



COMMUNITY
connectivity program

Morris

Alain White Road – Road Safety Audit



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Acknowledgements:

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

With assistance from AECOM Transportation Planning Group

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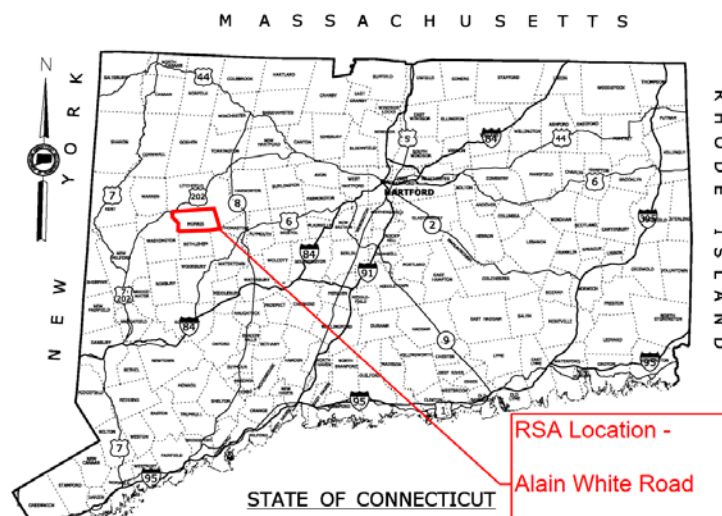
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this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

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

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



1 Introduction to Alain White Road, Morris RSA

The Town of Morris submitted an application to complete an RSA on Alain White Road to improve safety for pedestrians and bicyclists travelling along the facility. Alain White Road is approximately 9,400 feet long, starting at the intersection of Route 61 and ending at the Litchfield Town Line. Speeding is an issue on the roadway and there are no pedestrian or bicycle facilities. This has resulted in concerns for pedestrians and cyclists through this area, including the need to provide them with designated travel space. The study area is a rural corridor that borders the White Memorial Foundation, a conservation area providing educational and recreational services to the public, and consisting of 4,000 acres in the Towns of Litchfield and Morris. Many families from all over New England come to hike, camp, and enjoy the area surrounding Alain White Road. In addition, Winvian Resort and Bantam Lake are also accessible from the RSA corridor, and visitors often use the study corridor to access the nearby hiking trails.

The Town of Morris' application contained information on traffic volumes, crash data, and mapping of the corridor. The application and supporting documentation are included in Appendix A.

1.1 Location

The RSA study area includes Alain White Road starting at Route 61 at the southern limits and ending at the Litchfield Town Line to the north (Figure 1). The Average Daily Traffic (ADT) on Alain White Road ranges between 1,800 vehicles per day (VPD) and 3,200 VPD. Alain White Road has a functional classification of major collector. This roadway is a rural corridor with residential buildings mostly on the east side of the road. The primary access points to Winvian Resort, the White Memorial Foundation conservation area, and Bantam Lake are located along the corridor. Figure 2 shows the regional context of the study area.



Figure 1. Alain White Road, Morris

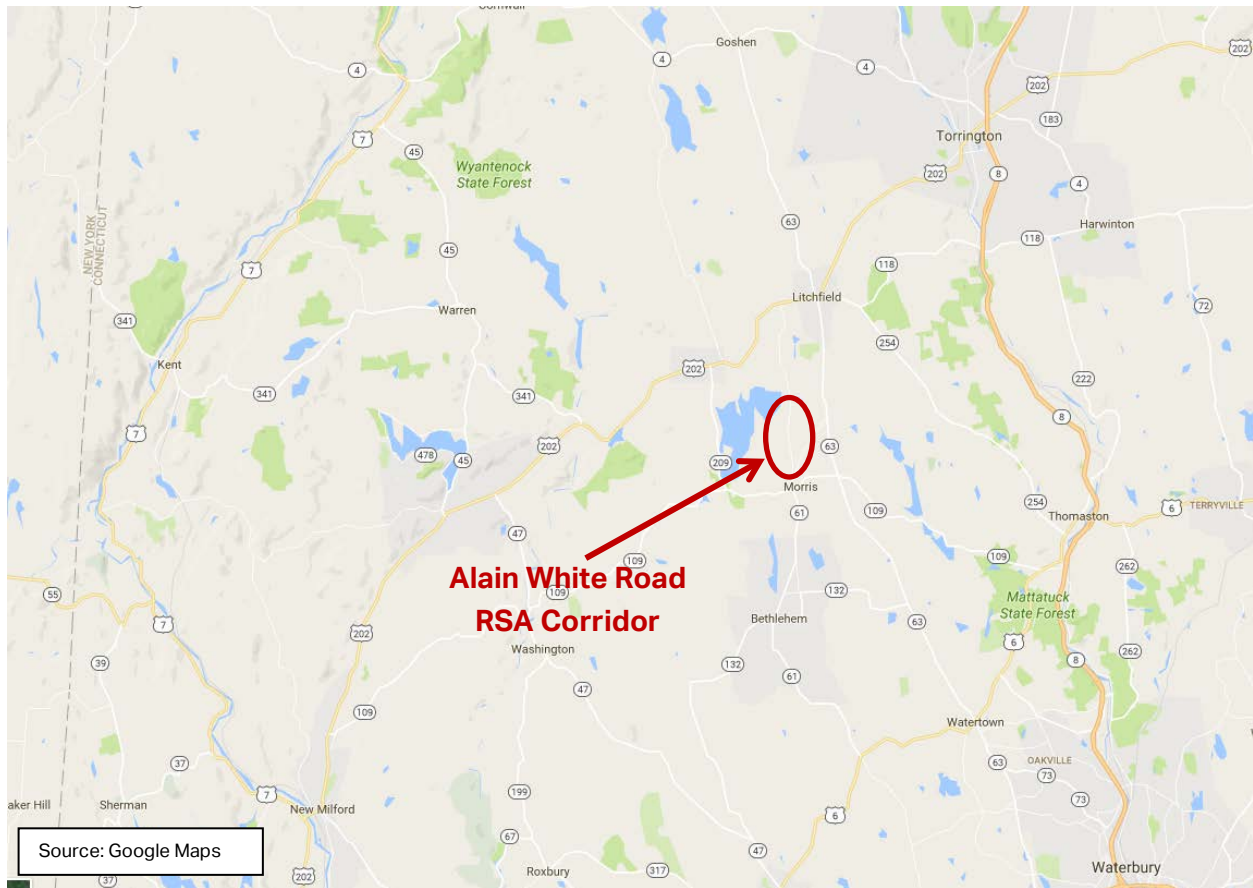


Figure 2. Study Area – Regional Context

2 Pre-Audit Assessment

2.1 Pre-Audit Information

The crash history in the corridor is low, with only one crash reported between 2012 and 2014, which resulted in property damage (Table 1). There were no crashes involving pedestrians or bicyclists. The crash type reported was classified as a fixed object collision (Table 2).

Figure 3 displays crashes that occurred in this area during 2015. One crash was reported at the intersection of Alain White Road and Route 61, which resulted in injuries and another crash was reported on Alain White Road in the vicinity of Winvian Resort, which was categorized as property damage only with no injuries.

Severity Type	Number of Accidents	
Property Damage Only	1	100%
Injury (No fatality)	0	0%
Fatality	0	0%
Total	1	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	0	0%
Rear-end	0	0%
Turning-Intersecting Paths	0	0%
Turning-Opposite Direction	0	0%
Fixed Object	1	100%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	1	

Table 2. Crash Type 2012-2014

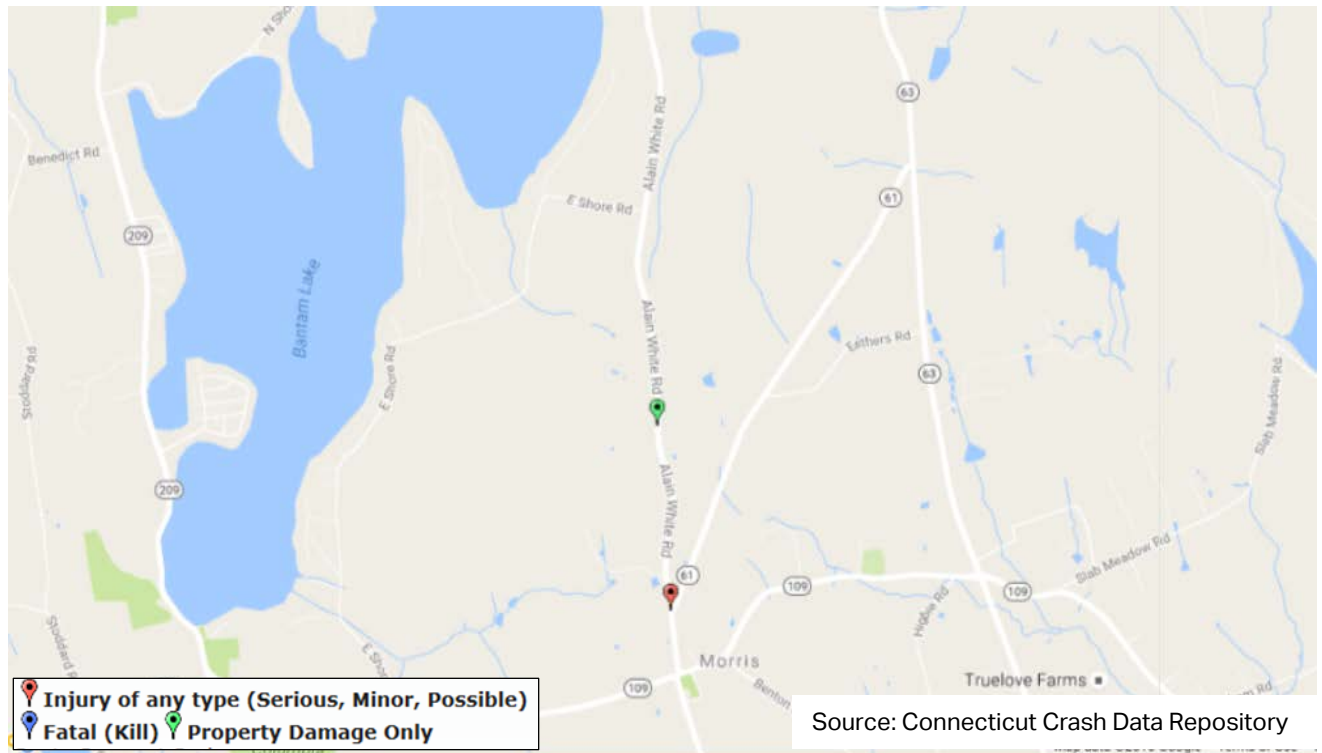


Figure 3. 2015 Crash Locations

Alain White Road is a rural road with one lane of travel in each direction. The road is marked with a double yellow center line, but there is no shoulder striping. Travel lanes generally measure greater than 12 feet to the edge of pavement. There are no sidewalks or pedestrian crossings along this corridor. The posted speed limit on Alain White Road is 35 mph; however typical travel speed is significantly higher. There are few residential buildings in the corridor that are mostly located on the east side of Alain White Road. These residential buildings have driveways directly to the road.

The intersection of Alain White Road and Route 61 is an angled T-intersection with a stop control for the traffic heading south on Route 61. Each intersection approach has a single travel lane, and there are no pedestrian crosswalks, sidewalks, or cyclist features in this immediate area.

Roadway geometrics and traffic volumes for the study roadway are shown in Figure 4 and described in Table 3.



Figure 4. Alain White Road Geometrics

Morris – Alain White Road
Street Inventory

Street	Direction	Lanes	Typical Lane Width (feet)	Sidewalk			Curb	Parking	Shoulder	Ramps	
				Type	Width	Condition*				Exist	Complaint
Alain White Road	NB	1	12-13	No	N/A	N/A	No	No**	No	No	N/A
	SB	1	12-13	No	N/A	N/A	No	No	No	No	N/A

*CONDITION – “Good” is a 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.

**There is a small unpaved area used for parallel parking in front of the trail head to the White Memorial Foundation conservation area. The area is located approximately 900’ north of E. Shore Road on the east side of Alain White Road and can accommodate approximately 5-7 vehicles.

