



Appendices

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Appendix A – Study Team List

Project Study Team Presenters

- SCRCOG
 - Stephen Dudley
- VHB – Study Prime Consultant
 - Joseph Balskus
- RACE Coastal Engineering- Subconsultant
 - Jill Pietropaolo
- Study Advisory Committee Members

Study Advisory Committee Members

SCRCOG

Steve Dudley

BRANFORD

John Hoefflerle

Jon Mulhern

Harry Smith

Karyl Lee Hall

GUILFORD

Janice Plaziak

George Kral

Shirley Girioni

CTDOT

Edgar Wynkoop

Fred Kulakowski

Claire Sylvestre



Appendix B – 1996 Study

From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



prepared for:

**The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation**

The Route 77 and 146 Advisory Committee

The following individuals have participated in Advisory Committee meetings. Each of the First Selectmen were asked to appoint representatives of a cross-section of their community. In addition, representatives of various agency and stakeholder groups were asked to participate, or volunteered to participate in meetings:

Jim Barnes, Landscape Supervisor, ConnDOT District III
Chester Blomquist, Chairman, Branford Conservation Commission
Peter Borgemeister, Branford Land Trust
Kenneth Botzek, Regional Arborist, CT Light & Power
Jane Bouley, Town of Branford Historian
Lauren Brown, resident of Branford
Herbert Burstein, South Central COG
Earl Carlin, resident of Branford
Earl Colter, resident of Branford
Kim Conlin, Lenny's Restaurant, Branford
Neal Crowley, Economic Development Commission, Branford
David Fisher, Chairman, Transportation Planning Committee, Guilford
Shirley Girioni, Guilford Preservation Alliance
Karyl Lee Hall, resident of Branford
John Herzan, Conn. Historical Commission
Carol Hungerford, Customer Engineering Services, CT Light & Power
Toini Jaffe, Guilford Land Conservation Trust
John Kingsbury, Chairman, Guilford Planning Commission
George Kral, Town Planner, Town of Guilford
Herman Lehlbach, Conn DOT
Leslie Maclise Kane, Guilford Tree Warden,
Rick Mayer, Coalition of CT Bicyclists
Jay Medlyn, Medlyn Farms, Branford and Guilford
Helen Mulvey, resident of Branford
James Portley, Town Engineer, Town of Guilford
Shirley Rasmussen, Town Planner, Town of Branford
Chris Riley, AMTRAK
Sandy Rux, Economic Development, Town of Guilford
Tim Snider, resident of Branford
Martin Wright, Guilford Preservation Alliance

Yes, it is a land fair to behold; its feet in the salt sea, accessible to mermaids and it may be visited by the Flying Dutchman; its head in the clouds and sunshine affording regions from which one may view the pagentry of New England — pasture lots with stone walls, white farm-houses and whiter church spires, lakes filled with sweet waters, woods, mile beyond mile, distant hills like goldern patterns in the tapestry of the purple haze.

There are higher hills and mightier rivers and forests more vast. — There are not any more beautiful.

Charles D. Hubbard, Old Guilford, 1939

From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN

cover photos: Aerial view of Quonnipaug Mountain (left) and vicinity of Leetes Island (right)

prepared for:

**The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation**

prepared by:

Lardner/Klein Landscape Architects, P.C.

Hutton Associates, Inc.

Mary Means & Associates

A-N Consulting Engineers

Higgins & Quasebarth

Ken Kruckemeyer

December 1996

The Route 77 and 146 Management Plan Project Team

Landscape Architecture:

Lardner/Klein Landscape Architects

Jim Klein (Project Director)

Jeremiah Bergstrom

Kate Davidson

Land Use Planning:

Hutton Associates, Inc.

Ernie Hutton

Randy Mason

Community Planning:

Mary Means & Associates

Mary Means

Carol Ann Perovshek

Civil Engineering :

A-N Consulting Engineers

Alan Nafis

Historic Preservation:

Higgins & Quasebarth

Bill Higgins

Anne Covell

Christopher Jenks

Design Research:

Ken Kruckemeyer, MIT

Connecticut Dept. of Transportation:

Herman Lehlbach, Project Manager

Illustrations by:

Jeremiah Bergstrom and Jim Klein

All Photographs Courtesy of:

Lardner/Klein Landscape Architects,

P.C. unless otherwise noted.

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Preparation of this Corridor Management Plan is funded by the Federal Highway Administration Scenic Byway Program. The Route 77 and 146 Corridor Management Plan is endorsed by the State of Connecticut Department of Transportation and the Route 77 and 146 Scenic Roads Advisory Committee. It has been agreed that the Connecticut Department of Transportation and the Towns of Branford and Guilford, represented by a jointly appointed advisory committee will keep each other informed and work together to preserve these highways in their natural and pristine beauty.

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Due to reproduction costs, not all technical appendices have been included in every copy of the final report. Full versions of the appendices have been provided to each town, and the Connecticut Department of Transportation.



Introduction

In the early Spring of 1996, a team of landscape architects, planners, and engineers, retained by the Connecticut Department of Transportation (ConnDOT) with funding from the Federal Highway Administration's Scenic Byway Program, began working with an advisory committee appointed by the Selectmen of Guilford and Branford to find ways of conserving the scenic qualities of the state designated scenic segments of Routes 77 and 146.

While ConnDOT may be responsible for the road and right-of-way, the 'scenery' part is owned by each and every property owner along the way. Land use is a local issue under town control. Plus, there are many users of the road whose needs must be considered. To keep a scenic road "scenic", a conscious collaboration is needed – and everyone who 'owns' Routes 77 and 146 must be part of it.

That is not practical, so an Advisory Committee has been acting as a kind of 'surrogate community' with representatives of various town boards and commissions, property owners, small businesses, land trusts, preservation and historical societies. The Advisory Committee has helped the planning team in reviewing and revising goals and objectives for the plan, as well as the concepts and strategies.

With the Advisory Committee in place, the Planning Team began conducting extensive inventories to determine the 'intrinsic values' of Routes 77 and 146 – those special qualities of countryside and village – including stone walls, rows of mature trees, historic buildings and villages, mature roadside forests, high quality vistas, wetlands and coastal marshes. Inventory maps were prepared of the entire corridor. The team's engineers prepared a highway safety analysis to identify any potential trouble spots that needed to be considered as part of the planning process. The results of these inventories are included in Chapter II, Existing Conditions.

A well attended public meeting was held May 21 to identify issues and concerns about existing land use and management practices along the routes, as well as the difficult issue of increasing competition for the

use of the roads from bicyclists, joggers, tourists, and residents. The overwhelming desire of the meeting attendees and the advisory committee was to identify ways to guide the "uses" and the "users" along these two scenic roads, rather than adapting the roads to the changing demands being placed upon them.

Issues and Concerns

While most of the residents expressed a concern about how best to keep the scenic roads just the way they are today, a number of other issues were also raised:

- the purpose of the original designation as a scenic road (and the creation of the scenic road legislation) was for preservation rather than tourism development; and a major concern was expressed about the impact of large scale, inappropriate tourism development;
- uncontrolled development "will eventually extinguish the reasons people come here in the first place;"



Figure 1 - Inventory maps of the Route 77 and 146 Corridor were on display at the Spring 1996 public meeting at the Guilford Community Center.



Figure 2 - Advisory Committee members review goals and objectives at the Guilford Library.

- a community fund was needed to protect critical views and open space;
- concern was expressed for critical historic sites and districts, especially the stone barn along Route 77 that is close to the road and the four historic districts that are found along these two routes;
- traffic volume and traffic speed is a persistent problem, especially in heavily used pedestrian areas such as Limewood Beach and Stony Creek;
- bicycle safety is a major and growing concern, but the road should not be widened for bicycles, and a separated trail should be pursued;
- safer pedestrian access was needed to help people get out of their cars and enjoy the area on foot or by bicycle;
- utility lines were a major concern – especially those utility lines that interfered with particularly attractive scenic views;
- the electrification of AMTRAK was a big concern especially the impact of the paralleling station proposed along Route 146;
- light pollution was identified as an issue and ways were suggested to reduce the impact of roadway lighting on the night sky;
- concerns were raised about inappropriate roadside management, especially tree cutting without reasonable public notice and excessive widening of intersections and bridges;
- questions were raised about the Jersey barriers on Limewood Beach and if the appearance of them could be improved.

In response to these and other issues, the study team and advisory committee developed an overall vision, and a set of accompanying goals and objectives to guide further development of the plan. These goals and objectives are located at the beginning of Chapter III, Planning Concepts.

Keeping in mind that the overriding vision, goals and objectives are to keep these scenic roads just the way they are today, the plan also recognizes that there must be a way to guide the activities of the users (including all modes of transportation) and the use of adjoining lands to adapt to the existing conditions of the road. The resulting corridor management plan includes four distinct groups of planning concepts:

1. Resource Protection Strategies

- preserving visually prominent landscapes and high quality views;
- preserving stone walls and mature trees.

2. Strategies for Getting Around by Bicycle and by Foot

- directing visitors to appropriate places to enjoy the scenery;
- creating a few more places to pull off and get out of the car;
- finding ways to give drivers more clues that they are in a pedestrian oriented place and making it safer for people to walk around.

3. Design Guidelines for the Road and Right-of-Way

- working with ConnDOT to enhance the overall appearance of the immediate roadside environment (shoulders, signs, lighting, landscape maintenance and new planting)

4. Design Guidelines for Conserving the View and Context

- working with property owners to ensure that new development fits with the landscape and architecture that make Branford and Guilford unique.

Perhaps the biggest question raised by the advisory committee and attendees at public meetings is the question of how the plan will be implemented. This plan relies upon the commitment of each town, the Connecticut Department of Transportation and other state and regional agencies, neighbors, civic groups, land trusts and others, who must work together at coordinating the everyday decisions that shape the form and appearance of these two scenic routes.

The first such coordination opportunity exists in each town's Plan of Conservation and Development, where key strategies in the corridor management plan can be incorporated into the overall policies that shape the use of land. The second opportunity is in the pursuit of funds to implement high priority early action projects, such as improving pedestrian circulation in the vicinity of the Montowese St. Bridge or pedestrian safety improvements around the Guilford Green.

The third, and most important, opportunity is in how the plan can be incorporated into the day to day activities of those that use, live nearby, or visit these two scenic roads. For those that are responsible for the maintenance and management of the road and right-of-way, it means incorporating some of the plan's recommendations into general roadway maintenance activities, such as upgrading guiderails

to a more attractive style when they need replacing. For those that live along the road it means working together with neighbors to clean up litter and coordinate plantings along the road to achieve an overall greater effect than would be possible if each person were to act individually. For those that visit these places, it means encouraging people to park their cars and explore them on foot or by bicycle.

The Towns of Branford and Guilford are fortunate in that there is a strong track record of community and volunteer support for land conservation and civic improvements. The plan relies upon the continuation of current efforts to conserve open space, guide development to appropriate places, improve safety for pedestrians and bicycles, and continue to take great care in maintaining the beauty of the roadside environment.



Existing Conditions

Character and Quality of the Route 77 and 146 Scenic Road Corridor

The Route 146 and Route 77 Scenic Road Corridor parallels the rocky and marshy coastline along Route 146 for 12.6 miles from its intersection with Eades St. near the Branford Green to US Route 1, and then climbs the coastal slope of Connecticut for 11.56 miles from the Guilford Green to the Durham Town Line.

The features of the scenic road corridor include coastal views, extensive systems of salt marshes, over 35 historic sites and 4 historic districts, two traditional town greens, a few remaining active farms, an attractive river running parallel to Route 77, a heavily used recreational lake, and interesting geologic features. Many of the nearby trails along Route 146 are part of the annual walk around the Town of Branford. The Westwoods area in Guilford also includes extensive and popular walking trails. Along Route 77, the Bluff Head Mountain area has extensive walking trails and dramatic views. Both routes are heavily used by bicyclists.

More than just features, there have already been extensive efforts on the part of the Guilford Land Conservation Trust, the Branford Land Trust, the Towns of Guilford and Branford, the State Department of Environmental Protection, and other private citizens and interest groups to conserve lands for open space use, and improve opportunities for public access.

The section of the Connecticut Coast in the Branford and Guilford areas is part of the coastal segment between Lighthouse Point and Guilford Point (as classified by Arthur Bloom). According to Bloom, and as described in [A Moveable Shore. The Fate of the Connecticut Coast](#) by Patton and Kent, this segment consists of rock outcrops and only sparse glacial sediment. The coastline is predominantly marsh with few beaches. Route 146 traverses a

section of the Connecticut Coast that is unique for several reasons. Patton and Kent further differentiate this segment of the Connecticut Coast as having the “smallest percentage of sandy beach (13 percent, seven miles), the smallest percentage of glacial till (10 percent, three miles) and the greatest percentage of bedrock (57 percent, 16 miles).” They go on to site the bedrock knobs of the Thimble Islands (visible from Route 146) and the stability of the beaches (although the most severe erosion is also found at the mouth of the West River).

The gentle drop in the elevation from the north to the south of the Coastal Peneplain (see Figure 3) is also visible as you descend along Route 77 from Bluff Head Mountain past Lake Quonnipaug, to the great

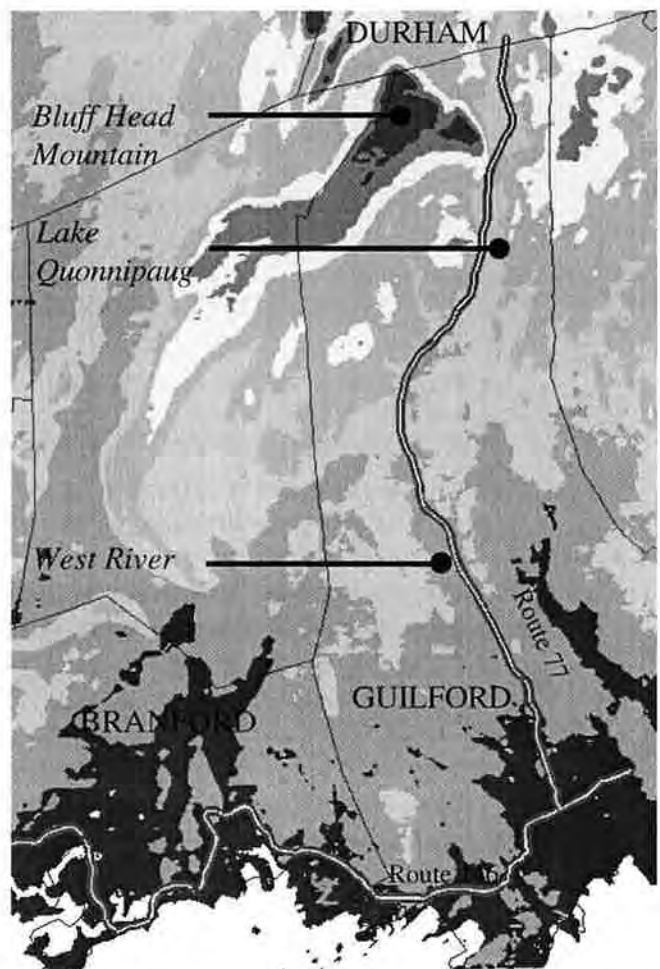


Figure 3 - Route 77 drops gradually in elevation from the north to the south across the Coastal Peneplain. Each progressively darker band of elevation represents an approximately 100 foot drop in elevation.

green valley at the head of the West River and then through the more tightly configured stream valley south of Route 80 — eventually opening up as the West River becomes influenced by the tides forming an extensive system of coastal marshes.

The study area — defined as the lands that can be seen from either Route 77 or Route 146 — is shown on Figure 4. While at first glance the land seems to be very gentle in slope, there are prominent landforms and shorelines that can be seen from many different places along the routes (darker gray areas on Figure 4). These visually prominent areas play a critical role in the overall perception of the traveler along both Route 77 and Route 146. Bluff Head and Mount Quonnipaug are particularly pronounced and can be seen for many miles. The more narrow West River corridor is defined by the stream valley. The coastal area also has prominent landforms which are mostly the rock outcroppings perpendicular to the shore — creating a series of smaller “outdoor rooms” framing attractive coastal views.

The study area has been broken down into eight sub-areas or road segments. These sub-areas are identified in Figure 5, and are as follows:

BRANFORD

Branford Center	Eades St. to Sybil Ave. (at the sharp turn)
Shoreline Communities	Limewood Ave., Hotchkiss Grove Rd., Elizabeth St., Pine Orchard Ave. (section of Rt. 146)
Inland Loop	Blackstone Ave., Totoket Rd., Stony Creek Rd. (Route 146 section)
Leetes Island Road	Leetes Island Road to Town Line

GUILFORD

Leetes Island Road (cont).	Leetes Island Road, Water St. (to West River crossing)
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Guilford Center	Route 146 - Water St. from West River to Green, Boston St. to Boston Post Road (at end of scenic designation)
West River Corridor	Durham Road (I-95 to Route 80)
North Guilford	Durham Road (Route 80 to Lake Drive - northern end of Quonnipaug Lake)
Bluff Head Mountain	Durham Road (northern end of Quonnipaug Lake to Town Line)

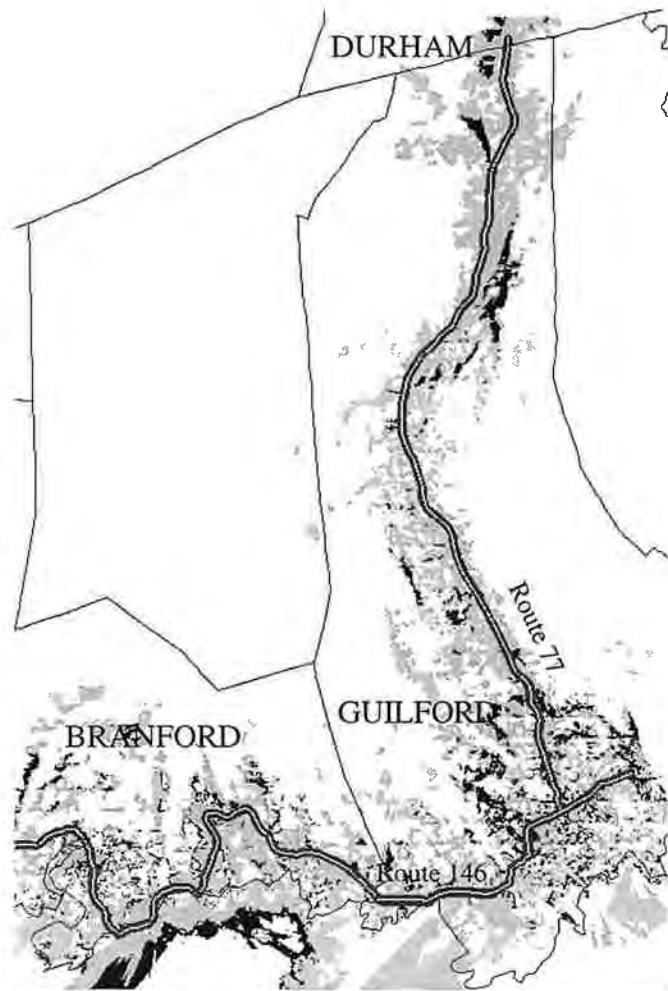
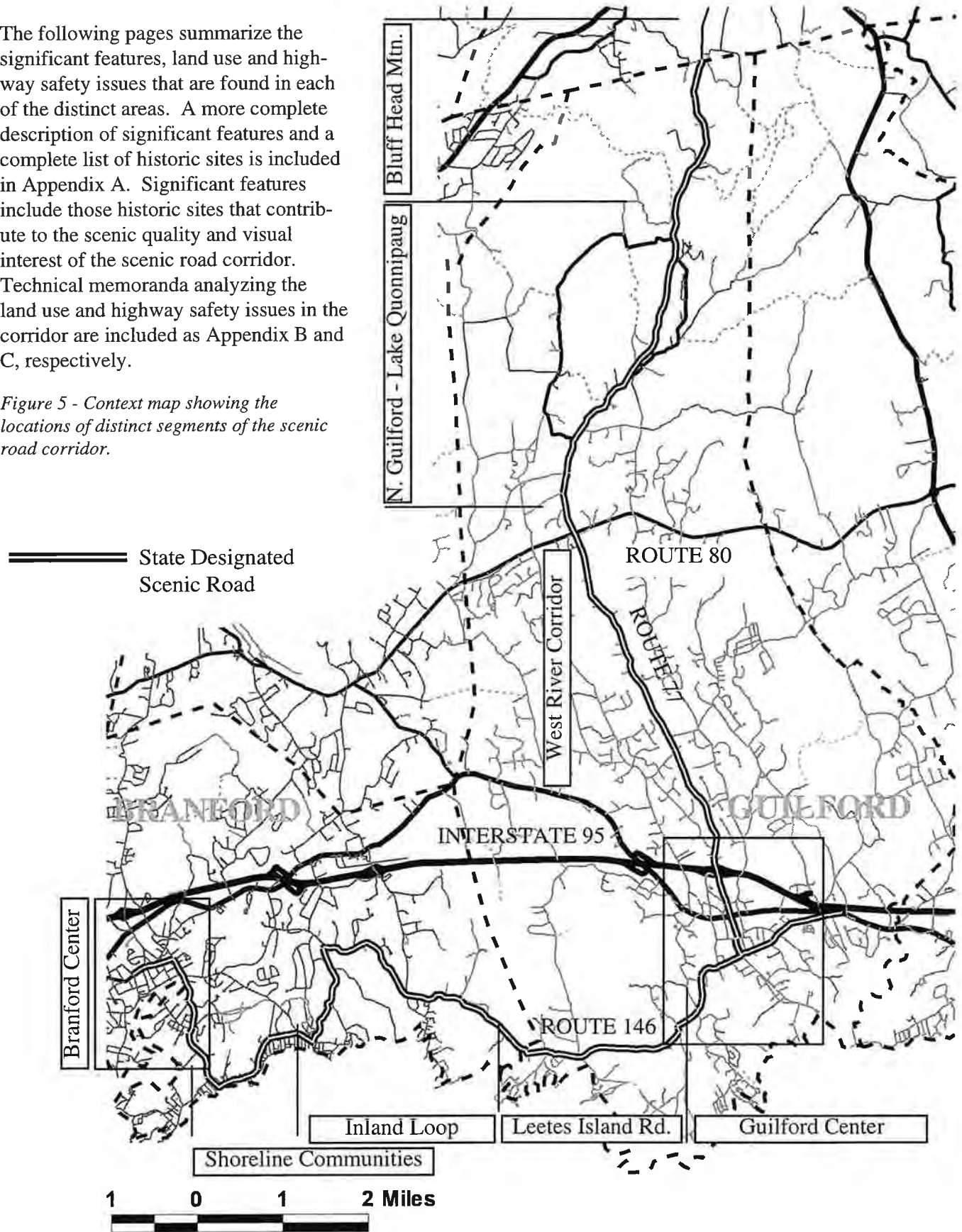


Figure 4 - The study area is defined by the viewshed, or what can potentially be seen from the road (grey areas).

The following pages summarize the significant features, land use and highway safety issues that are found in each of the distinct areas. A more complete description of significant features and a complete list of historic sites is included in Appendix A. Significant features include those historic sites that contribute to the scenic quality and visual interest of the scenic road corridor. Technical memoranda analyzing the land use and highway safety issues in the corridor are included as Appendix B and C, respectively.

Figure 5 - Context map showing the locations of distinct segments of the scenic road corridor.



Existing Conditions: Route 146

Branford Center: Branford Green to Indian Neck

SIGNIFICANT FEATURES:

- The massive Beaux Arts Blackstone Memorial Library serves as a gateway to the historic town center prior to entering the scenic road corridor (part of the *Branford Center Historic District*).
- The district includes 18th to 20th century commercial, institutional, and residential structures, many of high architectural quality -- the core of the community's public and private institutions.
- Continuing along the southern edge of the Branford Town Green, are views up to the churches, Branford Town Hall, and Branford Academy on the Green. Glimpses of retail and commercial buildings are visible to the north across the Green.
- Along this retail section are a number of compatible new in-fill buildings, enhanced by many street improvements, including attractive lighting fixtures, signage, brick sidewalks and crosswalks, and benches along the street and Green.
- Turning south along Montowese Street, immediately visible is the interlaying of residential character, from early 19th century to later (early to mid 20th century) buildings inserted.
- Crossing the Montowese St. Bridge over the Branford River there is an expansive view across the tidal flats to the southwest towards the ruins of the former early 20th century Malleable Iron Foundry which is now fronted by a large marina. (see discussion of pull-off below).
- Along Indian Neck Road the drive is through fairly dense suburban type housing ending at the Indian Neck School, a new structure built behind the original building (#3 on map) which has been substantially altered.
- Continuing south, modest early 20th century housing is located along both sides of the road including newer structures and condominiums.
- Entering Indian Neck, a change is apparent with the feel of an older ocean front village. The triangular intersection is filled on all corners by country and fish markets,



PHOTO COURTESY OF HIGGINS & QUASEBARTH

Figure 6 - Route 146 near the Branford Green.

Lenny's, a local eating institution, and the Indian Neck Co. 9 Firehouse. There are expansive views south and west across the tidal basin flats and onto the ocean.

- A point of interest nearby is the Linden Shores area — with many resort and estate homes of historic interest.

LAND USE AND DESIGN ISSUES:

- How do you get to the scenic road?
 - Identifying a way to get from 1-95 to Route 146 (Exit 54 seems to be the best solution).
 - A more defined entrance is needed, reinforced by informational and directional signage as well as landscaping.
- How do you know you are there once you get there?
 - The Branford Town Green as a whole should be the western gateway to the corridor, the first major element of the scenic roadway — as the central common space, it represents the Town as a whole, and is the logical starting point for scenic drives and bicycle touring.
 - it appears to have an agreed-upon plan, with design guidelines and design review — thus ensuring a long-term continuity.
- The proposed development of a pull-off at the reconstructed Montowese St. bridge over the Branford River (a joint project of the Branford Land Trust and the various civic organizations) will provide an important and safe place to view the scenery.

- The Route 146 link to Indian Neck contains a variety of uses and views:
 - mostly 'in-fill' residential or commercial development, with some potential for improvement of street trees, defining curb cuts, improving pedestrian circulation and using landscape to more clearly define the intersections.
- Of particular interest is the view from Lenny's Restaurant, the appearance of adjacent development, and opportunities for improving the parking lot as a public/private effort.

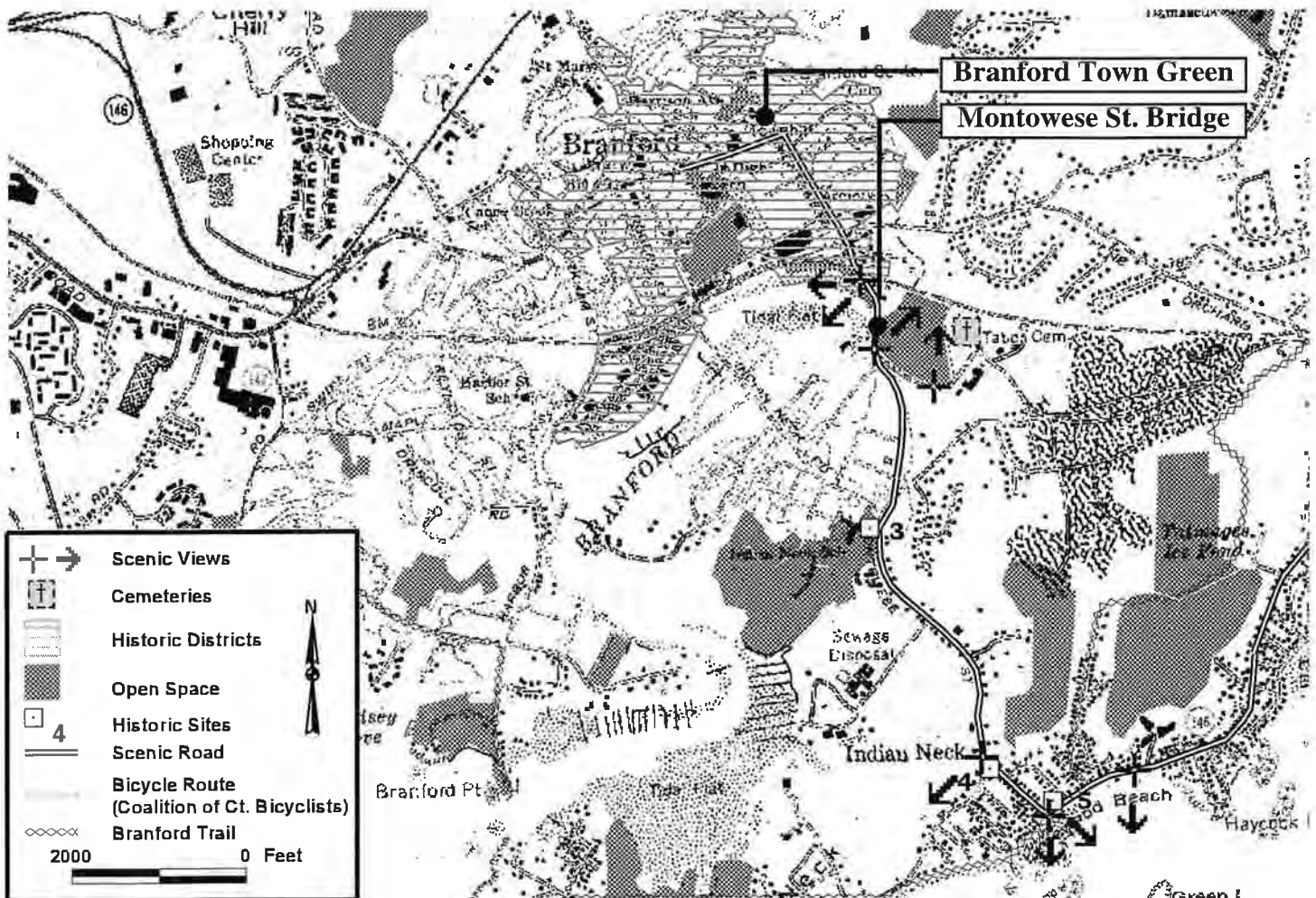
There is an apparent need to coordinate the pedestrian circulation to connect the neighborhoods along Montowese St., with Branford Center across the new bridge and under the AMTRAK line, and to link additional Branford Land Trust properties on the East side of the Montowese St. Bridge.



Figure 7 - Aerial view of Branford Center with the Branford River in the background.

HIGHWAY SAFETY ISSUES

- There were 11,400 vehicles (Average Daily Traffic or ADT) at the area of Montowese St. and Meadows St., and 13 accidents were recorded between 1992-1995 at the intersection of Montowese Street and South Main Street and 10 accidents during the same period at the intersection of Eades St. and South Main Street.



Existing Conditions: Route 146

Shoreline Communities: Indian Neck to Pine Orchard

SIGNIFICANT FEATURES:

- Immediately, sweeping views of Long Island Sound and the Thimble Islands are everywhere as one turns southeast at Limewood Beach.
- There is the feel of a summer colony with densely settled Shingle style 19th century cottages opposite the beach (#5 on map). Again, the historic resources are interlayered with later 20th century housing.
- Continuing along to Hotchkiss Grove Beach are small private streets perpendicular to 146, filled with cottage type residences expanded and altered for year round living, again interlayered with newer structures. Hotchkiss Grove was designed with a road fronting the beach to give access to all people in the community.
- Looking south down these streets are occasional glimpses of Blackstone Rocks and Long Island Sound.
- Turning east toward Pine Orchard, another change is imminent: larger and more gracious early 20th century homes and a sprinkling of large estate type housing. Glimpses down private streets perpendicular to the road also offer some views of the Sound. Pine Orchard (the “Newport of Connecticut”) was filled with expensive homes (8 bedroom summer cottages). The original pines are located at the corner of Spring Rock and Route 146. The Young family developed the area, having purchased it from the Blackstone Family.



Figure 8 - Dramatic view of Long Island Sound and islands with dangerous pullout as the only place to stop.

HIGHWAY AND PEDESTRIAN SAFETY

ISSUES

- The initial segment of this road contains some of the scenic roadway’s most important views but also characterize some of its most contradictory safety features:
 - The first view of the Sound and associated rocky islands, at the 90-degree Limewood Beach turn in the road, is so dramatic as to be dangerous.
 - The roadway along the private Limewood Beach continues those views but is in poor shape, stabilized with a Jersey Barrier.
 - Houses on the land side of the road are extremely close and there is little pedestrian access.

Land Use and Design Issues:

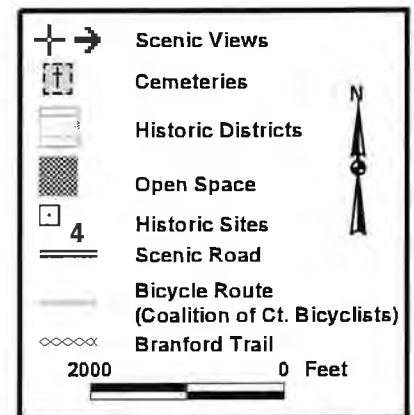
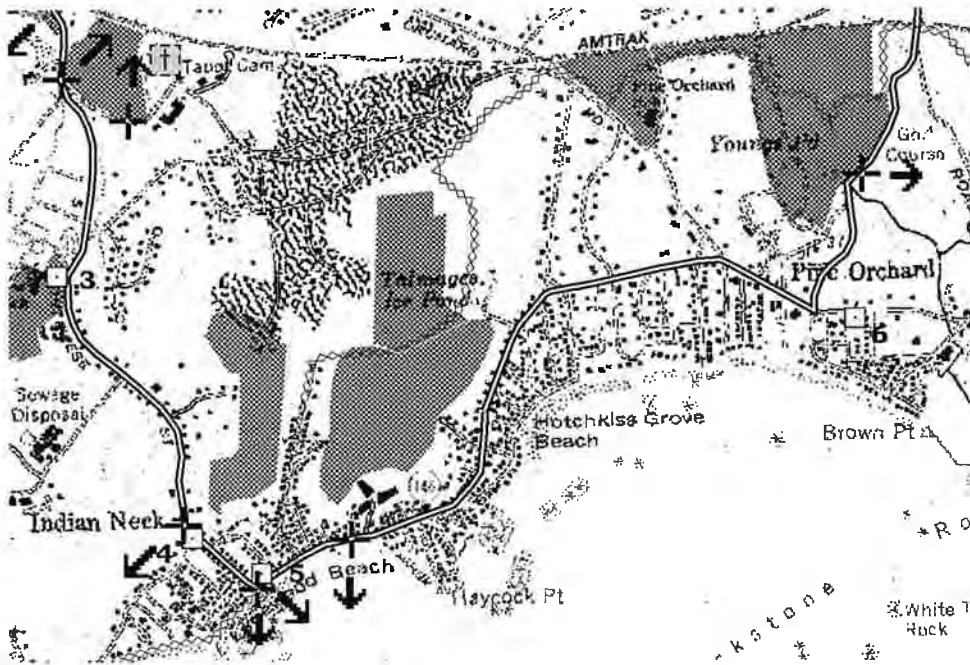
- This shoreline segment, through Haycock Point, Hotchkiss Grove, and Pine Orchard has more intimate views of trees and homes:
 - Private roads in Hotchkiss Grove are unique in that one of the roads fronts the waterfront, creating a semi-public beach for the residents, but the general public can only get glimpses of the waterfront area.
 - An issue of residents may be a concern about increasing tourism traffic and the potential for an increase in unauthorized public use of the private roads.



Figure 9 - Aerial view of Haycock Point and edge of Limewood Beach. (left)



Figure 10 - Aerial view of Young's Pond.



Existing Conditions: Route 146

Inland Loop: Pine Orchard to Leetes Island

SIGNIFICANT FEATURES

- The transition point from the Shoreline Communities to the Inland Loop with its curving narrow roads, is marked by a small pond as one turns north on Totoket Road.
- At this intersection, the view across the Pond to Pine Orchard Union Chapel (#6 on map) affords views of the well-groomed, large and gracious high-style, early 20th-century waterfront houses.
- Young's Pond Park and the golf course to the north are attractive visual features that offer potential for a more designated place to pull off and learn the story of the Young family's role in the development of Branford.
- There is also potential for public pedestrian pathways (and possibly bike paths) adjacent to but not within the right-of-way.
- The northern section of Totoket Road is the location of two notable residences built almost 100 years apart: the 1747 Isaac Hoadley House (#7 on map) and across the street, the circa 1860 Italianate house (#8 on map).
- Damascus Cemetery is a byway feature marking a sharp turn in the route toward Stony Creek. Better signage is needed to mark this turn.
- This was an area of few farms so historic resources are relatively scarce along the segment between Damascus Cemetery and Stony Creek, with a few early residences (#9 and #10 on map) interlayered with later, 20th-century houses.
- The Trolley Line Trail and properties managed by the Branford Land Trust provide extensive walking trails (and additional interpretive opportunities). At the Vedders Memorial there is a dramatic view of Long Island Sound.
- The western edge of Stony Creek is another transition point, where Route 146 becomes Leetes Island Road. It is marked by a small group of early houses, most important of which is the circa 1790 Edward Frisbie Homestead (#11 on map), glimpsed on a slightly elevated site at the triangular intersection of Route 146 and Leetes Island Road. Just beyond the intersection is the



HIGGINS & QUASEBARTH

- Stony Creek Cemetery (#14 on map), within the Stony Creek/Thimble Island Historic District.
- This is the northernmost edge of the *Stony Creek/Thimble Island Historic District*. Most of the district is south of the byway and not visible from it. Resources in the district include the Stony Creek village center; fine examples of Stick-style late 19th-early 20th-century resort architecture; and quarry industry-related sites including quarries, modest workers' housing, stone waterfront wharves, etc. Improved signage is needed to provide direction to the district from the byway.
- The western end of the *Route 146 Historic District* is directly adjacent to the northeastern edge of the Stony Creek/Thimble Island Historic District. This linear district coincides with the designated scenic segment of 146. This part of Route 146 between Stony Creek and Guilford is known as the "old road to Guilford". The district is significant for its many examples of vernacular rural architecture from 18th to 20th-century, and the road's reconstruction as an early example of Connecticut's new "State Aid Program" between the mid 1920's and mid 1930's. The road is considered to be one of the best and most intact examples of this period of highway construction.
- Upon leaving Stony Creek, the rural ambiance is immediate with the siting of the Uziel Cook House (#15 on map) and soon after, the John Rogers House (#18 on map), both examples of 18th century frame houses.
- The sense of the historic coastal highway is also directly evident, with northern views near the residence at 626 Leetes Island Road providing glimpses of a waterfall and small ponds.
- Looking south are sweeping views across to Hoadley Neck affording views of the tidal marshes towards Long Island Sound.
- A sharp turn under a railroad bridge (#17 on map) gives evidence of the adjacent railroad line, first constructed in 1852. The line parallels the scenic road both north and south as one continues toward Guilford.

