connecticut
Department	Department of Transportation
Street	2800 Berlin Turnpike
Postal code	06111
City	Newington
Country	United States
Contact	Bradley Overturf
Phone	+018605942089
Email	bradley.overturf@ct.gov

Generated with **DataCollect Webreporter** version 1.0 at 08/19/2019 22:04:20

Site

Name	0220019
Dir. Oncoming (name)	North
Dir. Outgoing (name)	South
Posted Speed Limit	30
Comment	0220019
Device type	**SDR Traffic+**

Time Range

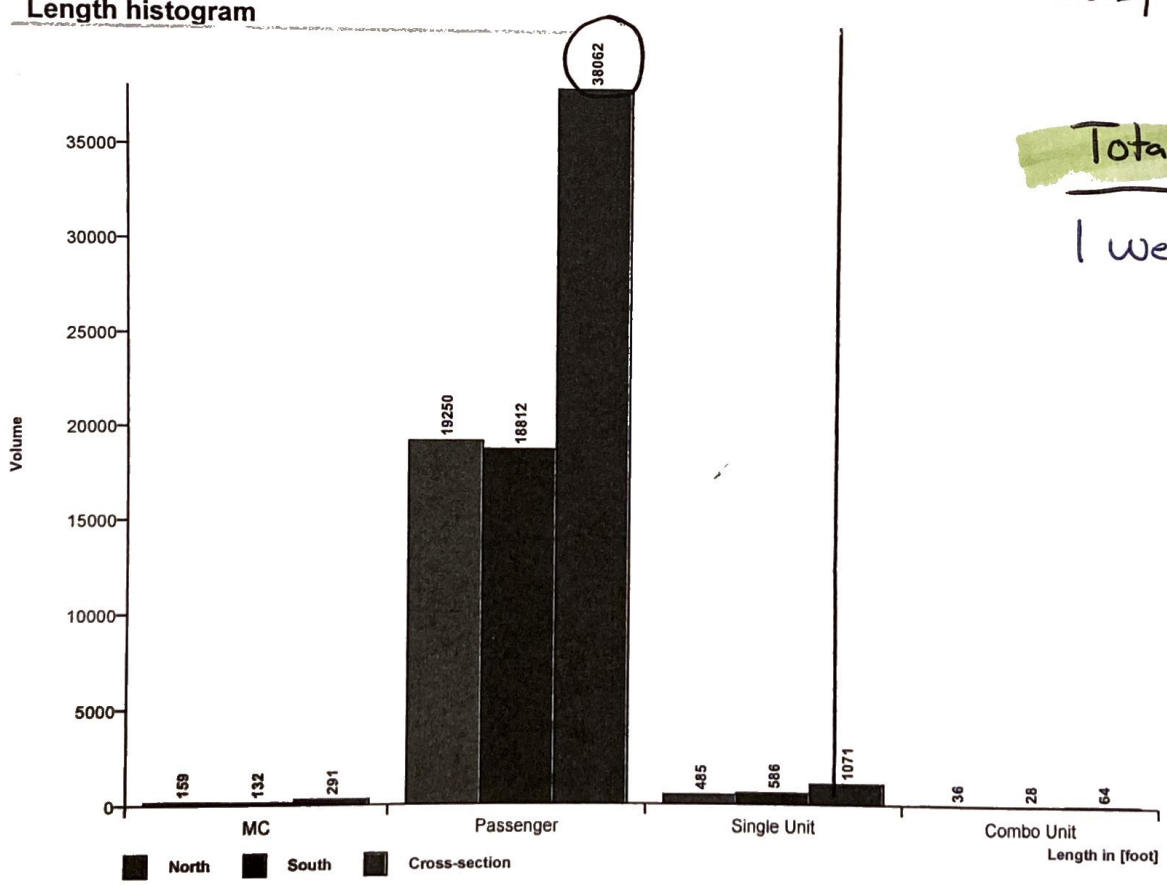
Start date	08/12/2019 13:00
End date	08/19/2019 10:59
Days	Mo, Tu, We, Th, Fr, Sa, Su
Time Interval	60 minutes
Time / Day	00:00 - 23:59