Table 3. Street Inventory

2.2 Prior Successful Effort

The Town of Morris has taken steps to improve safety along Alain White Road, including replacement of outdated signage with *Manual for Uniform Traffic Control Devices* (MUTCD) compliant traffic signs, as well as maintenance of pavement markings and chip seal application. The Town has also applied reflective markers to the utility poles abutting the roadway and installed reflective posts at critical locations to assist motorists, especially during darker conditions and inclement weather.

2.3 Pre-Audit Meeting

The RSA was conducted on September 27, 2016. The pre-audit meeting was held at 8:30 AM in the Morris Town Hall located at 3 East Street.

The RSA team was comprised of staff from AECOM, VN Engineers, CTDOT, and representatives from several Morris departments including the Mayor, Town Manager, Police, and Public Works. The complete list of attendees can be found in Appendix B.

The following observations and conditions were discussed prior to conducting the field audit:

- The double-yellow center line along Alain White Road is faded throughout study area and in need of re-striping.
- Alain White Road was chip sealed approximately seven years ago and needs to be chip sealed again.
- The Town noted that many crashes go unreported along Alain White Road and are therefore not represented in the UConn Crash Repository.
- Deer are prevalent in this area.
- Speeding, lack of visibility, wildlife, and lack of pavement markings are likely factors in crashes along the corridor.
- Volume of vehicular traffic fluctuates season to season. The summer has the highest amount of traffic due to Bantam Lake visitors.
- Speeding is an issue along Alain White Road. The posted speed is 35 mph. In Litchfield to the north the speed is posted at 40 mph. The 85 percentile speed is 53 mph, while the average is 45 mph.
- There is little enforcement of speed limits along Alain White Road, and the Town relies on State police for speed limit enforcement.
- Cyclists and pedestrians use this corridor for recreational purposes. The Town has no bike or pedestrian plan.
- To initiate a bike and pedestrian plan, CTDOT recommended:
 - Identifying routes.
 - Vetting it through the Town.
 - Getting endorsements.

- The RSA area features a number attractions that generate bicycle and pedestrian activity along Alain White Road, including:
 - Winvian Resort, located along the RSA corridor, draws tourists to area. Visitors to Winvian travel by foot to the nearby trails at the White Memorial Foundation.
 - White Memorial Foundation is a 4,000 acre privately-owned preserve, open to the public, with a trail access on the study corridor and a small roadside parking area.
 - Visitors and locals from Bethlehem and Woodbury use Alain White Road to go to shop in Litchfield.
 - Bantam Lake generates high traffic volumes in the summer months with access on the RSA corridor via E. Shore Road.
- Utility poles along Alain White Road:
 - Poles starting at #E59 are within two feet of roadway and some are as close as 8" from edge.
 - The Town noted that a pole was struck in the past.
 - Each pole has a small circular reflector (attached by the Town) for snow plow safety.
- Intersection of Alain White Road and Route 61:
 - 700 feet of study area pipe flows into grass northeast of the intersection. The Town would like to see this drain into pond on western side of street, which is located on private property. The pond is at a slightly lower elevation than the eastern side where water pools, making the drainage easier. Investigation into a filtering system so run off is cleaner is needed.
 - Motorists don't stop at this intersection even though signage is clear. Non-compliance is due to driver behavior and lack of enforcement.
- Ledges along Alain White Road:
 - There is a 30-foot rise on the western side of Alain White Road, situated between East Shore Road and Winvian Resort, which limits sight for motorists travelling south. There is also a blind curve just south of the rise, limiting sight in either direction.
 - During times of high water table, water leeches through pavement causing icy conditions and results in pothole formations from freeze and thaw cycles.
 - The Town has to maintain this area consistently in winter and spring due to this ice formation to prevent hazardous driving conditions.
 - The Town recommended installing drainage in this area, including under pavement drains to collect the subsurface water.

3 RSA Assessment

3.1 Field Audit Observations

Intersection of Alain White Road and Rte. 61

Description: Route 61 and Alain White Road is a stop controlled angled T-intersection (Figure 5).

- Drivers stopped on Route 61 are often unsure if northbound traffic on Alain White Road is turning or going through, making it difficult to proceed.
- The double yellow center lines are faded in this area and the shoulder lines end at this intersection.
- The pavement is cracked and worn in the study area.
- There are no bike or pedestrian features.
- There is no street illumination.
- Vehicles appeared to be travelling faster than the posted 35 mph. A speed limit sign is located on the east side of Alain White Road north of Route 61.
- There is an informal drainage system on the east side of Alain White Road that appears to be degrading (Figure 6).
- There is a pond located on the north east side of this intersection where runoff could be directed.
- This area is a sparsely populated residential area.



Figure 5. Alain White Road and Route 61 (looking southwest on Route 61)



Figure 6. Drainage area on east side of Alain White Rd.

North of Winvian Resort

Description: An approximate 30-foot rise on the western side of Alain White Road, between East Shore Road and Winvian Resort (Figure 7).

- The area has a blind curve to the south.
- There are no warning signs or markings to alert drivers.
- Pavement markings show considerable fading (Figure 7).
- There is no street illumination.



Figure 7. Ledges area / faded striping

- Horizontal and vertical curvature limits sight distance for drivers.
- Public works noted that water pooling is an issue on this section of road, which results in icy conditions during winter months.
- There is no warning sign to alert drivers to possible icy conditions.
- There are no bike or pedestrian features.
- There is an outdated post and cable guiderail system just south of Winvian emergency access driveway on both sides of the road (Figure 8).



Figure 8. Cable guiderail system in need of upgrade.

Vicinity of White Memorial Foundation Trailhead

Description: Trailhead is located on the eastern side of Alain White Road, north of East Shore Road.

- Pavement markings are faded.
- There is no street illumination.
- There is a 3-inch drop from edge of the the road pavement to parking lot (Figure 9).
- Cars parallel park along gravel area at trail head (Figure 10).
- Utility poles are less than one foot from the road's edge (Figure 11).



Figure 9. Drop from road edge to gravel parking lot

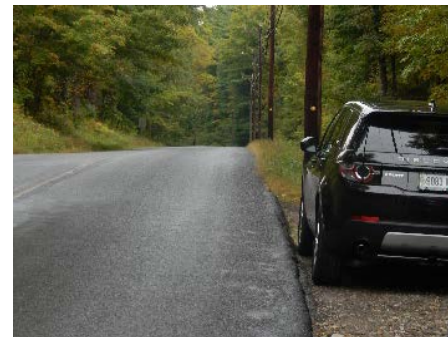


Figure 10. Parking lot for trail head at White Memorial

3.2 Post Audit Workshop - Key Issues

- Use Town's variable message sign and potentially install speed radar.
- Restripe corridor with high reflectivity striping.
- Convert wide travel lanes to consistent 11' travel lanes with addition of a shoulder line.
- Contact state police to enforce speed limits along Alain White Road.
- Investigate the installation of permanent flashing signs, possibly radar controlled speed limit signs.
- Workshop note: Local Traffic Authority (LTA) is the first selectman Tom Weik.

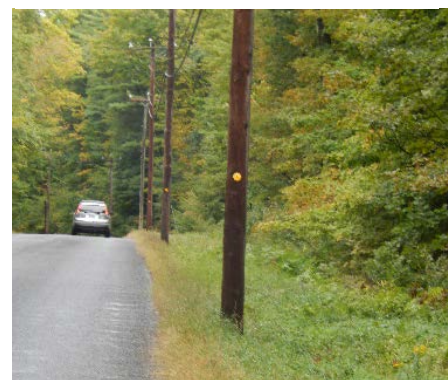


Figure 11. Utility poles north of White Memorial on the east side of Alain White Road

4 Recommendations

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

4.1 Short-Term

1. Compile and/or develop existing right-of-way plans along Alain White Road to facilitate future improvements along this corridor. Contact utility companies and Winvian Resort for property easement records.
2. Add shoulder lines using reflective paint, reducing travelling lanes to a consistent 11'. Restripe the entire corridor's double yellow center line with reflective paint (Figure 12).
3. Replace current post and cable system with updated guiderail system just south of Winvian emergency access driveway on both sides of the road.
4. Research possibility of Department of Energy and Environmental Protection (DEEP) funding for enlarging the roadside parking area at the Whitehead Memorial Foundation.
5. Install radar speed message signs along



Figure 12. Example high-reflectivity striping



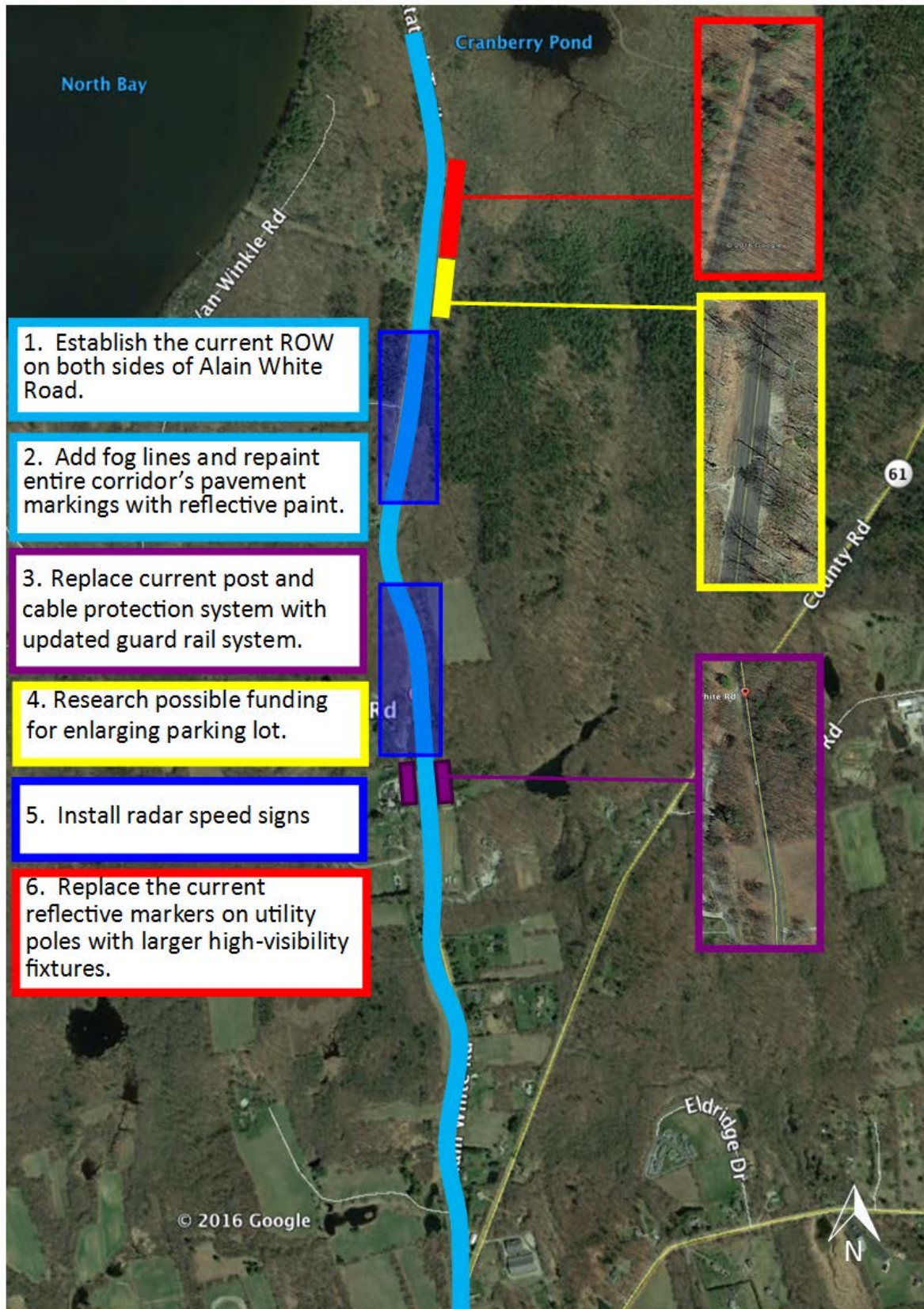
Figure 13. Example variable message sign

Alain White Road to deter speeding approaching the curved sections where sight distance limitations exist (Figure 13).

6. Add larger reflective decals on utility poles adjacent to the edge of roadway.
7. Write a letter to the power company informing them of the RSA recommendations for utility pole relocation (set-back).
8. Coordinate with the State police for speed enforcement.
9. Continue filling gravel at current trail head lot to make parking area level with road edge.
10. Write a letter to the White Memorial Foundation informing them of the RSA recommendations, which include expanding their roadside parking area.