LAND USE ISSUES

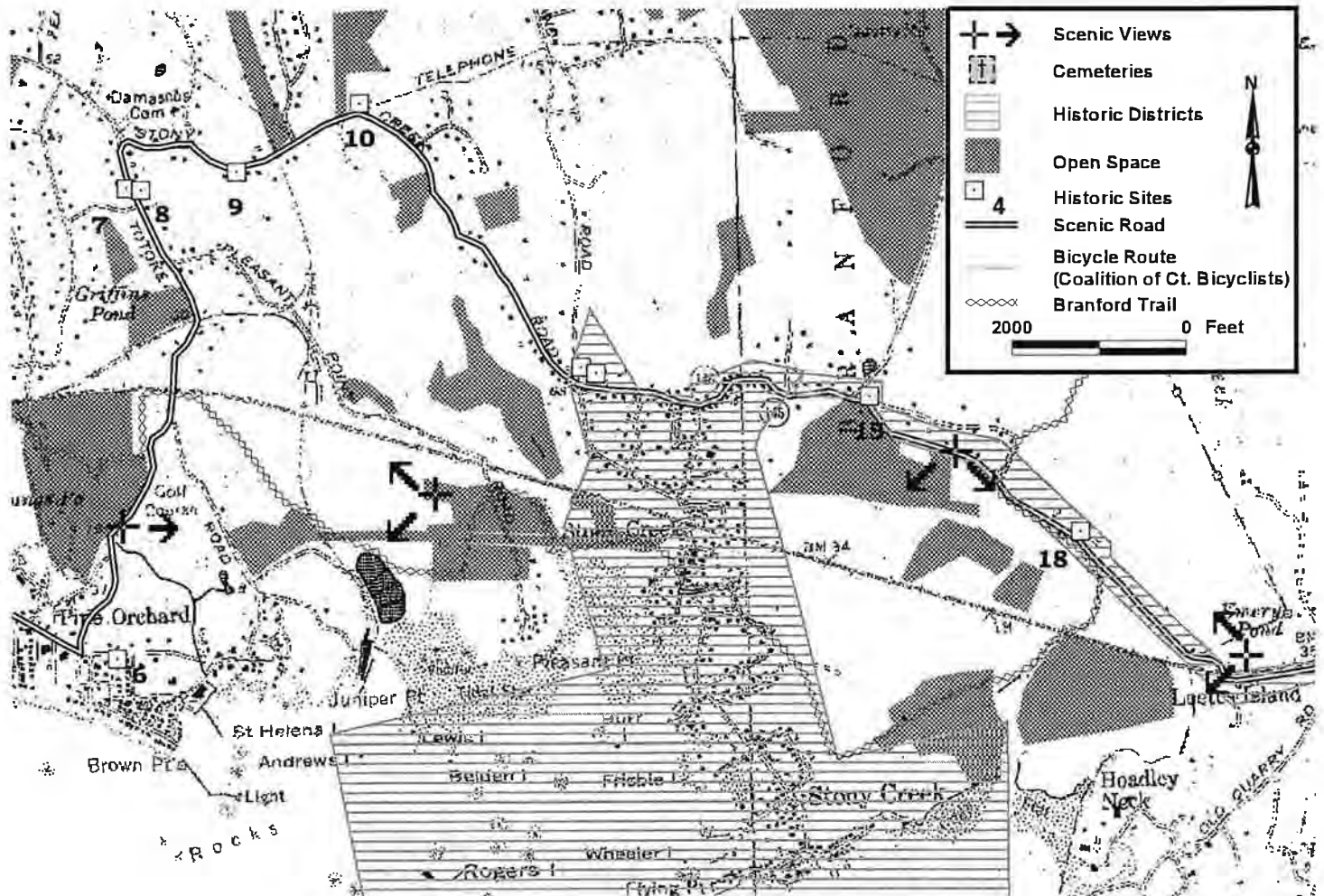
- The area around the 146 intersection with Leetes Island Road may be prone to new development:
 - Residential development pressure from the

- north at I-95 may increase traffic.
- Tourism pressure on Stony Creek (ferry service, etc). may also increase with scenic road travellers if not carefully anticipated and controlled.
- Along 146 to Leetes Island, some but not all views of coastal marshes and adjacent farms have varying degrees of protection ranging from land trust purchases, to National Historic District designation, to preservation-oriented private ownership.

HIGHWAY AND PEDESTRIAN SAFETY ISSUES

- Route 146 in this segment is difficult to follow, especially where the name of the road changes multiple times, or where it abruptly turns 90 degrees north.
- Additional signage would be helpful if carefully designed to fit in with the character of the neighborhood. The existing scenic road signs are too large. A change in signage may require extensive involvement from ConnDOT — some smaller version may be useful.

- The pond area at the intersection of Pine Orchard Road and Blackstone Avenue is attractive but it is unclear who actually owns the land. (There were 10 accidents at this intersection recorded between 1992-1995).
- Golfers crossing the road may present a safety issue.
- There are two intersections that make it difficult to follow Route 146:
 - The Stony Creek Road/Damascus Road/Totoket Avenue intersection (a three-leg intersection with stop control on Totoket Avenue) requires a sharp right turn with little warning.
 - The Stony Creek Road/Leetes Island Road/Thimble Island Road intersection (a four-leg, four-way stop intersection) has skewed angles that require the Route 146 driver to continue in an easterly or westerly direction, but change from Stony Creek Road to Leetes Island Road. In addition to the change in names and confusion about how to continue on Route 146, it is difficult to know who has the right-of-way in the intersection.



Existing Conditions: Route 146

Leetes Island Road: Leetes Island to West River

SIGNIFICANT FEATURES

- The intersection of the scenic road with the Westwoods trail system (north of the rail line at Sachems Head Road) is a well utilized parking area and presents another opportunity to encourage scenic drivers to get out of their car and enjoy this attractive natural area.
- Attractive nearby roads afford the potential for forming a network of local scenic routes — many of which are more suitable for bicycles — rather than focusing on a single State designated scenic route.
- Crossing the town line into Guilford, one arrives at the intersection with New Quarry Road (to the north) and Old Quarry Road (to the south), reminding travelers of the role of the granite quarrying industry in community development. The Pelatiah Leete House, built circa 1745, is located nearby (#19 on map).
- The coastal views continue with low tidal marshes seemingly everywhere looking south towards Joshua's Bay and Island Bay and north into a series of inlets such as Emery's Pond and Lost Lake.
- The characteristic mix of rural coastal Connecticut and new industry of the 19th century is seen at a small farm complex sited close to the road on the south at Island Bay. A Greek Revival house with two red barns and the Edward L. Leete House (#20 on map), circa 1834, (barns built in the 18th and 19th century) are located on the south side of the scenic road. This property has been in the Leete family since the 17th century and has been continuously occupied by the family since 1705.
- Continuing along to West River, the natural resources of the coastal flats, marshes, ponds and sporadic rock outcroppings are the scenic road's prominent features upon which the railroad line and a variety of 19th and 20th century housing have been built.

LAND USE ISSUES

- The crests of the rocky outcrop knobs found along the road may be vulnerable to future residential development (such as the Pinchot tract, now earmarked for Branford Land Trust purchase, although the willingness of other owners to cooperate in a bargain land sale, such as the one for the Pinchot tract, may not be so universal).
- Views of coastal marshes (looking south) are vulnerable to the impacts of AMTRAK electrification (additional structures and electrical distribution lines, clearing of vegetation, etc). Mitigation efforts were requested and should be monitored by the Towns of Branford and Guilford.

HIGHWAY AND PEDESTRIAN SAFETY ISSUES

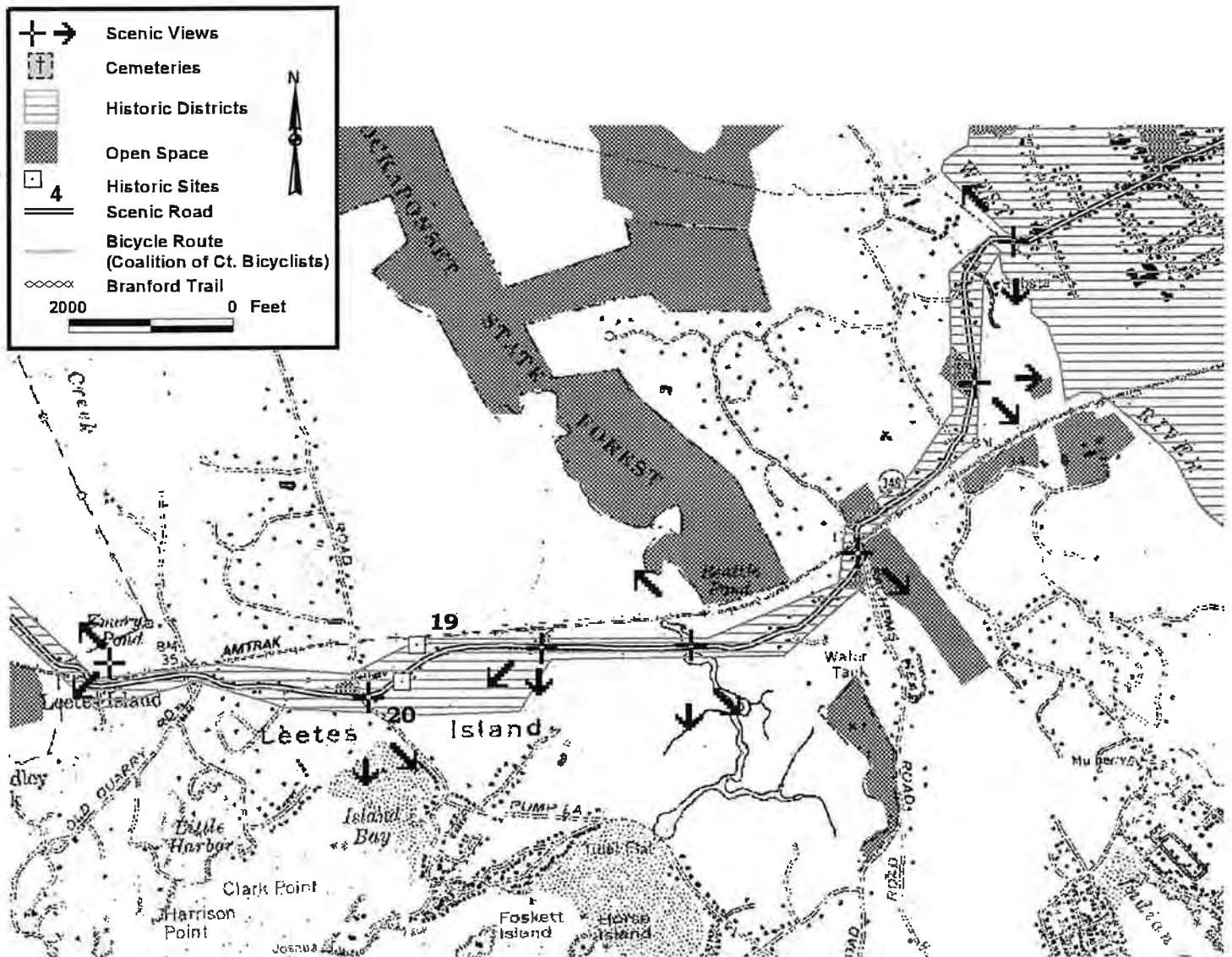
- The underpasses at the rail line are circuitous and narrow (sharp 'S' curves):
 - They may require special design treatment to warn and slow oncoming traffic.
 - Bikeway routes may need to be developed on new or adjacent rights-of-way rather than on the roadway to avoid these crossings.
- There are few if any pull-offs available to appreciate the scenery. The Branford Land Trust owns one parcel (between #15 and #18 on the feature map on page 13) with frontage along Route 146. They would like to define more clearly the area for cars to limit the further compaction of the soil. Medlyn Farm also serves as a place to stop along the way (hopefully to buy early tomatoes and other specialty crops!)
- There are additional winding sections of road with fixed objects close to the roadway (rock outcrops, trees, etc).



Figure 11 - Aerial view showing Lost Lake (foreground), the rail line, and Route 146 passing through tidal marshes.



Figure 12 - Bicycling through coastal marshes and inlets along Route 146.



Existing Conditions: Route 77 and Route 146

Guilford Center: Route 146 - West River to Route 1

SIGNIFICANT FEATURES

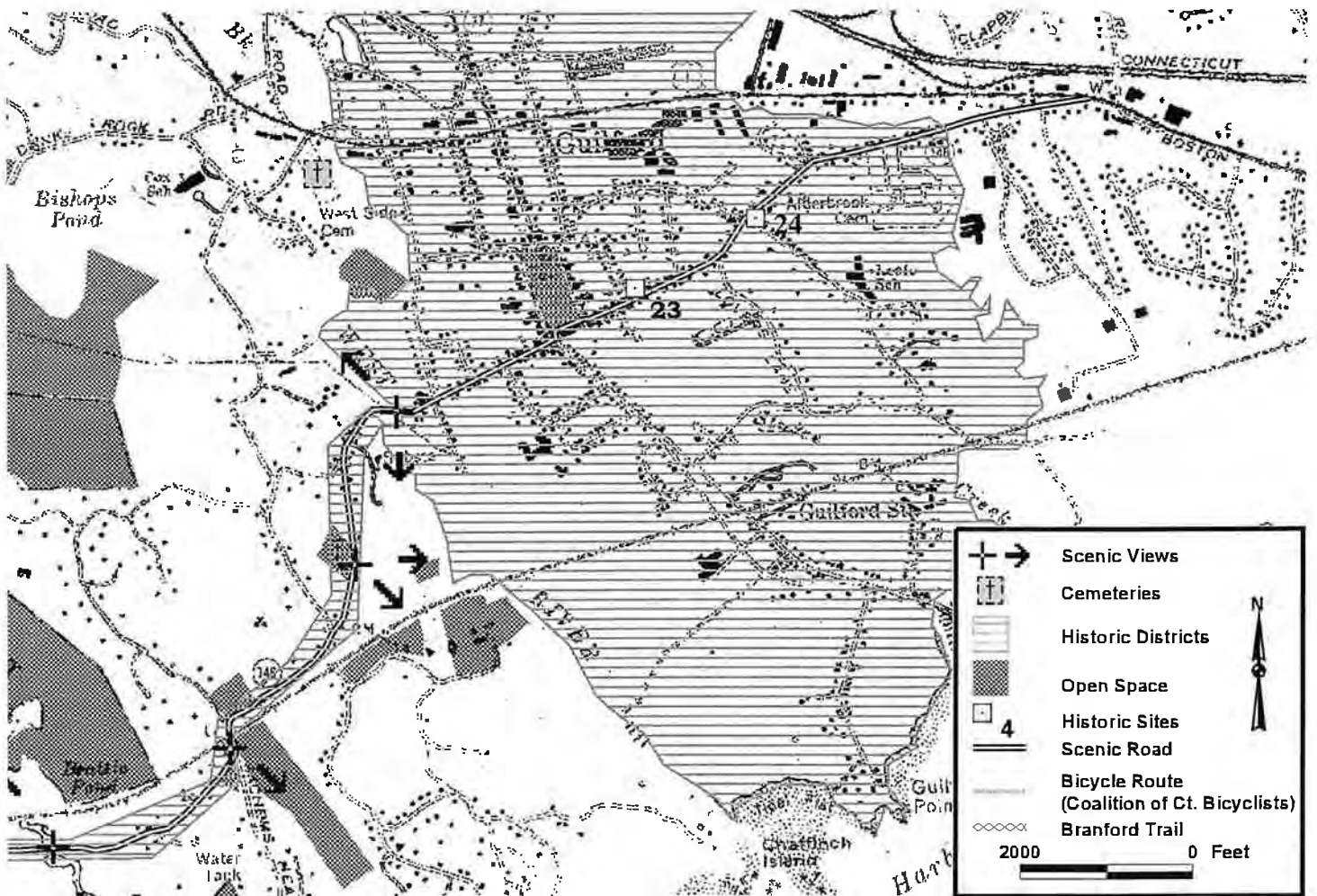
- The West River, the coastal marshes end and the dense built environment of Guilford becomes evident. The scenic road is the main coastal corridor into the historic downtown area. This is now the *Guilford Town Center Historic District*, from the river east to Route 1, the end of this scenic road.
- This segment of the scenic road begins with the industrial property east of the bridge over West River. It runs east toward the Guilford Green past numerous 19th century residential buildings which retain the sense of style and massing of the period.
- Guilford Green is the striking focal point of the community as well as a vital center of activity. It is surrounded by substantial public and private institutions like the Town Hall, Public Library, the Episcopal, Christian Science, Roman Catholic (newer building) and Congregational churches, with professional offices mostly to the east and north, and a range of commercial and retail uses found primarily along the scenic road and west of the Green. Across the Green to the north is the prominent steeple of the First Congregational Church.
- Additional signage to the south of the Green could note the nearby existence of the shoreline and recreational uses, as well as the intersection of the two scenic corridors.
- Continuing east, a range of 17th to 20th century housing stands close to the road including several colonials, the earliest being the Hyland House (#23 on map) which is an altered 1660 residence, followed by several 18th century houses like the Thomas Griswold House (#24 on map) built in 1774 and now a museum. This end of the scenic road clearly illustrates the interlaying of styles over several hundred years, most of which are residential.



Figure 13 - Aerial view of the Guilford Green and Historic District.



Figure 14 - Scenic view of the Guilford Green.



Existing Conditions: Route 77 and Route 146

Guilford Center: Route 77 - Guilford Green to Interstate 95

SIGNIFICANT FEATURES

- With its striking location at the northern end of the Guilford Green, the First Congregational Church (#3 on map) marks the entry to Route 77 and the northern section of the *Guilford Town Center Historic District*. The scenic road maintains its dense historic architecture complementary of the Green up to Route 1, where it abruptly ends.
- On the west side of the Green, prior to heading north on the scenic road, a sign might be added to highlight additional historic and cultural resources. Heading west along Broad Street through elegant streets of primarily 19th century residences, one ends at the entry gate of the Guilford Land Trust with sweeping views over the marshlands towards Bishop Pond. This area also has a mix of commercial uses including a historic foundry.
- Beginning with the Guilford Academy (#4 on map), directly behind the Church, the Route 77 corridor is marked with a variety of 19th and early 20th century buildings.
- Beyond Route 1, the change is immediate from the historic downtown to a more suburban/rural feeling. There is a mix of historic and newer structures and uses. These range from medical offices, and retail stores to a public school and private residences north to Interstate 95 where the National Historic District boundary ends.

LAND USE AND DESIGN ISSUES

- Adjacent uses around the Guilford Green are protected by National and Local Historic District designations:
 - Adjacent utility rerouting or undergrounding is desired by the Town to improve the visual quality of much of the green and surrounding streets (such as Route 77 north).
- Along 146 both west and east of the Green, and along 77 to the north, the roadway is characterized by a mix of historic and pleasant but more ordinary structures:
 - In-fill or renovation standards would be of use here.
 - Certain key but vulnerable sites near the Route 146/Route 1 intersection, the

Route 77/Route 1 intersection, or the Route 77/I-95 intersection may require more attention than other sites.

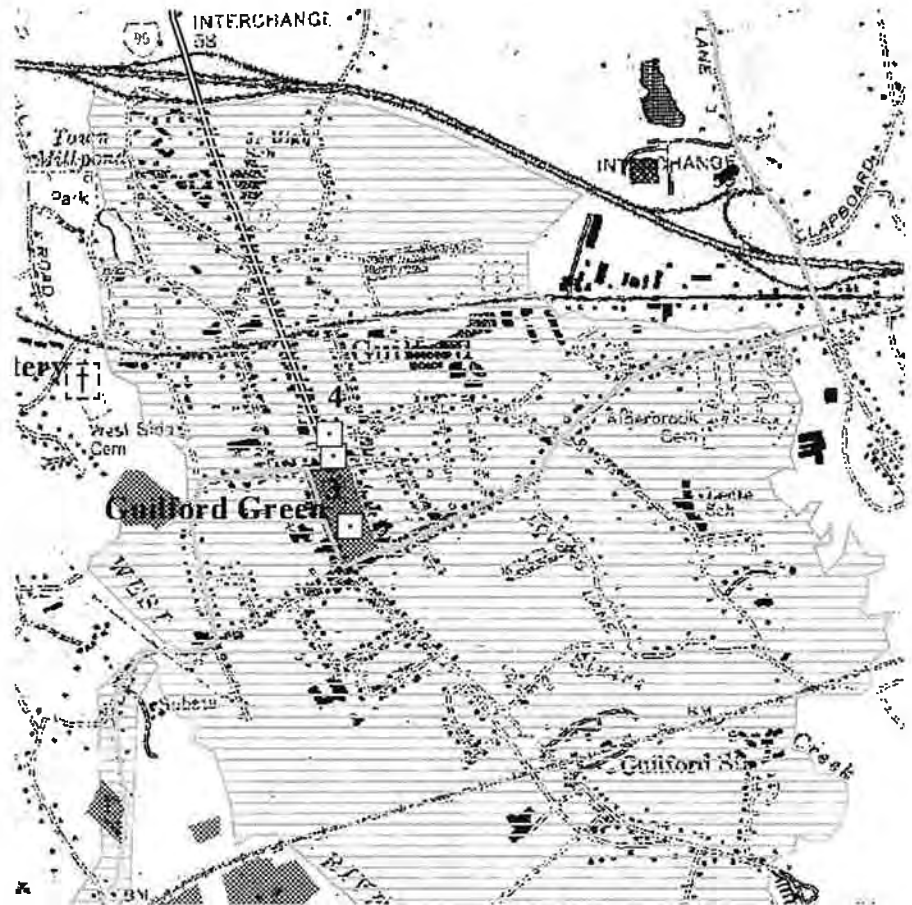
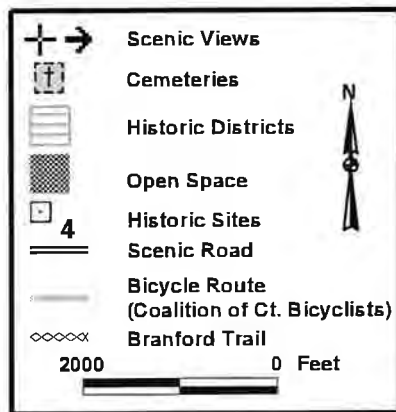
- As with the Branford area, the question of entry into this eastern corridor area is an important issue:
 - Identifying a way to get from I-95 to a central information point at the Guilford Green (Exit 58 seems to be the best solution, although the Route 1 entry from the east at Exit 59 is also an important gateway).
 - Defining at these locations a formal entrance, with proper informational and directional signage as well as landscaping will require extensive coordination from ConnDOT.

HIGHWAY AND PEDESTRIAN SAFETY ISSUES

- The intersection of Boston Street and US Route 1 is a 3 leg intersection with stop control on Boston Street (which is also skewed at an angle). According to the Town of Guilford, numerous pedestrian accidents have occurred at this intersection.
- From Park Street to west of the intersection of Whitfield Street and Route 77 there have been approximately 35 accidents over the three year period between 1992-1995.
- From I-95 to the Guilford Green, traffic volumes on Route 77 are very high and some consideration should be given for encouraging lower speeds through the densely developed area.
- Heavy intersection movements are an issue throughout the area.
- The intersection of Route 146 and 77 is dangerous for vehicles and pedestrians; although past attempts to solve this problem have resulted in no change to the intersection.



Figure 15- Aerial view of the Route 77 intersection with I-95 and Route 1.



Existing Conditions: Route 77

West River Corridor: Interstate 95 to Route 80

SIGNIFICANT FEATURES

- Bittner Park is a heavily used park with potential greenway linkages (trails) to Timberland and Lake Quonnipaug.
- The West River corridor would make an ideal greenway corridor since it parallels Route 77 and an extensive amount of land between 77 and the river is heavily constrained by slope and floodplain.
- Initially, the scenic and historic qualities of the route contrast with the newer commercial and large buildings like the retail stores and racquet club. Continuing north, large lot residences, primarily 20th century are located on both sides of the scenic road.
- Five buildings along the corridor are mapped from the Guilford 1981-82 historic survey (#5 - 10 on map). Most visually notable is the Rebuzzini Barn (#8 on map), a large stone building on the edge of the road.

LAND USE AND DESIGN ISSUES

- Property immediately surrounding the I-95 interchange is zoned commercial/ industrial, with retail uses held to the south of the interchange:
 - New development to the north is expected to be office-related.
 - Major large-scale sites on the east side of the roadway are for sale. Their detailed design and development may visually impact the roadway.
- The uses along Route 77 to the north are mostly large-lot residential — of varying quality but for the most part buffered by vegetation:
 - Where the West River winds close to the west side of Route 77, it provides a natural buffer, beyond which clusters of most types of housing look attractive.

HIGHWAY AND PEDESTRIAN SAFETY ISSUES

- Area of steep slopes to the river have extensive amounts of guide rail – old wire rail with wood posts, much of which is in need of repair. Consideration should be given to the use of steel

backed wood guiderail throughout.

- Traffic volumes are not excessive, but much higher at intersection with I-95.



Figure 16 - Rebuzzini Barn is an important historic feature of Route 77 in Guilford.



Figure 17 - Aerial view of the West River Corridor showing the natural open space separating Route 77 from rural residential homes.

Existing Conditions: Route 77

North Guilford: Route 80 to Lake Quonnipaug

SIGNIFICANT FEATURES

- A visual change is felt yet again north of the intersection of Route 80. The upper end of the West River forms a dramatic green valley in contrast to the more narrow shaped valley south of Route 80. The landscape is more rural with the historic sense of Connecticut farmlands interspersed with views across the hills and the West River, punctuated by dense forest and rock outcroppings
- At the intersection of Schoolhouse Avenue is the 19th century farmhouse and outbuildings (#13 on map) noted as “Insulting Manor” on a barn. This striking complex with views across surrounding fields retains a highly intact image of a 19th century rural farm.
- Schoolhouse Avenue could be marked with a sign to encourage visitors to head west up the hill to the *Meeting House Hill Historic District* which is not visible from the byway. This tiny district of five buildings and a Green and Cemetery, located on Ledge Hill Road, affords a glimpse in time to a rural community of the 18th century through the late 19th century. Two Federal style churches are particularly notable; the Green and Cemetery are earlier, dating to 1705 and 1719, respectively.

LAND USE AND DESIGN ISSUES

- The land is characterized for the most part by rural large-lot zoning:
 - Development along the Lake Quonnipaug waterfront is the exception to this condition.
 - The presence of developable sites on roads parallel to 77 to the east and west take much of the development pressure off 77 (some properties even front along both roadways).
- Land use change may be more incremental in nature, but some issues need to be carefully considered and monitored:
 - The approved proposal for a gravel dredging operation/ pond creation on a site immediately south of the Lake, may have negative short-term impact but a positive long-term impact.
 - A rumored cluster development proposal north of the Lake needs to be monitored.

HIGHWAY AND PEDESTRIAN SAFETY ISSUES

- Areas where horizontal alignment is substandard in terms of required sight distances and possibly degrees of curvature may need to be examined to determine if improvements can be made without detracting from the scenic quality.
- Rock faces and cut-banks sloping right to the pavement edge limit sight distance and present a hazard within the clear zone at the northern end of the Lake.
- Pull-offs and boat ramp are potential hazards.
- Route 80/77 intersection does not seem to have any particular problems. Sight distances are adequate and the volumes are not too high. There is a low occurrence of accidents.



Figure 18 - The Dudley Farm anchors the Northeast quadrant of the intersection of Route 80 and 77.



Figure 19 - Aerial view of the upper end of the West River Valley below Lake Quonnipaug.

Existing Conditions: Route 77

Bluff Head Mountain: Lake Quonnipaug to Town Line

SIGNIFICANT FEATURES

- Bluff Head Mountain supports an extensive trail system created through the joint efforts of the Guilford Land Conservation Trust, the Town of Guilford, the water company, and the Audubon Society.
- Views across Lake Quonnipaug are an important visual break along the scenic road; vistas of housing along the eastern shore continue the length of the lake with the most prominent being the Deacon Simon Chittenden House (#18 on map).
- The scenic road itself is sparsely settled, primarily with a few 19th century buildings which have been altered to varying degrees (#'s 17,18, 19, 21, and 22 on map).
- The most significant historic resources are the Bluff Head Cemetery (#20 on map,) barely visible on a hill surrounded by trees but marked by a white picket fence, and the Samuel Russell II House/Bluff Head Farm complex (#23) sited on open land with Bluff Head Mountain to the west.



Figure 20- Aerial view of the upper end of Lake Quonnipaug and Bluff Head.



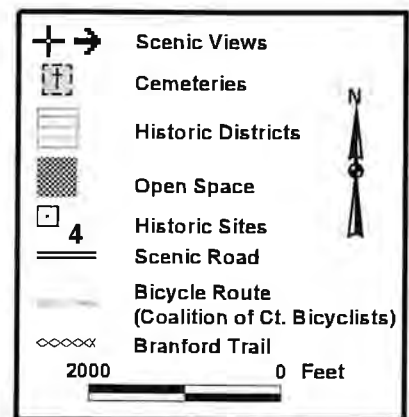
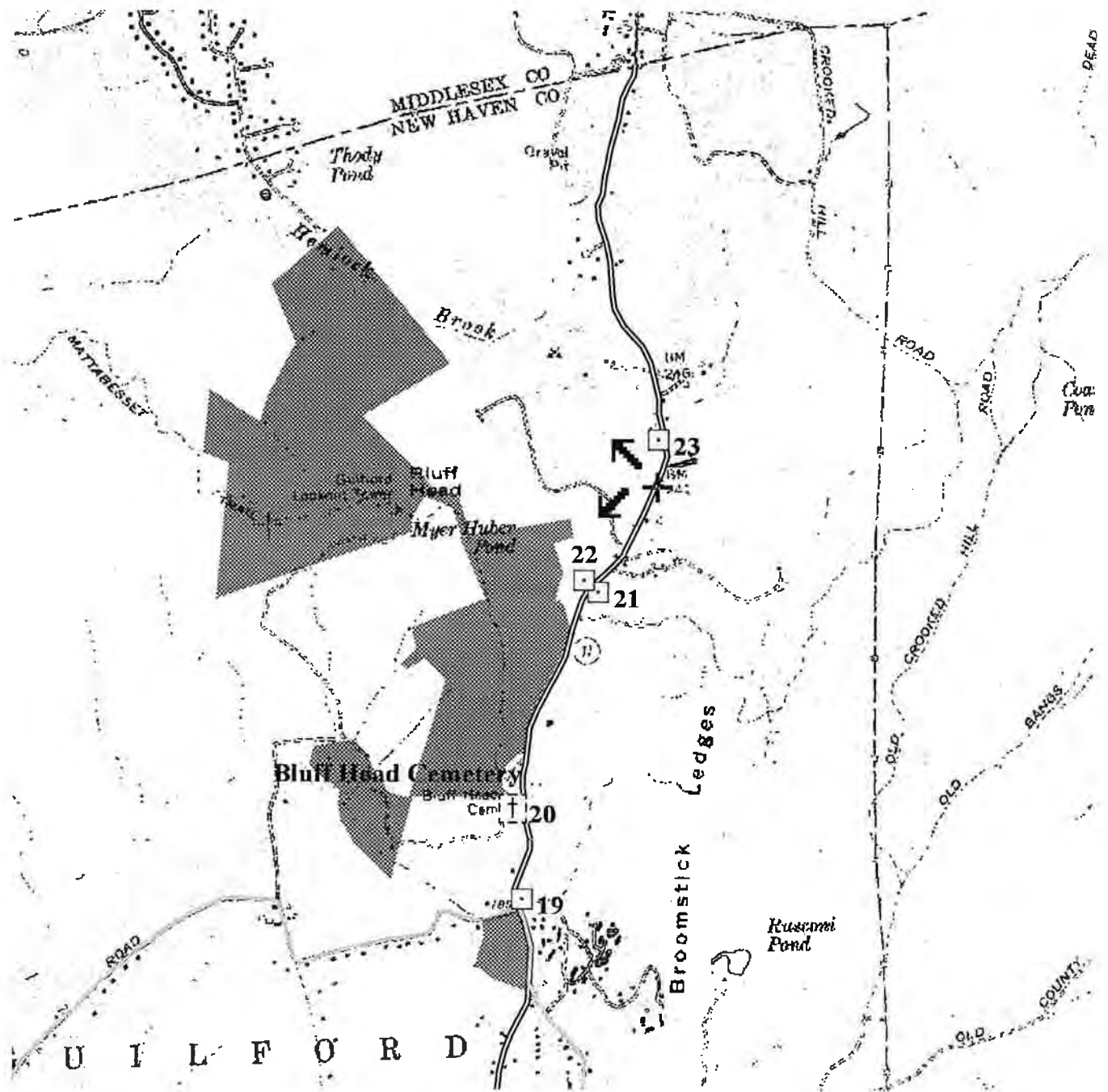
Figure 21- Open agricultural views characterize the northernmost section of Route 77.

LAND USE ISSUES

- At the northern end of the scenic road corridor along Route 77, the issue of entry/ gateway must be considered:
 - Consideration should be given to extending the scenic road designation north into Durham, where it would also encompass an attractive rural town green providing a more rational starting and ending point (from town green to town green).

HIGHWAY SAFETY AND PEDESTRIAN ISSUES

(Similar issues as described in previous section – North Guilford).





Planning Concepts

The formulation of the planning concepts described in this Chapter are based on a vision statement, goals, and objectives crafted with the Route 77 and 146 Scenic Road Advisory Committee, with input from a public workshop held on May 21, 1996 with over 50 people attending from Guilford and Branford. The results of this workshop represent a clear consensus that the people of Guilford and Branford would like to see these two roads stay pretty much the way they are today. In fact, Public Act 87-820, the State Scenic Roads legislation, stipulates that the character of the road be preserved. Therefore, the purpose of this plan is to lay out the kinds of strategies that will help these two towns keep this place just the way it is today -- including both the preservation of the view and context, and the preservation of the road. The plan proposes the following:

- strategies for identifying and conserving scenic, natural, and cultural resources found along the route;
- strategies to assist people in getting around the area by bicycle and on foot (information points at gateways, coordinated signage, places to get out of your car, walking paths, pedestrian safety enhancements, and promotion of greenway linkages to other parts of each town);
- roadside enhancements to some of the older built up areas to improve their appearance (Montowese Street, Limewood Beach, the approaches to the Guilford Green, and the area just north of Interstate 95);
- strategies to give drivers more clues that they are entering a pedestrian oriented place (through signs, landscape, shoulder definition, utility line relocation, curb extensions, and possibly minor adjustments to the traffic patterns);
- some general design guidelines for the roadside environment such as landscape, signage, lighting, shoulders, and guiderails;
- some general design guidelines for guiding new construction (in-fill development, new commercial development near 95 and cluster housing).

VISION: “KEEP IT AS IT IS!”— CREATIVE PRESERVATION OF COASTAL VIEWS, URBAN GREENS, AND UPLAND VISTAS

Route 146 is a ‘seaside’ scenic corridor that captures the essence of coastal New England—the exceptionally intact historic towns of Guilford and Branford, dramatic upland vistas, and views of the Sound and marshy estuaries as the curvy road meanders up the rocky coast line. Route 77, which runs north from Route 146 in Guilford, is a ‘countryside’ scenic corridor bordered by 18th and 19th century agricultural landscapes, many with their historic farm houses and barns still intact.

In the decades ahead, Guilford and Branford will continue to preserve the existing character of the “roadside” and “countryside” along Routes 77 and 146. This can be accomplished only through a common vision and understanding of the qualities that make these corridors so very special, and a collaborative commitment to managing the number and types of uses found along the roads to the roadway capacity as it exists today.

To succeed, those responsible for Routes 77 and 146 future must:

- manage, minimize, or redirect the growing traffic volume as it relates to the safety of pedestrians and bicyclists as well as motorists;
- preserve the marshes and healthy ecology of the coastal landscape;
- provide ways for visitors and residents to admire the scenery safely
- preserve the residential use and quality of life symbolized by the many historic houses and farms that give the setting such a strong character;
- keep the strong distinction between town and countryside;
- ensure that new construction contributes and does not conflict with scenic quality;

...all without detracting from the present character of the roadside experience and quality of the views.