(38062) Cars

(1071) Trucks

(64) Trucks/heavy

Length histogram



Total 39197

1 week

Fine potential

Time		MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/18/2019 00:00	31	1	25	3	2	14	0	0	0	8	5	2	1	0	0	0	1	0	0	4	21	62	6	26	32
08/18/2019 01:00	14	0	14	0	0	0	0	0	0	4	5	4	0	0	0	1	0	0	0	29	35	57	29	32	37
08/18/2019 02:00	2	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39	40	41	39	41	41
08/18/2019 03:00	13	0	12	1	0	0	0	1	0	3	4	1	3	1	0	0	0	0	0	19	35	49	26	32	44
08/18/2019 04:00	8	0	8	0	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	19	27	41	21	26	31
08/18/2019 05:00	21	0	21	0	0	0	0	0	5	9	4	3	0	0	0	0	0	0	0	21	29	37	21	29	34
08/18/2019 06:00	49	0	49	0	0	0	0	0	1	18	17	12	0	1	0	0	0	0	0	24	32	47	26	31	36
08/18/2019 07:00	136	1	135	0	0	0	0	0	11	41	44	34	5	1	0	0	0	0	0	21	32	45	26	31	37
08/18/2019 08:00	212	5	204	3	0	0	1	2	20	72	73	33	11	0	0	0	0	0	0	13	31	44	26	31	37
08/18/2019 09:00	282	4	275	2	1	1	1	6	18	108	94	47	7	0	0	0	0	0	0	8	31	44	26	31	36
08/18/2019 10:00	366	5	357	4	0	0	3	25	38	120	122	54	4	0	0	0	0	0	0	13	30	44	24	29	36
08/18/2019 11:00	460	4	449	6	1	1	8	37	45	184	137	43	5	0	0	0	0	0	0	8	29	42	22	29	34
08/18/2019 12:00	469	9	454	6	0	2	7	28	64	168	145	42	12	1	0	0	0	0	0	8	29	49	24	29	34
08/18/2019 13:00	420	9	406	4	1	0	5	30	49	121	149	59	7	0	0	0	0	0	0	11	30	44	24	31	36
08/18/2019 14:00	408	10	393	4	1	0	3	33	62	118	129	49	13	0	1	1	0	0	0	13	30	55	21	29	36
08/18/2019 15:00	394	10	381	3	0	0	4	26	56	126	129	45	8	0	0	0	0	0	0	13	29	44	24	29	34
08/18/2019 16:00	428	10	416	2	0	0	3	35	67	138	134	44	6	1	0	0	0	0	0	14	29	47	22	29	34
08/18/2019 17:00	298	2	293	3	0	0	0	10	18	89	120	58	2	1	0	0	0	0	0	16	31	47	26	31	36
08/18/2019 18:00	235	3	229	3	0	0	0	3	20	82	88	32	9	0	1	0	0	0	0	19	31	50	26	31	36
08/18/2019 19:00	222	1	218	3	0	2	0	3	18	73	90	30	6	0	0	0	0	0	0	6	31	44	26	31	36
08/18/2019 20:00	111	4	107	0	0	0	1	0	8	46	37	12	6	1	0	0	0	0	0	11	31	47	26	31	36
08/18/2019 21:00	83	0	82	1	0	0	0	2	7	24	33	13	3	1	0	0	0	0	0	19	31	47	26	31	36
08/18/2019 22:00	49	0	49	0	0	0	0	1	7	13	19	7	1	1	0	0	0	0	0	18	31	47	24	31	37
08/18/2019 23:00	17	0	17	0	0	0	0	0	0	7	5	4	1	0	0	0	0	0	0	26	32	41	29	31	36

[Sun, 18 Aug]		MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	89	1	82	4	2	14	0	2	7	27	19	11	6	1	0	1	1	0	0	4	28	62	6	29	37
06:00-09:00	397	6	388	3	0	0	1	2	32	131	134	79	16	2	0	0	0	0	0	13	32	47	26	31	37
15:00-19:00	1355	25	1319	11	0	0	7	74	161	435	471	179	25	2	1	0	0	0	0	13	30	50	24	31	36
06:00-22:00	4573	77	4448	44	4	6	36	240	502	1528	1541	607	104	7	2	1	0	0	0	6	30	55	24	29	36
00:00-24:00	4728	78	4596	48	6	20	36	243	516	1575	1584	629	112	9	2	2	1	0	0	4	30	62	24	29	36