Short-term recommendations are illustrated in Figure 14.

Figure 14. Short Term Recommendations Map



4.2 Medium Term

1. Establish a Town Bike and Pedestrian Plan and/or a Complete Streets policy to ensure that projects will consider all modes of transportation. Refer to the CTDOT Bicycle and Pedestrian dashboard for initial resources on design and policy considerations.
2. Conduct a survey to determine residents' opinions on current conditions along this corridor and establish support for future roadway improvements, including bike and pedestrian infrastructure.
3. Research the feasibility and Right of Way (ROW) for restructuring the drainage system at Route 61 and Alain White Road. Investigate the cost and process of installing a filtering system. If feasible, coordinate with necessary property owner to direct run off into the pond on the west side of the corridor.

Medium-term recommendations are illustrated in Figure 15.

Figure 15. Medium-Term Recommendations Map



4.3 Long-Term

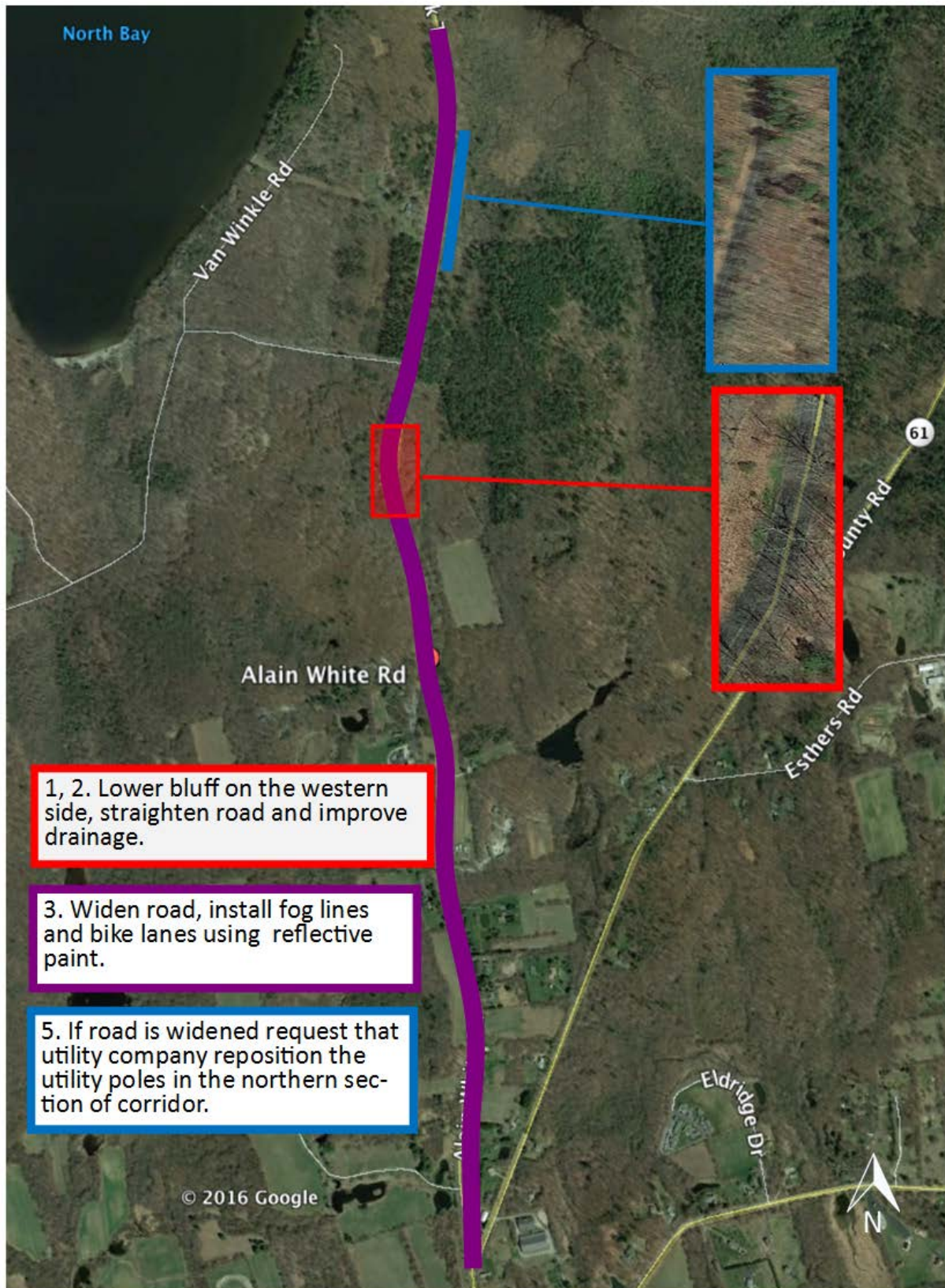
1. Along the ledges north of Winvian Resort, lower the bluff on the western side and straighten Alain White Road to improve sight lines and visibility.
2. Concurrent with redesign of Alain White Road at the ledges, install a drainage system to prevent pooling and potential freezing in colder conditions.
3. Widen Alain White Road and add bike lanes with a minimum width of 4-5 feet (Figure 16).
4. If the road is widened, install a shoulder for pedestrian use.
5. In conjunction with any future construction efforts, request that the utility company reposition the utility poles an appropriate distance from the road edge as determined by engineering review.
6. Continue with intermittent speed enforcement and evaluation of all implemented changes.



Figure 16. Example CTDOT Bike Lane

Long-term recommendations are illustrated in Figure 17.

Figure 17. Long-Term Recommendations Map



4.4 Summary

This report documents the observations, discussions, and recommendations developed during the successful completion of the Town of Morris RSA. It provides Morris with an outlined strategy to improve the transportation network for all road users on Alain White Road between Route 61 to the south and Litchfield Town Line to the north, particularly focusing on pedestrians and cyclists. Moving forward, Morris may use this report to prepare strategies for funding and implementing the improvements, and as a planning tool for recommendations into future development along Alain White Road.



COMMUNITY
connectivity program

Appendix A



AECOM
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Welcome to the Community Connectivity Program Application



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

1. Applicant contact information

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

2. Location information

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

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

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

N/A (not applicable)

Other (please specify)

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

Yes

No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

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

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns
(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

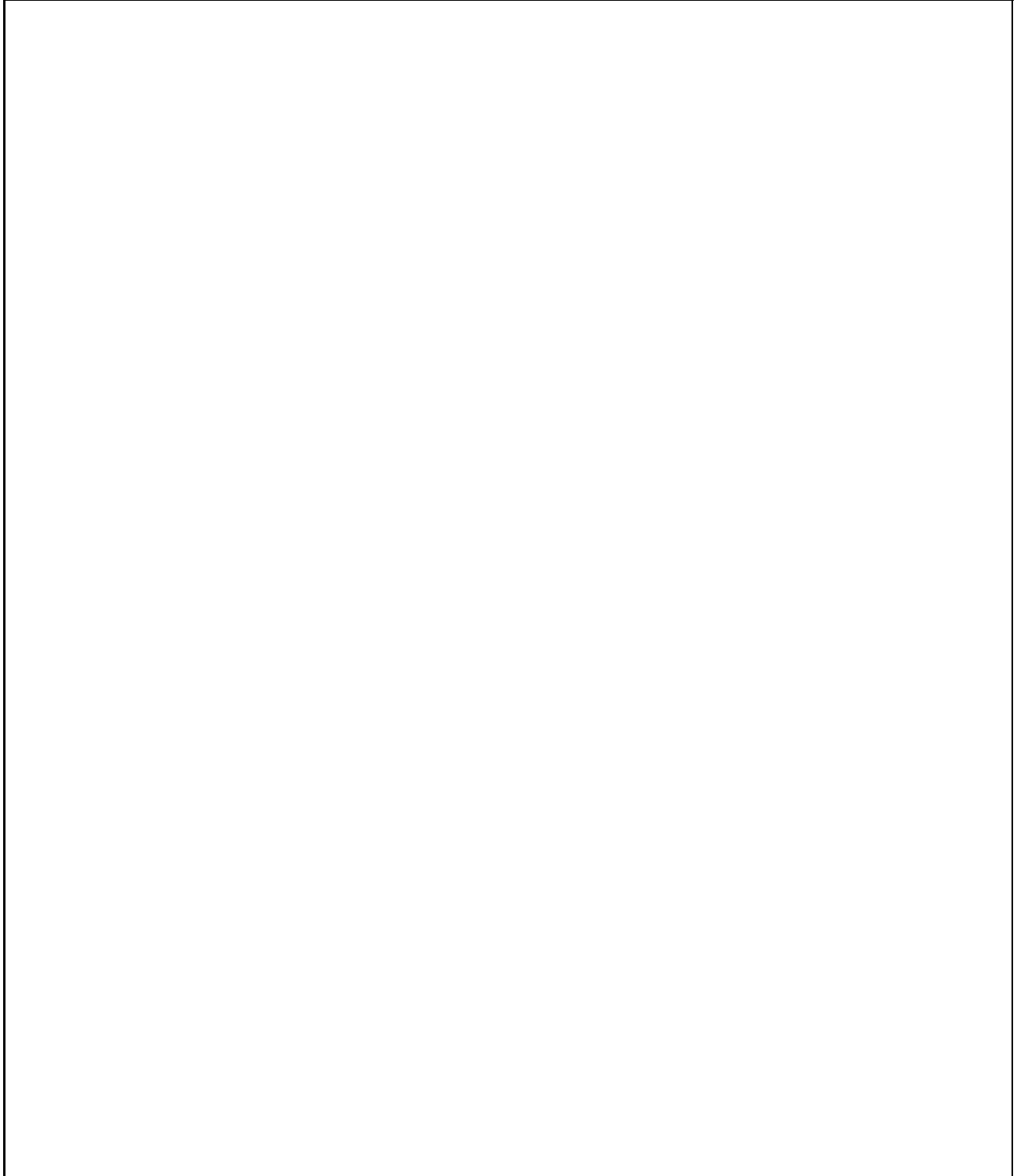
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

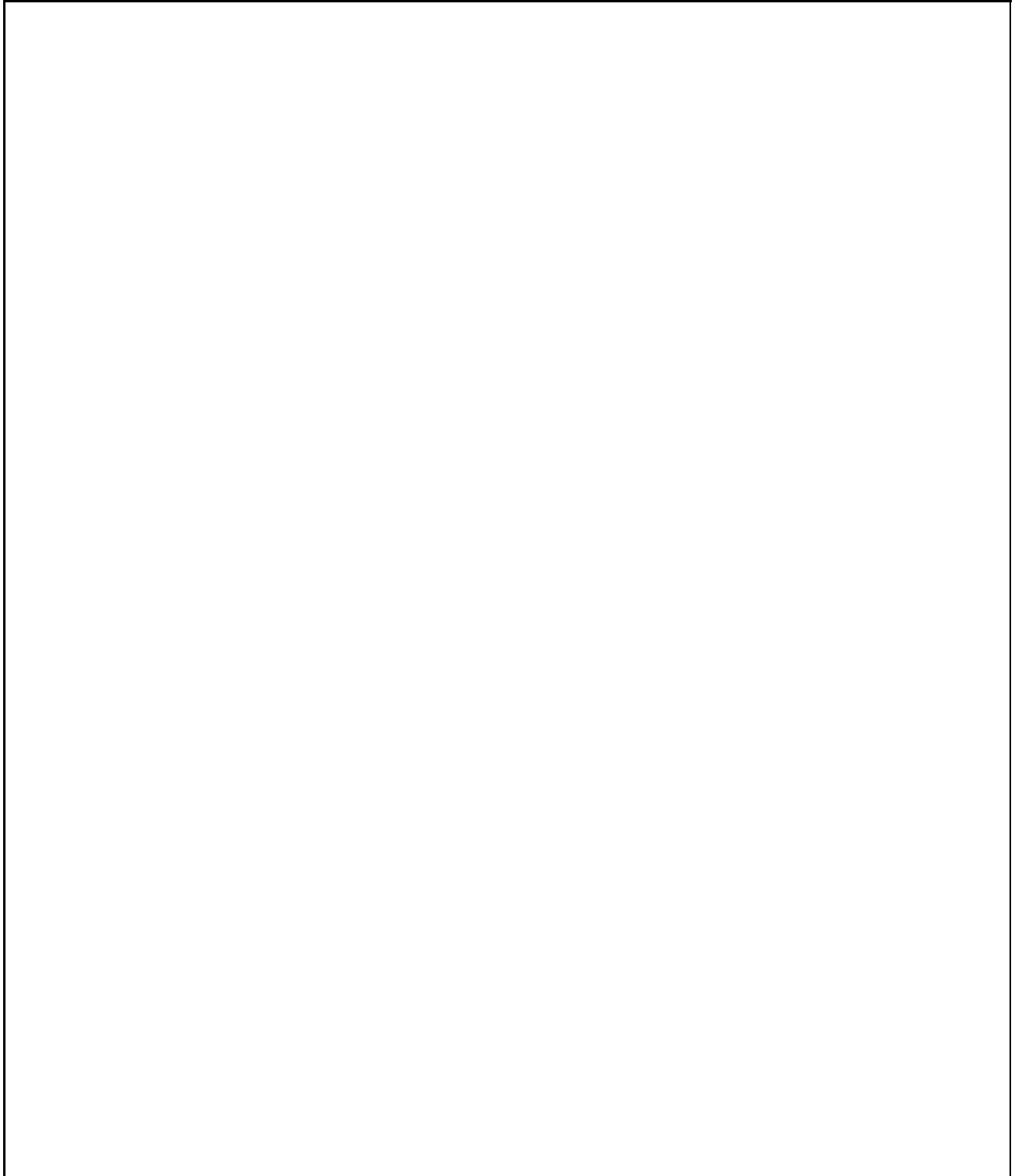
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

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

12. Environmental Concerns:

If Yes please describe and list.