Guiding the Plan

Goals & Objectives for the Route 77 & 146 Scenic Corridor

1. VIEWS AND VISTAS:

CONSERVING SCENIC BEAUTY FOR THE FUTURE

Conserve the scenic, historic, natural and cultural resources found along the different areas of the Route 146 and 77 scenic roads, including but not limited to the following examples:

- *the active Branford and Guilford town greens, related institutional uses, shops, and historic environs;*
- *the open space associated with the coastal marshes and shorelines;*
- *the farmlands, green fields, forests and ridgelines associated with the West River and Lake Quonnipaug in North Guilford.*

- 1.1 Distribute maps showing the characterizing views and resources within each area, defining a common base of data to be used by the Connecticut DOT, Boards, commissions, and other residents, merchants, and civic leaders when making land use and transportation decisions along Routes 146 and 77.
- 1.2 Assist local municipalities, various land trusts, and other conservation organizations by prioritizing important contributing resources to the scenic roads and identifying a range of conservation strategies that support ongoing efforts.
- 1.3 Identify obstacles that must be overcome (such as inheritance tax), and develop appropriate techniques to help relieve economic pressures on desirable open space uses—a situation which would otherwise result in inappropriate land subdivision or development.
- 1.4 Develop simple and easy to understand ‘scenic corridor’ design guidelines to guide the appearance of development at appropriate locations within the corridor, along with appropriate incentives or other means of encouraging compliance.

2. THE ROAD AND RIGHT-OF-WAY:

BALANCING SAFETY AND BEAUTY

Reinforce and support the intent of the state scenic roads legislation, Public Act 87-280, by developing alternative approaches to ongoing safety and maintenance issues — approaches that are sensitive to the Corridor’s scenic and other resources, that take account of safety concerns for pedestrians, bicyclists, and motorists, and that discourage high speed through traffic.

- 2.1 Use land use and development guidance as a means of reducing the pressure for road widening or other improvements that may be inappropriate to scenic roads including measures to reduce the magnitude or impact of increased tourist auto traffic along narrow or delicate roadways
- 2.2 Assist tourist oriented facilities and programs to encourage alternate modes of transportation, such as developing strategically located pull-offs near walking trails and bicycle paths, improving pedestrian and bicycle linkages between the town centers and tourist destination points, and providing, if economically feasible, small-scale transit alternatives from park and ride areas to tourist destination points (i.e. van-pools).
- 2.3 Examine means of channeling pedestrian, bikeway or auto traffic as appropriate onto adjacent routes or towards desired tourism destinations in order to reduce potential conflicts between preserving roadside vegetation and maintaining a safe roadway environment.
- 2.4 Work to simplify design waiver procedures on scenic roads so as to allow design enhancements that balance auto convenience with preservation and pedestrian needs: slowing traffic through landscaping and road design, and careful maintenance and improvement of roadway and right-of-way landscaping, signage, guiderails, bridges, or other structures.
- 2.5 Develop a roadside tree management and replacement program for Routes 146 and 77 with Connecticut DOT and local public and private partners, as a means of reinforcing the recently-enacted roadside legislation regarding public notice for tree removal along public roadways.
- 2.6 Identify priority locations where undergrounding or alternative routing of utilities will improve critical views of coastal marshes, historic properties, town greens or other protected open spaces.
- 2.7 With Connecticut DOT, relevant utility companies, and local officials, develop an early warning system to notify key stakeholders of proposed design, maintenance, and safety improvements. When and if such improvements prove necessary, take greater care to ensure that the corridor’s fragile scenic and historic values are sensitively addressed throughout the design and construction phases.

3. **ECONOMIC/ TOURISM DEVELOPMENT:**
HELPING STABILIZE AND SUPPORT THE
LOCAL TAX BASE

Recognizing that many tourism attractions are found at or near the designated scenic Routes 77 and 146, identify opportunities for managing appropriate tourism within the Corridor as part of state and regional tourism district efforts, and work with Branford's and Guilford's evolving Plans of Conservation and Development to deal with these issues as they affect Routes 146 and 77.

- 3.1 Encourage appropriate welcoming and orientation facilities and associated commercial uses to locate around existing central downtown greens.
- 3.2 Manage tourist oriented traffic within appropriate levels, through development of carefully-defined tourist itineraries and routes, focusing on local historic and recreational resources, so as to minimize impact on scenic character.
- 3.3 Within the scenic corridor, carefully site, group, and/or buffer potential new development in order to provide maximum open space and views as a means of conserving the quality of life.

4. **COOPERATION AND MANAGEMENT:**
BROAD INVOLVEMENT IN STRATEGY
IMPLEMENTATION

Work closely with existing organizations to adopt the appropriate pieces of the corridor plan to avoid redundancy of effort.

- 4.1 Designate agreed-upon oversight responsibility to a new or existing group (or groups), whose role will be to coordinate the implementation of scenic corridor strategies and encourage the ongoing involvement and support of various constituencies from each town and the region.
 - Continue to involve local elected and appointed officials as well as regional, state and federal agencies, including the South Central Council of Governments. Local resources include selectmen, planning boards and historic and environmental/ conservation commissions.
 - Continue to involve private business interests and local property owners, especially those whose land or commercial/residential property abuts the designated scenic roads or would be impacted by new growth.

- Continue to involve public interest groups, educational and religious institutions, and not-for-profit and civic organizations in both the ongoing planning and the future management of the scenic corridor.

- 4.2 Use the corridor plan as a vehicle for coordinating among those who are responsible for the day to day activities along the corridor (transportation, communication, distribution, new development projects, etc). and those town and State officials who must maintain the overall quality and character of the corridor.

5. **INFORMATION AND EDUCATION:**
SPREADING THE NEWS

Work with local institutions, regional and state resources, and media to develop programs for educating residents and visitors about the area's unique heritage.

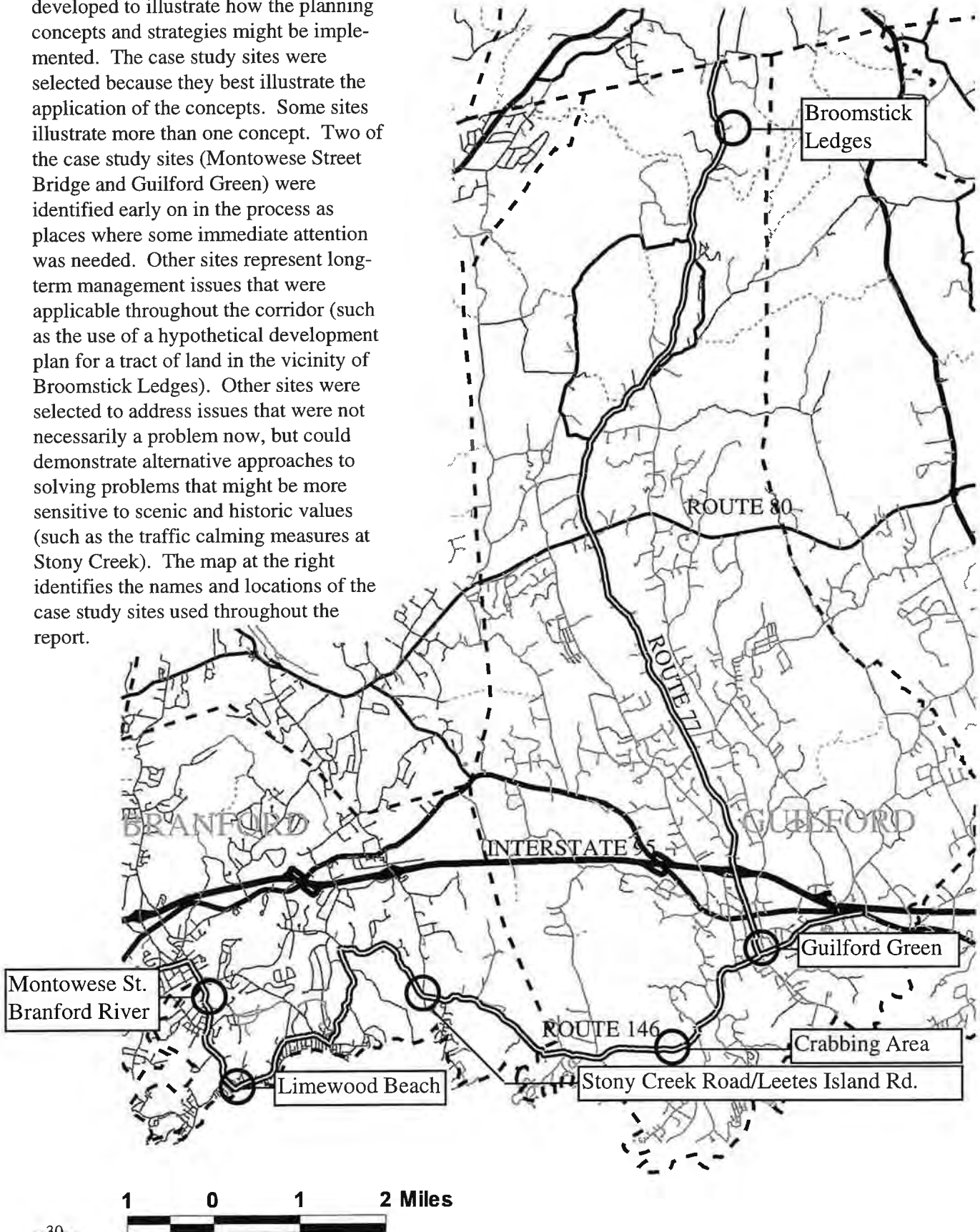
- 5.1 Use the scenic corridor as a mechanism to tell the story of each town's past and opportunities for future preservation and growth, through the use of accessible, centrally-located visitor facilities and services in each town, such as libraries, museums, historical societies, and others.
- 5.2 Use local libraries, newspapers and regional television or other media to disseminate information on other similar projects, publicize local efforts on Routes 146 and 77, and provide means for interaction and participation in the continuing planning and management process.
- 5.3 Work with utility companies, ConnDOT, U. Conn. Extension, and private nurseries to educate homeowners about the care and stewardship of roadside vegetation, surface drainage, lawn care and other maintenance activities that impact the overall character and quality of the scenic corridor.
- 5.3 Develop the corridor management plans for use as models that might be applied to local roads in Branford and Guilford as well as to roads throughout the state.

Figure 22

Case Study Example Site Location Map

Several case study examples have been developed to illustrate how the planning concepts and strategies might be implemented. The case study sites were selected because they best illustrate the application of the concepts. Some sites illustrate more than one concept. Two of the case study sites (Montowese Street Bridge and Guilford Green) were identified early on in the process as places where some immediate attention was needed. Other sites represent long-term management issues that were applicable throughout the corridor (such as the use of a hypothetical development plan for a tract of land in the vicinity of Broomstick Ledges). Other sites were selected to address issues that were not necessarily a problem now, but could demonstrate alternative approaches to solving problems that might be more sensitive to scenic and historic values (such as the traffic calming measures at Stony Creek).

The map at the right identifies the names and locations of the case study sites used throughout the report.



1. Resource Protection Strategies

This section outlines three strategies critical to preserving the view and context of Routes 77 and 146: preserving visually prominent landscapes and high quality coastal views; promoting greenways along the major rivers; and, establishing roadside conservation districts to call attention to critical stands of mature trees and stone walls.

One of the most critical issues facing the Route 77 and Route 146 Scenic Corridor (a recurring item for discussion at the first public workshop) is the preservation of the view and context. Fortunately, both the Guilford Land Conservation Trust and the Branford Land Trust have been very active in acquiring land and conservation easements to protect property from further development.

For the Route 77 and 146 Corridor Plan, the strategies suggested are intended to build upon the already successful actions of these land trusts, the Towns of Branford and Guilford, the State of Connecticut and many individuals. These dedicated people and groups have worked hard to conserve key parcels, especially tidal wetlands and successful trail systems at the Westwoods Area and Bluff Mountain.

For the Route 77 and 146 Scenic Road Corridor, three strategies are needed to ensure the long-term stewardship of the scenic resources:

- Place a high priority on the *preservation of visually prominent landscapes and high quality coastal or agricultural views* through the use of conservation easements and design guidance.
- Continue to encourage the preservation of a *system of connected open spaces*, referred to as “greenways”, especially along the Branford River, Sybil Creek, and the West River, and develop an early action greenway project to demonstrate the benefits of greenways (see Montowese Street Case Study)
- Establish *roadside conservation zones* in those places where mature trees and stone walls provide the majority of the scenic values along this route, and provide maps to ConnDOT’s district landscape and maintenance personnel, utility, cable and telephone personnel, and the tree wardens.

The following pages summarize the three strategies (detailed resource inventory maps are contained in Appendix D):

Preserving Visually Prominent Landscapes and High Quality Views

There are four types of critical views found along these two scenic roads that must be preserved to retain the overall scenic quality of the corridor:

- coastal views of the Long Island Sound and tidal marshes;
- the intervening rocky uplands that are typically perpendicular to Route 146;
- the narrow enclosed focal views found along the West River corridor north of Interstate 95 and south of North Guilford;
- the broad agricultural floodplain found along the upper end of the West River valley near Lake Quonnipaug.

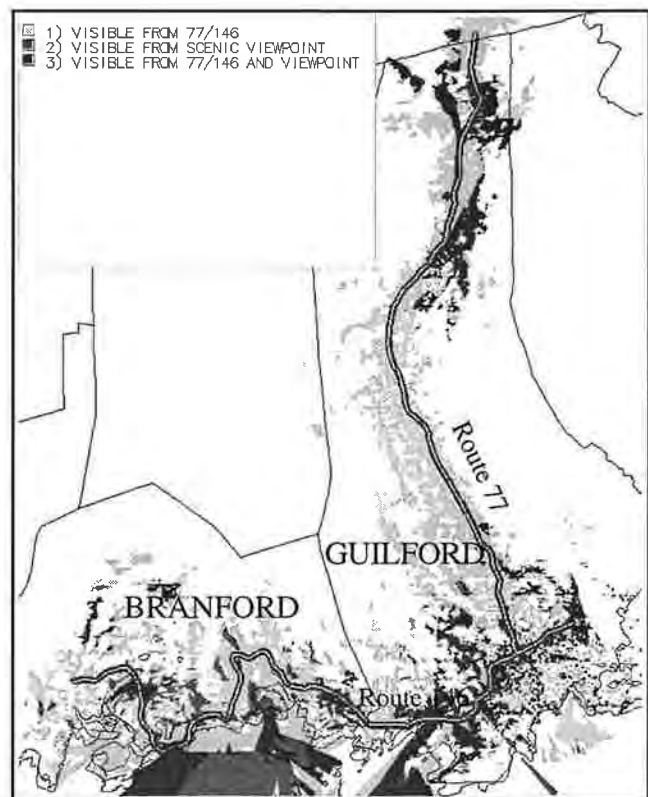


Figure 23 - Summary map showing areas that are generally visible from Route 146 or Route 77 (lighter gray), areas that are visible from scenic viewpoints in the vicinity of Route 77 or 146 (medium gray), and areas that are visible from scenic viewpoints on Route 146 (darker gray). More detailed maps are included in Appendix D.

The locations of critical views have been mapped utilizing U.S. Geologic Survey digital elevation models (DEM) and selecting representative points along the roads for each visually distinct area. The resulting map identifies the number of times a particular area can be seen and clearly shows the location of the most prominent upland areas (shown in darker gray) in figure 4 (page 6).

Mapping of the locations of critical scenic viewpoints was accomplished by identifying scenic areas in the field and preparing individual viewshed maps of each of the views. Scenic viewpoints include coastal views, enclosed focal views, and open agricultural views, as shown in figures 24 through 27.

Combining the visual prominence map (Figure 4) with the composite mapping of critical scenic views results in a map showing both the geographic extent of the lands that can be seen from typical views along Route 77 and 146 and also from particularly scenic viewpoints.

The land trusts, each town, other conservation organizations, and individuals will need to look at future opportunities to purchase or protect through conservation easements parcels that are in the vicinity of already existing protected land, making them larger or more cohesive. Open space enthusiasts must be prepared to act quickly, with outside assistance from organizations like the Conservation Fund, to preserve tracts using revolving loan funds. They can then sell the properties back with guidance on how to develop them in an appropriate manner (see page 56-57 for suggestions about how to guide the appearance of land development along the corridor). Each of the Towns may want to address the issue of design guidance in their current plan of development.



Figure 25 - Route 146 view of perpendicular ridge/wetland.



Figure 26 - View of Thimble Islands from Vedders Memorial in the vicinity of Route 146.



Figure 24 -Enclosed focal view along Route 146 at Stony Creek.



Figure 27 - View of open hay land along Route 77 in North Guilford.

Planning Concepts

Greenway Opportunities

Greenways are linear networks of open space that link together homes, parks, workplaces, and natural areas. Greenways often follow stream valleys, or other natural features. There are two important greenway opportunities along rivers: the Branford River, and the West River.

The Branford River winds its way through Branford Center and provides the first dramatic views from Route 146. In addition to its visual attractiveness, the Branford River provides recreational opportunities and serves as an important corridor for wildlife. The new Montowese St. Bridge provides a number of opportunities to highlight the Branford River and its greenway opportunities. Refer to page 40 for a more detailed description of these opportunities. As a long-term goal it may be possible to link Branford Center to Stony Creek along the old Trolley Line.

The West River in Guilford is another opportunity for creating a Greenway – in this case a continuous link between Guilford Center and Lake Quonnipaug. This long-term strategy would serve multiple functions for scenic road conservation: the West River parallels Route 77 between Guilford Center and North Guilford. Looking at the land ownership patterns it is possible to link Bittner Park with its nearby residential areas to the south, and to Town of Guilford Property and State Forest Land to the east.



Figure 28 - Aerial View of West River in the vicinity of Bittner Park.

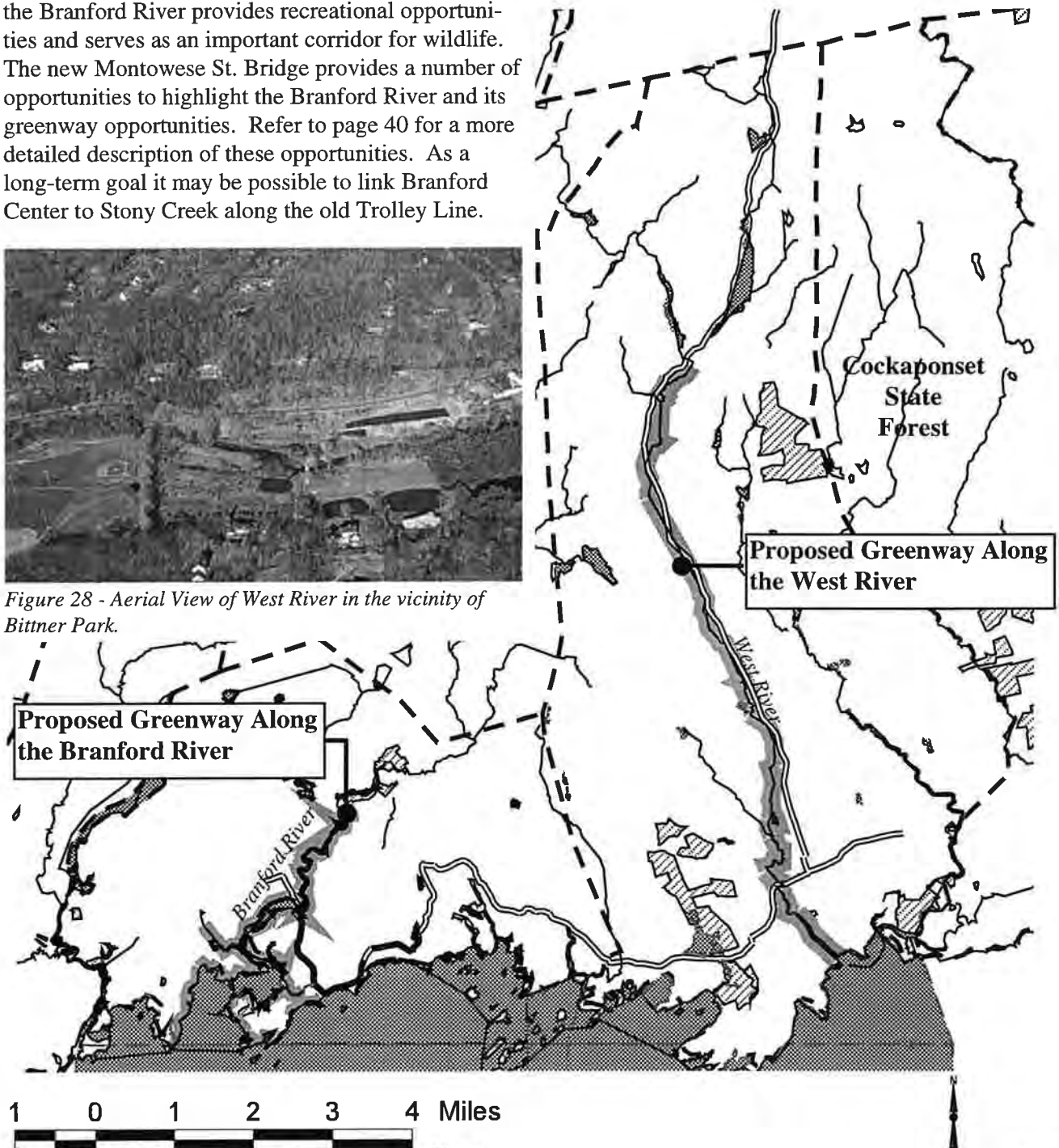


Figure 29 - Surface water features form the backbone of many greenway opportunities.

Planning Concepts

Conservation Priorities: View and Context

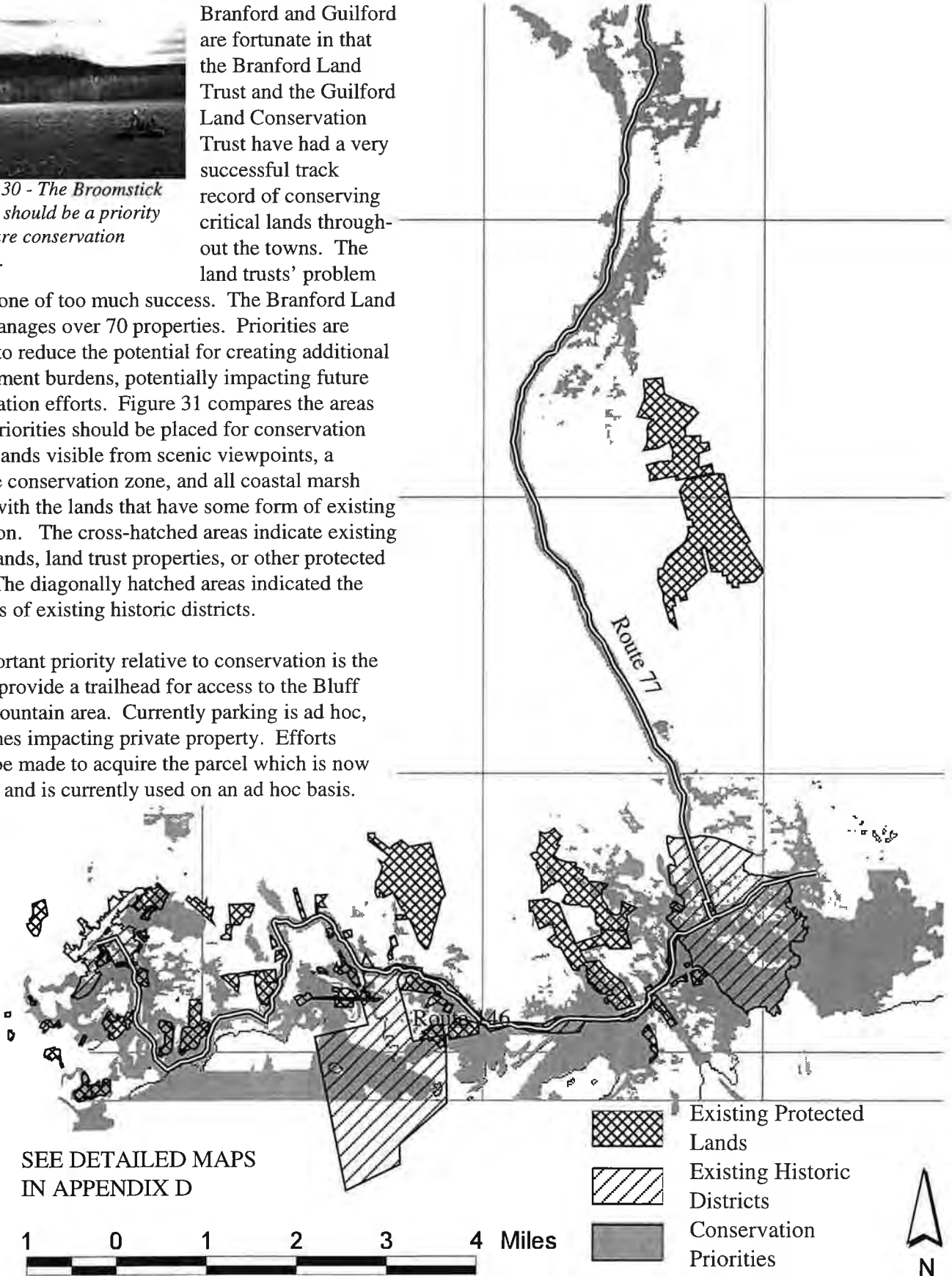


Figure 30 - The Broomstick Ledges should be a priority for future conservation actions.

Branford and Guilford are fortunate in that the Branford Land Trust and the Guilford Land Conservation Trust have had a very successful track record of conserving critical lands throughout the towns. The land trusts' problem

may be one of too much success. The Branford Land Trust manages over 70 properties. Priorities are needed to reduce the potential for creating additional management burdens, potentially impacting future conservation efforts. Figure 31 compares the areas where priorities should be placed for conservation action (lands visible from scenic viewpoints, a roadside conservation zone, and all coastal marsh areas), with the lands that have some form of existing protection. The cross-hatched areas indicate existing public lands, land trust properties, or other protected lands. The diagonally hatched areas indicated the locations of existing historic districts.

An important priority relative to conservation is the need to provide a trailhead for access to the Bluff Head Mountain area. Currently parking is ad hoc, sometimes impacting private property. Efforts should be made to acquire the parcel which is now for sale, and is currently used on an ad hoc basis.



SEE DETAILED MAPS
IN APPENDIX D

Figure 31 - Conservation priorities for Routes 77 and 146.

Planning Concepts

Roadside Conservation Strategies

According to the regulations governing state designated Scenic Roads, “any alteration to a scenic road shall maintain these characteristics [at the time of designation], if practical”. The regulations offer special consideration for any changes to guiderails, paving, changes of grade, straightening or removal of stone walls, removal of mature trees, and maintenance, with the general intent that the existing road characteristics shall be kept as they were when designated.

Using Connecticut DOT “photo-logs” (photographs taken every 50 feet for road maintenance purposes), the locations of stone walls and mature trees have been identified and mapped. These maps are included in Appendix D. The following describes the specific actions that are recommended to make it easier to conserve the roadside environment along these two important scenic roads.

Roadside Conservation Tax Incentives

One of the most critical issues facing the roadside environment is the impact of new construction and development along the frontage of existing properties. Incentives are needed to encourage property owners to save roadside trees. One type of useful incentives is to establish a scenic conservation district, similar to an historic district, which makes properties eligible for small tax credits for preparing a tree conservation plan prepared by a certified arborist (International Society of Arboriculture). The plan should include an agreement to retain existing trees and provide for their care as specified in the plan in exchange for the tax credits. (See page 63 for more complete description of this concept.

Recently passed legislation requires that individuals wishing to remove specimen trees on state owned land give public notice. Although this legislation does not appear to apply to utility companies or ConnDOT, it will improve tree conservation efforts and can be used to inform owners of alternative approaches to development that may conserve trees

(see “Design Guidelines: The View and Context,” pages 54-57).

Register of ‘Big Trees’

Another technique to improve roadside conservation efforts is to create a town tree register which provides a place for residents to list the locations of specimen trees. This could be modeled on the American Forestry Association’s National Register of Big Trees. Through the office of the tree warden, residents could nominate specimen trees which could

then be placed on a map and given to the utility companies and ConnDOT maintenance personnel. This would provide another set of ‘checks and balances’ that would give property owners some assurance that every effort will be made to give their special trees special care. The tree conservation areas mapped in Appendix D provide a starting point for such a registry. A computer data base tied to a Geographic Information



Figure 32 - Specimen trees such as this one at the trailhead for the West Woods area near Route 146 need special care and protection.

System would be an excellent way to record the locations of big trees and the locations of properties with tree conservation plans in place. A simpler approach may be to record locations on town tax lot maps and store them in a 3-ring binder as an official record of properties registering big trees (kept at the town offices).

Role of Scenic Road Advisory Committee

One of the most important coordination efforts is that of ensuring a reasonable amount of public notice about road and right-of-way maintenance or improvements proposed for scenic roads. Currently ConnDOT and the Connecticut Light and Power give notice to the First Selectman and the Tree Warden. This usually works. In some cases, however, not everyone who may be concerned about roadside trees is aware of the coordination efforts that have already taken place. Using a scenic road advisory committee appointed by the First Selectman (that includes the tree warden) to serve as a single point of contact for notice about proposed road and right-of-way work, is one way to ensure adequate notice for all who may be concerned.

2. GETTING AROUND BY BICYCLE AND ON FOOT

This chapter suggests ways to direct visitors to appropriate places to enjoy the scenery, create a few more places to pull off and get out of the car, and find ways to give drivers more clues that they are entering a pedestrian-oriented place.

One of the recurring themes at the public workshop was that the area needs to be made more friendly to pedestrians and bicyclists -- based on the need to encourage people to get out of their cars rather than speed on through. Additional issues raised at the workshop related to this topic include the following:

- It is usually difficult to cross the street in and around the Guilford Green, or at Stony Creek, especially in summertime.
- One of the problems with tourism in the area is that people are speeding on through just to look -- there needs to be some way to encourage people to stop, walk, shop, etc.
- Bicycle and jogging use is increasing, especially on a seasonal basis -- but this has pros and cons. Nobody wants to widen the road or create a separated path, so automobile drivers need to be encouraged to slow down and share the road. Bicycles also provide a way for people to enjoy the area at a slower pace.
- Traffic speed is a big issue -- more monitoring is needed, possibly a bicycle police patrol.
- Many people felt that increasing sight lines increases speed as well.

The following ideas should be considered as a means of addressing these issues:

- Creating "gateways" - places to stop and get information about how to see the area (Branford/Guilford Greens);
- Creating a system of signage which makes it easier to find appropriate pedestrian oriented places, including how to navigate the elusive Route 146;
- Create a few more places to pull off, especially where there are opportunities to see something interesting, take a walk, or park to get out and ride your bicycle;
- For bicycles -- improve signage, roadside conditions (shoulders, drainages) and find ways to enforce speed limits/encourage slower driving habits;
- At the town centers & villages find ways to give drivers more clues that they are approaching a pedestrian oriented place and making it safer for people to move around.

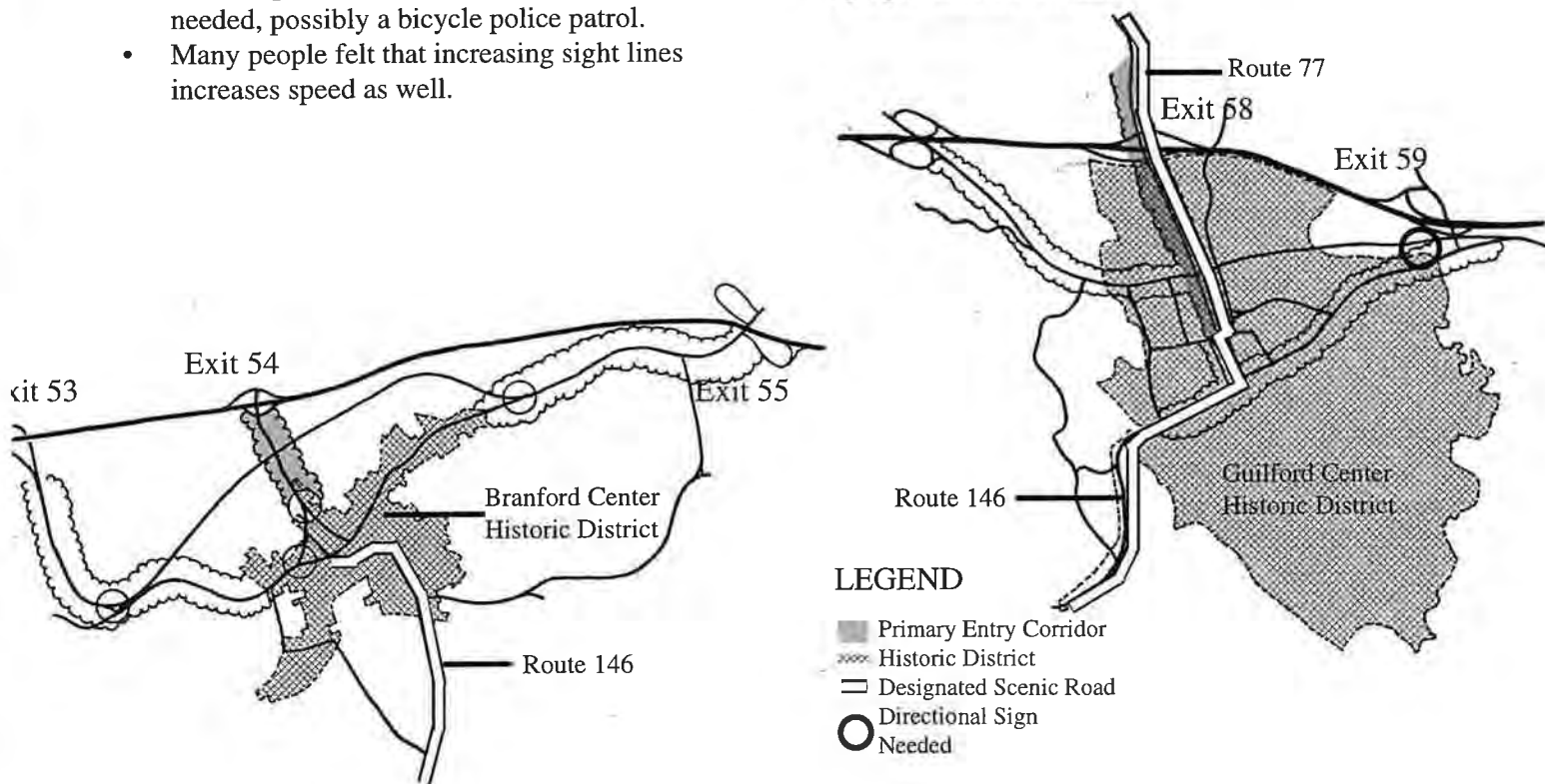


Figure 32 - Location of desirable entrance corridors approaching Branford Center and Guilford Center. Circles indicated key decision points where directional signage would be helpful.

Gateways

An important issue in need of immediate attention is that it is very difficult to find your way in Guilford and Branford to get to the scenic road or its nearby places of interest. A common sense solution is to direct visitors to specific places of arrival and give them information steering them to appropriate places in a way that has the least impact to residents.

One of the biggest problems is the signage to Branford Center, which brings drivers in from exit 54 on Cedar Street, but leaves them wondering which way to go when Cedar Street bears off to the west away from the town center. Additional signs are needed that lead visitors to a logical location to get information about visiting the area (such as the library or town hall). This would provide an opportunity to inform visitors about the best way to see the area, and provide information about sharing the road with bicyclists or automobiles.

The Town of Guilford also has some logical information center locations, including the library and town hall, or the existing community center (where visitor information is now dispersed).

Figure 32 illustrates the locations of entrance corridors approaching Branford Center (left) and Guilford Center (right). The continuing efforts to strengthen and beautify these corridors would also reinforce the goal of directing visitors to a more central location to get information. The circles represent decision points where additional directional signage is needed.

Bicycles

Given the rise in bicycle use in the corridor it would be useful to create more controlled places for bicycle trail heads as well. Being more friendly to bicyclists has some positive economic impacts for local communities. According to the Connecticut Coalition of Bicyclists, there are many people looking for safe and scenic places to ride a bicycle. Scenic roads that are friendly to bicycles improve the overall quality of life for residents as well -- providing an additional community amenity that has been shown to increase property values and market attractiveness of real estate.

Making the route more bicycle friendly would require only a few minor enhancements to the scenic

road:

- create new “bicycle trailheads” (and better recognize existing trailheads) that can both serve as a place to park cars and to give out information about bicycle safety, desirable routes and rides, and nearby facilities (such as food, restrooms, water, and service stations).
- clean debris from existing shoulders, and make “bike safe” drainages;
- improve bicycle signage -- using the message “share the road;”
- lower operating speeds both through enforcement and through approaches that improve driver awareness of pedestrians and bicycles.

Signs

Another important way to make the corridor more bicycle and pedestrian friendly is to create a simple system of signs that provides information about services and features using universal symbols. This could be done very simply, using a sign post similar in scale to the old mile markers found along old scenic routes. But instead of mile markers symbols could be placed referring to features found along the route. The Branford Land Trust already marks their land-holdings and trail heads with a similar type of sign. The system, if carefully designed and organized, could then reinforce the message provided at the gateway locations leading visitors to the most appropriate places to get out of their cars and see the landscape and coastline in a more personal way.