Sunday

755 cars/trucks

36-65 mph

State of Connecticut: 0220019 (Direction: Cross-section)

powered by datacollect

Time	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/19/2019 00:00	11	0	11	0	0	0	0	0	0	5	4	1	0	1	0	0	0	0	0	26	32	49	27	31	36
08/19/2019 01:00	3	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	34	40	52	34	34	52
08/19/2019 02:00	8	0	7	1	0	0	0	0	0	3	3	0	2	0	0	0	0	0	0	26	33	44	26	34	41
08/19/2019 03:00	13	1	12	0	0	0	0	0	1	3	2	4	3	0	0	0	0	0	0	22	35	42	26	36	42
08/19/2019 04:00	11	0	10	1	0	0	0	0	2	2	1	3	3	0	0	0	0	0	0	21	35	44	21	36	44
08/19/2019 05:00	67	0	64	3	0	0	0	2	1	22	20	16	4	1	1	0	0	0	0	16	33	50	26	31	39
08/19/2019 06:00	176	0	171	5	0	0	0	2	4	49	59	45	15	2	0	0	0	0	0	19	33	47	27	32	39
08/19/2019 07:00	235	2	225	8	0	0	0	4	20	64	97	41	9	0	0	0	0	0	0	18	32	44	26	31	36
08/19/2019 08:00	280	0	266	14	0	0	1	3	21	80	111	55	9	0	0	0	0	0	0	14	32	44	26	31	37
08/19/2019 09:00	291	1	275	14	1	0	0	6	27	83	119	48	8	0	0	0	0	0	0	16	31	42	26	31	36
08/19/2019 10:00	326	2	308	15	1	0	3	10	37	89	122	51	11	3	0	0	0	0	0	11	31	47	24	31	37

[Mon, 19 Aug.]	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	113	1	107	5	0	0	0	2	4	35	32	24	12	2	2	0	0	0	0	16	34	52	26	32	39
06:00-09:00	692	2	663	27	0	0	1	9	45	193	267	142	33	2	0	0	0	0	0	14	32	47	26	31	37
15:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-22:00	1308	5	1245	56	2	0	4	25	109	365	508	240	52	5	0	0	0	0	0	11	32	47	26	31	37
00:00-24:00	1421	6	1352	61	2	0	4	27	113	400	540	264	64	7	2	0	0	0	0	11	32	52	26	31	37

Monday

* (not full day)

337 cars/trucks

36-55 mph

Total = 5716, 36-70 mph

State of Connecticut: 0220019 (Direction: Cross-section)

powered by datacollect

Time	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/13/2019 00:00	19	0	19	0	0	0	0	0	0	4	5	9	1	0	0	0	0	0	0	26	35	44	29	36	39
08/13/2019 01:00	5	0	5	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	21	32	42	21	32	42
08/13/2019 02:00	7	0	4	3	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	24	30	39	26	26	37
08/13/2019 03:00	7	0	7	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	29	36	44	31	36	41
08/13/2019 04:00	17	0	15	2	0	0	0	0	2	5	8	1	1	0	0	0	0	0	0	24	31	44	26	31	34
08/13/2019 05:00	84	0	82	2	0	0	0	2	1	20	30	19	11	1	0	0	0	0	0	19	34	47	29	34	39
08/13/2019 06:00	186	1	177	7	1	0	0	0	9	40	79	43	13	1	0	1	0	0	0	21	33	59	27	32	37
08/13/2019 07:00	275	3	261	9	2	0	1	4	16	74	110	56	13	1	0	0	0	0	0	14	32	45	26	31	37
08/13/2019 08:00	322	0	310	12	0	0	0	5	29	102	116	56	14	0	0	0	0	0	0	18	31	44	26	31	37
08/13/2019 09:00	317	1	301	13	2	1	3	7	28	113	125	36	4	0	0	0	0	0	0	6	30	44	26	31	34
08/13/2019 10:00	368	15	339	12	2	31	4	20	42	127	104	35	5	0	0	0	0	0	0	4	27	44	21	29	34
08/13/2019 11:00	394	0	376	17	1	1	3	13	40	143	137	50	7	0	0	0	0	0	0	8	30	44	26	29	34
08/13/2019 12:00	419	2	401	15	1	0	2	16	47	147	155	47	3	2	0	0	0	0	0	11	30	49	24	29	34
08/13/2019 13:00	395	2	380	13	0	0	1	22	29	126	151	57	9	0	0	0	0	0	0	11	30	44	26	31	36
08/13/2019 14:00	426	0	408	17	1	0	6	30	49	143	142	50	6	0	0	0	0	0	0	11	29	44	24	29	34
08/13/2019 15:00	487	1	468	17	1	1	4	35	81	163	149	46	8	0	0	0	0	0	0	6	29	44	22	29	34
08/13/2019 16:00	503	1	492	8	2	1	6	29	63	147	174	77	6	0	0	0	0	0	0	4	30	44	22	31	36
08/13/2019 17:00	467	1	463	3	0	3	1	33	65	153	156	49	7	0	0	0	0	0	0	8	29	44	22	29	34
08/13/2019 18:00	300	1	294	5	0	0	1	17	35	91	102	46	8	0	0	0	0	0	0	13	30	42	24	31	36
08/13/2019 19:00	244	1	240	3	0	0	6	19	28	71	92	22	5	1	0	0	0	0	0	11	29	45	21	29	34
08/13/2019 20:00	154	1	151	2	0	0	2	0	13	66	61	11	1	0	0	0	0	0	0	14	30	44	26	29	34
08/13/2019 21:00	131	1	129	1	0	0	0	3	8	46	51	19	3	1	0	0	0	0	0	16	31	49	26	31	36
08/13/2019 22:00	65	0	63	2	0	0	0	0	2	28	26	8	1	0	0	0	0	0	0	21	31	41	26	31	34
08/13/2019 23:00	32	0	32	0	0	0	0	0	2	7	11	9	3	0	0	0	0	0	0	21	33	44	27	34	39