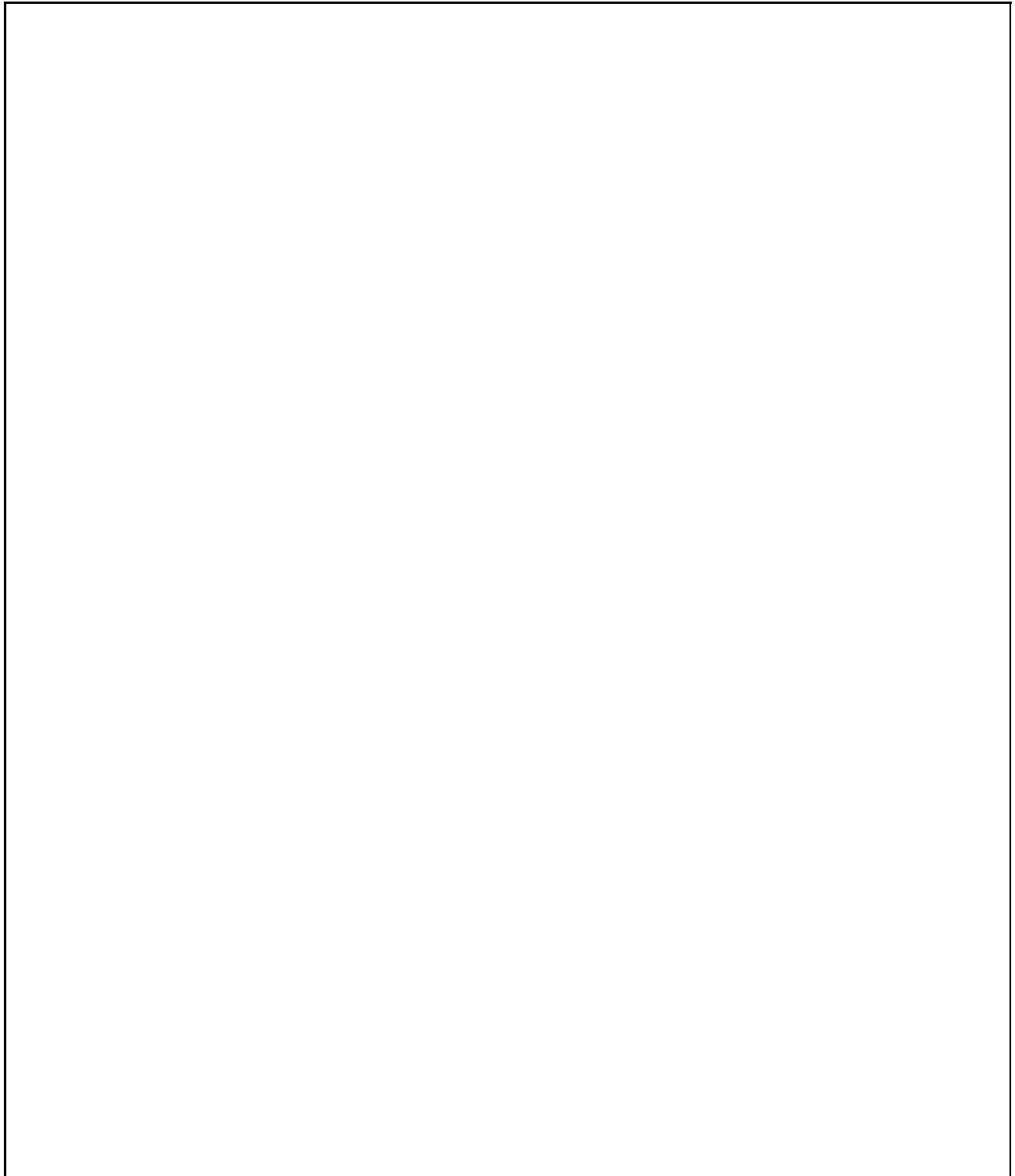
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

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

14. Are there plans to expand the area?

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



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

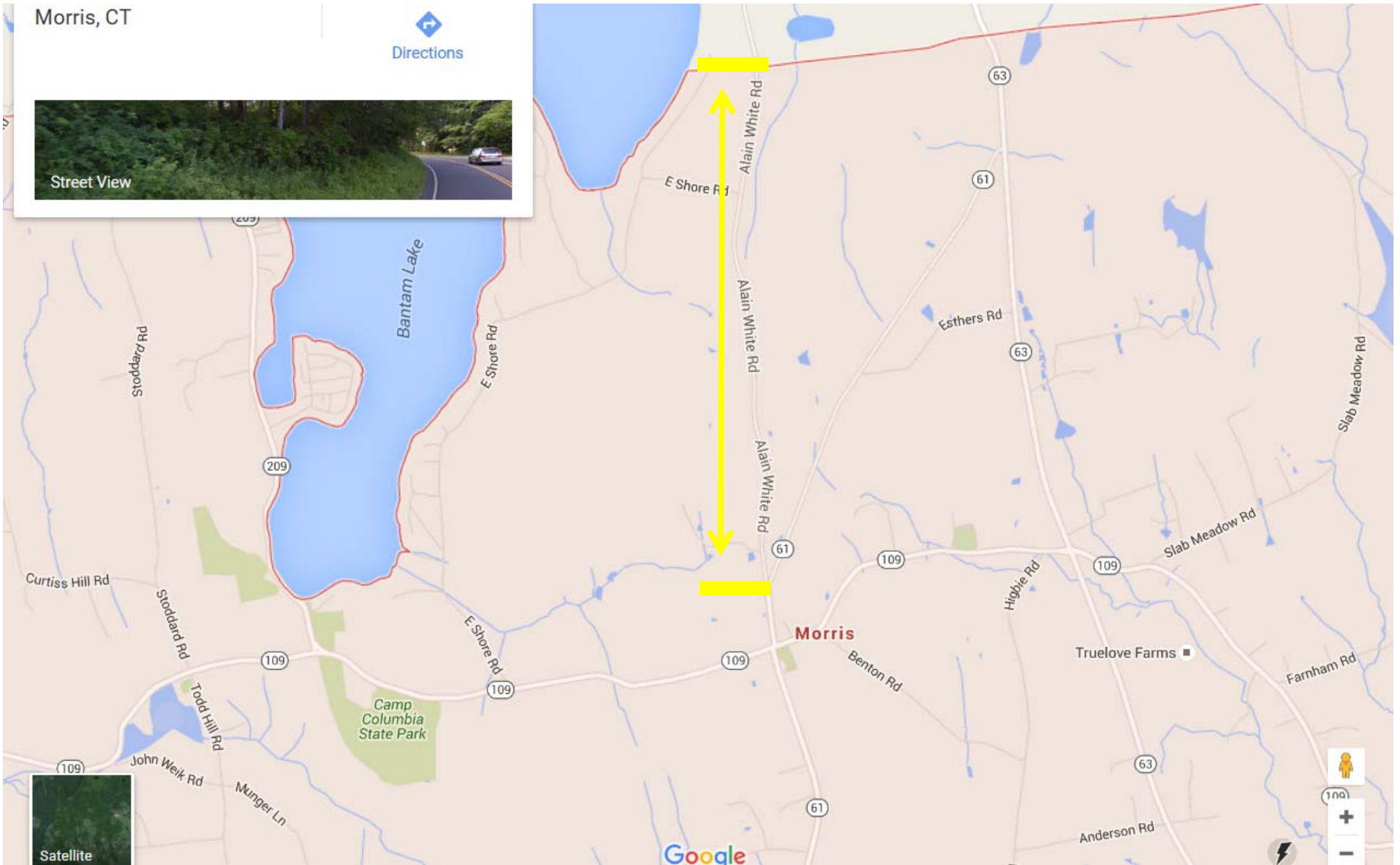
A large, empty rectangular box with a thin black border, intended for the user to provide any other pertinent information unique to the location.

Thank you for completing the Community Connectivity application.

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

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

Morris, CT



JAMAR Technologies, Inc.

Litchfield Hills CEO
 42 North Street, PO Box 187
 Goshen, CT 06756
 Tel: 860-491-9884 Fax: 860-491-3729

151 Keith Valley Rd.
 Horsham, PA, USA 19044
 800-776-0940

Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
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06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	0	0	0	0	5	3	9	2	5	0	0	0	0	0	24
10:00	0	0	0	0	5	3	9	2	5	0	0	0	0	0	24
10:15	0	0	0	0	2	5	3	6	4	0	1	1	0	0	22
10:30	0	0	0	0	2	11	4	4	3	2	0	0	0	0	26
10:45	0	0	0	0	0	1	8	10	3	0	0	0	0	0	22
11:00	0	0	0	0	1	3	2	5	5	3	1	0	0	0	20
11:15	0	0	0	0	1	7	19	20	13	3	1	1	0	0	90
11:30	0	0	0	0	1	2	9	10	4	0	0	0	0	0	26
11:45	0	0	0	0	1	5	12	12	5	3	0	0	0	0	38
12:00	0	0	0	0	1	6	7	11	4	1	0	0	0	0	30
12:15	0	0	1	0	0	1	12	9	4	0	0	1	0	0	28
12:30	0	0	1	0	3	14	40	42	17	4	0	1	0	0	122
Total	0	0	1	1	15	36	69	69	35	7	1	2	0	0	236

JAMAR Technologies, Inc.