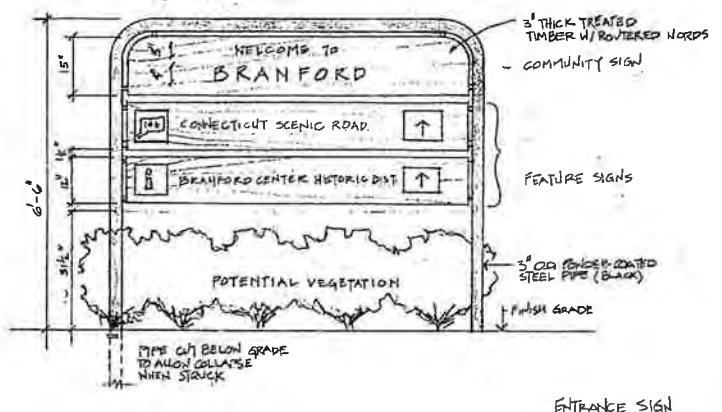


Figure 33 - A family of signs is needed to direct visitors to the right places.

Places to Pull Off and Get Out of Your Car

Another difficult issue facing the scenic road corridor is how to address the desire of residents and visitors alike to park their cars on the side of the road to gain access to the water, to fish, or to walk along a nearby trail. In many cases, these areas are either unsafe as pull-offs due to limited sight distances, or may perhaps disturb neighbors, resulting in the placement of “no parking” signs as a means of control. Is it possible to create better places to pull off and close down the unsafe locations?

First, the places where people should get out of their cars, take a walk, or simply enjoy the view need to be defined. Great care must be taken, however, to site the pull-offs in places that have adequate sight distances not requiring any modification (such as additional clearing, grading, etc). Pull-offs should only be sited in places where it would serve to solve an already existing access problem.

A number of basic design principles can be established to guide the placement and design of pull-offs:

- Work with the topography - only provide space for cars that can fit comfortably on the site. In the case of the crabbing site (Figure 35) by limiting the number of cars to four, balancing cut and fill, and working with the topography, minimal disruption to tree cover and grade can be accomplished. Site lines are a problem at this site and need to be examined in greater detail,



Figure 34 - Parking at the side of the road near water is a problem.

with better topographic maps to determine if it can be made into a safe place to pull off.

- Use wood posts or steel backed wood guiderail to control access rather than the more prevalent W-beam guiderail. The wood will blend in with the landscape and have a more park-like appearance.
- Use simple, porous surface materials, such as small diameter crusher run, or using by-products from the local granite quarry, rather than asphalt to minimize excess runoff.
- Replant with low native shrubs to screen cars without limiting visibility into the site (being sure to retain adequate sight distance). Fill in the canopy edge where trees were removed using small trees to minimize windthrow.

The following pages illustrate how many of these concepts can be pulled together in one location -- the Montowese Street Bridge area.

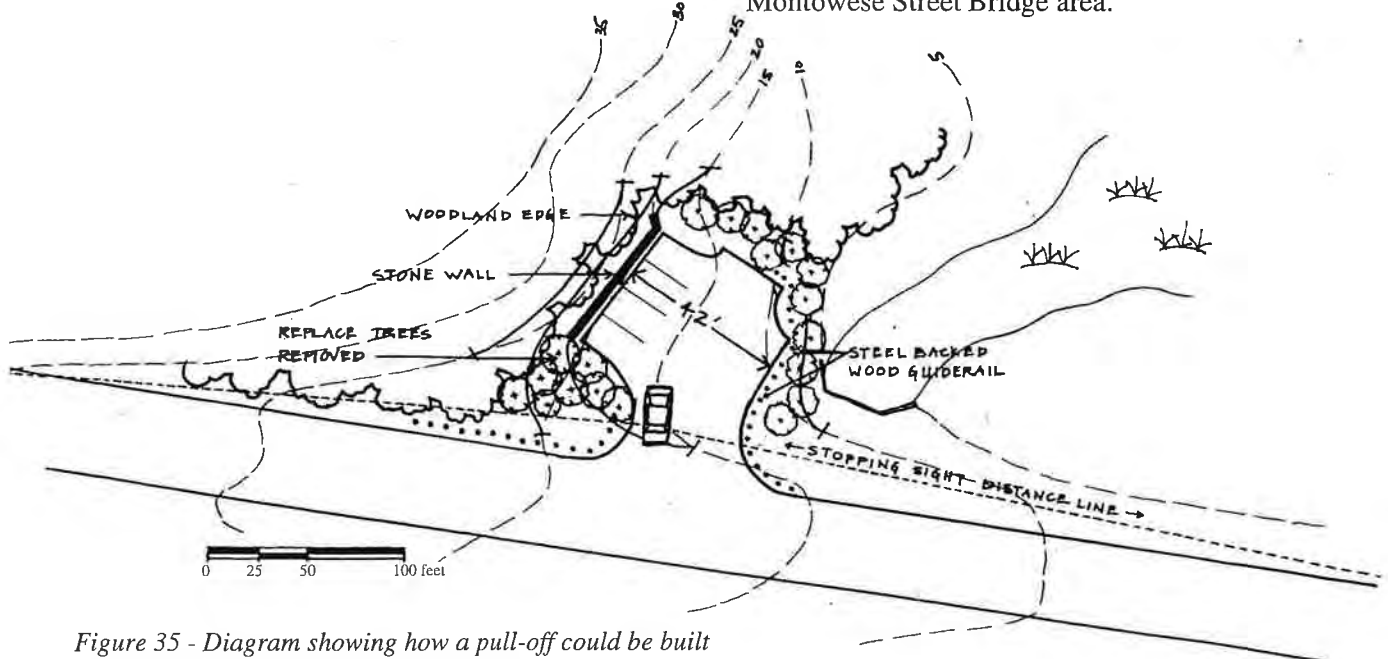


Figure 35 - Diagram showing how a pull-off could be built at the crabbing site.

Case Study

Montowese Street at the Branford River

After leaving the Branford Green, one of the first views encountered is the Branford River with its diversity of landscapes and tidal marshes. This site provides an opportunity to create a very visible “park” out of a collection of now unrelated lands and uses. The reconstruction of the bridge, once seen as a liability, can be turned into an asset by improving safety for pedestrians walking between the neighborhoods south of the bridge and Branford Center.

There are a number of potential opportunities that can be combined into the first ‘pearl’ along a possible greenway ‘necklace’ running the entire length of the Branford River (refer to concept plan, page 40):

- widening and extending the sidewalk on the east side of Montowese Street from the Montowese St. Bridge to the Pine Orchard Road intersection (A).
- The Branford Land Trust proposed pull-off on the Western side of Montowese Street (B).
- State of Connecticut land on the eastern side of Montowese Street at the bridge that could be turned into another pull-off (C);
- the potential to both improve the intersection of



Figure 36 - Aerial view of the Montowese Street Bridge under construction at the Branford River.

- Tabor Drive and Montowese Street and create another place to pull-off (D).
- Additional Branford Land Trust property within the marsh system (E);
- Tabor Cemetery with views over the marshes (F);
- the old trolley line crossing of the AMTRAK rail line (the bridge abutments are still there and may be adapted for use as a pedestrian overpass (G);
- the beautiful rock outcrops along the eastern bank of the Branford River (H);
- the small park donated to the town and maintained by the Foote family between the new and old Pine Orchard Road (I); and,
- bridge abutments on old Pine Orchard Road (J) could possibly be used to support a pedestrian bridge (structural integrity must be examined);

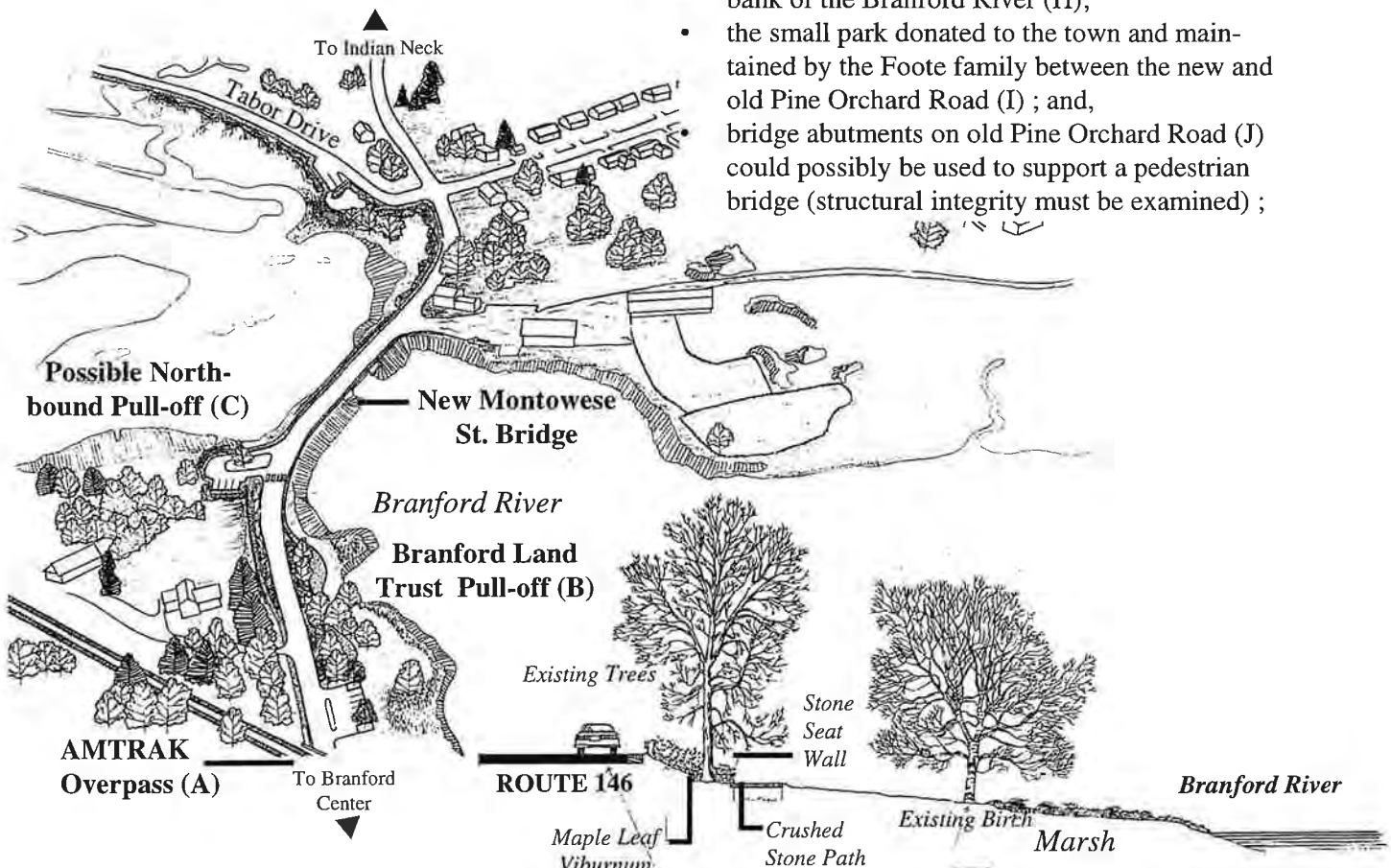


Figure 37 - Linking together a series of open spaces along Montowese Street at the Branford River.

SECTION B: LOOKING SOUTH

Why go to all the trouble to create something out of a collection of now unrelated places? First of all, it would enhance the existing character of this street, which serves to link the Branford Green to the spectacular view at the end of Indian Neck Road.

But more than just enhancing the view, it would create an amenity for the many people who live in adjoining neighborhoods, it would also create a place to give out information about the area and provide a possible trailhead location for seeing the area by bicycle, foot, or small water craft.

There are some potential problems that must be overcome if the concept is to work, some of which are significant:

- getting over the AMTRAK lines using the old Trolley Line trestle location is the most significant problem -- now is the time to ask for such a crossing given that AMTRAK is seeking to electrify the train tracks.
- another problem is the four private residential properties that would have to give permission to use the back side of their properties for a trail easement -- although such access has plenty of precedent in the area.

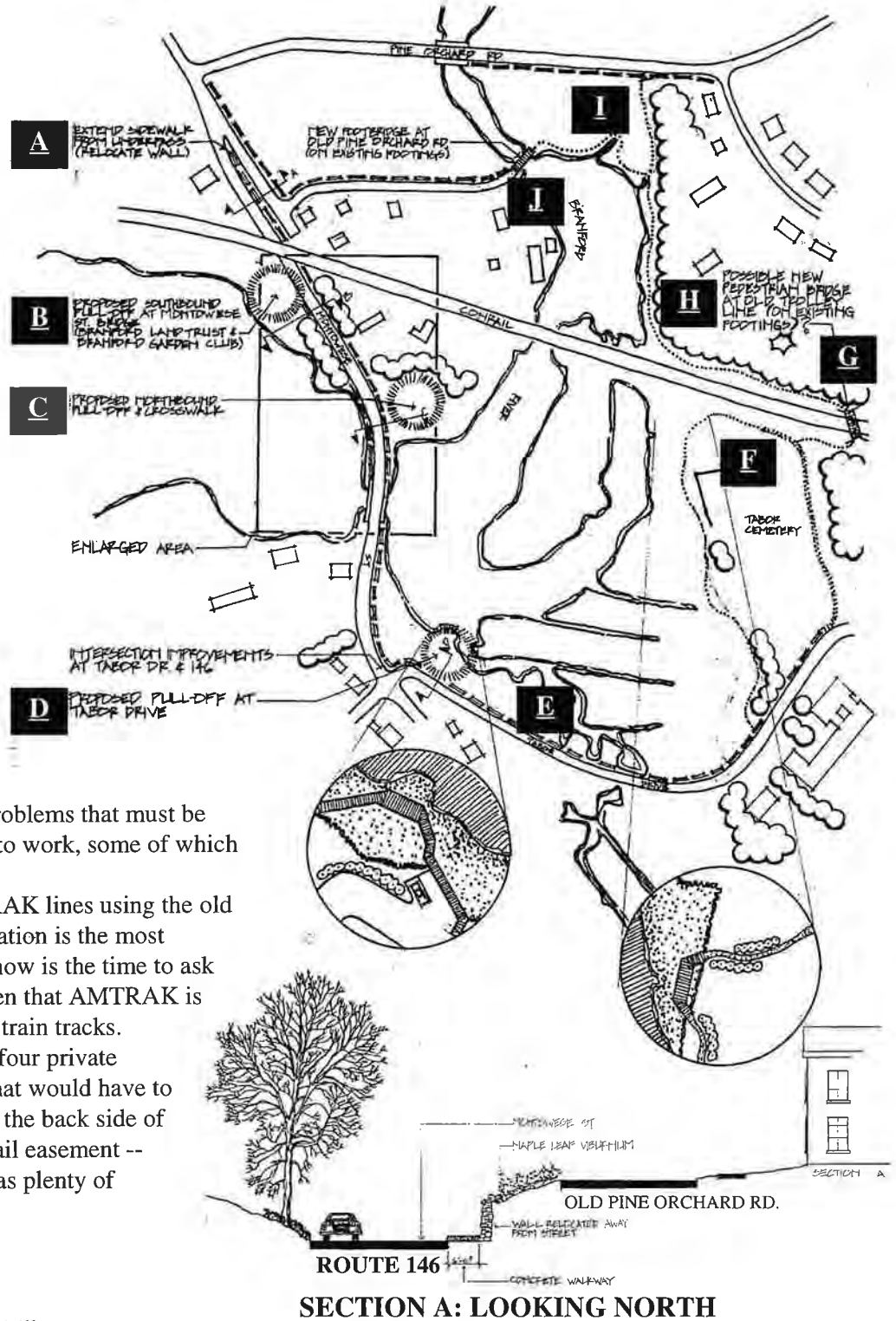


Figure 38 - Concept Plan (top) illustrates long term approach to enhancing the Montowese St. Bridge area into a key focal point for a Branford River Greenway. Section A shows how the existing wall could be moved back to make room for a wider sidewalk enabling pedestrians to walk more safely into town. Section C shows how a pull-off could be constructed on the north bound side of Montowese St. to provide better access to the Branford River.

In order for the project to succeed, there will need to be a partnership between ConnDOT, AMTRAK, the Town of Branford, neighbors, DEP, the Tabor

Church and Cemetery, and the Branford Land Trust. The result of such an effort would be an important community asset for both resident and visitor alike.

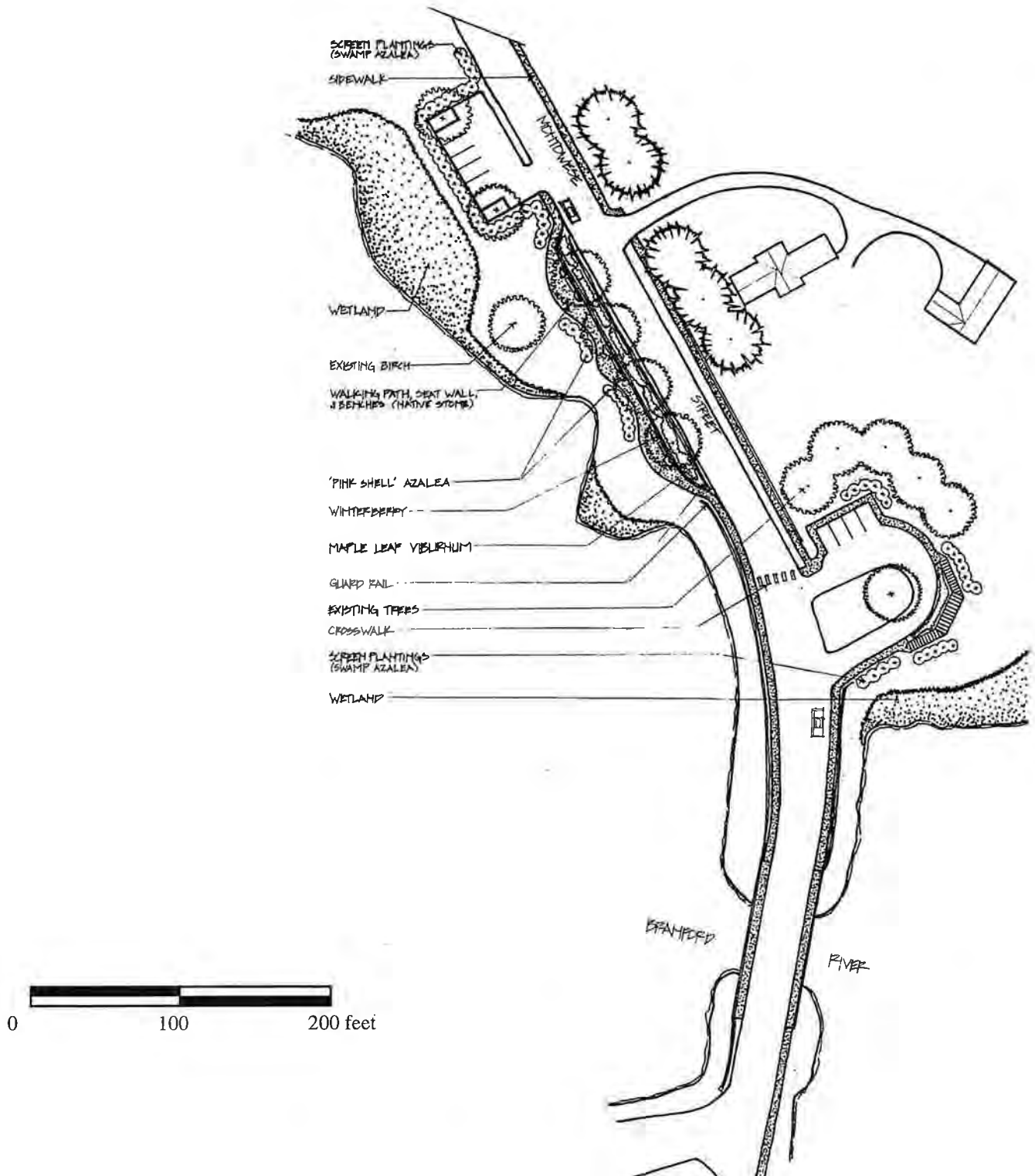


Figure 39- detail plan showing enlarged area with two pull-offs.

Case Study

Limewood Beach



Figure 56 - existing Jersey barrier at Limewood Beach.

One specific area where an improvement was requested at the public workshop was the Jersey barrier at Limewood Beach. Barriers were placed to protect the roadway from wave action during hurricanes and Northeast storms. It is questionable whether the Jersey barriers are attached to the existing deep piles placed approximately 12 to 16 feet apart. Some people requested that whatever barrier is used as a replacement in the future should continue to serve the same function for flood reduction (reducing minor floods). Requests were also made to underground the utility wires along this shoreline segment. Undergrounding in this section would greatly improve the quality of the coastal view and may benefit the reliability of service given the exposure to storms.

There are two possible approaches to modifying the Jersey barriers:

- Create a new cast-in-place concrete barrier and walkway supported on the existing piles, as shown in figure 56. Planter boxes could be placed alternatively with benches to provide a seat wall on the inside of the barrier system. A more decorative concrete finish could also be designed. Plants, such as wild roses, or ivy for more year round effect, could then also be placed in the planter boxes to add seasonal interest.
- A second option would be to simply hang a steel and wood “boardwalk” onto the existing concrete piers using galvanized tubes, as shown in figure 57. The same benches and planter boxes could be placed in between the piers, but the existing Jersey barriers would remain. The Ivy then would be trained along the Jersey barrier to increase the visual interest.

However, it is unlikely that a steel and wood boardwalk attached to the existing concrete piers would survive major Northeast storms. The first option would be a more permanent solution to pedestrian safety and wave action impact issues along the beach. This would require more detail design that is beyond the scope of this study

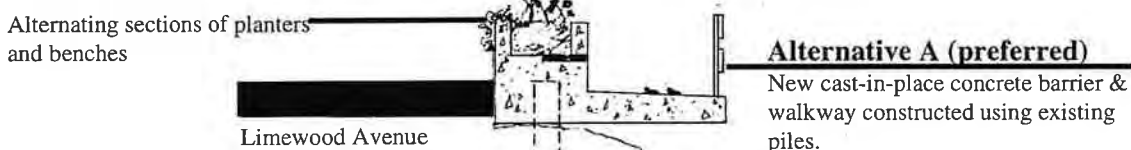


Figure 57 - Alternative A, replacement barrier using cast in place concrete.

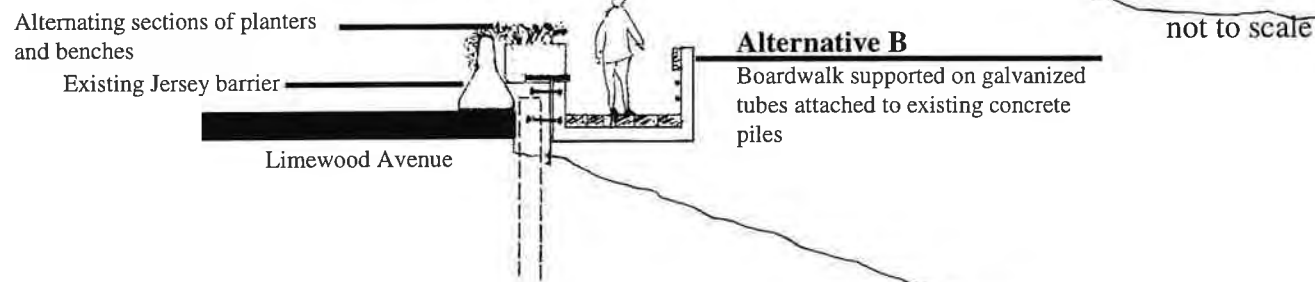


Figure 58 - Alternate B, Jersey Barriers remain with boardwalk, benches and planter boxes.

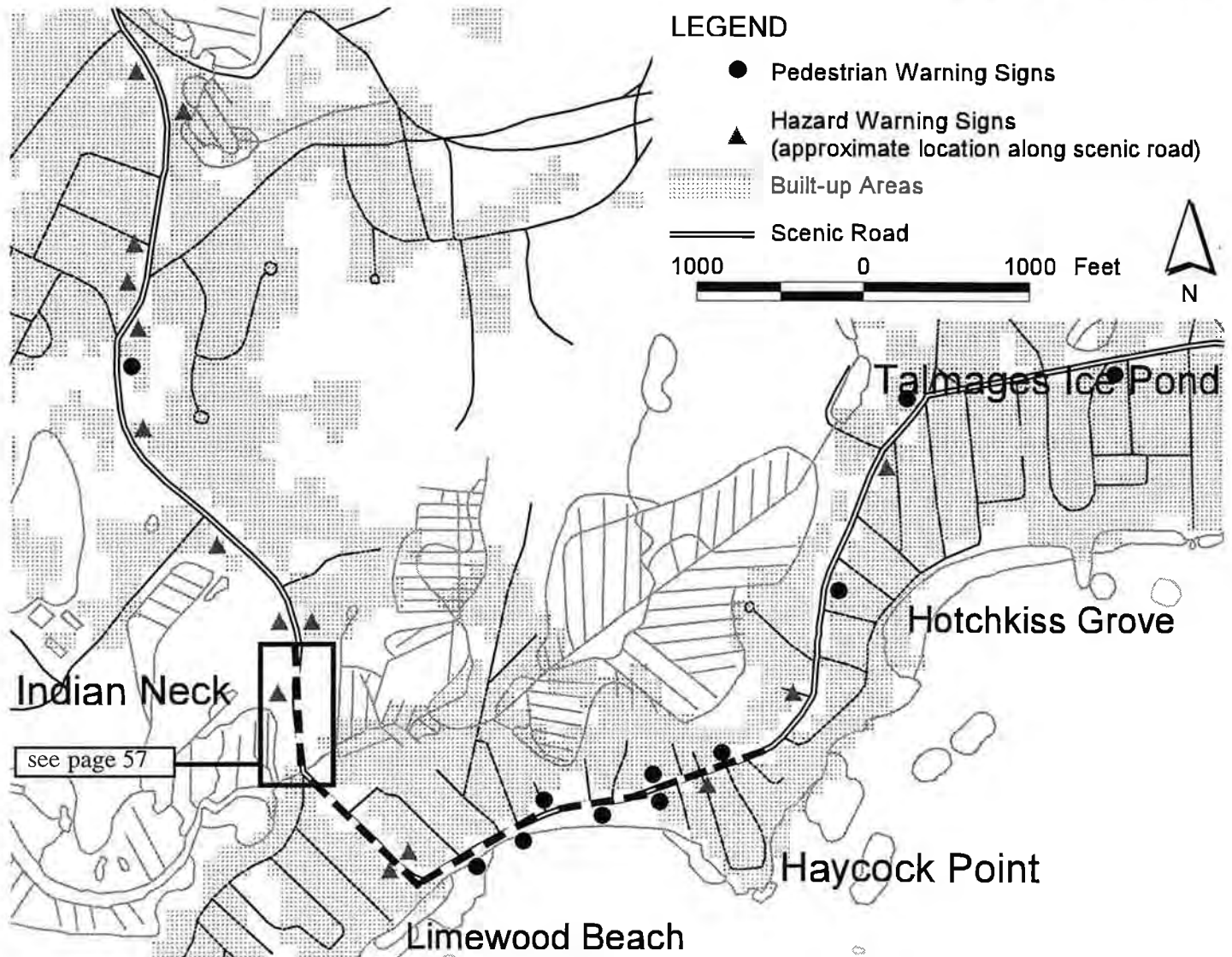


Figure 59 - Improved driver awareness of the approaching 90 degree turn and pedestrian crossings needs to be started earlier (dashed lines).

Improving Driver Awareness of Warning Signs

Another difficult issue along Route 146 is the need to find a way for drivers to improve their awareness of warning signs. Often the background behind the signs makes it difficult to see the sign. Two options worth considering, especially for the sharp 90° turn at the end of Sybil and Limewood Avenues is to use pavement markings and landscape to mark the locations of warning signs. First, evergreen shrubs could be planted behind the yellow caution signs to make them more visible. Second, the fog line could be moved in slightly, in combination with shoulder darkening (with adequate transition) in the vicinity of the sign to mark its location.

Critical to the success of this approach would be to

ensure that the landscape planting would not create an obstruction and block sight lines (they should be small upright evergreen shrubs). Changes to the pavement markings would have to be made in such a manner as to make sure that the lanes still had adequate width for the volume and speed of the traffic.



Figure 60 - Simulation illustrating the visual effect of pavement marking variation at the fog line and darkening shoulders to improve awareness of hazard warning signs.

Case Study

Stony Creek Road/Leetes Island Road Intersection

A design issue that is difficult to address is that of the intersection of Stony Creek Road, Leetes Island Road, and Thimble Island Road in the Village of Stony Creek. The intersection is at a skewed angle, with enough distance from the stop controls to cause drivers to be unsure of who has the right of way. From a long-term perspective it is worth looking at some options ahead of any future growth in traffic. If there is ever a need for improvements, there should be a plan in place to address that need in a more sensitive manner than standard practices might dictate. The following is only intended as a look at ways to address a problem that may arise in the future.



Figure 61 - Aerial view of Stony Creek (right).

Thimble Island Road leads to the town dock and a small retail area with a large seasonal variation in use. Leetes Island Road heading north leads to Interstate 95. Stony Creek Road is designated as Route 146, as is Leetes Island Road, heading east from the intersection. The Average Daily Traffic Volume in 1992 for this intersection was recorded at 1800 for Leetes Island Road heading out of the intersection (east).

village. Some people have suggested that buses should drop tour participants off at the intersection, and shuttle them down in smaller vehicles.

The preferred option for addressing the problems of this intersection (should traffic volumes or the number of accidents increase over time) is to tighten the geometry, reduce the amount of distance between the stop control points on each leg of the intersection, and reduce the total amount of pavement (figure 63).

Another important issue is the truck traffic from I-95 heading to the nearby stone quarry on Leetes Island Road. Many of the truck drivers get lost and have difficulty turning around. Tour buses are also a potential problem which has been raised by residents in relation to tour boats that leave from the town dock in the

This would require acquisition of a portion of the parcel in the northeast quadrant of the intersection. If there is a land sale or an attempt to develop the

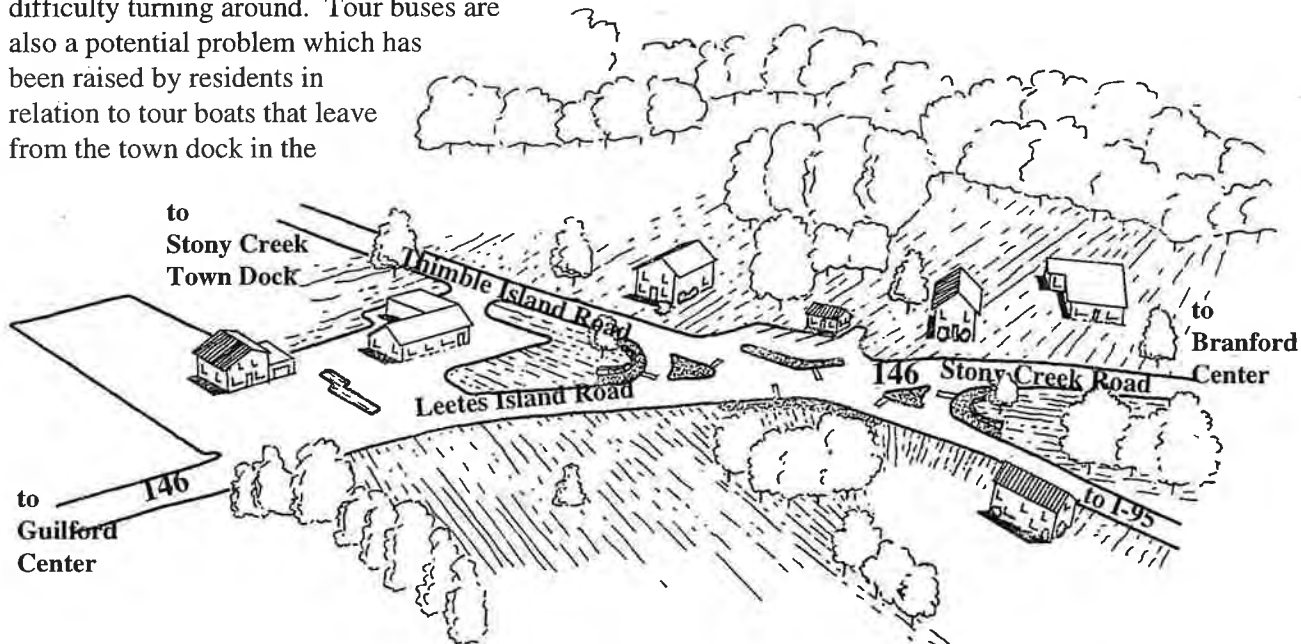


Figure 62 - Aerial sketch (looking southwest) of how tightening the geometry and reducing pavement can improve safety and slow speeds at the intersection of Leetes Island Road and Stony Creek Road.

property, efforts should be made to reserve the needed part of the right of way in exchange for a slightly higher density of housing to compensate for the loss of land. If this approach were to be pursued by the community, efforts would have to be made to preserve the trees between the house and intersection. The following sketch illustrates the principles that should be followed to implement the concept, if needed.

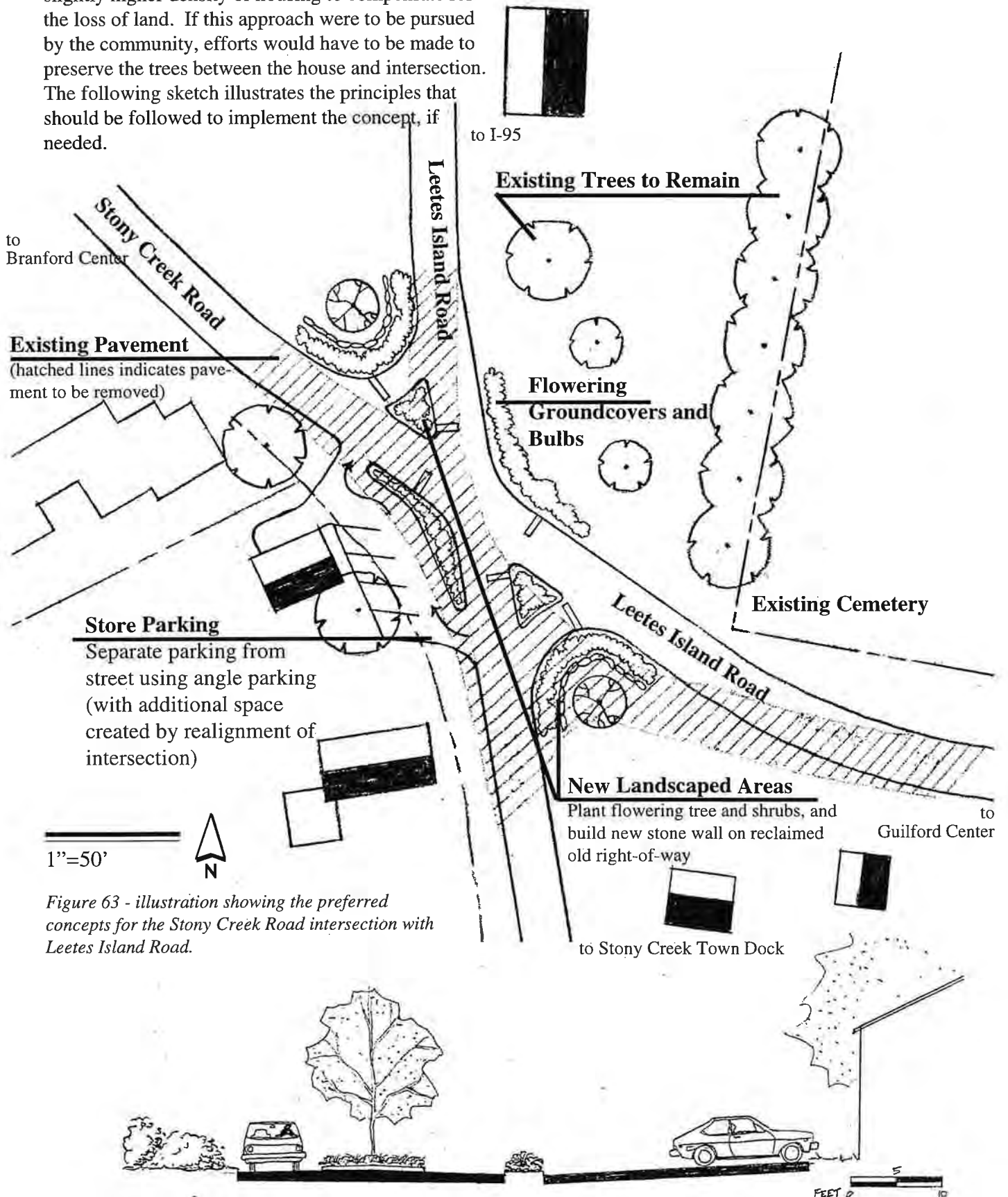


Figure 63 - illustration showing the preferred concepts for the Stony Creek Road intersection with Leetes Island Road.

Figure 64 - Section through package store parking, looking south, illustrating character of proposed enhancements.

4. Design Guidelines for the View and Context

Landscape Guidelines

The dramatic coastal landscape along Routes 77 and 146 is highlighted by views of Long Island Sound, woodlands, stone outcrops and broad agricultural valleys. Variety is abundant and distinct patterns of vegetation add to the unique qualities of the corridors. Native woodlands cover steep slopes along both routes while many salt marshes are visible from 146. As one travels north along 77, the landscape opens and broad floodplain meadows are visible as well as Lake Quonnapaug. The healthy and vigorous vegetation along 77 and 146 helps to create the unique scenic character. Long-term planting and management programs are needed to maintain healthy roadside vegetation and preserve the scenic quality of the corridors.

The entire region is dominated by the Oak Forest plant community. Three distinct variations in the pattern of plant species occur which are related to the amount of moisture available in the soil. With drier conditions dominating hilltops and uplands, moist conditions in midslope positions, and the wettest conditions occurring in low slope and valley areas, plant species adapted to each condition dominate, creating unique plant communities.