[Tue, 13 Aug]	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	139	0	132	7	0	0	0	2	5	35	46	34	16	1	0	0	0	0	0	19	34	47	27	34	39
06:00-09:00	783	4	748	28	3	0	1	9	54	216	305	155	40	2	0	1	0	0	0	14	32	59	26	31	37
15:00-19:00	1757	4	1717	33	3	5	12	114	244	554	581	218	29	0	0	0	0	0	0	4	29	44	22	29	34
06:00-22:00	5388	31	5190	154	13	38	40	253	582	1752	1904	700	132	6	0	1	0	0	0	4	30	59	24	31	36
00:00-24:00	5624	31	5417	163	13	38	40	255	591	1822	1987	751	132	7	0	1	0	0	0	4	30	59	24	31	36

Tuesday [redacted] 1320 36 - 60 mph

State of Connecticut: 0220019 (Direction: Cross-section)

Time		MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/14/2019 00:00	20	0	20	0	0	0	0	0	1	8	7	2	2	0	0	0	0	0	0	24	32	44	26	31	37
08/14/2019 01:00	7	0	7	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	27	35	37	31	36	37
08/14/2019 02:00	6	0	6	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	27	34	42	27	36	42
08/14/2019 03:00	5	1	3	1	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	34	36	39	34	36	39
08/14/2019 04:00	15	0	13	2	0	0	0	1	1	4	3	5	1	0	0	0	0	0	0	19	32	42	26	34	37
08/14/2019 05:00	75	0	72	3	0	0	0	0	2	18	32	15	5	3	0	0	0	0	0	21	34	49	29	34	39
08/14/2019 06:00	175	1	165	9	0	0	0	1	9	48	63	45	9	0	0	0	0	0	0	19	33	44	27	32	37
08/14/2019 07:00	249	1	242	6	0	0	0	1	20	41	106	63	15	3	0	0	0	0	0	19	33	49	27	34	37
08/14/2019 08:00	284	1	269	14	0	0	1	10	18	88	122	36	8	1	0	0	0	0	0	13	31	47	26	31	36
08/14/2019 09:00	332	0	313	18	1	0	1	10	40	116	118	38	8	1	0	0	0	0	0	14	30	47	24	29	34
08/14/2019 10:00	349	2	331	16	0	0	2	7	28	119	151	39	2	1	0	0	0	0	0	13	31	47	26	31	34
08/14/2019 11:00	380	0	360	20	0	0	2	13	49	147	131	35	3	0	0	0	0	0	0	11	30	42	24	29	34
08/14/2019 12:00	393	0	370	19	4	0	4	22	37	142	135	48	4	1	0	0	0	0	0	13	30	49	24	29	34
08/14/2019 13:00	375	3	356	15	1	1	1	11	51	122	132	48	9	0	0	0	0	0	0	8	30	44	24	31	36
08/14/2019 14:00	429	1	413	15	0	2	6	29	54	171	120	40	7	0	0	0	0	0	0	8	29	44	22	29	34
08/14/2019 15:00	457	2	439	16	0	0	4	31	67	149	164	35	6	1	0	0	0	0	0	13	29	47	21	29	34
08/14/2019 16:00	571	2	559	10	0	1	7	55	80	197	182	45	4	0	0	0	0	0	0	8	28	42	21	29	34
08/14/2019 17:00	479	1	470	7	1	0	5	38	71	164	149	44	7	1	0	0	0	0	0	14	29	47	21	29	34
08/14/2019 18:00	430	0	422	8	0	0	2	27	54	127	163	48	9	0	0	0	0	0	0	13	30	42	24	31	34
08/14/2019 19:00	281	1	275	4	1	0	4	14	38	108	90	22	4	1	0	0	0	0	0	14	29	47	24	29	34
08/14/2019 20:00	218	1	214	3	0	0	2	4	26	91	78	16	0	1	0	0	0	0	0	13	30	49	26	29	34
08/14/2019 21:00	156	1	152	3	0	0	0	0	10	48	68	25	4	1	0	0	0	0	0	21	32	49	26	31	36
08/14/2019 22:00	107	0	106	1	0	1	0	1	3	35	49	18	0	0	0	0	0	0	0	8	31	39	26	31	36
08/14/2019 23:00	31	0	31	0	0	0	0	0	1	9	11	7	3	0	0	0	0	0	0	22	33	44	27	31	39