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 800-776-0940

Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
12 PM	0	0	0	0	0	6	16	8	3	0	0	0	0	0	33
12:15	0	0	0	2	0	5	8	4	4	3	0	0	0	0	26
12:30	0	0	0	0	1	11	7	13	4	1	0	0	0	0	37
12:45	0	0	0	1	1	8	9	9	3	1	0	0	0	0	32
13:00	0	0	0	3	2	30	40	34	14	5	0	0	0	0	128
13:15	0	0	0	1	0	5	11	9	3	0	0	0	0	0	29
13:30	0	0	0	0	2	3	15	8	5	2	0	0	1	0	36
13:45	0	0	0	0	4	8	6	8	5	1	2	0	0	0	34
14:00	0	0	0	1	2	4	5	15	5	3	0	0	0	0	35
14:15	0	0	0	2	8	20	37	40	18	6	2	0	1	0	134
14:30	0	0	0	1	0	3	7	11	8	1	0	0	0	0	31
14:45	0	0	0	0	0	2	6	15	7	2	0	0	0	0	32
15:00	0	0	0	0	5	5	8	7	10	2	0	0	0	0	37
15:15	0	0	0	0	1	8	14	13	4	2	0	1	0	0	43
15:30	0	0	0	1	6	18	35	46	29	7	0	1	0	0	143
15:45	0	0	0	0	0	5	11	11	1	3	0	1	0	0	32
16:00	0	0	0	0	1	0	11	10	8	1	1	0	0	1	33
16:15	0	0	0	0	0	2	15	13	4	2	0	0	0	0	36
16:30	0	0	0	1	0	4	9	19	9	2	0	0	0	0	44
16:45	0	0	0	1	1	11	46	53	22	8	1	1	0	1	145
17:00	0	0	0	0	1	2	12	11	5	0	1	0	0	0	32
17:15	0	0	0	0	0	2	9	10	6	0	2	0	0	0	29
17:30	0	0	0	0	0	6	12	7	3	2	0	0	0	0	30
17:45	0	0	1	1	1	5	15	15	8	1	0	0	0	0	47
18:00	0	0	1	1	2	15	48	43	22	3	3	0	0	0	138
18:15	0	0	0	0	1	8	10	11	6	0	2	0	0	0	38
18:30	0	0	0	0	0	3	17	14	7	0	0	0	0	0	41
18:45	0	0	0	0	4	8	17	8	9	1	0	0	0	0	47
19:00	0	0	0	0	0	2	14	12	11	1	0	0	0	0	40
19:15	0	0	0	0	5	21	58	45	33	2	2	0	0	0	166
19:30	0	0	0	0	0	5	13	10	4	2	1	0	0	0	35
19:45	0	0	0	0	1	5	18	6	4	1	1	0	0	0	36
20:00	0	0	0	0	0	1	6	8	2	5	0	0	0	0	22
20:15	0	0	0	0	0	5	14	13	4	1	1	0	0	0	38
20:30	0	0	0	0	1	16	51	37	14	9	3	0	0	0	131
20:45	0	0	0	0	1	7	7	7	4	0	0	0	0	0	20
21:00	0	0	0	0	3	2	4	6	1	1	1	0	0	0	18
21:15	0	0	0	0	0	6	14	8	6	1	1	0	0	0	36
21:30	0	0	0	0	0	5	6	7	5	2	0	0	0	0	25
21:45	0	0	0	0	4	14	31	28	16	4	2	0	0	0	99
22:00	0	0	0	0	0	2	5	4	4	0	0	0	0	0	15
22:15	0	0	0	0	0	2	5	3	5	0	0	0	0	0	15
22:30	0	0	0	0	0	2	5	4	4	1	0	1	0	0	17
22:45	0	0	0	0	1	1	1	2	4	0	0	0	0	0	9
23:00	0	0	0	0	1	7	16	13	17	1	0	1	0	0	56
23:15	0	0	0	0	0	2	0	0	0	1	1	0	0	0	4
23:30	0	0	0	0	0	3	3	3	0	0	1	0	0	0	10
23:45	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
24:00	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7
24:15	0	0	0	0	1	8	8	6	0	1	2	0	0	0	26
24:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
24:45	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
25:00	0	0	0	0	0	2	0	2	2	1	0	0	0	0	7
25:15	0	0	0	0	0	1	1	0	1	1	1	0	0	0	4
25:30	0	0	1	0	1	3	2	4	3	2	1	0	0	0	17
25:45	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
26:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
26:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
26:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
26:45	0	0	0	0	0	4	1	2	1	0	0	0	0	0	8
Total	0	0	2	8	32	167	373	351	189	48	16	3	1	1	1191

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Site Code: 000000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
05/13/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	1	1	1	1	0	1	0	0	5
05:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:00	0	0	0	0	0	0	2	1	3	1	0	1	0	0	8
06:15	0	0	0	0	0	0	0	1	3	2	1	0	0	0	7
06:30	0	0	0	1	1	1	6	6	2	0	1	0	0	0	18
06:45	0	0	0	1	0	5	5	8	6	3	0	0	0	0	28
07:00	0	0	0	2	1	6	15	20	11	5	3	0	0	0	63
07:15	0	0	0	0	1	4	7	12	8	2	1	0	0	0	35
07:30	0	0	0	0	0	2	7	5	3	0	1	0	1	0	19
07:45	0	0	0	0	0	3	5	9	1	1	0	1	0	0	20
08:00	0	0	0	0	1	12	20	41	16	5	4	3	1	0	103
08:15	0	0	0	1	0	6	3	13	2	2	0	1	0	0	27
08:30	0	0	0	0	0	4	9	10	8	3	1	0	0	0	36
08:45	0	0	0	0	0	8	9	14	5	3	0	0	0	0	39
09:00	0	0	0	1	2	7	15	16	8	1	0	0	0	0	49
09:15	0	0	0	1	2	25	36	53	23	9	1	1	0	0	151
09:30	0	0	0	0	1	4	10	20	8	1	0	0	0	0	44
09:45	0	0	0	0	0	10	8	3	5	1	0	0	0	0	27
10:00	0	0	0	2	0	4	7	12	5	1	0	0	0	0	31
10:15	0	0	0	0	0	1	7	11	4	1	0	0	0	0	24
10:30	0	0	0	2	1	19	32	46	22	4	0	0	0	0	126
10:45	0	0	0	0	0	4	4	7	0	0	1	0	0	0	16
11:00	0	0	0	0	0	5	11	16	2	2	1	0	0	1	38
11:15	0	0	0	2	1	4	7	10	5	0	1	0	0	2	32
11:30	0	0	0	0	1	1	8	5	6	3	0	0	1	0	25
11:45	0	0	0	2	2	14	30	38	13	5	3	0	1	3	111
Total	1	0	0	7	10	94	171	245	115	37	12	6	3	4	705

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Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
12 PM	0	0	0	0	2	2	4	17	6	0	0	0	1	0	32
12:15	0	0	0	0	0	10	14	14	4	3	1	0	0	1	47
12:30	0	0	0	0	6	13	6	12	3	2	1	0	0	0	43
12:45	0	0	0	0	1	9	8	8	2	2	0	0	0	0	30
	0	0	0	0	9	34	32	51	15	7	2	0	1	1	152
13:00	0	0	0	0	1	5	9	11	6	1	0	0	0	0	33
13:15	0	0	0	0	1	4	14	8	3	4	0	0	0	0	34
13:30	0	0	0	1	0	2	7	17	7	2	0	0	0	0	36
13:45	0	0	0	0	4	5	9	24	8	2	0	0	0	0	52
	0	0	0	1	6	16	39	60	24	9	0	0	0	0	155
14:00	0	0	0	0	0	6	6	7	4	2	0	0	0	0	25
14:15	0	0	0	1	3	2	13	8	6	2	1	0	0	0	36
14:30	0	0	0	0	0	8	10	4	9	1	0	0	0	0	32
14:45	0	0	0	1	2	9	17	13	1	2	0	1	0	0	46
	0	0	0	2	5	25	46	32	20	7	1	1	0	0	139
15:00	0	0	0	0	0	10	16	9	7	1	0	0	0	0	43
15:15	0	0	0	0	2	5	7	15	11	1	0	0	0	0	41
15:30	0	0	0	0	0	1	14	22	8	1	0	0	0	0	46
15:45	0	0	0	0	2	5	9	15	4	3	0	1	0	2	41
	0	0	0	0	4	21	46	61	30	6	0	1	0	2	171
16:00	0	0	0	0	2	4	15	12	6	2	0	0	0	0	41
16:15	0	0	0	0	4	7	13	7	2	1	1	0	0	0	35
16:30	0	0	0	2	0	3	7	16	5	2	0	0	0	0	35
16:45	0	0	0	0	0	3	15	14	10	0	0	0	0	0	42
	0	0	0	2	6	17	50	49	23	5	1	0	0	0	153
17:00	0	0	0	0	3	5	12	20	5	2	0	0	0	0	47
17:15	2	0	0	0	0	1	20	40	6	2	2	0	0	1	74
17:30	0	0	0	0	0	8	13	15	4	4	1	0	1	0	46
17:45	0	0	0	1	0	8	15	12	5	1	0	0	0	0	42
	2	0	0	1	3	22	60	87	20	9	3	0	1	1	209
18:00	0	0	0	0	4	5	11	9	5	0	0	0	0	0	34
18:15	0	0	0	2	3	2	7	20	1	2	0	0	0	0	37
18:30	0	0	0	0	1	7	16	12	8	1	0	0	0	0	45
18:45	0	0	0	1	4	9	15	9	3	0	0	0	0	0	41
	0	0	0	3	12	23	49	50	17	3	0	0	0	0	157
19:00	0	0	0	1	0	4	13	12	5	0	1	0	0	0	36
19:15	0	0	0	0	0	4	10	12	7	1	1	0	0	0	35
19:30	0	0	0	0	0	7	10	8	1	0	0	0	0	0	26
19:45	0	0	0	0	0	4	10	12	1	2	0	0	0	0	29
	0	0	0	1	0	19	43	44	14	3	2	0	0	0	126
20:00	0	0	0	0	0	3	7	9	1	0	1	0	0	0	21
20:15	0	0	0	0	0	1	3	1	2	0	0	0	0	0	7
20:30	0	0	1	1	1	3	7	7	1	2	2	0	0	0	25
20:45	0	0	0	0	1	5	6	3	2	0	0	0	0	0	17
	0	0	1	1	2	12	23	20	6	2	3	0	0	0	70
21:00	0	0	0	0	0	3	7	5	1	0	1	0	0	0	17
21:15	0	0	0	0	0	0	4	7	2	0	0	0	0	0	13
21:30	0	0	0	0	1	1	1	4	1	0	0	0	0	0	8
21:45	0	0	0	0	1	0	6	2	0	2	0	0	0	0	11
	0	0	0	0	2	4	18	18	4	2	1	0	0	0	49
22:00	0	0	0	0	0	2	3	4	0	0	0	1	0	0	10
22:15	0	0	0	0	2	0	1	0	0	0	2	0	0	0	5
22:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
	0	0	0	0	2	3	5	4	0	0	3	1	0	1	19
23:00	0	0	0	0	0	1	1	0	0	0	1	1	0	0	4
23:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
23:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	1	1	1	3	1	1	2	0	0	10
Total	2	0	1	11	51	197	412	477	176	54	17	5	2	5	1410

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A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
05/14/09	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	0	0	0	0	0	0	2	1	0	0	0	0	1	0	4
05:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
06:00	0	0	0	0	0	0	2	2	1	2	0	1	1	0	9
06:15	0	0	0	0	0	2	5	2	4	0	0	0	0	0	13
06:30	0	0	0	1	1	2	6	5	4	0	1	0	0	0	20
06:45	0	0	0	0	1	0	4	10	1	4	1	0	0	0	21
07:00	0	0	0	1	2	4	21	18	11	4	2	0	0	0	63
07:15	0	0	0	0	1	3	12	10	6	1	0	0	0	0	33
07:30	0	0	0	0	0	6	1	10	5	2	2	0	0	0	26
07:45	0	0	0	1	0	5	9	9	2	2	0	0	0	0	28
08:00	0	0	0	0	0	3	8	14	11	2	0	0	1	0	39
08:15	0	0	0	0	2	2	6	6	9	0	1	1	0	0	27
08:30	0	0	0	0	0	3	8	14	11	2	0	0	1	0	39
08:45	0	0	0	0	0	4	12	15	8	1	0	0	0	0	40
09:00	0	0	0	0	5	18	33	45	33	8	1	1	1	0	145
09:15	0	0	0	0	0	0	7	9	4	2	0	0	0	0	22
09:30	0	0	0	1	2	3	7	7	0	0	0	0	0	0	20
09:45	0	0	0	0	1	1	11	3	2	1	1	0	0	0	20
10:00	0	0	0	0	0	3	10	7	0	3	0	0	0	0	23
10:15	0	0	0	1	3	7	35	26	6	6	1	0	0	0	85
10:30	0	0	0	0	0	5	10	9	2	3	0	0	0	0	29
10:45	0	0	0	0	1	4	11	7	6	0	1	0	0	0	30
11:00	0	0	0	0	0	3	11	5	5	1	0	0	0	0	25
11:15	0	0	0	0	1	4	8	8	3	0	1	0	0	0	25
11:30	0	0	0	0	2	16	40	29	16	4	2	0	0	0	109
11:45	0	0	0	0	1	1	7	7	3	2	1	0	0	0	22
Total	0	0	0	3	21	75	207	198	111	35	10	3	2	0	665