Soils are another important factor in vegetation patterns. Soils along Routes 77 and 146 range from very poorly drained organic soils in tidal marshes to steep, well drained soils with numerous outcrops and stones and boulders covering 15% of the surface. Glacial activity left only shallow deposits but outwash from meltwaters and subsequent rivers have deposited soils which are highly suited for development and landscape planting. Branford and Guilford were originally settled on outwash terraces utilizing these well-drained loamy soils located above deposits of sand and gravel.

Together with landscape position and slope aspect, soils and moisture availability determine the pattern of vegetation native to the landscape. Using this information, guidelines for landscape plantings have been developed. A map showing the location of plant communities along the scenic road (Appendix F) should be used as a guide to select planting and management regimes when installing or replacing landscape plantings throughout the corridor.



Figure 64 - View along Route 146 showing distinct patterns of vegetation rising up the slope.

TIDAL MARSH

This lowland landscape is characterized by poorly drained organic soils. The soil is wet, flooded daily, and contains a high salt content. The soil is not suitable for trees and supports only those plants adapted to tidal marsh conditions. These areas are fragile and are protected under the Connecticut Coastal Management Act. The communities of Branford and Guilford are both within the coastal zone established in this act. Planting in these areas would be minimal and maintenance limited to control of invasive exotics and preserving sight lines.

OUTWASH TERRACE

The outwash terrace landscape provides a well-drained soil suitable for development and a variety of landscape plantings. The communities of Branford and Guilford are located in outwash terrace areas. Soils are nearly level, well-drained loams underlain with sands and gravels. Favored tree species include:

- Eastern White Pine
- Sugar Maple
- Northern Red Oak
- White Spruce
- Norway Spruce
- Hornbeam

Favored shrub species include:

- Sheep Laurel
- Witch Hazel
- Highbush Blueberry
- Mountain Laurel
- Pink Azalea
- Mountain Azalea

SLOPE

This typology includes those areas ranging from gently sloping, well drained soils to steep, stony, excessively drained soils. Bedrock depth is minimal in places and rock outcroppings prevalent. The favorable trees recommended for planting are:

- Northern Red Oak
- Eastern White Pine
- Scarlet Oak
- Black Oak
- White Oak
- Pignut Hickory
- Black Birch
- Hop Hornbeam

Favorable shrubs include:

- American Chestnut
- Mountain Laurel
- Green-osier Dogwood
- Maple-leaved Viburnum

UPLAND

The glacial upland areas contain moderately well drained, stony soils with gentle slopes. Favorable trees include:

- Red Maple
- Sugar Maple
- Eastern White Pine
- Northern Red Oak
- White Spruce
- Chestnut Oak
- Scarlet Oak
- Black Oak
- White Oak

Favorable shrubs include:

- Huckleberry
- Lowbush Blueberry
- Sweet Fern
- Sheep Laurel

This description of the different landscapes that comprise Route 77 and 146 is intended to serve as a general framework for plant selection when considering new landscape enhancements along the road and right-of-way. Any planting within State-owned right-of-way requires a permit from ConnDOT (see Appendix F). Discussion of adopt-a-highway programs are contained in Chapter 4, Implementation.



Figure 65 - View along Route 77 showing succession within a glacial upland area.



Figure 66 - Historic trees are also important to consider such as this site of the original pines in Pine Orchard (behind deciduous trees along street).



Figure 67 - Wetland mitigation ongoing at marshes along Block Island Road are important projects to restore native ecosystems and to keep invasive species from overtaking an area.



Figure 68 - Homes along Montowese Street creating a cohesive edge contribute to community character. New houses in built-up areas should reinforce this character.

Guiding Land Use

Guiding new development is another important strategy for keeping Route 77 and 146 scenic. Both Branford and Guilford have had some successes at guiding development to preserve open space and community character. There are two distinctly different situations that may need to be addressed as part of each community’s Plan of Conservation and Development: in-fill housing within an already built-up area, and new subdivisions in the more rural areas along Route 77 in North Guilford.

In-Fill Housing

Within already built up areas it will be important to look carefully at the context created by the pattern of development. Rather than encouraging small housing projects to set homes back away from the street, houses should be constructed along a ‘build-to’ line. Where economically feasible, new in-fill homes should be similar in size (building volume) and utilize the design characteristics of existing homes nearby (roof pitch, fenestration, and materials).

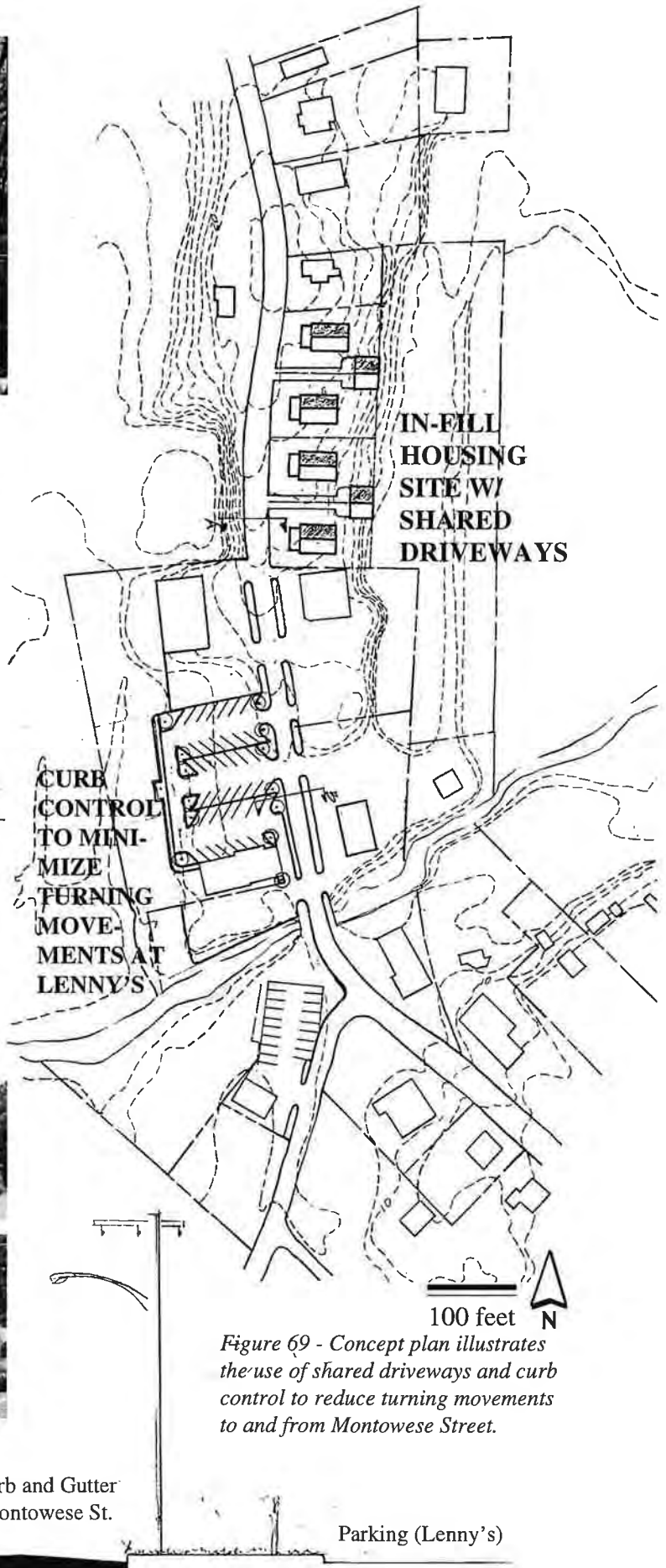


Figure 69 - Concept plan illustrates the use of shared driveways and curb control to reduce turning movements to and from Montowese Street.



Case Study

Broomstick Ledges View Conservation

Guiding land use does not have to mean limiting development. By working with property owners to ensure that new development fits with the landscape and architecture that make Branford and Guilford unique, it is possible to keep the view from these roads scenic, while still providing homeowners with a view of a rural landscape or a cohesive neighborhood. Of particular importance is the need to encourage the developer to group houses closer together. In addition, the following simple guidelines should be considered:

- Use narrower access roads or private drives, rather than standardized subdivision roads;
- Connect roads so that they form loops or blocks, rather than long cul-de-sacs;
- Preserve hayland and cropland in whole tracts so that the land can continue to be farmed;
- Group homes around a centralized common open space, with exterior views of open space;
- Sensitively integrate garages and parking so that they do not dominate the view of the home;
- Use hedgerows, woodland patches, and shade trees to provide each home with privacy.

The sketches (right) provide a hypothetical example of what would happen if these simple guidelines were followed on a tract of land in North Guilford.



Figure 71 - One of the remaining parcels of land still being farmed along Route 77 in North Guilford.

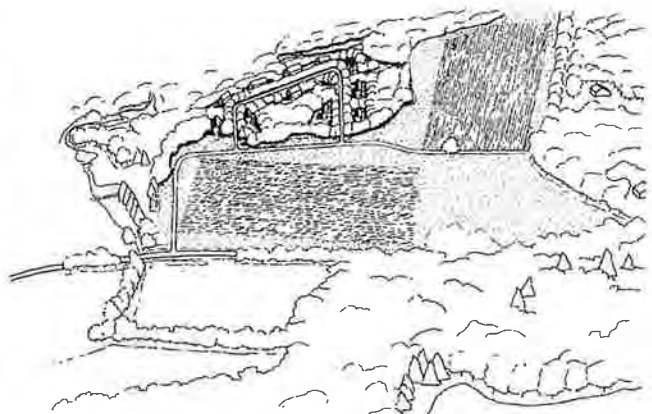
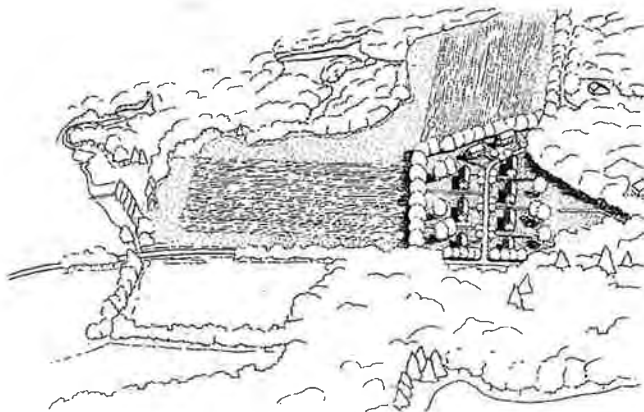
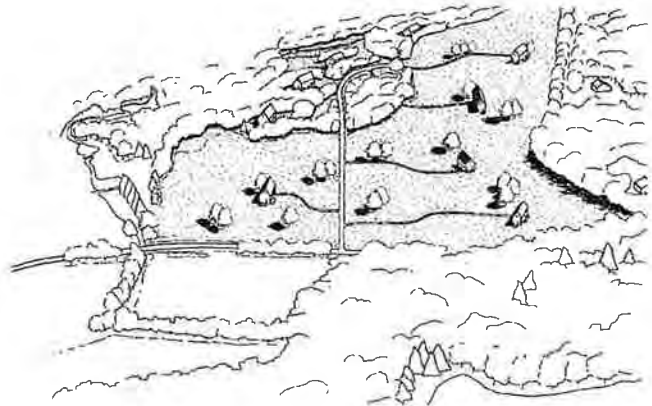


Figure 72 - Tighter groupings of houses are permitted under the Town of Guilford zoning laws. This hypothetical development plan illustrates the benefits of grouping houses closer together to retain existing hay land in production (bottom right) versus the standard practices of spreading houses evenly across the property (middle right) which precludes any hay production. Another option (bottom left) retains woodland areas as a trade-off for some hay land lost to production.



Implementation

The Branford/ Guilford Scenic Roads Committee: **An Umbrella Organization for Both Corridors**

Dealing with two separate but interconnected corridors in two separate municipalities is a complicated but soluble administrative challenge. As many of the scenic byway issues pertain to both corridors, in order to avoid redundancy and for better coordination, a single overall advisory body is recommended.

Immediately, the existing Route 77 and 146 Advisory Committee should be extended for an additional year in order to better define its role, procedures and responsibilities. In both the short- and long-term, however, there are several important benefits of making the committee a more permanent fixture:

- it can represent common local concerns from both towns regarding issues that relate to both corridors, providing a single place of communication about scenic roads;
- acting as a joint group, rather than as separate municipal bodies, committee participants can exert the maximum level of influence on state and local agencies and officials, as well as provide leverage with interest groups and private landowners;
- a single committee can most effectively and efficiently implement the plan, coordinating volunteer and funded efforts from a variety of public and private sources (such as is currently being done to preserve the Pinchot property by groups in both towns);
- such a committee can focus directly on scenic road issues that are not within the purview of other boards and commissions, complementing and coordinating, rather than duplicating, efforts of other valuable civic institutions.

For the first year, the committee should focus on the following initial steps for implementing the plan

- Gain endorsements of the plan from each towns relevant boards and commissions, interested civic organizations and user groups.
- Establish the committee as a single point of contact for ConnDOT, utility companies, and others responsible for the day to day management of the road and right-of-way, including defining mutually beneficial working relationships and areas of interest.
- Pursue grants and funding for high priority projects.
- Establish a single repository for resource inventory and data related to the scenic road (including the establishment of a tree registry and tree stewardship program).
- Work with each town's planning and zoning commissions to incorporate simple guidelines for scenic road conservation into standard development review procedures for properties within the viewshed.

Beyond the initial first year of the committee, and depending upon what form the committee takes (whether one or two towns, whether a subcommittee of an existing board or commission, etc). the primary responsibilities would need to address the following:

- Serve as a single point of contact for ConnDOT (and others) to carry out the intent of the scenic road legislation as it applies to Routes 77 and 146; as well as a single point of contact for implementing the provisions of the newly enacted state legislation requiring public notice for tree clearing by private developers on state land.

The intent is to increase opportunities for public involvement in scenic road management decisions, such as tree trimming or road maintenance, and to facilitate coordination with local government. The Com-

mittee would serve as a sounding board for the State Scenic Road Advisory Committee regarding proposed state projects and any potential impact on the scenic road and coordinating local review of any proposed actions. These can include open public meetings when appropriate to address key issues.

- Advise towns on how to coordinate policies and programs that are needed to preserve views and vistas adjacent to the scenic roads, such as coordinating with other local efforts on an overall visitation and graphics program, or working with land trusts, farm bureaus, or forestry organizations to provide incentives for preservation of agricultural land and open space.

The intent here is to make property owners aware of the kinds of voluntary efforts and local municipal programs that are available to help conserve the scenic views which characterize the two roadways and that they remain scenic into the future.

In each of these overall roles, the Committee has the opportunity to be not only reactive but proactive, proposing guidelines and concepts that represent community objectives, and working with highway engineers, maintenance personnel, town planning staff and commissions, landowners or builders to ensure appropriate development.

The geographic purview of the Committee's efforts will be twofold:

- the primary purview will be the Routes 77 and 146 road and right of way, monitoring and responding to potential road/right-of-way maintenance and improvements, and coordinating with ConnDOT, utility companies and relevant municipal staff;
- the secondary purview is that adjacent area of property fronting on the roads or within the corridor's viewshed, in which the committee should monitor potential land development with respect to existing planning and zoning, take the lead in helping implement specific partnership projects along the corridors as illustrated in this report, coordinate with local scenic road programs, and work with available programs and incentives to encourage open space conservation easements and complementary land development efforts.

The committee would serve as a clearinghouse as well as a watchdog – not taking on review of detailed issues or proposals, but ensuring that scenic road conservation issues are addressed as part of normal review procedures. Specific concerns having to do with the unique responsibilities or jurisdiction of each town – for instance, zoning controls and development policies, conservation issues, relationship to town roads, or concerns having to do with town services or utility infrastructure – would be referred back to the relevant Branford or Guilford commission or department.

Who Should Be Involved in the Scenic Roads Committee

The Committee should be seen as an outgrowth or expansion of the current Advisory Committee to the project with the same or similar representation and participation:

- local municipalities— elected and appointed officials and departmental professionals, such as representatives of the Board of Selectmen and Planning Commission, directors of planning, engineering and public works;
- civic groups— representatives of local land trusts, historic, environmental or preservation organizations, and neighborhood groups;
- private sector participants— utility company representatives, interested corporations, businesses or merchants;
- landowners and residents representing different geographic areas along the scenic road corridor;
- liaison with state agencies or elected representatives, including ConnDOT.

ConnDOT and Town Cooperation

The corridor management plan, when accepted by ConnDOT and endorsed by each town represents a blueprint for cooperation between the Connecticut Department of Transportation and local byway participants— landowners, town officials and staff, civic groups and land trusts. The corridor management plan identifies the benefits for all concerned. While the plan is not permanently cast in stone, it sets out an agenda for cooperation whose success depends on the mutual benefits of all parties.

As part of the planning process, the Connecticut Department of Transportation and the Towns of Branford and Guilford have recognized that:

It is in the best interest of the citizens of each town to agree to work cooperatively on creating the kinds of incentives and programs that will help preserve the corridor's scenic views and historic and cultural context,
and that it is in the best interest of the citizens of each town for the Connecticut DOT to work cooperatively on finding ways to adopt and undertake appropriate maintenance standards and improvements to the road and right-of-way that reflect its special standing as a designated scenic road.

As its part of the plan's implementation process, the Connecticut Department of Transportation would:

- adopt as Department Policy the scenic corridor's goals and objectives;
- adopt special maintenance standards and design practices appropriate to the scenic road corridors that reflect their special standing as a state designated scenic road;
- fully participate in the establishment of an entity to serve as a permanent link between Connecticut DOT and the town, to address issues of common concern;
- foster open, early and direct communication with key stakeholders.

As its part of the plan's implementation process, the Towns of Branford and Guilford would:

- adopt the goals and objectives identified in this report as part of the towns' Plans of Conservation and Development and as their input into regional plans of development;
- adopt appropriate planning concepts for the scenic road viewshed that will provide incentives to property owners to conserve its scenic quality;
- fully participate in the establishment of an entity to serve as a permanent link between the Connecticut DOT and the town and associated entities, to address issues of common concern.

In addition, both parties would agree to work together to:

- Identify cost-effective ways to manage and maintain the road and right-of-way in a more sensitive manner, including finding alternative sources of funding to pay for any added associated costs, and encouraging the local adoption of those road maintenance practices that exceed the available funds;
- Find the most cost effective way, including coordination of volunteer efforts, to manage associated features through appropriate improvements to signage, trailhead development, and interpretive exhibits.

Conserving and Enhancing the Road and Right-of-Way: **The Connecticut Department of Transportation Role**

The road and right-of-way strategies outlined in this report including roadside conservation, enhancement projects, maintenance, and adopt-a-highway efforts will require the full cooperation of the Connecticut DOT – both the District II office, and the State offices in Newington. Perhaps the most important implementation effort for ConnDOT is the adoption and approval of the use of various techniques outlined in the report to both conserve and enhance the appearance of the scenic road, including but not limited to:

- In consultation with the Towns of Branford and Guilford and the South Central Connecticut COG, review the distribution of speed limits, and if necessary, lower the overall speed limit on Route 146 to 25 mph in the Town of Guilford (Branford is currently 25 mph).
- recognition of scenic road legislation in the application of appropriate design standards for Resurfacing, Rehabilitation and Reconstruction (3R) type work, especially in reviewing requests for waivers from these standards where appropriate and on a case by case basis;
- consider the use of various traffic calming measures in settled areas including shoulder treatments, traffic islands, landscape improvements, lighting, and pedestrian safety improvements as detailed in Chapter 3;
- use of alternative bridge guiderails that allow for views through to the water;
- use of the steel backed wood or dark brown or black galvanized box guiderail as a replacement for the standard metal guiderail;
- painting the backs of signs dark brown or black;
- use of soil bio-engineering techniques for slope stabilization, where appropriate;

Action:

The Connecticut Department of Transportation needs to consider adopting a set of design details for use along these two scenic road corridors to minimize individual requests for special design elements

The Connecticut DOT currently reviews the use of these types of special details on a case by case basis. Many are in use within the District already. Although a case by case review of the use of these details will continue to work, this report recommends that a family of details be selected for use in the corridor at one time so that engineers preparing future construction plans can be made aware of their use early in the process, and maintenance requirements can be assessed on a life cycle basis at the start of the design process.

Protecting the Views and Vistas:

Incorporation of Scenic Road Concerns in Public Plans

Both Branford and Guilford have sophisticated sets of land use regulations already in place, and seem committed to using them. Both towns likewise clearly place a premium on conservation and preservation goals, balanced with the need for future economic development. Each town has been pursuing these goals for years through the complex systems of land use regulation presently in place. Zoning and subdivision regulations are extensive and by most measures quite complete. The systems have been in effect for at least a generation, with considerable adjustments made in the intervening years.

Currently, each town has underway a state-required update to its Plan of Conservation and Development (PoCD). Interim outlines and goal statements suggest that in each case an enlightened, progressive plan will result, based on extensive public input.

Each town should adopt the goals and objectives of this plan as part of this evolving Plan of Conservation and Development. (These should be introduced by a description of the corridors' roles within the overall land use and circulation of each town). Adopting the goals and objectives is a simple, positive step that affirms the principles that will guide the Towns and the Committee in conserving the area's scenic qualities.

As zoning is updated to correspond to the policies and concerns of the new Plans of Conservation and Development, 'scenic road conservation districts' should be created as a means of consolidating and coordinating public policy related to scenic roads and view conservation along each corridor. The result would be a much simpler and more effective means of working with property owners to conserve resources and guide development.

Currently in each town, basic zoning districts are already augmented by additional 'overlay zones', layers of public review responding to different conditions, such as coastal areas, town center and historic districts. More detailed planning reviews are mandated in these instances – from any project impacting an historic area to any project generating a large amount of traffic.

For instance, Guilford's Design Review Committee (an adjunct of the Planning Commission) administers two overlay districts— in the central area historic district and in the Westside Economic Development Overlay Zone (WEDOZ). In each area, the Committee uses a design review approach to examine potential new development on a case by case basis.

Scenic road conservation districts would build on this existing approach in the following ways:

- Administration of these conservation districts would vary by town (as separate political bodies), but also by corridor and subarea as relevant. Review of roadway conditions, new development or other proposed changes within each area could be initially carried out by a Scenic Road Committee advisory panel, then acted upon by the relevant town planning commission.
- The conservation district would cover two distinct geographic areas (corresponding to the purviews of the Scenic Road Committee):
 - a primary zone, along the Routes 77 and 146 road and right of way, with concerns having to do with road engineering, maintenance, curb cuts, roadside landscaping and stone walls, and signage issues;
 - a secondary zone, based on extent and quality of the view from the road, which would be more concerned with ensuring that new development meet planning and zoning standards to preserve the view, and providing public or private incentives to make this feasible, including density bonuses, technical planning assistance, conservation easements, and other techniques.
- Within the conservation district, property owners would be eligible for a variety of incentives for view preservation:
 - for example, tax credits for adherence to a "tree conservation plan" (as discussed in Section III, page 35;)
 - or, receive priority for such items as public/private investments in conservation easements (through land trust and/or municipal participation, as discussed in the following section).

ACTION:

Branford and Guilford need to adopt the corridor plan's goals and objectives as part of each Town's Plan of Conservation and Development.

ACTION:

A 'scenic road conservation district' should be created as a means of consolidating and coordinating public policy along each corridor

- For new development within the district, all that is needed is a set of simpler and less complicated planning and design guidelines to help owners wanting to preserve scenic values, but who may need to sell or develop their property. Such guidelines could be based on the examples in this report (see page 54, “Guidelines for the View and Context.”) and serve as a framework for a voluntary approach to open space and view preservation as follows:
 - guidelines should address whether new development patterns are sensitive to the form, line, color and texture of the landscape, and that new patterns of settlement are sympathetic to the traditional ways of building within the community (scale and site plan organization;)
 - guidelines should not address the design details which cannot be discerned by the casual viewer.
 - guidelines should provide public officials or local boards and commissions assistance in evaluating the potential impact of a proposed development on scenic values and offer ways to reduce those impacts;
 - guidelines should give property owners and developers clear direction as to those views and aspects of the scenic road that the larger community deems important.

ACTION:
Voluntary guidelines need to be developed to help property owners and each town's Boards and Commissions find ways to conserve scenic values in a cooperative manner.

Guidelines to illustrate desired development can vary by scenic road segment, but would have a common approach representing a framework for agreement between property owners and municipality. For example, the guidelines along Montowese Street (using a “build-to” line) would be necessarily different than the guidelines for the Inland Loop section where most of the houses are set back away from the road.

Examples of possible creative approaches for property owners include:

- siting to emphasize views, open space, and tree preservation (and new landscape planting)
- utilizing tighter groupings of houses, even on smaller projects
- reducing the number of curb cuts; sharing driveways
- “build-to” lines (similar but opposite to setback lines) at entries to town centers and crossroads, to define spaces with buildings
- location of major parking behind commercial structures, not on the road frontage.

Examples of possible incentives given by towns for using such creative approaches rather than developing as-of-right include:

- streamlined approvals process (faster approvals save money);
- greater building density allowed;
- flexibility in yard requirements, frontage requirements, etc.;
- site planning, landscape or building design technical assistance;
- flexible standards for building internal roads or utilities (reducing up-front costs of development).

In summary, each town’s role in preserving the view and context includes the following step:

- the first is to participate in the formation of the Scenic Roads Committee;
- the second is that each Town adopt the scenic byway goals and objectives as part of their evolving Plans of Conservation and Development.
- the third is to create ‘scenic road conservation districts’ and associated incentives and guidelines to coordinate public and private actions.

Protecting Views and Vistas

Local Interest Groups: Civic and Not-for Profit Sector

Land trusts in each town have acquired a variety of key properties adjacent to the scenic roads, and have established two new acquisition priorities along these two scenic roads: the Pinchot Tract, and Bluff Head Mountain. These efforts should be continued and expanded — especially examining purchase of conservation easements, which may extend scarce acquisition funds further than direct purchase. (In addition, because open space preserved through direct purchase does not produce tax revenue, wherever possible conserved open land should be retained for productive ventures such as farming or forestry— another argument for increased use of conservation easements which provide a way for the current owner to retain title to the land and still get the needed income).

Neither town has made extensive use of other State programs (such as agricultural preservation), although Guilford, for instance, has established (though not allocated budget to) a fund for open space purchase. This is an area where continued joint municipal/ land trust actions may be mutually supportive.

Land trusts or some national preservation organizations can also help property owners with the thorny issues of estate planning — the failure to properly deal ahead of time with the legal and financial requirements of maintaining property from generation to generation— is one of the major causes of forest, farmland and open space breakup. Many of the ‘linear subdivisions’ along farmland highway frontage are a result of the need to sell property to pay estate taxes, a situation that advance planning may have been able to resolve.

Although there are few large farms left along the two scenic roads, those that remain are key to the area remaining scenic. A recent survey in northeast Connecticut estimates that 68% of farmers have no estate plans in place for the future, and owners of forested lands are in a similar situation. Organizations such as the University of Connecticut Extension (or Natural Resources Conservation Service), the Timber Products Council, Farm Credit Banks, or the ‘Future of the Dairy Farm’ committee of the American Farmland Trust provide assistance to individuals, local organizations and public bodies about this issue.

Private Sector Coordination

A critical part of the implementation effort is the coordination of volunteers not only to maintain the roadside environment over and above the budgetary capacity of the Connecticut DOT or each Town, but also to help construct some of the small scale roadside improvements and landscaping.

The best approach to coordinating this activity is to use the “Adopt-a-Highway” model as an organizing effort. An example of the kind of agreement District II maintenance personnel have used for landscape work by private groups on state right-of-way is included in Appendix F.

Much of what is necessary to implement the landscape enhancements of this plan can rely on the cooperation of neighbors, agreeing to use a single plan for individual planting on private land and with permit, on state land. This method

ACTION:

Scenic conservation priorities need to be added to the list of ongoing efforts by private land trusts along these two roads.

has proven to be successful in communities throughout the United States for street tree planting, community gardens, school yards and other important civic landscapes. Using the section of road approaching the Guilford green as an example, the following steps would need to be taken to implement the plan:

1. Each of the property owners would need to sit down together and agree on a detailed planting plan that will meet the intent of the planning concepts (in this case to improve the appearance of the road and use landscape to give drivers more clues that they need to slow down).
2. With the town's assistance, plants can be bought at wholesale prices and stored for use. (Funding could be sought from utility companies, the America the Beautiful Program, or local businesses).
3. Individual property owners can then take on the responsibility for planting to the agreed upon plan and for maintenance.

The end result is a visual effect that could not have been achieved by each individual property owner acting alone – with much greater cost savings as well.

Finally, as with most planning studies, the best implementation approach is to 'just do it'— not to wait, for example, for an enlightened developer to completely accept scenic guidelines, but to work with local landowners to create a pilot project as an example to others. The Montowese Street Bridge project, described elsewhere in this report, is an example of such a project: it can preserve scenic qualities while adding needed value to property, and because action is taken pro-actively, it can maximize the benefits from partnership involvement with the public sector and/ or local land trusts.

ACTION:
The Connecticut DOT and each Town need to make it easier for property owners living along these routes or civic groups who use and care about its appearance to enhance its appearance through beautification projects and maintain what's there now through "adopt-a-highway" programs.

Managing Appropriate Regional and Local Visitation

The main message from Advisory Committee and public workshops regarding tourism in Branford and Guilford is a desire to “manage, not market” tourism. Appropriate levels and types of visitation should be targeted – so as to minimize environmental and traffic impacts while maximizing positive economic benefits. Rather than heavily promote tourism on an unstructured basis, specific actions are needed to deal with the out-of-town visitors that are here already.

Each town (plus Madison and Clinton) is already known as an attractive but low-key mecca for those who want to see ‘one of the last great places’ (as characterized by the regional tourism council) — intact working coastal towns with unique natural and historic features.

These attributes are best appreciated through leisurely investigation— not only by auto, but also by bicycle or on foot. And the towns’ historic and recreational features are not all along the state-designated scenic byways, but also along a variety of local roads.

Coordinated Town-Wide Programs for Visitors and Residents

In order to make sure that the scenic roads are not overwhelmed with visitors, the plan recommends that local economic development officials and the regional visitors council market the Towns of Branford and Guilford as a whole, focusing on the total various features within each town. As discussed on pages 36-37, signage and orientation would direct visitors to each central Green— the most prominent landmark and town symbol, a single and easily-found location for assistance. Each Green would become the logical taking-off point for walking tours and biking itineraries using routes not only along the state designated scenic roads but also along various local scenic or other appropriate roads.

This approach will allow the deliberate and strategic management of local tourism. With such management, the two communities can put the scenic corridors of Routes 146 and 77 into an appropriate

and controlled context of natural or visitor features, and organized pedestrian, bike, and auto touring itineraries. In this scenario, the proper balance of centrally-located and dispersed features can be carefully crafted:

- the urban emphasis is placed on the initial points of orientation — in or near the two central areas and their respective greens surrounded by historic buildings and shops;
- the rural ambiance takes place as the network of rides and walks (utilizing both state scenic byways and associated local roads) that meanders through the coastal or upland environment— the context for individual features and recreation features.

Orientation Centers

Visitors would be guided by highway signage off I-95 to orientation centers. These centers not only can serve as sources of printed material and advice about food and lodging services, historic, cultural and recreation features, and walking, biking, or auto tours, but also can act as focal points for residents to understand their own community’s past and its continuing program of current activities. Site selection criteria for such centers should include:

- sharing space with an existing and complementary institution, minimizing operating costs and making available existing facility maintenance and supervision;
- proximity to central area, especially to the town green and surrounding commercial development;
- availability of parking and support services.

In Guilford, the current ‘tourist information’ facility consists of a rack of brochures in the lobby of the town community center. Possible venues that could be investigated for a new and expanded center include the town library (on the Green; a room adjacent to the circulation desk is potentially available, which could also draw on the library’s ‘Guilford Room,’ devoted to local history), the new police station (utilizing the built-in community room), or the state-sponsored Whitfield House (which staffs its own visitors’ center on a seasonal basis).

Branford currently has no central information facility. Potential locations might include the centrally-located Town Hall (located on the Green; the Town Clerk currently distributes tour itinerary pamphlets), other public facilities such as the Blackstone Memorial Library, or at least on a seasonal basis, historic houses run by not-for-profit organizations (such as the Harrison House).

Such orientation centers would be valuable both to residents desiring an interpretive source of local history, and to visitors desiring a quick introduction to area features and their context. They can relate to nearby restaurants and shops as well to walking, biking or auto itineraries and tours.

The Branford and Guilford centers should be carefully coordinated:

- they should cross-market each other's material – related cultural, historic or recreational features for the two towns can establish a common base of activity that can encourage the sort of longer and more leisurely stay that is the ideal tourism/ economic development outcome.
- These common marketing approaches make more feasible the implementation of any physical improvements — governmental and private funding sources often give priority to well-coordinated, linked projects, and savings can be achieved through economies of scale.

Tour Itineraries: Auto/ Bike/ Walking

The definition and promotion of an overall itinerary network of scenic and historic tours (of which routes 146 and 77 are only a portion) will help put the scenic roadways in the appropriate context, and minimize unnecessary traffic. For instance, creation of a series of specific bikeway or walkway 'loops', using various 'trailhead' locations as starting and finishing points, can utilize local scenic or other roads as well as portions of state scenic roads, chosen with safety in mind as well as views and connections. A map showing potential routes is included in Appendix G.

Graphics and Signage

In order to establish local identity and provide order to what is now a rather ad hoc situation, the corridor management plan recommends implementation of an overall signage program for each town, which could also extend to a consistent graphic framework for brochures, handouts, and maps. Signing the scenic roads themselves also presents special issues.

Gateway/ Entry Corridor Directional Signs

The types of signs and directional information discussed on pages 36 and 37 have been implemented in other Connecticut communities, including Madison, Connecticut. This is a consistent problem on other scenic roads, and some coordinated action may be beneficial to other towns, and the Connecticut DOT who must approve this type of signage.

Along I-95, the brown signs indicating exits for tourist features are established through the Connecticut DOT traffic division, acting on behalf of the Federal Highway Administration and complying with the Federal standards. Qualification criteria for an interstate sign include amount of visitation, and the process can be complex and time-consuming (it took many years for the Whitfield House to achieve its sign, although recently the Thimble Islands got a sign more quickly). However, there is a demonstrable logic to a signage sequence leading from the highway to a central visitor location established as part of the scenic roads program.

Major issues in establishing such a signage system include:

- establishing a clear gateway/ point of entrance from the regional transportation system, and
- along the entry corridor, ensuring that at each decision point there is clear direction to the motorist, marked by signs of a consistent, simple and attractive design and color, avoiding the appearance of clutter.

Preferred entry routes are shown on page 36. In Branford, the Town of Branford should request from the Connecticut DOT, the placement of an entry sign for the most direct route to the town green/ central area— Exit 54 at Cedar Street. Official brown signs along I-95 from both east and west can indicate to the

motorist the upcoming turnoff, and provide direction south on Cedar at the end of the exit ramp. As one enters along Cedar Street, a consistent series of signs must anticipate potential choices and possible wrong turns, leading the motorist to a left turn onto Main Street and along it to the central area, green, and information center.

Similarly, the Town of Guilford should request entry signs to direct the motorist off the interstate at the Route 77 exit, and south along 77 to the information center and central Guilford Green area.

Brochures, Maps and Informational Signs

Supporting handouts and local signs and display graphics describing features and itineraries should also have the same level of visual consistency as the directional signs. Wherever possible, common graphic themes such as typeface, layout, or distinctive local logos should help link these various elements.

Brochures should be pursued through the district tourism office.

Signing the Scenic Byways

Along the byways themselves, the plan recommends a system of directional and informational signage that both defines and interprets the byway for users without calling undue attention.

Directional signs, featuring a consistent color and identity, are needed (especially on the complicated

Route 146 corridor) to inform motorists and bicyclists of the various turns and intersections along the roadway (see section 3, page 37, for examples).

Safety-related signs are also needed. Bicycling is now commonplace along 146 and 77, and creation of new bike lanes by widening the road is out of the question. Therefore, the de facto sharing of the right-of-way between auto, bike and occasional walker must be accepted and dealt with pro-actively—awareness of the need to slow down in order to anticipate other road users can be an important component of ‘traffic calming’. Route 146 issues have to do with twists and turns with poor visibility, while on 77 the problem is a consequence of increasing through traffic and potential speeding. Periodic signs can help lower speeds and heighten awareness – especially for heavy bicycle use areas.

The ConnDOT bicycle coordinator has requested permission to use a yellow diamond bicycle sign with a ‘share the road’ message beneath) that should be added at key locations along each route. An inquiry should be made as the status of the use of this sign by the Connecticut Coalition of Bicyclists.

Finally, interpretive signs can be placed at locations of features or views. These signs should be keyed and graphically linked to the local maps, printed material and brochures available at the information centers.

The first interpretive sign should be placed at the Branford Land Trust pull-off near the Branford River.

Funding Opportunities and Next Steps

The following table lists the specific conservation actions and enhancement proposals included in the plan. Along with each action or proposal is a list of logical ‘partners’, potential funding sources, and any specific implementation issues. This table can be used as a plan summary for use in working directly with the plan.