[Wed. 14 Aug.]		MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	128	1	121	6	0	0	0	1	4	33	46	32	9	3	0	0	0	0	0	19	33	49	29	34	37
06:00-09:00	708	3	676	29	0	0	1	12	47	177	291	144	32	4	0	0	0	0	0	13	32	49	26	31	37
15:00-19:00	1937	5	1890	41	1	1	18	151	272	637	658	172	26	2	0	0	0	0	0	8	29	47	21	29	34
06:00-22:00	5558	17	5350	183	8	4	41	273	652	1878	1972	627	99	12	0	0	0	0	0	8	30	49	24	29	34
00:00-24:00	5824	18	5608	190	8	5	41	275	660	1955	2078	684	111	15	0	0	0	0	0	8	30	49	24	29	34

Wednesday | 810-36-50 mph
cars/trucks

State of Connecticut: 0220019 (Direction: Cross-section)

Time	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/15/2019 00:00	27	0	27	0	0	0	0	0	1	6	12	6	2	0	0	0	0	0	0	24	33	41	27	31	37
08/15/2019 01:00	7	0	7	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	31	37	49	31	36	42
08/15/2019 02:00	7	0	7	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	29	34	37	29	34	36
08/15/2019 03:00	8	0	7	1	0	0	0	0	1	0	3	2	1	1	0	0	0	0	0	21	35	47	31	36	42
08/15/2019 04:00	16	0	15	1	0	0	0	0	1	3	5	4	3	0	0	0	0	0	0	24	34	42	27	34	41
08/15/2019 05:00	75	0	73	2	0	0	0	0	3	14	23	25	8	1	1	0	0	0	0	22	35	50	29	34	39
08/15/2019 06:00	176	2	169	5	0	1	0	0	12	43	67	33	18	2	0	0	0	0	0	3	33	47	27	31	39
08/15/2019 07:00	278	2	262	14	0	0	0	2	12	61	120	71	11	1	0	0	0	0	0	19	33	47	27	32	37
08/15/2019 08:00	321	1	299	21	0	3	2	9	29	90	128	52	6	2	0	0	0	0	0	6	31	47	26	31	36
08/15/2019 09:00	343	1	316	25	1	0	4	13	28	101	133	58	5	1	0	0	0	0	0	11	31	49	26	31	36
08/15/2019 10:00	356	0	331	24	1	0	8	26	31	127	107	49	8	0	0	0	0	0	0	13	30	44	22	29	36
08/15/2019 11:00	405	1	386	15	3	1	7	18	42	133	160	36	7	1	0	0	0	0	0	6	29	47	24	31	34
08/15/2019 12:00	421	1	402	16	2	1	4	17	37	153	160	44	4	1	0	0	0	0	0	8	30	49	26	29	34
08/15/2019 13:00	451	3	425	22	1	2	9	20	65	135	163	49	7	1	0	0	0	0	0	6	29	47	24	29	34
08/15/2019 14:00	421	4	397	17	3	0	3	21	52	148	151	39	7	0	0	0	0	0	0	13	29	44	24	29	34
08/15/2019 15:00	498	3	474	20	1	0	1	28	79	163	160	58	9	0	0	0	0	0	0	14	29	44	24	29	34
08/15/2019 16:00	570	6	555	8	1	0	4	29	94	223	175	40	4	0	0	1	0	0	0	11	29	55	24	29	34
08/15/2019 17:00	529	2	523	3	1	0	1	34	58	187	194	47	7	1	0	0	0	0	0	14	29	45	24	29	34
08/15/2019 18:00	431	4	415	12	0	0	0	20	53	164	147	42	5	0	0	0	0	0	0	16	30	44	24	29	34
08/15/2019 19:00	321	3	313	5	0	1	3	18	61	100	107	27	4	0	0	0	0	0	0	9	29	44	24	29	34
08/15/2019 20:00	250	6	242	2	0	0	1	5	34	107	87	16	0	0	0	0	0	0	0	13	29	39	24	29	32
08/15/2019 21:00	140	0	140	0	0	0	0	1	11	54	52	17	4	0	0	1	0	0	0	18	31	60	26	31	36
08/15/2019 22:00	88	0	85	3	0	0	0	0	1	32	39	15	1	0	0	0	0	0	0	24	32	42	26	31	36
08/15/2019 23:00	42	2	40	0	0	0	0	0	4	16	13	3	3	0	2	0	1	0	0	24	33	65	26	31	39