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Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
12 PM	0	0	0	0	0	5	14	10	4	1	0	0	0	1	35
12:15	0	0	0	0	0	5	5	5	4	1	1	0	0	0	21
12:30	0	0	0	0	1	4	2	8	5	0	2	0	0	0	22
12:45	0	0	0	0	1	5	7	6	6	0	1	0	0	0	26
	0	0	0	0	2	19	28	29	19	2	4	0	0	1	104
13:00	1	0	0	0	1	3	5	7	5	1	2	0	0	1	26
13:15	0	0	0	0	0	3	7	9	5	0	0	0	0	0	24
13:30	1	0	0	0	0	6	13	7	9	0	0	0	0	1	37
13:45	0	0	0	0	1	4	16	8	5	2	2	0	0	0	38
	2	0	0	0	2	16	41	31	24	3	4	0	0	2	125
14:00	0	0	0	0	0	6	7	8	3	2	1	0	0	0	27
14:15	0	0	0	0	4	4	1	13	5	2	1	0	0	1	31
14:30	0	0	0	2	1	7	11	12	5	0	0	0	0	0	38
14:45	0	0	0	0	1	3	5	17	12	2	1	0	0	0	41
	0	0	0	2	6	20	24	50	25	6	3	0	0	1	137
15:00	0	0	0	0	0	0	3	14	6	2	1	0	0	0	26
15:15	0	0	0	0	1	0	7	18	11	3	1	0	0	0	41
15:30	0	0	0	0	0	7	6	13	5	0	1	0	0	0	32
15:45	0	0	0	0	2	10	10	12	8	2	0	0	0	0	44
	0	0	0	0	3	17	26	57	30	7	3	0	0	0	143
16:00	0	0	0	0	2	11	17	11	7	1	1	0	0	0	50
16:15	0	0	0	0	5	8	13	8	7	1	0	0	0	0	42
16:30	0	0	0	0	1	6	10	13	6	1	1	0	0	0	38
16:45	0	0	0	0	1	10	15	14	6	2	0	0	0	0	48
	0	0	0	0	9	35	55	46	26	5	2	0	0	0	178
17:00	0	0	0	0	1	4	13	28	9	0	0	0	1	0	56
17:15	0	0	0	0	0	4	20	8	9	3	1	0	0	0	45
17:30	0	0	0	0	0	1	11	7	7	4	0	0	0	0	30
17:45	0	0	0	0	0	1	5	13	3	3	3	0	0	0	28
	0	0	0	0	1	10	49	56	28	10	4	0	1	0	159
18:00	0	0	0	0	0	2	10	9	1	1	1	1	0	0	25
18:15	0	0	0	0	0	1	6	10	3	2	1	0	0	0	23
18:30	0	0	0	0	1	0	7	10	4	5	0	0	0	2	29
18:45	0	0	0	0	0	5	9	9	4	1	1	0	0	0	29
	0	0	0	0	1	8	32	38	12	9	3	1	0	2	106
19:00	0	0	0	0	0	1	9	10	5	0	0	0	0	0	25
19:15	0	0	0	0	0	1	1	5	6	2	1	0	0	0	16
19:30	0	0	0	0	1	0	4	7	2	1	0	0	0	0	15
19:45	0	0	0	0	2	2	4	3	3	0	0	0	0	0	14
	0	0	0	0	3	4	18	25	16	3	1	0	0	0	70
20:00	1	0	0	0	1	2	7	1	4	0	1	0	0	1	18
20:15	0	0	0	0	1	1	5	3	3	3	0	0	0	0	16
20:30	0	0	0	0	0	5	6	5	1	0	0	0	0	0	17
20:45	0	0	0	0	3	2	4	0	1	0	0	0	0	0	10
	1	0	0	0	5	10	22	9	9	3	1	0	0	1	61
21:00	0	0	0	1	2	2	1	3	0	0	0	0	0	0	9
21:15	0	0	1	1	2	2	0	1	0	0	0	0	0	0	7
21:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
21:45	0	0	0	1	0	1	1	2	0	1	0	0	0	1	7
	0	0	1	3	4	5	3	7	1	1	0	0	0	1	26
22:00	0	0	0	0	0	1	1	1	0	1	0	1	0	0	5
22:15	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3
22:30	0	0	0	0	0	1	1	1	0	0	1	0	2	0	6
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	1	0	2	2	2	2	2	1	1	2	0	15
23:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
23:15	0	0	0	0	1	0	1	0	0	0	1	0	0	0	3
23:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	2	3	0	1	0	1	0	0	0	8
Total	3	0	1	6	37	148	303	350	193	51	27	2	3	8	1132

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Site Code: 00000001034
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A to B, B to A

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	769999	Total
05/15/09	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:00	0	0	0	0	0	1	1	1	3	0	0	0	0	0	6
06:15	0	0	0	0	0	0	0	3	1	2	0	0	0	0	6
06:30	0	0	0	1	0	2	1	4	6	2	0	0	0	0	13
06:45	0	0	0	0	0	2	10	11	5	2	0	0	0	0	16
07:00	0	0	0	1	0	4	14	22	18	6	0	0	0	0	30
07:15	0	0	0	0	1	5	8	14	7	1	0	0	0	1	65
07:30	0	0	0	0	0	2	6	14	5	1	1	0	0	0	37
07:45	0	0	0	0	0	5	12	4	0	1	1	0	0	0	29
08:00	0	0	0	0	0	2	3	12	8	3	1	1	1	0	23
08:15	0	0	0	0	1	9	22	52	24	5	3	2	1	1	31
08:30	0	0	0	1	1	4	5	10	2	2	1	0	0	0	120
08:45	0	0	0	1	0	4	9	13	5	2	1	0	0	0	26
09:00	0	0	0	0	0	5	14	11	7	1	0	0	0	0	35
09:15	0	0	0	0	0	5	18	11	6	0	0	0	1	1	38
09:30	0	0	0	2	1	18	46	45	20	5	2	0	1	1	42
09:45	0	0	0	0	1	5	10	8	3	3	1	0	0	1	141
10:00	0	0	0	0	4	9	4	13	3	2	1	0	0	0	32
10:15	0	0	0	0	1	5	5	11	4	1	0	0	0	0	36
10:30	0	0	0	0	1	3	8	9	2	3	0	0	0	0	27
10:45	0	0	0	0	7	22	27	41	12	9	2	0	0	1	26
11:00	0	0	0	0	3	2	7	7	1	3	0	0	0	0	121
11:15	0	0	0	0	2	1	6	6	8	0	1	1	0	0	23
11:30	0	0	0	0	0	4	6	13	6	1	0	0	0	0	25
11:45	0	0	0	0	3	6	8	9	2	2	2	1	0	0	30
12:00	0	0	0	0	8	13	27	35	17	6	3	2	0	0	33
12:15	0	0	0	0	1	6	6	7	4	4	0	0	0	0	111
12:30	0	0	0	0	1	7	8	8	3	1	0	0	0	0	28
12:45	0	0	0	0	4	5	8	13	5	0	0	0	0	0	28
Total	0	0	0	3	25	90	167	240	111	40	11	4	3	3	35

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Site Code: 000000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	0	0	0	3	8	11	6	2	0	0	0	0	0	30
12:15	0	0	0	0	2	3	8	10	3	0	0	0	0	0	26
12:30	0	0	0	0	1	3	10	9	6	1	1	0	0	0	31
12:45	0	0	0	0	0	4	15	12	3	3	0	0	0	0	37
13:00	0	0	0	0	6	18	44	37	14	4	1	0	0	0	124
13:15	1	0	0	0	0	0	5	10	3	2	0	0	0	0	21
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	0	0	6	18	49	47	17	6	1	0	0	0	145
Grand Total	7	0	5	39	197	825	1751	1977	947	278	95	25	14	21	6181

15th Percentile : 40 MPH
 50th Percentile : 46 MPH
 85th Percentile : 53 MPH
 95th Percentile : 58 MPH

Stats
 Mean Speed(Average) : 46 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3728
 Percent in Pace : 60.3%

Number of Vehicles > 35 MPH :	5933
Percent of Vehicles > 35 MPH :	96.0%

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Site Code: 00000001034
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 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/12/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	0	18	5	1	0	0	0	0	0	0	0	0	0	0	24
10:00	0	18	5	1	0	0	0	0	0	0	0	0	0	0	24
10:15	0	16	5	0	1	0	0	0	0	0	0	0	0	0	22
10:30	1	18	5	0	2	0	0	0	0	0	0	0	0	0	26
10:45	0	16	5	0	1	0	0	0	0	0	0	0	0	0	22
11:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
11:15	1	68	17	0	4	0	0	0	0	0	0	0	0	0	90
11:30	0	16	6	0	1	0	0	1	1	0	0	0	0	1	26
11:45	0	31	5	0	1	0	0	1	0	0	0	0	0	0	38
Total	1	20	8	0	1	0	0	0	0	0	0	0	0	0	30
Percent	0	23	2	0	1	0	1	1	0	0	0	0	0	0	28
Total	1	90	21	0	4	0	1	3	1	0	0	0	0	1	122
Percent	2	176	43	1	8	0	1	3	1	0	0	0	0	1	236
Percent	0.8%	74.6%	18.2%	0.4%	3.4%	0.0%	0.4%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%	

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Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	23	8	0	1	0	1	0	0	0	0	0	0	0	33
12:15	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
12:30	0	28	6	0	2	0	0	0	0	0	0	0	0	1	37
12:45	0	24	3	0	3	1	1	0	0	0	0	0	0	0	32
	0	95	22	0	7	1	2	0	0	0	0	0	0	1	128
13:00	0	26	2	1	0	0	0	0	0	0	0	0	0	0	29
13:15	1	26	3	0	5	0	0	0	0	0	0	0	0	1	36
13:30	0	24	7	1	1	0	0	0	1	0	0	0	0	0	34
13:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	35
	1	104	18	2	7	0	0	0	1	0	0	0	0	1	134
14:00	1	24	5	0	0	0	0	1	0	0	0	0	0	0	31
14:15	0	26	3	0	1	1	0	1	0	0	0	0	0	0	32
14:30	0	25	10	2	0	0	0	0	0	0	0	0	0	0	37
14:45	1	34	7	0	1	0	0	0	0	0	0	0	0	0	43
	2	109	25	2	2	1	0	2	0	0	0	0	0	0	143
15:00	0	21	7	1	2	1	0	0	0	0	0	0	0	0	32
15:15	0	25	6	0	0	0	0	2	0	0	0	0	0	0	33
15:30	0	26	8	0	0	0	0	0	0	0	0	0	0	2	36
15:45	0	33	10	0	0	0	0	1	0	0	0	0	0	0	44
	0	105	31	1	2	1	0	3	0	0	0	0	0	2	145
16:00	0	22	10	0	0	0	0	0	0	0	0	0	0	0	32
16:15	0	19	7	0	3	0	0	0	0	0	0	0	0	0	29
16:30	0	22	8	0	0	0	0	0	0	0	0	0	0	0	30
16:45	1	28	17	0	1	0	0	0	0	0	0	0	0	0	47
	1	91	42	0	4	0	0	0	0	0	0	0	0	0	138
17:00	0	30	5	0	3	0	0	0	0	0	0	0	0	0	38
17:15	0	34	4	0	0	1	0	1	0	0	0	0	0	1	41
17:30	0	39	8	0	0	0	0	0	0	0	0	0	0	0	47
17:45	1	29	7	1	1	0	0	0	0	0	0	0	0	1	40
	1	132	24	1	4	1	0	1	0	0	0	0	0	2	166
18:00	0	28	4	1	2	0	0	0	0	0	0	0	0	0	35
18:15	0	28	6	1	1	0	0	0	0	0	0	0	0	0	36
18:30	1	18	3	0	0	0	0	0	0	0	0	0	0	0	22
18:45	0	32	6	0	0	0	0	0	0	0	0	0	0	0	38
	1	106	19	2	3	0	0	0	0	0	0	0	0	0	131
19:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
19:15	0	12	4	0	1	0	0	0	0	0	0	0	0	1	18
19:30	0	30	5	0	1	0	0	0	0	0	0	0	0	0	36
19:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
	0	77	19	0	2	0	0	0	0	0	0	0	0	1	99
20:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
20:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
20:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
20:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	0	48	8	0	0	0	0	0	0	0	0	0	0	0	56
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	6	909	217	8	31	4	2	6	1	0	0	0	0	7	1191
Percent	0.5%	76.3%	18.2%	0.7%	2.6%	0.3%	0.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	