High Priority Enhancement Projects		Potential Partners	Funding Opportunities	Implementation Issues
MONTOWESE STREET @ THE BRANFORD RIVER				
Montowese St. Bridge Southbound pull-off (land owned by Branford Land Trust)	Branford Land Trust Branford Rotary Club Branford Men's Garden Club Branford Woman's Garden Club Town of Branford ConnDOT	Donated time and materials Branford River/DEP Fund Pursue Conservation Fund Greenway Project for interpretive sign (due end of December 1996, or wait until Dec. 1997.)	SEE PAGES 39-41 FOR PROJECT DESCRIPTION Current flat area attracts ad-hoc use, but sight distances are blocked by Bridge abutments creating potential hazard. Need curb control at pull-off to control access at point with best sight lines north to the AMTRAK bridge abutment. Coordinate w/Bridge construction - need to leave open possibility for removing section of guiderail for crosswalk from other side. Maintenance during establishment period - need group to step forward to "adopt" the area (weeding, watering, litter, etc.)	
Montowese St. Bridge Sidewalk Extensions	Town of Branford	Capital Improvement ISTEA Safety Grant	State bridge project includes sidewalks on both sides of bridge, but they do not go anywhere presenting a potential hazardous situation. People currently walk in street under AMTRAK overpass Must relocate existing wall on North side of AMTRAK overpass to make enough room (now covered with poison ivy)	
Montowese St. Northbound Pull-off and crosswalk	ConnDOT Town of Branford (Same as BLT property)	Same as southbound	Creation of northbound pull-off would provide access to Branford River on side with better pedestrian access and attractive view of marsh	
GUILFORD CENTER ENHANCEMENTS				
Guilford Green Pedestrian Safety Improvements	Town of Guilford/Guilford Tree Advisory Committee/Guilford Green Committee CT. Light and Power ConnDOT Guilford Historic District Comm.	ISTEA/Scenic Byway Program Fund ISTEA Safety Grant Private Sector Foundations	SEE PAGES 42-47 FOR PROJECT DESCRIPTION Emergency vehicles, snow removal, must be accommodated	
Guilford Green Lighting/Utility Lines	Town of Guilford/Guilford Tree Advisory Committee CT. Light and Power ConnDOT Conn./Guilford Historic District Comm.	CT. Light and Power Private Sector Foundations ISTEA/Scenic Byway Program Fund	Relocation of utility lines dependent upon private owners agreeing to pay for any service connection changes that may be required Lighting project dependent upon utility line relocation/undergrounding	
Guilford Green Approaches	Town of Guilford/Guilford Tree Advisory Committee/Guilford Green Committee CT. Light and Power ConnDOT Conn. Historic District Comm.	Scenic Road Program Grant Funding Town of Guilford America the Beautiful Private Sector Foundations	Time roadway enhancements with the next resurfacing project Some planting on private property assumes private property owners will agree to coordinate	

* PLEASE NOTE: IT APPEARS THAT THE NEXT OPPORTUNITY FOR APPLYING FUNDS FROM ISTE A WILL BE DEPENDENT UPON REAUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION ENHANCEMENT ACT. SHOULD SCENIC BYWAY FUNDS BE REAUTHORIZED, THE NEXT POSSIBLE APPLICATION DATE WILL BE IN 1998.

** See Appendix H for listing and references to potential private funding organizations

Long Term Projects		Potential Partners	Funding Opportunities	Implementation Issues
CORRIDOR WIDE PROJECTS AND PROGRAMS				
Scenic Easement Program (PAGES 31-34 AND APPENDIX B)	Branford Land Trust Guilford Land Conservation Trust	Private Sector Funding (see Appendix H for listing)	Continuation of on-going work of each land trust Management issue is critical for properties owned by land trust - seek conservation easements rather than direct purchase Conservation buyer program may also help	
Tourism Management Program - Branford Entrance Corridors - Guilford Entrance Corridors (PAGES 36-37 & 67-69)	State/Regional Tourism offices Town of Branford/Town of Guilford (Economic Development) Chamber of Commerce, Garden Clubs, Rotary Clubs	State Tourism offices	Better coordination between state and local government Seek funding to coordinate visitor information Need to develop design and development standards, landscape plan, coordinate signage, etc.	
Share the Road (PAGE 37)	CT. Coalition of Bicyclists ConnDOT District II	Volunteer efforts coordinated through CT. Coalition of Bicyclists	Share the Road signs require Federal approval (apparently requested by ConnDOT) Adopt-a-highway coordination to maintain existing shoulders (focus on trouble spots) Gradually change drainage grates with resurfacing projects	
Management of roadside pull-offs (improving some, closing others) (PAGES 38)	ConnDOT Town of Branford Town of Guilford Branford Land Trust	Scenic Road Program Grant Funding ISTEA safety grants for closing	Group all pull-off projects into one safety improvement project -	
Road and Right-of-Way Design Guidelines (PAGE 49)	ConnDOT District II	Private Sector Foundations to establish permanent maintenance trust fund for Connecticut Scenic Roads (contact Scenic Rhode Island Foundation for potential model and possible funding -- see Appendix H) {use of non-standard details may require outside funding}	Coordination of routine maintenance and management actions with scenic road committee (guidetrails, change of lighting to cut-off lamps, repavement, etc.)	
Land Use and Design Guidance Program (PAGES 54-57)	Town of Branford Town of Guilford Property Owners	Implement as part of Plan of Conservation and Development	Seek to provide simple guidelines to better shape the appearance of new development along the scenic roads	
Traffic Management Program (PAGES 67-69)	ConnDOT SC CT. COG Town of Branford/Town of Guilford	The development approvals to traffic impact and capacity	Monitor large scale traffic generators for potential impact on use of scenic roads for other than local and recreational traffic	

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** See Appendix H for listing and references to potential private funding organizations

Long Term Projects		Potential Partners	Funding Opportunities	Implementation Issues
TOWN WIDE-PROJECTS				
Branford River Greenway PAGE 33	Town of Branford CT. DEP Branford Land Trust Property Owners AMTRAK	Conservation Fund - small project grant (Private Sector Foundation - see Appendix H))	Seek to create a series of linked open spaces along the Branford River connecting the Branford Center to the Long Island Sound, with highest priorities for those areas in the vicinity of the Montowese St. Bridge	
West River Greenway (PAGE 33)	Town of Guilford CT DEP Guilford Land Conservation Trust Property Owners	Conservation Fund - small project grant (Private Sector Foundation - see Appendix H)	Seek to create a series of linked open spaces along the West River connecting Lake Quonmpaug to the Long Island Sound with highest priorities for those areas in the vicinity of Route 146 and those that parallel Route 77.	
LONG TERM PROJECT ENHANCEMENTS				
Limewood Beach - Traffic Calming - Jersey Barrier - pedestrian walkway (PAGES 50-51)	ConnDOT Town of Branford Neighborhood Assoc.	Coastal Zone Grants - implement upon damage or replacement	Fog lines would help immediately Stop sign requested for 90 degree turn- ConnDOT needs to evaluate Jersey barriers need to continue role in flood reduction District has approval to use decorative barriers on Merritt Parkway	
Stony Creek Traffic Calming (PAGES 52-53)	ConnDOT Town of Branford Neighborhood Assoc.	only if needed	For use as an alternative approach to managing future growth in traffic - use only if needed in the future in lieu of a traffic light	

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** See Appendix H for listing and references to potential private funding organizations

Next Steps:

The initial first year of the plan's implementation is critical to its success. The following summarizes the steps that need to be taken to keep the plan moving forward.

1. Plan Approvals

The first step for plan implementation is to gain as many endorsements as possible from the various stakeholders, boards and commissions, and civic groups. At least the following should be approached:

Town of Branford Boards and Commissions

- Planning and Zoning
- Conservation Commission
- Economic Development Commission
- Town Center Revitalization Committee
- Young's Pond Commission

Town of Branford Civic Groups and Conservation Organizations

- Branford Land Trust
- Branford Men's and Women's Garden Clubs
- Architectural Preservation Trust of Branford

Town of Guilford Boards and Commissions

- Planning and Zoning
- Historic District Commission
- Conservation Commission
- Economic Development Commission
- Guilford Green Committee
- Tree Advisory Board

Town of Guilford Civic Groups and Conservation Organizations

- Guilford Land Conservation Trust
- Guilford Preservation Alliance
- Group of Seven

2. Get Organized

The second step is to establish the procedures and working relationships that will be needed to implement the plan:

- Pursue a small grant or donation (or contribution from each town) to fund the administration of the committee (share the workload) – mailing, meeting notes, correspondence
- Determine roles and responsibilities
 - Roadside conservation
 - View conservation
 - Enhancement projects

3. Coordination with ConnDOT/CL & P/Residents

The third step is to identify those areas where it is in the best interest of both Towns and those responsible for the day to day management of the road and right-of-way (ConnDOT/CL & P, etc). to develop cooperative relationships and work towards establishing a permanent entity to simplify coordination efforts.

- Requests for Changes in Traffic Management:
 - Speed Limit Reduction/New Stop Signs/Traffic Calming
- Bicycle Safety Enhancements:
 - Share the Road Signs
 - Adjustments to Statewide Bicycle Map
 - Bicycle Safe Drainages
 - Adopt-a-Highway (Shoulder Sweeping)
- Enhancement Grants/TIP
 - Montowese St.
 - Guilford Green Approaches
- Project Review and Coordination w/State Scenic Roads Committee
- Maintenance/Tree Preservation/Roadside Conservation
 - (Register of Big Trees & Tree Stewardship Program)

4. Outside Funding/Volunteer Coordination

The fourth step is to pursue opportunities for outside funding (non-ISTEA) for high priority projects (see pages 70-73 and Appendix H):

The following summarizes specific funding opportunities that should be pursued during the first year:

Montowese St. Bridge Walkways

\$50,000

- Pursue ISTEA funds (for either Enhancement or Safety purposes) for the pathways along Montowese St. that will link the existing pieces of walkway together, including approximately 700 linear feet of sidewalk, relocating an existing stone wall, resetting the guiderail on both sides of the bridge to allow pedestrian use, bank stabilization behind the guiderail on the north side, and the necessary design and engineering services

Interpretive Sign at Pull-off

\$2500

- Pursue DuPont/Greenways for America Fund for an interpretive sign about the Branford River to be located at the Montowese St. Pull-off

Montowese St. Bridge Pull-off Landscape

\$7500

- Pursue Branford River Restoration funds for Stone dust path (280 linear feet, 8 foot wide) and planting for bank along Route 146 using native plants. [gravel parking area provided by ConnDOT]

Guilford Green Pavers at Intersections

\$60-180,000

- Pursue ISTEA funds for narrowing the travel way and resurfacing pedestrian areas with bituminous concrete or brick pavers (high end of price range for extensive amounts of brick work as a continuous surface). As an alternative, but requiring further discussion with fire marshall, the curbs could be extended to narrow travelway to the point that would still allow for fire trucks to turn safely. This would allow the use of grass and sidewalks, in the curb extension areas, rather than pavers on the street level.

Bluff Head Mountain Access (land purchase)

\$60,000

- Seek private funds for recreational access to purchase the property. Developing a small parking area would require additional funds and would be dependent upon the length of driveway needed and the conditions of the soil in that area (the soils are very moist in this area, and may require some drainage improvements).

5. Establish a Repository For Resource Information

There needs to be one or two places where data can be stored and cataloged for easy access

- Establish register of big trees in each town (in Planning and Zoning or Tax Assessment)
- Apply to ESRI for Geographic Information System geared towards Register of Big Trees
- Establish location for storing maps, slides, etc. (Library in each town)

6. Work with planning and zoning commission

Scenic road issues need to be incorporated into normal development review procedures. Policies and/or guidelines are needed to address the following in each town:

Branford

- infill development
- ridgeline development

Guilford

- ridgeline development
- subdivisions



Appendix C – Traffic Counts

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	2	1	17	42	58	13	4	0	0	0	0	0	0	0	137	26-35	100
16:00	7	0	13	60	89	25	0	0	1	0	0	0	0	0	195	26-35	149
17:00	2	1	17	82	95	21	2	0	0	0	0	0	0	0	220	26-35	177
18:00	5	3	21	49	70	18	5	0	0	0	0	0	0	0	171	26-35	119
19:00	4	2	26	69	53	14	2	0	0	0	0	0	0	0	170	26-35	122
20:00	2	2	30	73	54	5	0	1	0	0	0	0	0	0	167	26-35	127
21:00	2	2	9	38	40	8	1	0	0	0	0	0	0	0	100	26-35	78
22:00	0	0	10	16	21	5	0	0	0	0	0	0	0	0	52	26-35	37
23:00	1	2	7	17	17	6	1	0	1	0	0	0	0	0	52	26-35	34
Total	25	13	150	446	497	115	15	1	2	0	0	0	0	0	1264		
Percent	2.0%	1.0%	11.9%	35.3%	39.3%	9.1%	1.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	18:00	20:00	17:00	17:00	16:00	18:00	20:00	16:00						17:00		
	7	3	30	82	95	25	5	1	1						220		

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Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/19/19	0	0	0	9	4	2	2	0	0	0	0	0	0	0	17	26-35	13
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	25-34	3
02:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6	21-30	4
03:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5	25-34	5
04:00	0	0	1	2	2	1	1	0	0	0	0	0	0	0	7	26-35	4
05:00	0	2	1	8	19	7	0	0	0	0	0	0	0	0	37	26-35	27
06:00	1	0	5	27	39	18	1	0	0	0	0	0	0	0	91	26-35	66
07:00	0	1	4	63	90	48	3	0	0	0	0	0	0	0	209	26-35	153
08:00	5	0	17	84	107	42	2	0	0	0	0	0	0	0	257	26-35	191
09:00	2	2	16	94	121	32	2	0	0	0	0	0	0	0	269	26-35	215
10:00	6	5	15	80	106	31	4	0	0	0	0	0	0	0	247	26-35	186
11:00	6	1	15	90	94	36	4	0	0	0	0	0	0	0	246	26-35	184
12 PM	3	2	20	113	102	33	6	0	0	0	0	1	0	0	280	26-35	215
13:00	6	2	24	73	97	21	2	1	0	0	0	0	0	0	226	26-35	170
14:00	7	7	25	83	103	40	4	0	1	0	0	0	0	0	270	26-35	186
15:00	10	4	31	85	115	31	2	0	0	0	0	0	0	0	278	26-35	200
16:00	9	3	24	82	87	38	3	0	1	0	1	1	0	0	249	26-35	169
17:00	10	1	26	117	109	36	2	0	0	0	0	0	0	0	301	26-35	226
18:00	10	8	39	107	73	20	2	1	1	0	1	0	0	0	262	26-35	180
19:00	5	13	58	110	45	4	2	0	0	0	0	0	0	0	237	21-30	168
20:00	9	14	79	125	52	9	2	1	0	0	0	0	0	0	291	21-30	204
21:00	26	33	133	137	19	3	0	1	0	0	0	0	2	0	354	21-30	270
22:00	8	5	44	82	30	5	0	0	0	0	0	0	0	0	174	21-30	126
23:00	5	3	40	72	43	8	1	0	0	0	0	0	0	0	172	26-35	115
Total	128	106	619	1649	1462	466	45	4	3	0	2	2	2	0	4488		
Percent	2.9%	2.4%	13.8%	36.7%	32.6%	10.4%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	09:00	09:00	07:00	10:00										09:00
Vol.	6	5	17	94	121	48	4										269
PM Peak	21:00	21:00	21:00	21:00	15:00	14:00	12:00	13:00	14:00		16:00	12:00	21:00				21:00
Vol.	26	33	133	137	115	40	6	1	1		1	1	2				354

Connecticut Counts LLC
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Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
07/20/19	6	2	10	29	28	8	0	0	0	0	0	0	0	0	83	26-35	57
01:00	5	0	7	23	13	8	1	0	0	0	0	0	0	0	57	26-35	36
02:00	0	0	3	11	13	7	1	0	0	0	0	0	0	0	35	26-35	24
03:00	2	0	1	2	1	2	0	0	0	0	0	0	0	0	8	31-40	3
04:00	0	1	0	1	2	1	0	0	0	0	0	0	0	0	5	31-40	3
05:00	0	0	2	5	4	1	0	0	0	0	0	0	0	0	12	26-35	9
06:00	0	1	1	12	13	7	2	0	0	0	0	0	0	0	36	26-35	25
07:00	4	2	4	43	51	10	1	0	0	0	0	0	0	0	115	26-35	94
08:00	9	2	4	53	85	32	3	0	0	0	0	0	0	0	188	26-35	138
09:00	3	0	7	69	109	33	4	0	0	0	0	0	0	0	225	26-35	178
10:00	5	2	25	72	108	34	1	0	0	0	0	0	0	0	247	26-35	180
11:00	9	5	10	79	119	43	2	0	0	0	0	0	0	0	267	26-35	198
12 PM	6	4	10	93	106	37	5	1	0	0	0	0	0	0	262	26-35	199
13:00	6	5	20	85	106	24	2	0	0	0	0	0	0	0	248	26-35	191
14:00	5	1	24	105	110	19	4	0	0	0	1	1	0	0	270	26-35	215
15:00	6	1	18	85	104	25	5	0	0	0	0	0	0	0	244	26-35	189
16:00	2	4	20	76	91	24	3	0	0	0	0	0	1	0	221	26-35	167
17:00	7	6	43	105	96	20	1	1	0	0	0	0	0	0	279	26-35	201
18:00	9	8	35	99	78	15	0	0	2	0	0	0	0	0	246	26-35	177
19:00	2	9	41	133	68	17	1	0	0	0	0	0	0	0	271	26-35	201
20:00	2	3	55	90	57	12	1	0	0	0	0	0	0	0	220	26-35	147
21:00	1	5	45	92	47	5	1	0	0	0	0	0	1	0	197	26-35	139
22:00	1	2	32	78	35	9	2	0	0	0	0	0	0	0	159	26-35	113
23:00	0	0	31	40	45	8	2	0	0	0	0	0	0	0	126	26-35	85
Total	90	63	448	1480	1489	401	42	2	2	0	1	1	2	0	4021		
Percent	2.2%	1.6%	11.1%	36.8%	37.0%	10.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	10:00	11:00	11:00	11:00	09:00										11:00
Vol.	9	5	25	79	119	43	4										267
PM Peak	18:00	19:00	20:00	19:00	14:00	12:00	12:00	12:00	18:00		14:00	14:00	16:00				17:00
Vol.	9	9	55	133	110	37	5	1	2		1	1	1				279

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Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
07/21/19	0	1	6	26	37	6	2	0	0	0	0	0	0	0	78	26-35	63
01:00	0	0	3	5	12	9	2	1	0	1	0	0	0	0	33	31-40	21
02:00	0	0	4	5	8	2	0	0	0	0	0	0	0	0	19	26-35	13
03:00	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4	19-28	2
04:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
05:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	7	26-35	7
06:00	0	0	2	14	9	3	1	0	0	0	0	0	0	0	29	26-35	23
07:00	1	3	5	16	32	12	2	0	0	0	0	0	0	0	71	26-35	48
08:00	1	1	7	46	51	18	0	0	0	0	0	0	0	0	124	26-35	97
09:00	2	3	13	67	84	33	5	0	0	0	0	0	0	0	207	26-35	151
10:00	4	2	16	93	111	30	3	0	0	0	0	0	0	0	259	26-35	204
11:00	1	1	16	91	100	26	2	0	0	0	0	0	0	0	237	26-35	191
12 PM	7	1	9	68	94	33	3	0	1	1	0	0	0	0	217	26-35	162
13:00	1	4	18	97	105	24	2	0	0	0	0	0	0	0	251	26-35	202
14:00	1	4	14	83	81	31	5	0	0	0	0	0	0	0	219	26-35	164
15:00	2	3	35	100	95	22	2	2	0	0	0	0	0	0	261	26-35	195
16:00	3	0	14	95	93	29	2	0	0	0	0	0	0	0	236	26-35	188
17:00	5	1	24	116	113	26	5	0	0	0	0	0	0	0	290	26-35	229
18:00	2	3	42	112	95	23	1	0	0	0	1	0	0	0	279	26-35	207
19:00	2	3	34	114	67	16	1	1	0	0	1	0	1	0	240	26-35	181
20:00	3	1	16	85	57	17	2	0	0	0	0	0	0	0	181	26-35	142
21:00	1	3	20	56	51	11	1	0	0	0	1	0	0	0	144	26-35	107
22:00	0	0	6	24	24	9	0	1	0	0	0	0	0	0	64	26-35	48
23:00	0	0	2	7	15	1	0	0	0	0	0	0	0	0	25	26-35	22
Total	36	34	307	1326	1339	383	41	5	1	2	3	0	1	0	3478		
Percent	1.0%	1.0%	8.8%	38.1%	38.5%	11.0%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	10:00	10:00	10:00	09:00	09:00	01:00		01:00						10:00	
Vol.	4	3	16	93	111	33	5	1		1						259	
PM Peak	12:00	13:00	18:00	17:00	17:00	12:00	14:00	15:00	12:00	12:00	18:00		19:00			17:00	
Vol.	7	4	42	116	113	33	5	2	1	1	1		1			290	

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/23/19	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5	25-34	5
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	14-23	2
04:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	26-35	4
05:00	0	0	2	6	11	8	1	0	0	0	0	0	0	0	28	30-39	19
06:00	0	0	9	31	50	17	5	0	0	0	0	0	0	0	112	26-35	81
07:00	1	3	8	71	80	42	4	1	0	0	0	0	0	0	210	26-35	151
08:00	2	0	6	77	110	35	5	0	0	0	0	0	0	0	235	26-35	187
09:00	0	0	11	69	107	31	5	0	1	0	0	0	0	0	224	26-35	176
10:00	1	0	12	59	104	26	2	0	0	0	0	1	0	0	205	26-35	163
11:00	2	3	16	92	91	19	3	0	0	0	0	0	0	0	226	26-35	183
12 PM	1	1	12	92	72	23	4	0	0	0	0	0	0	0	205	26-35	164
13:00	5	2	18	80	103	32	2	0	0	0	0	0	0	0	242	26-35	183
14:00	6	1	21	77	83	14	3	0	0	0	0	0	0	0	205	26-35	160
15:00	10	0	8	86	75	13	5	0	0	0	0	0	0	0	197	26-35	161
16:00	3	1	12	74	95	22	6	0	0	0	0	0	0	0	213	26-35	169
17:00	6	2	16	75	104	26	2	0	0	0	0	0	0	0	231	26-35	179
18:00	10	2	21	62	79	30	2	0	1	0	1	0	0	0	208	26-35	141
19:00	3	3	15	54	64	23	3	0	1	0	0	0	0	0	166	26-35	118
20:00	5	1	19	56	43	11	1	0	0	0	0	0	0	0	136	26-35	99
21:00	1	5	14	38	25	9	1	0	0	0	0	0	0	0	93	26-35	63
22:00	4	2	8	13	15	2	2	0	0	0	0	0	0	0	46	26-35	28
23:00	0	1	5	5	8	2	3	0	0	0	0	0	0	0	24	26-35	13
Total	60	28	234	1122	1328	385	60	1	3	0	1	1	0	0	3223		
Percent	1.9%	0.9%	7.3%	34.8%	41.2%	11.9%	1.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	11:00	08:00	07:00	06:00	11:00	09:00				10:00		08:00		
Vol.	2	3	16	92	110	42	5	1	1				1		235		
PM Peak	15:00	21:00	14:00	12:00	17:00	13:00	16:00		18:00		18:00				13:00		
Vol.	10	5	21	92	104	32	6		1		1				242		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/24/19	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5	26-35	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	1	1	2	0	0	1	0	0	0	0	0	0	5	26-35	3
03:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6	26-35	4
04:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7	31-40	5
05:00	0	0	3	7	16	11	1	0	0	0	0	0	0	0	38	31-40	27
06:00	2	0	1	31	63	18	1	0	0	0	0	0	0	0	116	26-35	94
07:00	2	1	3	53	100	44	4	1	0	0	0	0	0	0	208	26-35	153
08:00	5	4	11	82	124	40	4	0	0	0	0	0	1	0	271	26-35	206
09:00	4	3	11	83	122	50	5	0	0	0	0	0	0	0	278	26-35	205
10:00	6	1	11	54	83	24	1	0	0	0	0	0	0	0	180	26-35	137
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	19	10	42	316	517	190	18	2	0	0	0	0	1	0	1115		
Percent	1.7%	0.9%	3.8%	28.3%	46.4%	17.0%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%			
AM Peak	10:00	08:00	08:00	09:00	08:00	09:00	09:00	02:00					08:00		09:00		
Vol.	6	4	11	83	124	50	5	1					1		278		
PM Peak																	
Vol.	407	287	2033	7389	8011	2332	263	23	11	2	7	4	6	0	20775		
Percent	2.0%	1.4%	9.8%	35.6%	38.6%	11.2%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 15400
 Percent in Pace : 74.1%
 Number of Vehicles > 35 MPH : 2648
 Percent of Vehicles > 35 MPH : 12.7%
 Mean Speed(Average) : 30 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace				
	15	20	25	30	35	40	45	50	55	60	65	70	75	999							
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
15:00	1	4	25	69	55	13	1	0	0	0	0	0	0	0	168	26-35	124				
16:00	7	3	13	124	140	13	0	0	0	0	0	0	0	0	300	26-35	264				
17:00	2	2	40	160	133	17	1	0	0	0	0	0	0	0	355	26-35	293				
18:00	0	1	26	128	156	21	1	0	0	0	0	0	0	0	333	26-35	284				
19:00	0	1	28	108	88	10	2	0	0	0	0	0	0	0	237	26-35	196				
20:00	0	0	15	97	58	8	0	1	0	0	0	0	0	0	179	26-35	155				
21:00	0	0	13	59	29	4	0	0	0	0	0	0	0	0	105	26-35	88				
22:00	0	0	9	40	33	5	1	0	0	0	0	0	0	0	88	26-35	73				
23:00	0	2	3	27	13	5	1	1	0	0	0	0	0	0	52	26-35	40				
Total	10	13	172	812	705	96	7	2	0	0	0	0	0	0	1817						
Percent	0.6%	0.7%	9.5%	44.7%	38.8%	5.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
AM Peak																					
Vol.																					
PM Peak	16:00	15:00	17:00	17:00	18:00	18:00	19:00	20:00										17:00			
Vol.	7	4	40	160	156	21	2	1										355			

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/19/19	0	0	0	10	8	1	0	0	0	0	0	0	0	0	19	26-35	18
01:00	0	0	0	4	6	2	0	0	0	0	0	0	0	0	12	26-35	10
02:00	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8	26-35	7
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	0	2	1	5	0	0	0	0	0	0	0	0	0	8	26-35	6
06:00	0	0	3	13	12	5	1	0	0	0	0	0	0	0	34	26-35	25
07:00	0	1	3	32	39	15	3	0	0	0	0	0	0	0	93	26-35	71
08:00	2	5	8	48	69	20	1	0	0	0	0	0	0	0	153	26-35	117
09:00	1	6	10	70	101	13	2	0	0	0	0	0	0	0	203	26-35	171
10:00	2	2	8	72	95	23	4	0	0	0	0	0	0	0	206	26-35	167
11:00	7	7	20	99	113	12	1	0	0	0	0	0	0	0	259	26-35	212
12 PM	1	2	18	136	113	20	1	0	0	0	0	0	0	0	291	26-35	249
13:00	3	7	25	153	139	20	0	0	0	0	0	0	0	0	347	26-35	292
14:00	3	1	45	154	109	19	0	0	0	0	0	0	0	0	331	26-35	263
15:00	4	7	41	150	129	13	1	0	0	0	0	0	0	0	345	26-35	279
16:00	2	9	54	183	174	17	1	0	0	0	0	0	0	0	440	26-35	357
17:00	5	10	78	256	156	23	0	0	0	0	0	0	0	0	528	26-35	412
18:00	13	28	103	250	120	10	0	0	0	0	0	0	0	0	524	26-35	370
19:00	24	26	92	182	38	5	1	0	0	0	0	0	0	0	368	21-30	274
20:00	3	10	80	149	34	10	0	0	0	0	0	0	0	0	286	21-30	229
21:00	4	15	82	82	22	4	1	0	0	0	0	0	0	0	210	21-30	164
22:00	2	0	27	70	36	3	0	0	0	0	0	0	0	0	138	26-35	106
23:00	1	4	12	57	42	8	1	0	0	0	0	0	0	0	125	26-35	99
Total	77	140	711	2177	1564	244	18	0	0	0	0	0	0	0	4931		
Percent	1.6%	2.8%	14.4%	44.1%	31.7%	4.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	10:00								11:00		
Vol.	7	7	20	99	113	23	4								259		
PM Peak	19:00	18:00	18:00	17:00	16:00	17:00	12:00								17:00		
Vol.	24	28	103	256	174	23	1								528		

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/21/19	0	0	3	23	21	6	0	0	0	0	0	0	0	0	53	26-35	44
01:00	0	0	1	10	13	3	2	0	0	0	0	0	0	0	29	26-35	23
02:00	0	0	3	3	6	3	0	0	0	0	0	0	0	0	15	26-35	9
03:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	29-38	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6	20-29	4
06:00	0	3	0	1	6	1	1	0	0	0	0	0	0	0	12	31-40	7
07:00	3	2	3	10	22	8	1	0	0	0	0	0	0	0	49	26-35	32
08:00	3	5	8	38	42	14	1	0	0	0	0	0	0	0	111	26-35	80
09:00	2	7	12	60	80	13	1	0	0	0	0	0	0	0	175	26-35	140
10:00	3	7	17	79	70	12	1	0	0	0	0	0	0	0	189	26-35	149
11:00	1	2	11	102	116	18	0	0	0	0	0	0	0	0	250	26-35	218
12 PM	2	5	17	165	130	20	1	0	0	0	0	0	0	0	340	26-35	295
13:00	2	4	26	177	140	19	4	0	0	0	0	0	0	0	372	26-35	317
14:00	1	1	18	158	141	23	3	0	0	0	0	0	0	0	345	26-35	299
15:00	0	2	34	128	116	14	1	0	0	0	0	0	0	0	295	26-35	244
16:00	1	3	31	118	87	11	0	0	0	0	0	0	0	0	251	26-35	205
17:00	3	10	32	127	95	14	1	0	0	0	0	0	0	0	282	26-35	222
18:00	0	7	42	125	62	17	0	0	0	0	0	0	0	0	253	26-35	187
19:00	1	4	28	86	72	8	3	0	0	0	0	0	0	0	202	26-35	158
20:00	1	4	28	79	66	8	0	0	0	0	0	0	0	0	186	26-35	145
21:00	0	0	19	66	35	7	1	0	0	0	0	0	0	0	128	26-35	101
22:00	0	0	7	22	19	4	0	0	0	0	0	0	0	0	52	26-35	41
23:00	0	0	2	10	16	3	0	0	0	0	0	0	0	0	31	26-35	26
Total	23	66	345	1590	1357	228	21	0	0	0	0	0	0	0	3630		
Percent	0.6%	1.8%	9.5%	43.8%	37.4%	6.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	10:00	11:00	11:00	11:00	01:00								11:00		
Vol.	3	7	17	102	116	18	2								250		
PM Peak	17:00	17:00	18:00	13:00	14:00	14:00	13:00								13:00		
Vol.	3	10	42	177	141	23	4								372		

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Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/22/19	0	1	0	11	5	4	0	0	0	0	0	0	0	0	21	26-35	16
01:00	0	0	0	5	3	0	1	0	0	0	0	0	0	0	9	26-35	8
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
05:00	0	1	1	2	4	2	1	0	0	0	0	0	0	0	11	31-40	6
06:00	0	1	3	15	18	2	1	0	0	0	0	0	0	0	40	26-35	33
07:00	1	7	8	27	40	11	2	0	0	0	0	0	0	0	96	26-35	67
08:00	1	2	5	41	57	11	1	0	0	0	0	0	0	0	118	26-35	98
09:00	3	1	12	70	97	8	2	0	0	0	0	0	0	0	193	26-35	167
10:00	2	5	12	69	72	11	1	0	0	0	0	0	0	0	172	26-35	141
11:00	0	3	1	79	98	19	2	0	0	0	0	0	0	0	202	26-35	177
12 PM	0	3	22	109	92	23	1	0	0	0	0	0	0	0	250	26-35	201
13:00	3	1	18	118	106	15	2	0	0	0	0	0	0	0	263	26-35	224
14:00	6	3	29	102	94	18	2	0	0	0	0	0	0	0	254	26-35	196
15:00	0	1	22	119	120	12	0	0	0	0	0	0	0	0	274	26-35	239
16:00	2	0	13	128	140	31	2	0	0	0	0	0	0	0	316	26-35	268
17:00	1	1	37	141	151	16	0	0	0	0	0	0	0	0	347	26-35	292
18:00	0	2	25	115	91	11	1	0	0	0	0	0	0	0	245	26-35	206
19:00	0	2	27	81	65	5	0	0	0	0	0	0	0	0	180	26-35	146
20:00	0	2	28	69	29	5	1	0	0	0	0	0	0	0	134	26-35	98
21:00	0	1	8	35	27	4	1	0	0	0	0	0	0	0	76	26-35	62
22:00	0	0	5	30	15	4	1	1	0	0	0	0	0	0	56	26-35	45
23:00	0	0	0	8	10	2	2	0	0	0	0	0	0	0	22	26-35	18
Total	19	37	278	1376	1336	214	24	1	0	0	0	0	0	0	3285		
Percent	0.6%	1.1%	8.5%	41.9%	40.7%	6.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	09:00	11:00	11:00	11:00	07:00								11:00		
Vol.	3	7	12	79	98	19	2								202		
PM Peak	14:00	12:00	17:00	17:00	17:00	16:00	13:00	22:00							17:00		
Vol.	6	3	37	141	151	31	2	1							347		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/23/19	0	0	1	6	4	1	0	0	0	0	0	0	0	0	12	26-35	10
01:00	0	0	0	6	3	0	0	0	0	0	0	0	0	0	9	26-35	9
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
05:00	0	0	1	2	6	0	0	0	0	0	0	0	0	0	9	26-35	8
06:00	0	0	3	7	7	5	0	0	0	0	0	0	0	0	22	26-35	14
07:00	0	0	5	30	37	11	2	0	0	0	0	0	0	0	85	26-35	67
08:00	0	0	2	34	43	18	1	0	0	0	0	0	0	0	98	26-35	77
09:00	1	0	8	34	53	12	1	0	0	0	0	0	0	0	109	26-35	87
10:00	0	0	7	54	82	22	1	0	0	0	0	0	0	0	166	26-35	136
11:00	3	1	10	67	95	15	0	0	0	0	0	0	0	0	191	26-35	162
12 PM	0	7	36	87	94	22	0	0	0	0	0	0	0	0	246	26-35	181
13:00	6	4	13	76	90	27	2	0	0	0	0	0	0	0	218	26-35	166
14:00	4	2	14	107	106	7	1	0	0	0	0	0	0	0	241	26-35	213
15:00	2	3	13	117	118	15	1	0	0	0	0	0	0	0	269	26-35	235
16:00	1	5	19	130	133	23	0	0	0	0	0	0	0	0	311	26-35	263
17:00	2	10	46	153	115	24	2	0	0	0	0	0	0	0	352	26-35	268
18:00	4	9	32	118	115	20	0	0	0	0	0	0	0	0	298	26-35	233
19:00	1	2	25	106	98	25	0	0	0	0	0	0	0	0	257	26-35	204
20:00	1	1	32	96	53	5	1	0	0	0	0	0	0	0	189	26-35	149
21:00	0	1	15	67	46	7	0	0	0	0	0	0	0	0	136	26-35	113
22:00	1	1	8	32	13	13	1	0	0	0	0	0	0	0	69	26-35	45
23:00	0	0	4	16	17	6	1	0	0	0	0	0	0	0	44	26-35	33
Total	26	46	295	1347	1330	278	14	0	0	0	0	0	0	0	3336		
Percent	0.8%	1.4%	8.8%	40.4%	39.9%	8.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	07:00								11:00		
Vol.	3	1	10	67	95	22	2								191		
PM Peak	13:00	17:00	17:00	17:00	16:00	13:00	13:00								17:00		
Vol.	6	10	46	153	133	27	2								352		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/24/19	0	0	0	5	9	0	2	0	0	0	0	0	0	0	16	26-35	14
01:00	0	0	2	2	3	1	1	0	0	0	0	0	0	0	9	26-35	5
02:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	29-38	3
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	0	1	4	3	1	0	0	0	0	0	0	0	0	9	25-34	7
06:00	0	0	2	12	20	4	0	0	0	0	0	0	0	0	38	26-35	32
07:00	1	5	5	36	47	12	2	0	0	0	0	0	0	0	108	26-35	83
08:00	1	3	4	42	67	19	2	0	0	0	0	0	0	0	138	26-35	109
09:00	2	2	6	45	90	38	1	0	0	0	0	0	0	0	184	26-35	135
10:00	1	7	12	59	65	11	3	0	0	0	0	0	0	0	158	26-35	124
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	17	32	207	306	89	11	0	0	0	0	0	0	0	667		
Percent	0.7%	2.5%	4.8%	31.0%	45.9%	13.3%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	10:00	09:00	09:00	10:00									09:00	
Vol.	2	7	12	59	90	38	3								184		
PM Peak																	
Vol.																	
Total	206	457	2357	9387	8128	1404	109	4	0	0	0	0	0	0	22052		
Percent	0.9%	2.1%	10.7%	42.6%	36.9%	6.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

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

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 17515
 Percent in Pace : 79.4%
 Number of Vehicles > 35 MPH : 1517
 Percent of Vehicles > 35 MPH : 6.9%
 Mean Speed(Average) : 30 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 South of Sybil Creek Place
 Branford, Connecticut