[Thu, 15 Aug]	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	140	0	136	4	0	0	0	0	6	25	49	41	15	3	1	0	0	0	0	21	34	50	29	34	39
06:00-09:00	775	9	730	40	0	4	2	11	53	194	315	156	35	5	0	0	0	0	0	3	32	47	26	31	37
15:00-19:00	2028	15	1967	43	3	0	6	111	284	737	676	187	25	1	0	1	0	0	0	11	29	55	24	29	34
06:00-22:00	5911	39	5649	209	14	9	47	261	698	1989	2111	678	106	10	0	2	0	0	0	3	30	60	24	29	34
00:00-24:00	6181	41	5910	216	14	9	47	261	709	2062	2212	737	125	13	3	2	1	0	0	3	30	65	24	31	34

Thursday 881 → 36 - 65 mph

cars/trucks

State of Connecticut: 0220019 (Direction: Cross-section)

Time	Σ	MC	Passenger	Single Uni	Combo Un	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/16/2019 00:00	20	3	17	0	0	2	0	0	1	4	7	5	1	0	0	0	0	0	0	3	30	42	26	32	37
08/16/2019 01:00	8	0	8	0	0	1	0	0	1	1	3	0	1	1	0	0	0	0	0	6	30	45	22	31	44
08/16/2019 02:00	7	0	7	0	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	29	35	44	31	31	42
08/16/2019 03:00	13	1	11	1	0	0	0	0	0	1	2	2	7	1	0	0	0	0	0	26	40	47	31	41	44
08/16/2019 04:00	12	0	10	2	0	0	0	0	0	5	4	2	1	0	0	0	0	0	0	26	33	42	27	32	39
08/16/2019 05:00	81	0	75	6	0	0	0	0	4	17	32	22	4	0	1	0	0	0	1	21	34	77	27	34	39
08/16/2019 06:00	189	3	177	8	1	0	0	0	7	33	80	54	15	0	0	0	0	0	0	21	34	44	29	34	39
08/16/2019 07:00	269	2	257	10	0	0	0	1	21	64	106	66	9	2	0	0	0	0	0	19	32	47	26	31	37
08/16/2019 08:00	338	4	316	18	0	0	4	17	33	96	135	44	8	1	0	0	0	0	0	11	30	47	24	31	36
08/16/2019 09:00	345	1	329	14	1	1	1	12	28	110	142	44	7	0	0	0	0	0	0	8	31	44	26	31	34
08/16/2019 10:00	382	1	370	11	0	0	3	24	37	133	138	43	4	0	0	0	0	0	0	11	30	42	24	29	34
08/16/2019 11:00	421	2	396	20	3	0	6	19	61	133	147	49	6	0	0	0	0	0	0	11	29	44	22	29	34
08/16/2019 12:00	441	0	431	10	0	1	3	21	49	163	129	65	10	0	0	0	0	0	0	8	30	44	24	29	36
08/16/2019 13:00	418	4	397	16	1	0	3	20	53	129	157	51	5	0	0	0	0	0	0	11	30	44	24	31	34
08/16/2019 14:00	479	7	457	15	0	0	5	31	64	176	154	42	6	1	0	0	0	0	0	11	29	47	24	29	34
08/16/2019 15:00	562	6	538	17	1	3	11	43	87	216	162	37	3	0	0	0	0	0	0	6	28	44	21	29	34
08/16/2019 16:00	599	4	581	12	2	0	3	68	91	227	160	41	9	0	0	0	0	0	0	11	28	42	21	29	34
08/16/2019 17:00	512	6	498	8	0	1	3	43	82	165	162	49	6	1	0	0	0	0	0	8	29	47	21	29	34
08/16/2019 18:00	405	4	394	7	0	1	4	34	48	132	134	41	8	3	0	0	0	0	0	8	29	49	21	29	34
08/16/2019 19:00	303	3	293	7	0	0	1	34	66	69	81	17	6	2	0	0	0	0	0	14	28	47	21	27	34
08/16/2019 20:00	200	4	195	1	0	0	2	10	48	69	52	16	3	0	0	0	0	0	0	13	28	42	22	27	34
08/16/2019 21:00	159	2	155	2	0	1	0	5	14	61	58	13	1	0	0	0	0	0	0	8	30	41	26	29	34
08/16/2019 22:00	90	0	87	3	0	0	0	3	7	38	33	7	1	0	1	0	0	0	0	16	30	52	26	29	34
08/16/2019 23:00	43	1	42	0	0	0	0	0	3	15	19	6	0	0	0	0	0	0	0	21	31	37	26	31	34