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A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/13/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
06:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	8	1	0	0	0	0	1	0	0	0	0	0	0	10
06:30	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
06:45	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
	1	47	11	0	3	0	0	1	0	0	0	0	0	0	63
07:00	0	24	9	2	0	0	0	0	0	0	0	0	0	0	35
07:15	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
07:30	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
07:45	0	19	10	0	0	0	0	0	0	0	0	0	0	0	29
	0	74	26	2	1	0	0	0	0	0	0	0	0	0	103
08:00	0	16	7	2	1	0	0	1	0	0	0	0	0	0	27
08:15	0	25	10	0	1	0	0	0	0	0	0	0	0	0	36
08:30	0	29	7	3	0	0	0	0	0	0	0	0	0	0	39
08:45	0	37	10	0	2	0	0	0	0	0	0	0	0	0	49
	0	107	34	5	4	0	0	1	0	0	0	0	0	0	151
09:00	0	35	7	0	1	0	0	0	0	0	0	0	0	1	44
09:15	0	18	7	0	1	0	0	0	0	0	0	0	0	1	27
09:30	0	20	10	0	0	0	0	0	0	0	0	0	0	1	31
09:45	0	17	3	0	3	0	0	0	0	0	0	0	0	1	24
	0	90	27	0	5	0	0	0	0	0	0	0	0	4	126
10:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
10:15	0	25	10	1	0	0	1	1	0	0	0	0	0	0	38
10:30	0	24	4	1	2	0	0	0	0	0	0	0	0	1	32
10:45	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
	0	80	24	2	2	0	1	1	0	0	0	0	0	1	111
11:00	0	23	11	0	0	0	0	0	0	0	0	0	0	2	36
11:15	1	19	8	1	1	0	0	0	0	0	0	0	0	2	32
11:30	0	25	12	0	0	0	0	0	0	0	0	0	0	1	38
11:45	0	24	6	0	0	0	0	0	0	0	0	0	0	0	30
	1	91	37	1	1	0	0	0	0	0	0	0	0	5	136
Total	2	499	163	10	17	0	1	3	0	0	0	0	0	10	705
Percent	0.3%	70.8%	23.1%	1.4%	2.4%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	

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A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	24	7	0	0	0	0	0	0	0	0	0	0	0	32
12:15	0	28	12	3	3	0	0	0	0	0	1	0	0	0	47
12:30	1	30	8	2	2	0	0	0	0	0	0	0	0	0	43
12:45	0	27	3	0	0	0	0	0	0	0	0	0	0	0	30
	2	109	30	5	5	0	0	0	0	0	1	0	0	0	152
13:00	0	16	13	0	1	0	0	0	0	0	0	1	1	1	33
13:15	1	28	3	0	1	0	0	1	0	0	0	0	0	0	34
13:30	1	29	5	0	0	0	0	0	0	0	0	0	0	1	36
13:45	3	38	8	0	2	0	0	1	0	0	0	0	0	0	52
	5	111	29	0	4	0	0	2	0	0	0	1	1	2	155
14:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
14:15	0	27	9	0	0	0	0	0	0	0	0	0	0	0	36
14:30	0	25	5	1	0	0	0	0	0	0	0	0	0	1	32
14:45	2	37	6	0	0	0	0	0	0	0	0	0	0	1	46
	2	109	25	1	0	0	0	0	0	0	0	0	0	2	139
15:00	0	32	10	0	0	0	0	0	0	0	0	0	0	1	43
15:15	1	25	12	1	2	0	0	0	0	0	0	0	0	0	41
15:30	3	32	10	0	0	0	0	0	0	0	0	0	0	1	46
15:45	1	32	5	0	0	0	0	2	0	0	0	0	0	1	41
	5	121	37	1	2	0	0	2	0	0	0	0	0	3	171
16:00	0	28	11	0	2	0	0	0	0	0	0	0	0	0	41
16:15	0	30	5	0	0	0	0	0	0	0	0	0	0	0	35
16:30	0	22	11	0	0	0	0	1	0	0	0	0	0	1	35
16:45	0	33	6	0	2	0	0	0	1	0	0	0	0	0	42
	0	113	33	0	4	0	0	1	1	0	0	0	0	1	153
17:00	0	35	11	0	0	0	0	0	0	0	0	0	0	1	47
17:15	0	59	9	0	1	0	0	0	0	0	0	0	0	5	74
17:30	1	37	4	1	0	0	0	0	0	0	0	0	0	3	46
17:45	0	33	6	1	1	0	0	1	0	0	0	0	0	0	42
	1	164	30	2	2	0	0	1	0	0	0	0	0	9	209
18:00	0	24	10	0	0	0	0	0	0	0	0	0	0	0	34
18:15	0	27	7	2	1	0	0	0	0	0	0	0	0	0	37
18:30	0	31	11	0	2	0	0	0	1	0	0	0	0	0	45
18:45	1	36	2	0	0	0	0	1	0	0	0	0	0	1	41
	1	118	30	2	3	0	0	1	1	0	0	0	0	1	157
19:00	0	30	5	0	0	0	0	1	0	0	0	0	0	0	36
19:15	1	26	8	0	0	0	0	0	0	0	0	0	0	0	35
19:30	1	17	7	0	1	0	0	0	0	0	0	0	0	0	26
19:45	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
	2	100	22	0	1	0	0	1	0	0	0	0	0	0	126
20:00	1	15	3	0	2	0	0	0	0	0	0	0	0	0	21
20:15	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
20:30	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
	1	50	16	0	3	0	0	0	0	0	0	0	0	0	70
21:00	0	14	1	0	2	0	0	0	0	0	0	0	0	0	17
21:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	44	3	0	2	0	0	0	0	0	0	0	0	0	49
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
Total	19	1064	258	11	27	0	0	8	2	0	1	1	1	18	1410
Percent	1.3%	75.5%	18.3%	0.8%	1.9%	0.0%	0.0%	0.6%	0.1%	0.0%	0.1%	0.1%	0.1%	1.3%	

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Site Code: 00000001034
 Date Printed: 15-May-09
 Alain White Road, Morris
 .4 mile from Litchfield Town Line

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/14/09	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
06:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
06:15	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
06:30	1	14	5	0	0	0	0	0	0	0	0	0	0	0	20
06:45	1	12	7	0	1	0	0	0	0	0	0	0	0	0	21
	2	40	19	0	2	0	0	0	0	0	0	0	0	0	63
07:00	0	18	10	2	2	0	1	0	0	0	0	0	0	0	33
07:15	0	18	8	0	0	0	0	0	0	0	0	0	0	0	26
07:30	0	20	6	2	0	0	0	0	0	0	0	0	0	0	28
07:45	0	22	8	0	1	0	0	0	0	0	0	0	0	1	32
	0	78	32	4	3	0	1	0	0	0	0	0	0	1	119
08:00	0	25	9	2	1	0	0	0	0	0	0	0	0	2	39
08:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
08:30	0	28	8	0	1	0	0	1	0	0	0	0	0	1	39
08:45	0	28	8	0	2	0	0	0	0	0	0	0	0	2	40
	0	101	32	2	4	0	0	1	0	0	0	0	0	5	145
09:00	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22
09:15	0	14	3	0	2	0	0	0	1	0	0	0	0	0	20
09:30	1	15	3	0	1	0	0	0	0	0	0	0	0	0	20
09:45	0	15	7	0	0	0	0	1	0	0	0	0	0	0	23
	1	59	20	0	3	0	0	1	1	0	0	0	0	0	85
10:00	0	22	7	0	0	0	0	0	0	0	0	0	0	0	29
10:15	0	25	3	0	1	0	0	0	0	0	0	0	1	0	30
10:30	1	14	6	0	1	0	0	2	1	0	0	0	0	0	25
10:45	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
	1	84	18	0	2	0	0	2	1	0	0	0	1	0	109
11:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
11:15	0	22	8	0	1	0	0	1	0	0	0	0	0	0	32
11:30	0	30	6	0	1	0	0	1	0	0	0	0	0	0	38
11:45	0	26	6	1	0	0	0	1	0	0	0	0	0	0	34
	0	96	23	1	3	0	0	3	0	0	0	0	0	0	126
Total	4	473	146	7	18	0	1	7	2	0	0	0	1	6	665
Percent	0.6%	71.1%	22.0%	1.1%	2.7%	0.0%	0.2%	1.1%	0.3%	0.0%	0.0%	0.0%	0.2%	0.9%	

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A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/15/09	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
06:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
06:30	0	12	1	0	2	0	0	0	0	0	0	0	0	1	16
06:45	0	20	9	0	1	0	0	0	0	0	0	0	0	0	30
	1	45	15	0	3	0	0	0	0	0	0	0	0	1	65
07:00	0	22	8	2	4	1	0	0	0	0	0	0	0	0	37
07:15	0	20	9	0	0	0	0	0	0	0	0	0	0	0	29
07:30	0	14	8	0	0	0	0	0	0	0	0	0	0	1	23
07:45	0	23	7	0	1	0	0	0	0	0	0	0	0	0	31
	0	79	32	2	5	1	0	0	0	0	0	0	0	1	120
08:00	0	20	3	2	1	0	0	0	0	0	0	0	0	0	26
08:15	0	25	9	0	1	0	0	0	0	0	0	0	0	0	35
08:30	1	31	6	0	0	0	0	0	0	0	0	0	0	0	38
08:45	0	30	8	0	3	0	0	1	0	0	0	0	0	0	42
	1	106	26	2	5	0	0	1	0	0	0	0	0	0	141
09:00	0	20	5	0	4	1	0	1	0	1	0	0	0	0	32
09:15	0	22	11	1	2	0	0	0	0	0	0	0	0	0	36
09:30	0	16	9	0	1	0	0	1	0	0	0	0	0	0	27
09:45	0	20	5	0	0	0	0	0	0	0	0	0	0	1	26
	0	78	30	1	7	1	0	2	0	1	0	0	0	1	121
10:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
10:15	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
10:30	0	19	8	0	3	0	0	0	0	0	0	0	0	0	30
10:45	1	24	6	1	0	0	0	1	0	0	0	0	0	0	33
	1	76	27	1	5	0	0	1	0	0	0	0	0	0	111
11:00	0	18	9	0	1	0	0	0	0	0	0	0	0	0	28
11:15	0	20	7	0	0	0	0	0	0	0	0	0	0	1	28
11:30	0	25	8	0	0	1	0	0	0	0	0	0	0	1	35
11:45	0	25	5	1	0	0	0	0	1	0	0	0	0	0	32
	0	88	29	1	1	1	0	0	1	0	0	0	0	2	123
Total	3	485	162	7	26	3	0	4	1	1	0	0	0	5	697
Percent	0.4%	69.6%	23.2%	1.0%	3.7%	0.4%	0.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.7%	

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A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	22	8	0	0	0	0	0	0	0	0	0	0	0	30
12:15	0	19	5	1	1	0	0	0	0	0	0	0	0	0	26
12:30	0	17	10	0	3	1	0	0	0	0	0	0	0	0	31
12:45	1	26	10	0	0	0	0	0	0	0	0	0	0	0	37
13:00	0	84	33	1	4	1	0	0	0	0	0	0	0	0	124
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	99	38	1	5	1	0	0	0	0	0	0	0	0	145
Percent	0.7%	68.3%	26.2%	0.7%	3.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	38	4522	1278	54	160	8	6	42	7	1	1	1	2	61	6181
Percent	0.6%	73.2%	20.7%	0.9%	2.6%	0.1%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	1.0%	



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: Morris
RSA Location: Alain White Road
Meeting Location: Morris Town Hall
Address: 3 East Main Street, Morris, CT 06763
Date: 9/27/2016
Time: 8:30am

Participating Audit Team Members

Audit Team Member	Agency/Organization
Mike Wulforst	AECOM
Bridget Boucaud	VN Engineers, Inc.
Anna Bergeron	CTDOT
Steve Bury	Morris Highway
Tom Weik	1st Selectman
Phil Birkett	Board of Finance
Lewis Clark	Morris Highway
George Humphrey	Litchfield Public Works



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – Morris

Meeting Location: Morris Town Hall
Address: 3 East Main Street, Morris, CT 06763
Date: 9/27/2016
Time: 8:30 AM