Site Code:
 Station ID: 5150

Latitude: 0' 0.0000 Undefined

Start Time	15-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	
12:00 AM	*	*	*	*	*	*	*	*	17	19	83	59	78	53	59	44	
01:00	*	*	*	*	*	*	*	*	3	12	57	48	33	29	31	30	
02:00	*	*	*	*	*	*	*	*	6	8	35	15	19	15	20	13	
03:00	*	*	*	*	*	*	*	*	5	1	8	3	4	3	6	2	
04:00	*	*	*	*	*	*	*	*	7	2	5	2	3	1	5	2	
05:00	*	*	*	*	*	*	*	*	37	8	12	5	7	6	19	6	
06:00	*	*	*	*	*	*	*	*	91	34	36	24	29	12	52	23	
07:00	*	*	*	*	*	*	*	*	209	93	115	77	71	49	132	73	
08:00	*	*	*	*	*	*	*	*	257	153	188	137	124	111	190	134	
09:00	*	*	*	*	*	*	*	*	269	203	225	161	207	175	234	180	
10:00	*	*	*	*	*	*	*	*	247	206	247	247	259	189	251	214	
11:00	*	*	*	*	*	*	*	*	246	259	267	301	237	250	250	270	
12:00 PM	*	*	*	*	*	*	*	*	280	291	262	394	217	340	253	342	
01:00	*	*	*	*	*	*	*	*	226	347	248	359	251	372	242	359	
02:00	*	*	*	*	*	*	*	*	270	331	270	311	219	345	253	329	
03:00	*	*	*	*	*	*	*	137	168	278	345	244	287	261	295	230	274
04:00	*	*	*	*	*	*	*	195	300	249	440	221	312	236	251	225	326
05:00	*	*	*	*	*	*	*	220	355	301	528	279	335	290	282	272	375
06:00	*	*	*	*	*	*	*	171	333	262	524	246	374	279	253	240	371
07:00	*	*	*	*	*	*	*	170	237	237	368	271	268	240	202	230	269
08:00	*	*	*	*	*	*	*	167	179	291	286	220	224	181	186	215	219
09:00	*	*	*	*	*	*	*	100	105	354	210	197	201	144	128	199	161
10:00	*	*	*	*	*	*	*	52	88	174	138	159	158	64	52	112	109
11:00	*	*	*	*	*	*	*	52	52	172	125	126	84	25	31	94	73
Lane	0	0	0	0	0	0	1264	1817	4488	4931	4021	4386	3478	3630	3814	4198	
Day	0	0	0	0	0	0	3081	3081	9419	9419	8407	8407	7108	7108	8012	8012	
AM Peak	-	-	-	-	-	-	-	-	09:00	11:00	11:00	11:00	10:00	11:00	10:00	11:00	
Vol.	-	-	-	-	-	-	-	-	269	259	267	301	259	250	251	270	
PM Peak	-	-	-	-	-	-	17:00	17:00	21:00	17:00	17:00	12:00	17:00	13:00	17:00	17:00	
Vol.	-	-	-	-	-	-	220	355	354	528	279	394	290	372	272	375	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 146 South of Sybil Creek Place
Branford, Connecticut

Site Code:
Station ID: 5150

Latitude: 0' 0.0000 Undefined

Start Time	22-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northboun	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	8	21	5	12	5	16	*	*	*	*	*	*	*	*	6	16
01:00	5	9	2	9	1	9	*	*	*	*	*	*	*	*	3	9
02:00	4	2	2	3	5	4	*	*	*	*	*	*	*	*	4	3
03:00	4	2	4	1	6	1	*	*	*	*	*	*	*	*	5	1
04:00	9	2	4	1	7	2	*	*	*	*	*	*	*	*	7	2
05:00	37	11	28	9	38	9	*	*	*	*	*	*	*	*	34	10
06:00	106	40	112	22	116	38	*	*	*	*	*	*	*	*	111	33
07:00	228	96	210	85	208	108	*	*	*	*	*	*	*	*	215	96
08:00	274	118	235	98	271	138	*	*	*	*	*	*	*	*	260	118
09:00	235	193	224	109	278	184	*	*	*	*	*	*	*	*	246	162
10:00	230	172	205	166	180	158	*	*	*	*	*	*	*	*	205	165
11:00	211	202	226	191	*	*	*	*	*	*	*	*	*	*	218	196
12:00 PM	227	250	205	246	*	*	*	*	*	*	*	*	*	*	216	248
01:00	222	263	242	218	*	*	*	*	*	*	*	*	*	*	232	240
02:00	231	254	205	241	*	*	*	*	*	*	*	*	*	*	218	248
03:00	218	274	197	269	*	*	*	*	*	*	*	*	*	*	208	272
04:00	224	316	213	311	*	*	*	*	*	*	*	*	*	*	218	314
05:00	257	347	231	352	*	*	*	*	*	*	*	*	*	*	244	350
06:00	154	245	208	298	*	*	*	*	*	*	*	*	*	*	181	272
07:00	121	180	166	257	*	*	*	*	*	*	*	*	*	*	144	218
08:00	69	134	136	189	*	*	*	*	*	*	*	*	*	*	102	162
09:00	57	76	93	136	*	*	*	*	*	*	*	*	*	*	75	106
10:00	35	56	46	69	*	*	*	*	*	*	*	*	*	*	40	62
11:00	20	22	24	44	*	*	*	*	*	*	*	*	*	*	22	33
Lane	3186	3285	3223	3336	1115	667	0	0	0	0	0	0	0	0	3214	3336
Day	6471		6559		1782		0	0	0	0	0	0	0		6550	
AM Peak	08:00	11:00	08:00	11:00	09:00	09:00	-	-	-	-	-	-	-	-	08:00	11:00
Vol.	274	202	235	191	278	184	-	-	-	-	-	-	-	-	260	196
PM Peak	17:00	17:00	13:00	17:00	-	-	-	-	-	-	-	-	-	-	17:00	17:00
Vol.	257	347	242	352	-	-	-	-	-	-	-	-	-	-	244	350

Comb. Total	6471	6559	1782	3081	9419	8407	7108	14562
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ADT	ADT 7,483	AADT 7,483
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Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	1	1	0	10	8	0	1	1	0	0	0	0	0	0	22	26-35	18
14:00	0	0	2	8	25	24	6	1	0	0	0	0	0	0	66	31-40	49
15:00	1	0	0	13	23	13	6	1	0	0	0	1	0	0	58	26-35	36
16:00	0	0	2	9	19	22	10	3	1	0	0	0	0	0	66	31-40	41
17:00	1	0	2	14	29	27	10	2	1	0	0	0	0	0	86	31-40	56
18:00	0	0	1	7	19	23	5	2	0	1	0	0	0	0	58	31-40	42
19:00	0	0	1	5	20	8	2	0	0	0	0	0	0	0	36	31-40	28
20:00	0	0	1	7	14	11	1	0	0	0	0	0	0	0	34	31-40	25
21:00	0	2	0	3	11	6	2	3	0	0	0	0	0	0	27	31-40	17
22:00	0	0	1	1	3	5	0	0	0	0	0	0	0	0	10	31-40	8
23:00	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8	31-40	6
Total	3	3	10	79	174	142	43	13	2	1	0	1	0	0	471		
Percent	0.6%	0.6%	2.1%	16.8%	36.9%	30.1%	9.1%	2.8%	0.4%	0.2%	0.0%	0.2%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00	21:00	14:00	17:00	17:00	17:00	16:00	16:00	16:00	18:00		15:00			17:00		
	1	2	2	14	29	27	10	3	1	1		1			86		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/19/19	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4	31-40	4
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	6	1	1	0	0	0	0	0	0	9	36-45	7
07:00	0	0	0	4	8	6	5	0	0	0	0	0	0	0	23	30-39	14
08:00	0	0	0	5	21	32	9	2	0	0	1	0	0	0	70	31-40	53
09:00	2	0	1	3	17	37	7	1	0	0	0	0	0	0	68	31-40	54
10:00	0	1	1	13	22	27	4	3	0	0	0	0	0	0	71	31-40	49
11:00	2	0	0	12	30	26	6	0	0	0	0	1	0	0	77	31-40	56
12 PM	1	0	0	20	35	38	6	3	1	0	0	0	0	0	104	31-40	73
13:00	0	0	0	6	44	33	9	2	0	0	0	0	0	0	94	31-40	77
14:00	1	0	2	12	41	45	9	2	0	0	0	0	0	0	112	31-40	86
15:00	2	0	1	14	31	36	9	2	1	0	0	1	0	0	97	31-40	67
16:00	1	1	2	18	50	59	7	1	0	0	0	0	0	0	139	31-40	109
17:00	0	0	1	10	52	47	22	5	4	0	0	0	0	0	141	31-40	99
18:00	2	0	0	5	26	50	10	5	0	0	0	0	1	0	99	31-40	76
19:00	0	0	1	7	39	19	10	2	1	0	0	1	0	0	80	31-40	58
20:00	1	0	1	5	30	21	10	1	1	0	1	0	0	0	71	31-40	51
21:00	0	0	3	7	14	14	1	0	0	0	0	0	0	0	39	31-40	28
22:00	0	0	0	3	9	7	2	0	1	0	0	0	0	0	22	31-40	16
23:00	0	0	0	3	4	7	3	1	1	0	0	0	0	0	19	31-40	11
Total	12	3	13	147	476	513	130	31	10	0	2	3	1	0	1341		
Percent	0.9%	0.2%	1.0%	11.0%	35.5%	38.3%	9.7%	2.3%	0.7%	0.0%	0.1%	0.2%	0.1%	0.0%			
AM Peak	09:00	04:00	09:00	10:00	11:00	09:00	08:00	10:00			08:00	11:00			11:00		
Vol.	2	1	1	13	30	37	9	3			1	1			77		
PM Peak	15:00	16:00	21:00	12:00	17:00	16:00	17:00	17:00	17:00		20:00	15:00	18:00		17:00		
Vol.	2	1	3	20	52	59	22	5	4		1	1	1		141		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/20/19	0	1	1	1	0	0	1	1	0	0	0	0	0	0	5	41-50	2
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	29-38	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	0	2	1	0	0	0	0	0	0	1	0	0	0	4	19-28	3
06:00	1	0	1	1	0	5	1	0	0	0	0	0	0	0	9	34-43	6
07:00	0	0	0	3	15	8	2	3	0	0	0	0	0	0	31	31-40	23
08:00	1	0	0	1	18	19	11	2	0	0	0	0	0	0	52	31-40	37
09:00	0	0	1	7	28	20	17	1	0	0	0	0	0	0	74	31-40	48
10:00	1	0	1	9	32	19	4	3	0	0	0	0	0	0	69	31-40	51
11:00	0	0	5	7	34	30	10	1	0	1	0	0	0	0	88	31-40	64
12 PM	2	1	1	6	32	34	19	2	0	1	1	0	0	0	99	31-40	66
13:00	1	0	1	10	50	35	11	0	1	1	0	0	0	0	110	31-40	85
14:00	0	0	0	9	32	36	8	0	0	0	0	0	0	0	85	31-40	68
15:00	0	0	8	11	26	18	10	0	1	1	0	0	0	0	75	31-40	44
16:00	2	1	0	12	27	24	11	1	2	0	0	0	0	0	80	31-40	51
17:00	0	0	2	11	29	30	8	4	0	2	0	0	0	0	86	31-40	59
18:00	0	0	0	9	30	26	11	3	1	0	0	0	0	0	80	31-40	56
19:00	0	0	3	17	16	28	8	3	2	0	0	0	0	0	77	31-40	44
20:00	0	0	2	17	26	13	4	3	0	0	0	0	0	0	65	26-35	43
21:00	1	0	0	5	23	10	6	1	1	1	0	0	0	0	48	31-40	33
22:00	0	0	0	2	4	14	3	3	1	0	0	0	0	0	27	31-40	18
23:00	0	0	0	6	7	3	0	2	0	2	0	0	0	0	20	26-35	13
Total	9	3	28	146	434	373	145	33	9	9	2	0	0	0	1191		
Percent	0.8%	0.3%	2.4%	12.3%	36.4%	31.3%	12.2%	2.8%	0.8%	0.8%	0.2%	0.0%	0.0%	0.0%			
AM Peak	06:00	00:00	11:00	10:00	11:00	11:00	09:00	11:00		11:00	05:00				11:00		
Vol.	1	1	5	9	34	30	17	3		1	1				88		
PM Peak	12:00	12:00	15:00	19:00	13:00	14:00	12:00	17:00	16:00	17:00	12:00				13:00		
Vol.	2	1	8	17	50	36	19	4	2	2	1				110		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/21/19	0	0	1	1	3	7	1	0	0	1	0	0	0	0	14	31-40	10
01:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	5	36-45	3
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	6	2	4	1	0	0	0	0	0	0	0	14	26-35	8
07:00	0	0	0	0	15	4	0	0	0	0	0	0	0	0	19	31-40	19
08:00	0	0	1	5	34	17	3	0	0	0	0	0	0	0	60	31-40	51
09:00	0	0	0	9	19	15	5	0	0	0	0	0	0	0	48	31-40	34
10:00	0	0	2	16	32	31	4	1	1	1	0	0	0	0	88	31-40	63
11:00	0	0	2	14	34	24	11	0	1	0	0	1	0	0	87	31-40	58
12 PM	2	2	2	16	26	29	11	2	1	0	0	0	0	0	91	31-40	55
13:00	1	0	0	10	23	34	14	1	0	0	0	0	0	0	83	31-40	57
14:00	0	0	0	15	40	22	15	2	0	0	0	0	0	0	94	31-40	62
15:00	0	0	0	15	35	39	17	3	0	0	0	0	0	0	109	31-40	74
16:00	1	0	0	10	42	26	14	3	0	0	0	0	0	0	96	31-40	68
17:00	3	0	0	10	31	46	19	3	1	0	0	0	0	0	113	31-40	77
18:00	0	1	0	15	34	25	12	3	1	0	0	0	0	0	91	31-40	59
19:00	1	0	0	4	26	17	1	0	1	0	1	0	0	0	51	31-40	43
20:00	0	0	2	15	24	25	4	0	0	0	0	0	0	0	70	31-40	49
21:00	0	0	0	5	12	12	5	2	0	0	0	0	0	0	36	31-40	24
22:00	0	0	0	4	3	3	2	0	0	0	0	0	0	0	12	26-35	7
23:00	0	0	0	0	0	3	0	1	0	0	0	1	0	0	5	36-45	3
Total	8	3	12	171	439	387	140	21	7	2	1	2	0	0	1193		
Percent	0.7%	0.3%	1.0%	14.3%	36.8%	32.4%	11.7%	1.8%	0.6%	0.2%	0.1%	0.2%	0.0%	0.0%			
AM Peak			10:00	10:00	08:00	10:00	11:00	10:00	01:00	00:00		11:00			10:00		
Vol.			2	16	34	31	11	1	1	1		1			88		
PM Peak	17:00	12:00	12:00	12:00	16:00	17:00	17:00	15:00	12:00		19:00	23:00			17:00		
Vol.	3	2	2	16	42	46	19	3	1		1	1			113		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/22/19	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	14-23	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
06:00	0	0	0	0	4	6	1	0	1	0	0	0	0	0	12	31-40	10
07:00	0	0	1	1	7	11	1	2	1	0	0	0	0	0	24	31-40	18
08:00	0	0	0	5	22	31	11	0	0	0	0	0	0	0	69	31-40	53
09:00	0	0	1	13	23	32	7	1	0	0	0	0	0	0	77	31-40	55
10:00	0	0	1	8	31	16	10	0	0	0	0	0	0	0	66	31-40	47
11:00	1	0	2	3	21	36	12	2	0	0	0	0	0	0	77	31-40	57
12 PM	2	0	0	8	24	35	8	1	0	1	0	0	0	0	79	31-40	59
13:00	0	1	0	10	38	31	8	0	0	0	0	0	0	0	88	31-40	69
14:00	1	0	2	13	22	26	6	1	0	0	0	0	0	0	71	31-40	48
15:00	0	0	0	6	36	32	10	2	1	0	0	0	0	0	87	31-40	68
16:00	1	0	1	7	29	40	9	4	1	0	1	0	0	0	93	31-40	69
17:00	1	0	1	6	37	32	15	1	0	0	0	0	1	0	94	31-40	69
18:00	0	0	2	11	15	12	11	2	0	0	0	0	0	0	53	29-38	27
19:00	0	0	2	7	20	14	4	0	0	0	0	0	0	0	47	31-40	34
20:00	0	0	1	8	8	2	1	0	0	0	0	0	0	0	20	26-35	16
21:00	0	0	3	1	3	2	2	0	0	0	0	0	0	0	11	31-40	5
22:00	0	0	0	2	2	4	2	0	1	0	0	0	0	0	11	36-45	6
23:00	0	0	0	2	1	1	2	0	0	0	0	0	0	0	6	24-33	3
Total	6	1	18	112	346	365	121	17	5	1	1	0	1	0	994		
Percent	0.6%	0.1%	1.8%	11.3%	34.8%	36.7%	12.2%	1.7%	0.5%	0.1%	0.1%	0.0%	0.1%	0.0%			
AM Peak	11:00		11:00	09:00	10:00	11:00	11:00	07:00	06:00						09:00		
Vol.	1		2	13	31	36	12	2	1						77		
PM Peak	12:00	13:00	21:00	14:00	13:00	16:00	17:00	16:00	15:00	12:00	16:00		17:00		17:00		
Vol.	2	1	3	13	38	40	15	4	1	1	1		1		94		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	15	16:20	21:25	26:30	31:35	36:40	41:45	46:50	51:55	56:60	61:65	66:70	71:75	76:999	Total	Pace Speed	Number in Pace
07/23/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	29-38	2
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
06:00	0	0	1	1	4	3	3	0	0	0	0	0	0	0	12	30-39	7
07:00	0	0	0	2	5	11	5	1	0	0	0	0	0	0	24	31-40	16
08:00	0	0	2	3	17	21	4	1	0	0	0	0	0	0	48	31-40	38
09:00	0	0	1	6	25	21	11	2	1	0	0	0	0	0	67	31-40	46
10:00	0	0	1	5	19	15	5	1	1	0	0	0	0	0	47	31-40	34
11:00	1	0	2	6	34	22	8	1	0	0	0	0	0	0	74	31-40	56
12 PM	0	0	1	5	27	20	13	1	0	0	0	0	0	0	67	31-40	47
13:00	0	0	1	7	19	29	12	3	0	0	0	0	0	0	71	31-40	48
14:00	0	0	1	12	22	24	4	0	0	0	0	0	0	0	63	31-40	46
15:00	0	0	1	9	28	27	10	2	1	0	0	0	0	0	78	31-40	55
16:00	0	0	3	15	35	26	15	1	0	0	0	0	0	0	95	31-40	61
17:00	0	0	1	9	27	30	16	1	0	0	0	0	0	0	84	31-40	57
18:00	1	0	0	1	19	31	8	3	0	1	0	0	0	0	64	31-40	50
19:00	0	0	2	6	18	20	4	1	0	0	0	0	0	0	51	31-40	38
20:00	0	0	0	3	12	15	2	1	0	0	2	0	0	0	35	31-40	27
21:00	0	0	0	2	6	9	2	3	0	0	0	0	0	0	22	31-40	15
22:00	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5	36-45	4
23:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5	24-33	3
Total	2	0	18	96	319	331	123	22	3	1	2	0	0	0	917		
Percent	0.2%	0.0%	2.0%	10.5%	34.8%	36.1%	13.4%	2.4%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00		08:00	09:00	11:00	11:00	09:00	09:00	09:00						11:00		
Vol.	1		2	6	34	22	11	2	1						74		
PM Peak	18:00		16:00	16:00	16:00	18:00	17:00	13:00	15:00	18:00	20:00				16:00		
Vol.	1		3	15	35	31	16	3	1	1	2				95		

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Westbound																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/24/19	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5	31-40	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
06:00	1	0	0	2	5	4	4	1	0	0	0	0	0	0	17	30-39	9
07:00	0	0	0	3	11	9	4	0	1	0	0	0	0	0	28	31-40	20
08:00	0	0	0	1	24	34	14	3	0	0	0	0	0	0	76	31-40	58
09:00	0	0	1	5	23	21	14	1	0	0	0	0	0	0	65	31-40	44
10:00	0	0	1	11	23	28	4	1	0	0	0	0	0	0	68	31-40	51
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	4	24	88	100	40	7	1	0	0	0	0	0	265		
Percent	0.4%	0.0%	1.5%	9.1%	33.2%	37.7%	15.1%	2.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00		03:00	10:00	08:00	08:00	08:00	08:00	07:00						08:00		
Vol.	1		1	11	24	34	14	3	1						76		
PM Peak																	
Vol.																	
Total	41	13	103	775	2276	2211	742	144	37	14	8	6	2	0	6372		
Percent	0.6%	0.2%	1.6%	12.2%	35.7%	34.7%	11.6%	2.3%	0.6%	0.2%	0.1%	0.1%	0.0%	0.0%			

15th Percentile : 30 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 44 MPH

Stats
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4487
 Percent in Pace : 70.4%
 Number of Vehicles > 35 MPH : 3164
 Percent of Vehicles > 35 MPH : 49.7%
 Mean Speed(Average) : 36 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 146 East of Pine Tree Drive
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Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	0	1	3	4	1	0	0	0	0	0	0	0	0	9	26-35	7
14:00	0	0	1	12	61	43	8	2	0	0	0	0	0	0	127	31-40	104
15:00	0	0	2	43	59	28	10	0	0	0	0	0	0	0	142	26-35	102
16:00	0	0	0	19	48	24	6	0	0	0	0	0	0	0	97	31-40	72
17:00	0	0	0	14	47	27	5	0	0	0	0	0	0	0	93	31-40	74
18:00	0	0	0	3	47	21	5	0	0	1	0	0	0	0	77	31-40	68
19:00	0	0	1	6	17	18	3	0	0	0	0	0	0	0	45	31-40	35
20:00	0	0	1	7	18	9	3	0	0	0	0	0	0	0	38	31-40	27
21:00	0	0	0	6	10	5	1	0	0	0	0	0	0	0	22	26-35	16
22:00	0	0	0	3	6	5	1	0	0	0	0	0	0	0	15	31-40	11
23:00	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7	26-35	5
Total	0	0	7	119	319	182	42	2	0	1	0	0	0	0	672		
Percent	0.0%	0.0%	1.0%	17.7%	47.5%	27.1%	6.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			15:00	15:00	14:00	14:00	15:00	14:00		18:00					15:00		
			2	43	61	43	10	2		1					142		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/19/19	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	20-29	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	5	5	0	1	0	0	0	0	0	0	0	11	26-35	10
07:00	0	0	0	5	9	8	1	1	0	0	0	0	0	0	24	31-40	17
08:00	0	0	0	3	20	13	2	1	0	0	0	0	0	0	39	31-40	33
09:00	0	0	0	10	34	28	5	0	0	0	0	0	0	0	77	31-40	62
10:00	0	0	0	19	39	17	4	0	0	0	0	0	0	0	79	26-35	58
11:00	0	0	2	13	26	15	3	0	0	0	0	0	0	0	59	31-40	41
12 PM	0	0	2	19	54	11	10	0	0	0	0	0	0	0	96	26-35	73
13:00	0	0	1	37	61	30	4	0	0	0	0	0	0	0	133	26-35	98
14:00	0	1	2	39	70	34	9	1	1	0	0	0	0	0	157	26-35	109
15:00	0	0	1	17	80	41	11	1	0	1	0	0	0	0	152	31-40	121
16:00	0	0	2	22	62	47	11	3	0	0	0	1	0	0	148	31-40	109
17:00	0	2	4	38	83	42	9	3	0	0	0	0	0	0	181	31-40	125
18:00	0	0	1	14	49	25	7	2	0	1	0	0	0	0	99	31-40	74
19:00	0	0	1	23	33	22	3	1	1	0	0	0	0	0	84	26-35	56
20:00	0	0	1	24	27	12	4	0	1	0	0	0	0	0	69	26-35	51
21:00	0	0	0	11	18	15	5	1	0	0	0	0	0	0	50	31-40	33
22:00	0	0	1	8	5	8	1	0	0	0	0	0	0	0	23	26-35	13
23:00	0	0	0	1	7	6	2	1	0	1	0	0	0	0	18	31-40	13
Total	0	4	18	310	683	375	93	15	3	3	0	1	0	0	1505		
Percent	0.0%	0.3%	1.2%	20.6%	45.4%	24.9%	6.2%	1.0%	0.2%	0.2%	0.0%	0.1%	0.0%	0.0%			
AM Peak		04:00	11:00	10:00	10:00	09:00	09:00	07:00							10:00		
Vol.		1	2	19	39	28	5	1							79		
PM Peak		17:00	17:00	14:00	17:00	16:00	15:00	16:00	14:00	15:00		16:00		17:00			
Vol.		2	4	39	83	47	11	3	1	1		1		181			

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/20/19	0	0	1	1	5	2	1	0	0	0	0	0	0	0	10	31-40	7
01:00	0	0	0	3	1	1	1	0	1	0	0	0	0	0	7	26-35	4
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4	30-39	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	2	1	3	1	1	0	0	0	0	0	0	0	8	31-40	4
07:00	0	0	3	2	11	8	2	0	0	0	0	0	0	0	26	31-40	19
08:00	0	0	0	3	12	13	1	2	2	0	0	0	0	0	33	31-40	25
09:00	0	0	5	16	28	15	3	1	0	0	0	0	0	0	68	26-35	44
10:00	0	0	1	16	52	16	3	1	0	0	0	0	0	0	89	31-40	68
11:00	0	1	5	30	59	31	9	0	0	0	0	0	0	0	135	29-38	90
12 PM	0	0	1	24	72	38	4	1	0	0	0	0	0	0	140	31-40	110
13:00	0	0	0	29	73	42	7	3	0	0	0	0	0	0	154	31-40	115
14:00	0	0	3	17	65	24	3	1	0	0	0	0	0	0	113	31-40	89
15:00	0	0	1	19	40	25	11	0	0	0	0	0	0	0	96	31-40	65
16:00	0	0	0	15	37	16	6	1	1	0	0	0	0	0	76	31-40	53
17:00	0	1	3	26	36	21	3	1	0	0	0	0	0	0	91	26-35	62
18:00	0	2	0	18	36	17	5	1	0	0	0	0	0	0	79	26-35	54
19:00	0	0	3	14	24	13	1	0	3	0	1	0	0	0	59	26-35	38
20:00	0	0	6	14	27	14	1	0	0	0	0	0	0	0	62	26-35	41
21:00	0	0	0	20	13	15	0	1	0	0	0	0	0	0	49	26-35	33
22:00	0	0	0	7	12	10	0	0	0	0	0	1	0	0	30	31-40	22
23:00	0	0	1	6	8	4	3	0	0	0	0	0	0	0	22	26-35	14
Total	0	4	36	281	616	328	65	13	7	0	1	1	0	0	1352		
Percent	0.0%	0.3%	2.7%	20.8%	45.6%	24.3%	4.8%	1.0%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%			
AM Peak		11:00	09:00	11:00	11:00	11:00	11:00	08:00	08:00						11:00		
Vol.		1	5	30	59	31	9	2	2						135		
PM Peak		18:00	20:00	13:00	13:00	13:00	15:00	13:00	19:00		19:00	22:00			13:00		
Vol.		2	6	29	73	42	11	3	3		1	1			154		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/21/19	0	0	0	7	10	4	2	1	0	0	0	0	0	0	24	26-35	17
01:00	0	0	0	2	2	2	2	1	0	1	0	0	0	0	10	36-45	4
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
06:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	25-34	3
07:00	0	0	1	7	7	4	0	0	0	0	0	0	0	0	19	26-35	14
08:00	0	0	1	10	15	10	1	0	0	0	0	0	0	0	37	26-35	25
09:00	0	0	0	17	26	12	2	0	0	0	0	0	0	0	57	26-35	43
10:00	0	0	3	14	41	18	2	0	0	0	0	0	0	0	78	31-40	59
11:00	0	0	1	23	45	9	5	2	0	0	0	0	0	0	85	26-35	68
12 PM	0	0	2	21	44	17	5	0	0	0	0	0	0	0	89	26-35	65
13:00	0	0	0	21	49	12	6	1	0	0	0	0	0	0	89	26-35	70
14:00	0	0	4	21	53	18	5	2	0	0	0	0	0	0	103	26-35	74
15:00	0	0	0	18	55	19	5	0	0	0	0	0	0	0	97	29-38	74
16:00	0	0	3	20	42	21	4	0	0	0	0	0	0	0	90	31-40	63
17:00	0	3	1	30	39	17	2	1	0	0	1	0	0	0	94	26-35	69
18:00	0	0	0	20	36	17	1	0	0	0	0	0	0	0	74	26-35	56
19:00	1	0	1	25	24	6	7	1	1	0	0	0	0	0	66	26-35	49
20:00	0	0	0	10	26	13	0	0	0	0	1	0	0	0	50	31-40	39
21:00	0	0	0	6	12	3	0	0	0	0	0	0	0	0	21	26-35	18
22:00	0	0	0	3	1	4	1	0	0	0	0	0	0	0	9	29-38	5
23:00	0	0	0	1	5	1	0	0	0	0	0	0	0	0	7	26-35	6
Total	1	3	19	279	536	207	50	9	1	1	2	0	0	0	1108		
Percent	0.1%	0.3%	1.7%	25.2%	48.4%	18.7%	4.5%	0.8%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	11:00	10:00	11:00	11:00		01:00					11:00		
Vol.			3	23	45	18	5	2		1					85		
PM Peak	19:00	17:00	14:00	17:00	15:00	16:00	19:00	14:00	19:00		17:00				14:00		
Vol.	1	3	4	30	55	21	7	2	1		1				103		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/22/19	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	29-38	3
01:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	19-28	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	0	0	0	3	7	4	0	0	0	0	0	0	0	0	14	29-38	11
07:00	0	0	0	6	9	5	0	0	0	0	0	0	0	0	20	26-35	15
08:00	0	0	4	5	23	13	3	0	0	0	0	0	0	0	48	31-40	36
09:00	0	0	0	14	36	15	6	0	0	0	0	0	0	0	71	31-40	51
10:00	0	0	1	13	24	8	3	0	0	0	0	0	0	0	49	26-35	37
11:00	0	0	1	14	29	13	3	1	0	0	0	0	0	0	61	26-35	43
12 PM	0	0	0	19	37	20	3	1	0	0	0	0	0	0	80	31-40	57
13:00	0	0	2	11	42	23	3	0	0	0	0	0	0	0	81	31-40	65
14:00	0	0	6	15	38	14	5	0	0	0	0	0	0	0	78	26-35	53
15:00	0	0	0	23	34	30	4	1	0	0	0	0	0	0	92	31-40	64
16:00	0	0	0	8	26	30	3	0	0	0	0	0	0	0	67	31-40	56
17:00	0	0	0	16	43	30	6	3	0	0	0	0	0	0	98	31-40	73
18:00	0	0	3	9	20	10	5	2	2	0	0	0	0	0	51	29-38	30
19:00	0	1	2	12	11	8	0	0	1	0	0	0	0	0	35	26-35	23
20:00	0	1	2	9	5	0	0	0	0	0	0	0	0	0	17	26-35	14
21:00	0	0	3	7	8	0	2	0	0	0	0	0	0	0	20	26-35	15
22:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	29-38	4
23:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	30-39	3
Total	0	2	25	188	396	229	47	8	4	0	0	0	0	0	899		
Percent	0.0%	0.2%	2.8%	20.9%	44.0%	25.5%	5.2%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	09:00	09:00	09:00	09:00	11:00	02:00						09:00		
Vol.			4	14	36	15	6	1	1						71		
PM Peak		19:00	14:00	15:00	17:00	15:00	17:00	17:00	18:00						17:00		
Vol.		1	6	23	43	30	6	3	2						98		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/23/19	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	2	4	2	3	0	0	0	0	0	0	0	0	11	21-30	6
07:00	0	0	0	4	5	4	1	0	0	0	0	0	0	0	14	31-40	9
08:00	0	0	0	2	11	6	2	0	0	0	0	0	0	0	21	31-40	17
09:00	0	1	0	8	18	20	3	1	0	0	0	0	0	0	51	31-40	38
10:00	0	1	3	10	20	13	2	0	0	0	0	0	0	0	49	31-40	33
11:00	0	0	2	12	29	16	1	0	0	0	0	0	0	0	60	31-40	45
12 PM	0	0	1	12	35	27	2	0	0	0	0	0	0	0	77	31-40	62
13:00	0	0	1	8	29	14	5	1	0	0	0	0	0	0	58	31-40	43
14:00	0	0	0	17	25	18	3	1	0	0	0	0	0	0	64	31-40	43
15:00	0	0	2	12	30	16	1	0	1	0	0	0	0	0	62	31-40	46
16:00	0	0	3	14	46	25	2	1	0	0	0	0	0	0	91	31-40	71
17:00	0	0	0	12	47	21	4	2	0	0	0	0	0	0	86	31-40	68
18:00	0	0	1	8	24	19	2	1	0	0	0	0	0	0	55	31-40	43
19:00	0	0	0	11	29	15	0	1	0	0	0	0	0	0	56	31-40	44
20:00	0	0	2	11	17	8	1	0	0	0	0	0	0	0	39	26-35	28
21:00	0	0	0	5	12	9	3	1	0	0	0	0	0	0	30	31-40	21
22:00	0	0	0	1	4	8	1	0	0	0	0	0	0	0	14	31-40	12
23:00	0	0	0	1	4	3	1	0	1	0	0	0	0	0	10	31-40	7
Total	0	2	18	153	389	246	34	9	2	0	0	0	0	0	853		
Percent	0.0%	0.2%	2.1%	17.9%	45.6%	28.8%	4.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	10:00	11:00	11:00	09:00	09:00	09:00							11:00		
Vol.		1	3	12	29	20	3	1							60		
PM Peak			16:00	14:00	17:00	12:00	13:00	17:00	15:00						16:00		
Vol.			3	17	47	27	5	2	1						91		

Connecticut Counts LLC
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Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Eastbound																Pace	Number
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/24/19	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4	36-45	4
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	0	0	2	2	0	0	1	0	0	0	0	0	0	0	5	21-30	4
06:00	0	0	0	2	4	4	0	0	0	0	0	0	0	0	10	30-39	8
07:00	0	0	1	4	13	6	3	1	0	0	0	0	0	0	28	30-39	19
08:00	0	0	1	6	14	10	2	1	0	0	0	1	0	0	35	31-40	24
09:00	0	0	0	18	33	18	2	0	0	0	0	0	0	0	71	26-35	51
10:00	1	1	1	16	25	17	4	0	0	0	0	0	0	0	65	29-38	42
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	1	6	50	91	57	15	2	0	0	0	1	0	0	224		
Percent	0.4%	0.4%	2.7%	22.3%	40.6%	25.4%	6.7%	0.9%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%			
AM Peak	10:00	10:00	05:00	09:00	09:00	09:00	10:00	07:00				08:00			09:00		
Vol.	1	1	2	18	33	18	4	1				1			71		
PM Peak																	
Vol.																	
Total	2	16	129	1380	3030	1624	346	58	17	5	3	3	0	0	6613		
Percent	0.0%	0.2%	2.0%	20.9%	45.8%	24.6%	5.2%	0.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 28 MPH
 50th Percentile : 32 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Stats
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4654
 Percent in Pace : 70.4%
 Number of Vehicles > 35 MPH : 2056
 Percent of Vehicles > 35 MPH : 31.1%
 Mean Speed(Average) : 34 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Pine Tree Drive
 Branford, Connecticut

Site Code:
 Station ID: 5151

Latitude: 0' 0.0000 Undefined

Start Time	15-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	
12:00 AM	*	*	*	*	*	*	*	*	4	3	5	10	14	24	8	12	
01:00	*	*	*	*	*	*	*	*	1	1	4	7	5	10	3	6	
02:00	*	*	*	*	*	*	*	*	0	0	0	1	2	1	1	1	
03:00	*	*	*	*	*	*	*	*	0	0	1	0	1	1	1	0	
04:00	*	*	*	*	*	*	*	*	1	2	2	4	4	2	2	3	
05:00	*	*	*	*	*	*	*	*	0	0	4	0	0	2	1	1	
06:00	*	*	*	*	*	*	*	*	9	11	9	8	14	3	11	7	
07:00	*	*	*	*	*	*	*	*	23	24	31	26	19	19	24	23	
08:00	*	*	*	*	*	*	*	*	70	39	52	33	60	37	61	36	
09:00	*	*	*	*	*	*	*	*	68	77	74	68	48	57	63	67	
10:00	*	*	*	*	*	*	*	*	71	79	69	89	88	78	76	82	
11:00	*	*	*	*	*	*	*	*	77	59	88	135	87	85	84	93	
12:00 PM	*	*	*	*	*	*	*	*	104	96	99	140	91	89	98	108	
01:00	*	*	*	*	*	*	*	22	9	94	133	110	154	83	89	77	96
02:00	*	*	*	*	*	*	*	66	127	112	157	85	113	94	103	89	125
03:00	*	*	*	*	*	*	*	58	142	97	152	75	96	109	97	85	122
04:00	*	*	*	*	*	*	*	66	97	139	148	80	76	96	90	95	103
05:00	*	*	*	*	*	*	*	86	93	141	181	86	91	113	94	106	115
06:00	*	*	*	*	*	*	*	58	77	99	99	80	79	91	74	82	82
07:00	*	*	*	*	*	*	*	36	45	80	84	77	59	51	66	61	64
08:00	*	*	*	*	*	*	*	34	38	71	69	65	62	70	50	60	55
09:00	*	*	*	*	*	*	*	27	22	39	50	48	49	36	21	38	36
10:00	*	*	*	*	*	*	*	10	15	22	23	27	30	12	9	18	19
11:00	*	*	*	*	*	*	*	8	7	19	18	20	22	5	7	13	14
Lane	0	0	0	0	0	0	471	672	1341	1505	1191	1352	1193	1108	1157	1270	
Day	0	0	0	0	0	0	1143	672	2846	1505	2543	1352	2301	1108	2427	1270	
AM Peak	-	-	-	-	-	-	-	-	11:00	10:00	11:00	11:00	10:00	11:00	11:00	11:00	
Vol.	-	-	-	-	-	-	-	-	77	79	88	135	88	85	84	93	
PM Peak	-	-	-	-	-	-	17:00	15:00	17:00	17:00	13:00	13:00	17:00	14:00	17:00	14:00	
Vol.	-	-	-	-	-	-	86	142	141	181	110	154	113	103	106	125	