[Fri, 16 Aug.]	Σ	MC	Passenger	Single Uni	Combo Un	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	141	4	128	9	0	3	0	0	6	29	51	32	16	2	1	0	0	0	1	3	34	77	27	34	39
06:00-09:00	796	9	750	36	1	0	4	18	61	193	321	164	32	3	0	0	0	0	0	11	32	47	26	31	37
15:00-19:00	2078	20	2011	44	3	5	21	188	308	740	618	168	26	4	0	0	0	0	0	6	28	49	21	29	34
06:00-22:00	6022	53	5784	176	9	8	49	382	789	2009	1997	672	106	10	0	0	0	0	0	6	29	49	24	29	34
00:00-24:00	6296	58	6041	188	9	11	49	385	805	2091	2100	717	123	12	2	0	0	0	1	3	30	77	24	29	34

Friday 855 - 36 - 70 mph cars/trucks

State of Connecticut: 0220019 (Direction: Cross-section)

Time	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/17/2019 00:00	26	0	26	0	0	0	0	0	3	7	10	4	1	1	0	0	0	0	0	21	32	45	26	31	37
08/17/2019 01:00	15	1	14	0	0	0	0	0	2	4	5	3	1	0	0	0	0	0	0	22	31	41	26	31	37
08/17/2019 02:00	6	0	6	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	21	35	45	21	37	45
08/17/2019 03:00	8	0	7	1	0	0	0	0	0	2	3	1	1	0	1	0	0	0	0	26	35	52	27	34	42
08/17/2019 04:00	9	0	7	2	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	19	26	31	21	26	31
08/17/2019 05:00	43	1	42	0	0	0	0	0	2	9	18	8	6	0	0	0	0	0	0	21	33	44	27	32	39
08/17/2019 06:00	131	0	122	9	0	0	0	2	16	49	36	24	3	1	0	0	0	0	0	19	31	47	26	29	36
08/17/2019 07:00	237	1	226	7	3	0	0	5	48	106	60	16	2	0	0	0	0	0	0	16	29	42	24	29	32
08/17/2019 08:00	385	0	377	6	2	4	10	76	184	95	14	1	1	0	0	0	0	0	0	8	23	41	18	24	26
08/17/2019 09:00	432	0	415	16	1	7	23	121	180	88	10	3	0	0	0	0	0	0	0	3	22	37	16	21	26
08/17/2019 10:00	601	1	571	29	0	7	49	177	261	102	5	0	0	0	0	0	0	0	0	8	21	32	16	21	26
08/17/2019 11:00	576	4	545	26	1	10	19	177	282	84	4	0	0	0	0	0	0	0	0	6	21	31	18	21	26
08/17/2019 12:00	538	0	532	5	1	2	18	81	183	185	59	9	1	0	0	0	0	0	0	6	25	41	19	24	29
08/17/2019 13:00	539	2	530	7	0	3	15	72	222	174	52	1	0	0	0	0	0	0	0	8	24	36	19	24	29
08/17/2019 14:00	476	3	466	7	0	1	4	43	151	193	75	9	0	0	0	0	0	0	0	9	26	39	21	26	31
08/17/2019 15:00	451	4	437	10	0	2	7	40	95	172	115	20	0	0	0	0	0	0	0	8	27	39	21	26	31
08/17/2019 16:00	403	1	393	9	0	1	3	47	81	137	92	41	1	0	0	0	0	0	0	6	28	41	21	29	34
08/17/2019 17:00	394	2	386	6	0	0	6	44	68	123	120	28	5	0	0	0	0	0	0	13	28	44	21	29	34
08/17/2019 18:00	310	1	306	3	0	0	3	22	36	102	103	39	4	1	0	0	0	0	0	13	29	47	24	29	34
08/17/2019 19:00	233	0	231	1	1	0	4	17	28	80	77	26	1	0	0	0	0	0	0	14	29	44	21	29	34
08/17/2019 20:00	153	0	153	0	0	0	1	7	13	52	62	17	1	0	0	0	0	0	0	11	30	42	26	31	34
08/17/2019 21:00	116	3	113	0	0	0	0	3	7	49	40	15	1	1	0	0	0	0	0	18	31	47	26	29	34
08/17/2019 22:00	86	1	85	0	0	0	0	0	9	24	36	15	2	0	0	0	0	0	0	21	31	42	26	31	37
08/17/2019 23:00	47	0	47	0	0	0	1	0	6	16	14	8	2	0	0	0	0	0	0	11	31	41	26	31	37