Agenda

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

Instruction for Participants:

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



Audit Checklist

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



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

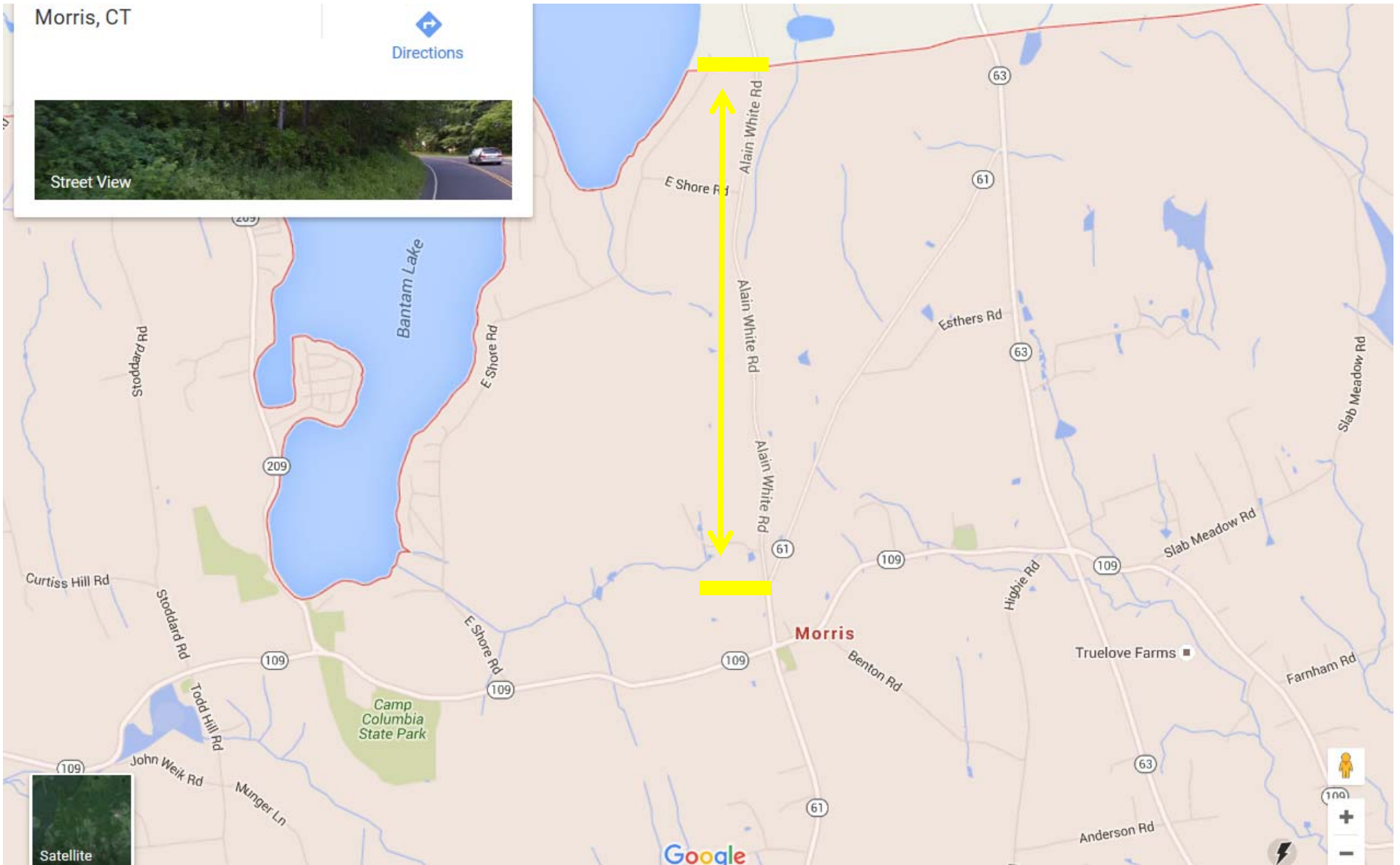
Roadway & Vehicles	
<ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">○ Alignment;○ Driver compliance with speed limits○ Sight distance adequacy○ Safe passing opportunities	
<ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">○ Road width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

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

Morris, CT



2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Date From: 01/01/2015
Date To: 12/31/2015
Towns: Morris
Town & Route: Town:87 Route:1 Intersection:undefined Milepost:-
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



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

Markers | Heatmap | Select & Query | Query Selection

Injury of any type (Serious, Minor, Possible) Fatal (Kill)
 Property Damage Only

Select All | Deselect All

This web site is exempt from discovery or admission under 23 U.S.C. 409.

edu...



Road Safety Audit – Morris

Crash Summary

Data: 3 years (2012-2014)

There were no crashes that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	1	100%
Injury (No fatality)	0	0%
Fatality	0	0%
Total	1	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	0	0%
Rear-end	0	0%
Turning-Intersecting Paths	0	0%
Turning-Opposite Direction	0	0%
Fixed Object	1	100%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overtake	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	1	



Weather Condition	Number of Crashes	
Snow	0	0%
Rain	0	0%
No Adverse Condition	1	100%
Unknown	0	0%
Fog	0	0%
Other	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	1	

Light Condition	Number of Crashes	
Dark-Not Lighted	1	100%
Dark-Lighted	0	0%
Daylight	0	0%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	1	

Road Surface Condition	Number of Crashes	
Snow/Slush	0	0%
Wet	0	0%
Dry	1	100%
Unknown	0	0%
Ice	0	0%
Other	0	0.0%
Total	1	







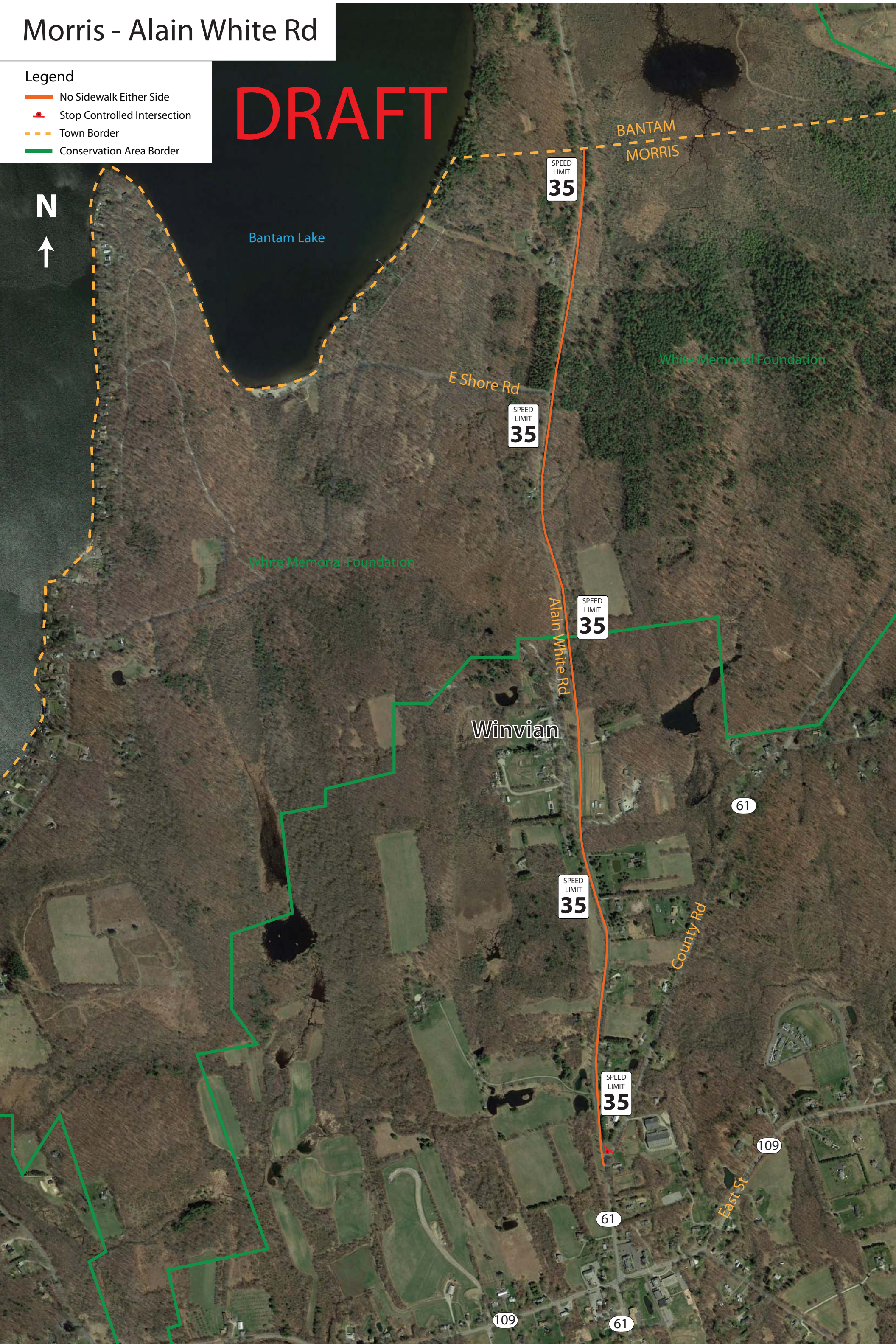
Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	0	0%
8:00	8:59	0	0%
9:00	9:59	0	0%
10:00	10:59	0	0%
11:00	11:59	0	0%
12:00	12:59	0	0%
13:00	13:59	0	0%
14:00	14:59	0	0%
15:00	15:59	0	0%
16:00	16:59	1	100%
17:00	17:59	0	0%
18:00	18:59	0	0%
19:00	19:59	0	0%
20:00	20:59	0	0%
21:00	21:59	0	0%
22:00	22:59	0	0%
23:00	23:59	0	0%
Total		1	

Morris - Alain White Rd

DRAFT

Legend

-  No Sidewalk Either Side
-  Stop Controlled Intersection
-  Town Border
-  Conservation Area Border



Bantam Lake

BANTAM
MORRIS

White Memorial Foundation

E Shore Rd

White Memorial Foundation

Alain White Rd

Winvian

61

County Rd

109

East St

61

61

109

SPEED
LIMIT
35

SPEED
LIMIT
35

SPEED
LIMIT
35

SPEED
LIMIT
35

SPEED
LIMIT
35



Road Safety Audit – Morris

Fact Sheet

Functional Classification:

- Alain White Road is classified as a Major Collector

ADT

- ADT on Alain White Road is 1,800 – 3,200

Population and Employment Data (2014):

- Population: 2,289
- Employment: 450

Urbanized Area

- Morris is not in an Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Morris exceeding the state average.
- The statewide average percentage minority population is 30.53%. There are no areas in Morris exceeding the state average.

Air Quality

- Morris' CIPP number 311
- Morris is within the Greater CT Marginal Ozone Area
- Morris is within a CO Attainment Area





COMMUNITY
connectivity program

Appendix D



AECOM
Built to deliver a better world

northeast Councils
of officials

Alain White Road Safety Audit

09-27-16

Observations

Steve Bury, Morris Highway Department

Drainage Issues

From RT 61 north approximately 700'

Ponding on roadway during heavy rain events and when snow and ice block water from draining into grass area's on side of roadway.

Drainage should be installed with catch basins. Also a state DOT storm drain outlet pipe located on the grass area @ the intersection of RT 61, should be piped into any new storm water drainage system. Storm water from this system could possibly be directed to an existing pond located on the west side of Alain White Road. Explore the possibility of installing an environmentally friendly filtering system on the outflow of this new drainage.

Ledges area approximately 500' north of Winvian emergency access driveway winter/spring issue

During times of high water table, water leeches through pavement causing ice conditions and results in pot holes from freeze thaw cycles.

Installing Drainage in this area, including under pavement drains to collect the subsurface water.

Power Poles - clearance issue

Approximately 800' north of East Shore Road intersection, running on East side of roadway to the Litchfield Town Line. Starting @ CL&P pole # E59. Poles are within 2' of edge of roadway, with some as close as 8" to roadway.

Work with Eversource to move these poles back to match poles @ the Litchfield line.

Protection Systems

Just south of Winvian emergency access driveway, going south both sides of the road, current post and cable system needs replacement with updated guard rail system.

Road Width

Current roadway width is 24' average. Widening road to allow for shoulders making an area for bicyclists to traverse the road more safely.