[Sat, 17 Aug]	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	107	2	102	3	0	0	0	1	11	25	40	18	9	2	1	0	0	0	0	19	32	52	26	31	39
06:00-09:00	753	1	725	22	5	4	10	83	248	250	110	41	6	1	0	0	0	0	0	8	26	47	21	26	31
15:00-19:00	1558	8	1522	28	0	3	19	153	280	534	430	128	10	1	0	0	0	0	0	6	28	47	21	29	34
06:00-22:00	5975	22	5803	141	9	37	162	934	1855	1791	924	249	20	3	0	0	0	0	0	3	25	47	19	24	31
00:00-24:00	6215	25	6037	144	9	37	163	935	1881	1856	1014	290	33	5	1	0	0	0	0	3	26	52	19	26	31

Saturday 329 – 36 – 55 mph

cars/trucks

State of Connecticut: 0220019 (Direction: Cross-section)

powered by datacollect

Time	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
08/12/2019 13:00	154	0	149	5	0	0	0	7	15	66	50	16	0	0	0	0	0	0	0	16	30	39	26	29	34
08/12/2019 14:00	425	4	407	12	2	0	4	17	49	152	155	44	4	0	0	0	0	0	0	11	30	44	24	29	34
08/12/2019 15:00	474	4	456	14	0	1	8	22	71	168	145	50	8	0	1	0	0	0	0	9	29	52	24	29	34
08/12/2019 16:00	525	7	508	10	0	0	5	17	72	179	198	50	4	0	0	0	0	0	0	13	30	42	24	29	34
08/12/2019 17:00	490	4	477	9	0	1	9	30	47	153	161	81	8	0	0	0	0	0	0	8	30	44	24	31	36
08/12/2019 18:00	344	7	333	4	0	3	8	27	54	94	105	51	2	0	0	0	0	0	0	3	29	41	21	29	36
08/12/2019 19:00	356	4	347	5	0	0	2	19	41	117	125	47	4	1	0	0	0	0	0	14	30	47	24	29	34
08/12/2019 20:00	212	3	207	2	0	0	0	4	15	90	79	20	2	1	1	0	0	0	0	16	30	52	26	29	34
08/12/2019 21:00	125	0	124	0	1	0	0	0	14	46	49	12	4	0	0	0	0	0	0	21	31	44	26	31	34
08/12/2019 22:00	66	1	65	0	0	0	1	2	6	27	19	9	2	0	0	0	0	0	0	14	30	44	26	29	36
08/12/2019 23:00	28	0	28	0	0	0	0	2	0	7	12	6	1	0	0	0	0	0	0	16	31	42	26	31	37

[Mon, 12 Aug]	Σ	MC	Passenger	Single Unit	Combo Unit	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	70+	VMin	VAvg	VMax	V15	V50	V85
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
06:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
15:00-19:00	1833	22	1774	37	0	5	30	96	244	594	609	232	22	0	1	0	0	0	0	3	29	52	24	29	34
06:00-22:00	3105	33	3008	61	3	5	36	143	378	1065	1067	371	36	2	2	0	0	0	0	3	30	52	24	29	34
00:00-24:00	3199	34	3101	61	3	5	37	147	384	1099	1098	386	39	2	2	0	0	0	0	3	30	52	24	29	34

Monday [redacted] 429 36-55 mph

not a full 24 hour period