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Moose Hill Road
 Guilford, Connecticut

Site Code:
 Station ID: 5152

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	1	7	20	21	1	2	0	0	0	0	0	52	36-45	41
15:00	0	0	1	3	17	35	23	2	0	0	0	0	0	0	81	36-45	58
16:00	2	1	2	3	25	31	21	2	2	1	0	0	0	0	90	31-40	56
17:00	1	0	0	5	21	54	26	7	1	0	0	0	0	0	115	36-45	80
18:00	0	0	0	4	13	48	19	4	0	0	0	0	0	0	88	36-45	67
19:00	1	0	0	2	12	25	14	2	0	0	0	0	0	0	56	35-44	39
20:00	0	0	1	4	10	15	9	2	0	0	0	0	0	0	41	31-40	25
21:00	0	0	0	0	4	10	7	2	0	0	0	0	0	0	23	36-45	17
22:00	0	0	0	1	2	6	7	1	0	0	0	0	0	0	17	36-45	13
23:00	0	0	0	1	4	4	2	0	0	0	1	0	0	0	12	31-40	8
Total	4	1	4	24	115	248	149	23	5	1	1	0	0	0	575		
Percent	0.7%	0.2%	0.7%	4.2%	20.0%	43.1%	25.9%	4.0%	0.9%	0.2%	0.2%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00	16:00	16:00	17:00	16:00	17:00	17:00	17:00	14:00	16:00	23:00				17:00		
	2	1	2	5	25	54	26	7	2	1	1				115		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Moose Hill Road
 Guilford, Connecticut

Site Code:
 Station ID: 5152

Latitude: 0' 0.0000 Undefined

Westbound																	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/19/19	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	30-39	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3	35-44	2
06:00	1	0	1	0	1	2	2	3	0	0	0	0	0	0	10	39-48	5
07:00	0	0	0	1	5	11	16	4	0	1	0	0	0	0	38	36-45	27
08:00	0	0	0	2	12	34	19	4	1	1	0	0	0	0	73	36-45	53
09:00	2	0	1	3	8	25	21	4	1	0	0	0	0	0	65	36-45	46
10:00	2	0	2	5	17	48	15	4	0	0	0	0	0	0	93	31-40	65
11:00	0	1	0	3	25	49	29	1	1	0	0	0	0	0	109	36-45	78
12 PM	0	0	0	3	27	54	31	6	1	0	0	0	0	0	122	36-45	85
13:00	0	1	0	7	23	53	22	2	1	0	0	0	0	0	109	31-40	76
14:00	1	0	0	2	31	54	18	7	0	0	0	0	0	0	113	31-40	85
15:00	1	0	0	8	27	55	40	8	1	0	0	0	0	0	141	36-45	95
16:00	2	0	2	10	17	47	41	5	0	0	0	0	0	0	124	36-45	88
17:00	1	0	1	2	34	69	37	12	0	1	0	0	0	0	157	36-45	106
18:00	0	0	0	0	16	41	26	9	2	0	0	1	0	0	95	36-45	67
19:00	2	0	0	2	12	35	19	8	0	0	1	0	0	0	79	36-45	54
20:00	0	0	1	0	28	22	12	3	1	1	0	0	0	0	68	31-40	50
21:00	0	0	0	5	9	25	9	2	1	0	0	0	0	0	51	31-40	34
22:00	1	0	0	3	8	9	5	2	0	1	0	0	0	0	29	31-40	17
23:00	0	0	0	0	8	5	6	3	0	0	0	0	0	0	22	31-40	13
Total	13	3	8	56	308	640	371	87	11	6	1	1	0	0	1505		
Percent	0.9%	0.2%	0.5%	3.7%	20.5%	42.5%	24.7%	5.8%	0.7%	0.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak	09:00	05:00	10:00	10:00	11:00	11:00	11:00	07:00	00:00	07:00					11:00		
Vol.	2	1	2	5	25	49	29	4	1	1					109		
PM Peak	16:00	13:00	16:00	16:00	17:00	17:00	16:00	17:00	18:00	15:00	19:00	18:00			17:00		
Vol.	2	1	2	10	34	69	41	12	2	1	1	1			157		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Moose Hill Road
 Guilford, Connecticut

Site Code:
 Station ID: 5152

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/20/19	0	0	0	0	2	2	1	0	0	0	1	0	0	0	6	31-40	4
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4	34-43	4
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
05:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	35-44	2
06:00	0	0	0	0	2	2	3	0	0	0	0	0	0	0	7	34-43	5
07:00	0	0	1	0	3	10	8	1	0	0	0	0	0	0	23	36-45	18
08:00	0	1	0	3	13	24	16	0	0	0	0	0	0	0	57	36-45	40
09:00	1	0	0	7	17	38	15	1	0	0	0	0	0	0	79	31-40	55
10:00	0	3	0	2	32	33	14	3	1	0	0	0	0	0	88	31-40	65
11:00	0	0	2	6	27	46	15	1	2	0	0	0	0	0	99	31-40	73
12 PM	2	0	2	3	36	62	24	4	3	0	0	0	0	0	136	31-40	98
13:00	1	0	0	5	14	61	16	2	1	1	0	1	0	0	102	36-45	77
14:00	8	4	4	4	26	39	18	2	1	0	0	0	0	0	106	31-40	65
15:00	54	3	3	2	6	8	5	2	5	16	10	5	3	0	122	6-15	36
16:00	1	0	0	0	1	2	7	16	11	5	2	0	0	0	45	46-55	27
17:00	1	0	0	1	8	9	4	2	2	0	0	0	0	0	27	31-40	17
18:00	4	5	0	3	3	4	2	2	1	3	1	0	0	0	28	29-38	7
19:00	18	7	10	6	2	0	2	0	1	0	0	0	0	0	46	16-25	17
20:00	8	4	1	0	0	0	0	0	0	0	0	0	0	0	13	11-20	7
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	98	27	23	43	192	345	154	36	28	25	14	6	3	0	994		
Percent	9.9%	2.7%	2.3%	4.3%	19.3%	34.7%	15.5%	3.6%	2.8%	2.5%	1.4%	0.6%	0.3%	0.0%			
AM Peak	09:00	10:00	11:00	09:00	10:00	11:00	08:00	10:00	11:00		00:00				11:00		
Vol.	1	3	2	7	32	46	16	3	2		1				99		
PM Peak	15:00	19:00	19:00	19:00	12:00	12:00	12:00	16:00	16:00	15:00	15:00	15:00	15:00		12:00		
Vol.	54	7	10	6	36	62	24	16	11	16	10	5	3		136		
Total	115	31	35	123	615	1233	674	146	44	32	16	7	3	0	3074		
Percent	3.7%	1.0%	1.1%	4.0%	20.0%	40.1%	21.9%	4.7%	1.4%	1.0%	0.5%	0.2%	0.1%	0.0%			

15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 48 MPH

Stats
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1907
 Percent in Pace : 62.0%
 Number of Vehicles > 35 MPH : 2155
 Percent of Vehicles > 35 MPH : 70.1%
 Mean Speed(Average) : 37 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 146 East of Moose Hill Road
 Guilford, Connecticut

Site Code:
 Station ID: 5152

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	3	2	18	57	24	6	0	0	0	0	0	0	110	36-45	81
15:00	0	1	0	8	58	78	21	4	1	0	0	0	0	0	171	31-40	136
16:00	0	0	1	9	31	54	15	0	0	0	0	0	0	0	110	31-40	85
17:00	0	0	0	3	22	48	18	4	1	0	0	0	0	0	96	31-40	70
18:00	0	0	5	2	21	36	23	4	2	0	0	0	0	0	93	35-44	59
19:00	0	0	1	0	8	21	6	1	1	0	0	0	0	0	38	31-40	29
20:00	0	0	0	3	9	16	8	0	0	0	0	0	0	0	36	31-40	25
21:00	0	0	0	3	7	10	3	0	0	0	0	0	0	0	23	31-40	17
22:00	0	0	0	0	5	5	4	0	0	0	0	0	0	0	14	31-40	10
23:00	0	0	0	0	6	1	2	0	0	0	0	0	0	0	9	31-40	7
Total	0	1	10	30	185	326	124	19	5	0	0	0	0	0	700		
Percent	0.0%	0.1%	1.4%	4.3%	26.4%	46.6%	17.7%	2.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		15:00	18:00	16:00	15:00	15:00	14:00	14:00	18:00						15:00		
		1	5	9	58	78	24	6	2						171		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 East of Moose Hill Road
 Guilford, Connecticut

Site Code:
 Station ID: 5152

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/19/19	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4	29-38	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
06:00	0	1	2	1	0	11	1	1	0	0	0	0	0	0	17	34-43	12
07:00	0	0	3	5	10	25	8	2	0	0	0	0	0	0	53	31-40	35
08:00	0	3	8	6	10	36	14	2	0	0	0	0	0	0	79	36-45	50
09:00	0	1	4	8	28	36	18	4	1	0	0	0	0	0	100	31-40	64
10:00	0	2	0	9	26	46	13	6	0	0	0	0	0	0	102	31-40	72
11:00	0	0	4	8	39	52	24	4	0	0	0	0	0	0	131	31-40	91
12 PM	0	2	8	5	27	64	26	3	0	0	0	0	0	0	135	31-40	91
13:00	0	3	2	9	40	62	21	1	0	0	0	0	0	0	138	31-40	102
14:00	1	1	5	9	53	55	24	2	0	0	0	0	0	0	150	31-40	108
15:00	0	0	1	6	43	76	33	2	1	0	1	0	0	0	163	31-40	119
16:00	0	1	3	4	36	58	23	3	1	0	0	0	0	0	129	31-40	94
17:00	0	0	2	7	44	105	23	7	0	0	0	0	0	0	188	31-40	149
18:00	0	0	2	8	23	50	25	4	2	0	0	0	0	0	114	35-44	75
19:00	0	0	3	5	19	33	22	1	0	0	0	0	0	0	83	36-45	55
20:00	0	1	0	6	22	22	11	0	1	0	0	0	0	0	63	31-40	44
21:00	0	0	2	1	9	16	6	2	0	0	0	0	0	0	36	31-40	25
22:00	0	0	0	0	7	5	5	2	0	0	0	0	0	0	19	31-40	12
23:00	0	0	0	0	3	3	2	1	3	0	0	0	0	0	12	31-40	6
Total	2	15	50	97	442	758	300	47	9	0	1	0	0	0	1721		
Percent	0.1%	0.9%	2.9%	5.6%	25.7%	44.0%	17.4%	2.7%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	03:00	08:00	08:00	10:00	11:00	11:00	11:00	10:00	09:00								11:00
Vol.	1	3	8	9	39	52	24	6	1								131
PM Peak	14:00	13:00	12:00	13:00	14:00	17:00	15:00	17:00	23:00		15:00						17:00
Vol.	1	3	8	9	53	105	33	7	3		1						188

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 146 East of Moose Hill Road
Guilford, Connecticut

Site Code:
Station ID: 5152

Latitude: 0' 0.0000 Undefined

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
07/20/19	0	0	0	0	1	1	0	3	1	0	0	0	0	0	6	46-55	4
01:00	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	24-33	2
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
03:00	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5	31-40	3
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
06:00	1	1	3	0	3	3	2	0	0	0	0	0	0	0	13	31-40	6
07:00	0	2	4	4	11	14	6	3	0	0	0	0	0	0	44	31-40	25
08:00	0	3	17	9	26	18	12	2	0	0	0	0	0	0	87	31-40	44
09:00	0	2	6	6	25	38	15	4	2	0	0	0	0	0	98	31-40	63
10:00	0	1	6	6	47	56	14	2	0	0	0	0	0	0	132	31-40	103
11:00	0	2	9	9	43	61	25	1	1	0	0	0	0	0	151	31-40	104
12 PM	0	0	5	10	49	71	23	4	0	0	0	0	0	0	162	31-40	120
13:00	0	0	3	8	47	46	22	1	0	0	0	0	0	0	127	31-40	93
14:00	0	5	1	8	28	46	20	2	0	0	0	0	0	0	110	31-40	74
15:00	0	31	10	2	8	10	9	0	3	10	7	6	6	0	102	16-25	41
16:00	0	0	1	4	9	11	17	19	17	10	3	3	2	0	96	41-50	36
17:00	1	1	2	14	42	57	14	7	5	1	0	0	0	0	144	31-40	99
18:00	7	16	10	28	25	16	7	3	3	0	0	0	0	0	115	26-35	53
19:00	2	7	37	55	15	1	0	0	0	0	0	1	0	0	118	21-30	92
20:00	0	20	40	9	0	0	0	0	0	0	0	0	0	0	69	16-25	60
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	92	154	174	385	451	188	51	33	21	10	10	8	0	1588		
Percent	0.7%	5.8%	9.7%	11.0%	24.2%	28.4%	11.8%	3.2%	2.1%	1.3%	0.6%	0.6%	0.5%	0.0%			
AM Peak	06:00	08:00	08:00	08:00	10:00	11:00	11:00	09:00	09:00								11:00
Vol.	1	3	17	9	47	61	25	4	2								151
PM Peak	18:00	15:00	20:00	19:00	12:00	12:00	12:00	16:00	16:00	15:00	15:00	15:00	15:00				12:00
Vol.	7	31	40	55	49	71	23	19	17	10	7	6	6				162
Total	13	108	214	301	1012	1535	612	117	47	21	11	10	8	0	4009		
Percent	0.3%	2.7%	5.3%	7.5%	25.2%	38.3%	15.3%	2.9%	1.2%	0.5%	0.3%	0.2%	0.2%	0.0%			

15th Percentile : 29 MPH
50th Percentile : 36 MPH
85th Percentile : 41 MPH
95th Percentile : 45 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 2547
Percent in Pace : 63.5%
Number of Vehicles > 35 MPH : 2361
Percent of Vehicles > 35 MPH : 58.9%
Mean Speed(Average) : 36 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
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Route 146 West of Pearl Street
 Guilford, Connecticut

Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	0	0	19	26	6	1	0	0	0	0	0	0	0	52	26-35	45
15:00	2	0	15	100	92	12	0	0	0	0	0	0	0	0	221	26-35	192
16:00	1	0	8	77	98	25	6	1	0	0	0	0	0	0	216	26-35	175
17:00	8	2	17	64	86	30	3	0	0	0	0	0	0	0	210	26-35	150
18:00	0	1	7	50	86	15	1	0	0	0	1	0	0	0	161	26-35	136
19:00	0	2	9	38	53	15	4	0	0	0	0	0	0	0	121	26-35	91
20:00	1	1	9	22	28	13	1	0	0	0	0	0	0	0	75	26-35	50
21:00	0	0	3	22	12	3	1	0	0	0	0	0	0	0	41	26-35	34
22:00	0	0	2	19	11	1	1	2	0	0	0	0	0	0	36	26-35	30
23:00	0	0	2	10	5	5	0	0	0	0	0	0	0	0	22	26-35	15
Total	12	6	72	421	497	125	18	3	0	0	1	0	0	0	1155		
Percent	1.0%	0.5%	6.2%	36.5%	43.0%	10.8%	1.6%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00	17:00	17:00	15:00	16:00	17:00	16:00	22:00			18:00				15:00		
	8	2	17	100	98	30	6	2			1				221		

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Route 146 West of Pearl Street
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/19/19	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5	21-30	4
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
03:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5	25-34	4
04:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	26-35	4
05:00	1	0	0	6	7	1	0	0	0	0	0	0	0	0	15	26-35	13
06:00	2	2	2	14	14	2	1	0	0	0	0	0	0	0	37	26-35	28
07:00	1	0	4	38	55	16	1	0	0	0	0	0	0	0	115	26-35	93
08:00	0	4	19	80	94	23	4	0	0	0	0	0	0	0	224	26-35	174
09:00	2	3	11	96	73	26	6	0	0	0	0	0	0	0	217	26-35	169
10:00	6	2	11	95	72	15	5	0	0	0	0	0	0	0	206	26-35	167
11:00	3	4	47	96	58	19	0	0	0	0	0	0	0	0	227	26-35	154
12 PM	5	9	54	144	77	12	1	0	0	0	0	0	0	0	302	26-35	221
13:00	7	4	27	129	64	15	0	0	0	0	0	0	0	0	246	26-35	193
14:00	3	3	19	86	88	14	1	0	0	0	0	0	1	0	215	26-35	174
15:00	6	3	30	133	62	11	0	0	0	0	0	0	0	0	245	26-35	195
16:00	3	3	15	106	99	15	0	0	0	0	0	0	0	0	241	26-35	205
17:00	2	5	12	92	81	17	2	0	0	0	0	0	0	0	211	26-35	173
18:00	3	3	15	65	65	18	3	1	0	0	0	0	0	0	173	26-35	130
19:00	2	1	24	76	40	4	5	0	0	0	0	0	0	0	152	26-35	116
20:00	0	1	9	48	36	4	2	1	0	0	0	0	0	0	101	26-35	84
21:00	0	0	4	41	17	12	1	0	0	0	0	0	0	0	75	26-35	58
22:00	0	0	1	13	10	3	1	0	0	0	0	0	0	0	28	26-35	23
23:00	0	0	3	9	13	7	1	0	0	0	0	0	0	0	33	26-35	22
Total	46	47	309	1372	1032	237	34	2	0	0	0	0	1	0	3080		
Percent	1.5%	1.5%	10.0%	44.5%	33.5%	7.7%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	11:00	09:00	08:00	09:00	09:00									11:00	
Vol.	6	4	47	96	94	26	6								227		
PM Peak	13:00	12:00	12:00	12:00	16:00	18:00	19:00	18:00					14:00		12:00		
Vol.	7	9	54	144	99	18	5	1				1		302			

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Route 146 West of Pearl Street
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
07/20/19	0	0	2	3	5	3	3	0	1	0	0	0	0	0	17	26-35	8
01:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6	30-39	6
02:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	31-40	3
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5	25-34	4
05:00	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8	25-34	7
06:00	0	1	1	10	8	3	0	0	0	0	0	0	0	0	23	26-35	18
07:00	0	8	7	35	28	18	2	1	0	0	0	0	0	0	99	26-35	63
08:00	0	4	9	43	50	21	1	0	0	0	0	0	0	0	128	26-35	93
09:00	8	4	11	67	64	20	1	0	0	0	0	0	0	0	175	26-35	131
10:00	10	6	20	120	91	12	0	0	0	0	0	0	0	0	259	26-35	211
11:00	3	12	29	105	54	16	0	0	0	1	0	0	0	0	220	26-35	159
12 PM	4	6	10	62	78	33	3	0	0	0	0	0	0	0	196	26-35	140
13:00	2	0	11	61	69	16	0	1	0	0	0	0	0	0	160	26-35	130
14:00	2	0	13	57	61	26	3	0	0	0	0	0	0	0	162	26-35	118
15:00	0	1	15	76	50	29	3	0	0	0	0	0	0	0	174	26-35	126
16:00	3	1	6	75	67	18	4	0	0	0	0	0	0	0	174	26-35	142
17:00	4	2	8	47	46	14	0	0	0	0	0	0	0	0	121	26-35	93
18:00	0	1	5	39	74	15	2	0	0	0	0	0	0	0	136	26-35	113
19:00	2	0	5	35	63	11	5	0	0	0	0	0	0	0	121	26-35	98
20:00	1	1	7	47	40	11	3	0	0	0	0	0	0	0	110	26-35	87
21:00	0	0	5	26	20	4	1	0	0	0	0	0	0	0	56	26-35	46
22:00	0	1	3	17	21	3	1	1	0	0	0	0	0	0	47	26-35	38
23:00	0	1	2	5	11	5	2	0	0	0	0	0	0	0	26	31-40	16
Total	39	49	171	936	910	283	34	3	1	1	0	0	0	0	2427		
Percent	1.6%	2.0%	7.0%	38.6%	37.5%	11.7%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	10:00	08:00	00:00	07:00	00:00	11:00					10:00		
Vol.	10	12	29	120	91	21	3	1	1	1					259		
PM Peak	12:00	12:00	15:00	15:00	12:00	12:00	19:00	13:00							12:00		
Vol.	4	6	15	76	78	33	5	1							196		

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Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
07/22/19	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	29-38	2
03:00	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3	24-33	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
05:00	0	1	3	7	6	2	0	0	0	0	0	0	0	0	19	26-35	13
06:00	0	1	5	17	7	0	1	0	0	0	0	0	1	0	32	25-34	24
07:00	1	3	9	42	57	12	4	0	0	0	0	0	0	0	128	26-35	99
08:00	4	2	14	88	96	27	3	0	0	0	0	0	0	0	234	26-35	184
09:00	13	6	19	92	76	22	2	0	0	0	0	0	0	0	230	26-35	168
10:00	4	7	24	82	68	17	1	0	0	0	0	0	0	0	203	26-35	150
11:00	9	19	12	112	87	10	1	0	0	0	0	0	0	0	250	26-35	199
12 PM	2	2	12	97	91	17	3	0	0	0	0	0	0	0	224	26-35	188
13:00	6	8	29	85	80	26	2	0	0	0	0	0	0	0	236	26-35	165
14:00	1	14	8	78	101	19	1	0	0	0	0	1	0	0	223	26-35	179
15:00	1	0	19	81	84	20	7	0	0	0	0	0	0	0	212	26-35	165
16:00	1	3	10	84	82	16	0	0	0	0	0	0	0	0	196	26-35	166
17:00	4	2	25	74	94	6	0	0	0	0	0	0	0	0	205	26-35	168
18:00	0	2	12	57	50	18	0	0	0	0	0	0	0	0	139	26-35	107
19:00	0	1	9	16	33	6	1	0	0	0	0	0	0	0	66	26-35	49
20:00	0	0	13	26	22	7	0	0	0	0	0	0	0	0	68	26-35	48
21:00	0	2	6	10	11	3	1	0	0	0	0	0	0	0	33	26-35	21
22:00	1	0	0	8	9	0	1	0	0	0	0	0	0	0	19	26-35	17
23:00	0	0	2	6	6	3	1	0	0	0	0	0	0	0	18	26-35	12
Total	47	73	231	1063	1066	232	31	1	0	0	0	1	1	0	2746		
Percent	1.7%	2.7%	8.4%	38.7%	38.8%	8.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	11:00	08:00	08:00	07:00	03:00					06:00		11:00		
Vol.	13	19	24	112	96	27	4	1					1		250		
PM Peak	13:00	14:00	13:00	12:00	14:00	13:00	15:00					14:00			13:00		
Vol.	6	14	29	97	101	26	7					1			236		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 West of Pearl Street
 Guilford, Connecticut

Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/23/19	0	1	1	0	1	3	0	0	0	0	0	0	0	0	6	31-40	4
01:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
03:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	24-33	2
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
05:00	0	1	1	6	2	0	0	0	0	0	0	0	0	0	10	26-35	8
06:00	0	1	4	13	8	3	2	0	0	0	0	0	0	0	31	26-35	21
07:00	0	0	5	41	43	18	2	0	0	0	0	0	0	0	109	26-35	84
08:00	1	2	8	73	82	17	1	0	0	1	0	0	0	0	185	26-35	155
09:00	1	0	15	70	82	23	2	0	1	0	0	0	0	0	194	26-35	152
10:00	2	3	18	80	56	19	1	0	0	0	0	0	0	0	179	26-35	136
11:00	1	0	16	80	89	24	3	0	0	0	0	0	0	0	213	26-35	169
12 PM	0	4	36	114	84	25	2	0	0	0	0	0	0	0	265	26-35	198
13:00	2	4	19	101	81	21	1	1	0	0	0	0	0	0	230	26-35	182
14:00	4	3	20	99	61	17	3	0	0	0	0	0	0	0	207	26-35	160
15:00	3	0	15	100	87	20	2	1	1	0	0	0	0	0	229	26-35	187
16:00	2	1	24	79	82	19	4	1	1	0	0	0	0	0	213	26-35	161
17:00	0	2	15	111	88	14	3	0	0	0	0	0	0	0	233	26-35	199
18:00	1	3	9	53	64	17	1	0	0	0	0	0	0	0	148	26-35	117
19:00	4	2	8	46	48	13	3	0	0	0	0	0	0	0	124	26-35	94
20:00	2	1	10	39	25	10	0	0	0	0	0	0	0	0	87	26-35	64
21:00	0	1	3	20	21	7	0	1	0	0	0	0	0	0	53	26-35	41
22:00	0	1	2	10	9	4	0	0	0	0	0	0	0	0	26	26-35	19
23:00	1	0	1	4	10	5	0	0	0	0	0	0	0	0	21	29-38	15
Total	24	30	230	1143	1026	282	31	4	3	1	0	0	0	0	2774		
Percent	0.9%	1.1%	8.3%	41.2%	37.0%	10.2%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	11:00	11:00	11:00		09:00	08:00					11:00		
Vol.	2	3	18	80	89	24	3		1	1					213		
PM Peak	14:00	12:00	12:00	12:00	17:00	12:00	16:00	13:00	15:00						12:00		
Vol.	4	4	36	114	88	25	4	1	1						265		

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Route 146 West of Pearl Street
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Site Code:
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
07/24/19	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	29-38	4
01:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5	31-40	4
02:00	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	30-39	2
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
04:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6	26-35	5
05:00	0	1	0	7	6	1	0	0	0	0	0	0	0	0	15	26-35	13
06:00	1	2	1	10	11	2	2	0	0	0	0	0	0	0	29	26-35	21
07:00	1	0	3	48	53	18	1	1	0	0	0	0	0	0	125	26-35	101
08:00	3	1	9	85	82	28	2	0	0	0	0	0	0	0	210	26-35	167
09:00	12	6	6	90	78	20	2	1	0	0	0	0	0	0	215	26-35	168
10:00	4	1	23	63	83	23	2	0	0	0	0	0	0	0	199	26-35	146
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	21	11	44	307	322	98	9	2	0	0	0	0	0	0	814		
Percent	2.6%	1.4%	5.4%	37.7%	39.6%	12.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	10:00	09:00	10:00	08:00	06:00	07:00							09:00		
Vol.	12	6	23	90	83	28	2	1							215		
PM Peak																	
Vol.																	
Total	232	268	1211	6030	5777	1498	190	16	5	2	1	1	2	0	15233		
Percent	1.5%	1.8%	7.9%	39.6%	37.9%	9.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
 50th Percentile : 29 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 11807
 Percent in Pace : 77.5%
 Number of Vehicles > 35 MPH : 1715
 Percent of Vehicles > 35 MPH : 11.3%
 Mean Speed(Average) : 30 MPH

Connecticut Counts LLC
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Route 146 West of Pearl Street
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Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/18/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	2	1	22	25	10	3	0	0	0	0	0	0	0	63	26-35	47
15:00	0	8	50	121	65	22	3	1	0	0	0	0	0	0	270	26-35	186
16:00	0	0	25	88	83	28	6	0	0	0	0	0	0	0	230	26-35	171
17:00	1	8	14	73	89	42	6	0	0	0	0	0	0	0	233	26-35	162
18:00	0	0	19	56	65	21	6	1	1	0	0	0	0	0	169	26-35	121
19:00	1	1	3	42	61	20	1	0	0	0	0	0	0	0	129	26-35	103
20:00	0	2	9	42	40	14	4	0	0	0	0	0	0	0	111	26-35	82
21:00	0	0	13	26	25	3	1	0	0	0	0	0	0	0	68	26-35	51
22:00	0	0	4	18	15	6	0	0	0	0	0	0	0	0	43	26-35	33
23:00	0	0	1	4	3	4	0	0	0	0	0	0	0	0	12	31-40	7
Total	2	21	139	492	471	170	30	2	1	0	0	0	0	0	1328		
Percent	0.2%	1.6%	10.5%	37.0%	35.5%	12.8%	2.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	17:00	15:00	15:00	15:00	17:00	17:00	16:00	15:00	18:00						15:00		
	1	8	50	121	89	42	6	1	1						270		

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Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/19/19	0	0	1	3	2	3	0	0	0	0	0	0	0	0	9	24-33	5
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
02:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	25-34	3
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	29-38	3
04:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
05:00	0	0	1	5	3	0	0	0	0	0	0	0	0	0	9	25-34	8
06:00	0	0	1	9	17	7	1	1	0	0	0	0	0	0	36	26-35	26
07:00	0	0	1	29	32	18	3	2	0	0	0	0	0	0	85	26-35	61
08:00	0	3	15	53	71	21	4	0	0	0	0	0	0	0	167	26-35	124
09:00	0	2	10	44	59	28	6	0	0	1	0	0	0	0	150	26-35	103
10:00	0	2	8	61	77	14	6	1	0	0	0	0	0	0	169	26-35	138
11:00	2	3	29	95	55	15	1	0	0	0	0	0	0	0	200	26-35	150
12 PM	2	13	61	113	54	15	1	0	0	0	0	0	0	0	259	21-30	174
13:00	3	7	39	134	78	14	0	0	0	0	0	0	0	0	275	26-35	212
14:00	0	4	36	124	93	22	4	0	0	0	0	0	0	0	283	26-35	217
15:00	1	8	77	148	65	13	1	0	0	0	0	0	0	0	313	21-30	225
16:00	2	8	58	136	59	11	2	0	1	0	0	0	0	0	277	24-33	195
17:00	0	2	29	92	106	33	8	0	0	0	0	0	0	0	270	26-35	198
18:00	1	10	26	72	91	26	6	0	0	1	0	0	0	0	233	26-35	163
19:00	0	3	13	56	36	19	5	0	0	0	0	0	0	0	132	26-35	92
20:00	0	2	19	65	61	10	2	0	0	0	0	0	0	0	159	26-35	126
21:00	0	0	16	41	42	7	1	0	0	0	0	0	0	0	107	26-35	83
22:00	0	1	3	23	12	6	3	0	0	0	0	0	0	0	48	26-35	35
23:00	0	0	5	13	11	4	2	0	0	0	0	0	0	0	35	26-35	24
Total	11	68	448	1321	1029	288	56	4	1	2	0	0	0	0	3228		
Percent	0.3%	2.1%	13.9%	40.9%	31.9%	8.9%	1.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	10:00	09:00	09:00	07:00		09:00							11:00
Vol.	2	3	29	95	77	28	6	2		1							200
PM Peak	13:00	12:00	15:00	15:00	17:00	17:00	17:00		16:00	18:00							15:00
Vol.	3	13	77	148	106	33	8		1	1							313

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Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/21/19	0	0	0	2	4	6	2	0	0	0	0	0	0	0	14	31-40	10
01:00	0	0	0	3	2	4	1	0	0	0	0	0	0	0	10	31-40	6
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6	16-25	3
06:00	0	0	1	2	6	5	0	0	0	0	0	0	0	0	14	31-40	11
07:00	1	0	4	15	10	9	1	0	0	0	0	0	0	0	40	26-35	25
08:00	0	2	5	26	20	8	1	0	1	0	0	0	0	0	63	26-35	46
09:00	0	1	9	40	54	20	1	0	0	0	0	0	0	0	125	26-35	94
10:00	0	5	12	58	46	13	3	0	0	0	0	0	0	0	137	26-35	104
11:00	1	5	18	50	66	20	2	1	0	0	0	0	0	0	163	26-35	116
12 PM	1	1	14	67	68	26	4	0	0	0	0	0	0	0	181	26-35	135
13:00	0	1	10	48	67	41	3	2	0	0	0	0	0	0	172	26-35	115
14:00	0	3	17	65	70	24	3	0	0	1	0	0	0	0	183	26-35	135
15:00	0	0	19	61	65	31	4	1	0	0	0	0	0	0	181	26-35	126
16:00	0	2	5	57	74	27	6	0	0	0	0	0	0	0	171	26-35	131
17:00	1	2	13	46	76	30	5	0	0	0	0	0	0	0	173	26-35	122
18:00	0	2	12	45	51	15	6	0	0	0	0	0	0	0	131	26-35	96
19:00	1	5	15	36	41	14	2	0	0	0	0	0	0	0	114	26-35	77
20:00	1	3	16	49	26	8	1	0	0	0	0	0	0	0	104	26-35	75
21:00	1	2	6	34	23	7	0	0	0	0	0	0	0	0	73	26-35	57
22:00	0	1	2	11	7	6	0	0	0	0	0	0	0	0	27	26-35	18
23:00	0	0	2	0	2	3	0	0	0	0	0	0	0	0	7	31-40	5
Total	7	37	181	716	782	317	45	4	1	1	0	0	0	0	2091		
Percent	0.3%	1.8%	8.7%	34.2%	37.4%	15.2%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	11:00	10:00	11:00	09:00	10:00	11:00	08:00						11:00		
Vol.	1	5	18	58	66	20	3	1	1						163		
PM Peak	12:00	19:00	15:00	12:00	17:00	13:00	16:00	13:00		14:00					14:00		
Vol.	1	5	19	67	76	41	6	2		1					183		

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Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/22/19	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
05:00	0	0	1	5	1	3	2	0	0	0	0	0	0	0	12	21-30	6
06:00	0	0	2	5	18	6	3	0	0	0	0	0	0	0	34	31-40	24
07:00	0	1	10	29	43	20	3	1	0	0	0	0	0	0	107	26-35	72
08:00	0	0	9	70	93	20	3	0	0	0	0	0	0	0	195	26-35	163
09:00	2	2	17	55	87	25	3	0	0	0	0	0	0	0	191	26-35	142
10:00	1	1	24	61	41	10	2	0	0	0	0	0	0	0	140	26-35	102
11:00	3	4	36	85	58	16	1	0	0	0	0	0	0	0	203	26-35	143
12 PM	1	2	25	101	89	20	3	0	0	0	0	0	0	0	241	26-35	190
13:00	1	1	35	113	81	33	4	0	0	0	0	0	0	0	268	26-35	194
14:00	0	1	14	81	76	22	3	0	0	0	0	0	0	0	197	26-35	157
15:00	0	1	13	85	97	44	5	0	0	0	0	0	0	0	245	26-35	182
16:00	2	3	23	91	90	29	7	1	1	0	0	0	0	0	247	26-35	181
17:00	1	6	40	81	79	19	0	0	0	0	0	0	0	0	226	26-35	160
18:00	1	5	12	60	46	15	5	0	0	0	0	0	0	0	144	26-35	106
19:00	0	0	14	31	27	17	6	1	0	0	0	0	0	0	96	26-35	58
20:00	3	2	16	30	14	4	0	0	0	0	0	0	0	0	69	21-30	46
21:00	0	3	7	22	13	6	1	0	0	0	0	0	0	0	52	26-35	35
22:00	0	0	6	3	8	4	0	0	0	0	0	0	0	0	21	31-40	12
23:00	0	0	0	5	2	1	1	1	0	0	0	0	0	0	10	26-35	7
Total	15	32	306	1016	968	314	52	4	1	0	0	0	0	0	2708		
Percent	0.6%	1.2%	11.3%	37.5%	35.7%	11.6%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	08:00	09:00	06:00	07:00							11:00		
Vol.	3	4	36	85	93	25	3	1							203		
PM Peak	20:00	17:00	17:00	13:00	15:00	15:00	16:00	16:00	16:00						13:00		
Vol.	3	6	40	113	97	44	7	1	1						268		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 West of Pearl Street
 Guilford, Connecticut

Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/23/19	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8	26-35	6
01:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	26-35	6
02:00	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	14-23	1
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	29-38	3
04:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	24-33	3
05:00	0	0	1	4	1	3	0	0	0	0	0	0	0	0	9	23-32	5
06:00	0	0	3	14	6	5	2	1	0	0	0	0	0	0	31	26-35	20
07:00	0	2	5	23	23	18	3	0	0	0	0	0	0	0	74	26-35	46
08:00	1	0	8	39	69	23	9	0	0	0	0	0	0	0	149	26-35	108
09:00	0	0	7	35	60	18	5	0	0	0	0	0	0	0	125	26-35	95
10:00	3	5	15	51	51	17	2	0	0	0	0	0	0	0	144	26-35	102
11:00	0	5	26	85	72	26	4	0	0	0	0	0	0	0	218	26-35	157
12 PM	0	2	33	114	68	14	3	0	0	0	0	0	0	0	234	26-35	182
13:00	0	4	16	85	82	23	4	0	0	0	0	0	0	0	214	26-35	167
14:00	1	0	31	65	82	24	2	0	0	0	0	0	0	0	205	26-35	147
15:00	1	1	20	83	95	26	5	1	0	0	0	0	0	0	232	26-35	178
16:00	1	4	29	76	92	20	5	2	0	0	0	0	0	0	229	26-35	168
17:00	0	3	16	50	82	35	3	0	0	0	0	0	0	0	189	26-35	132
18:00	0	1	13	52	85	25	3	1	0	0	0	0	0	0	180	26-35	137
19:00	0	4	10	53	62	14	3	1	0	0	0	0	0	0	147	26-35	115
20:00	1	0	17	40	35	7	1	1	0	0	0	0	0	0	102	26-35	75
21:00	0	0	4	33	25	2	3	0	0	0	0	0	0	0	67	26-35	58
22:00	1	1	2	15	14	3	0	0	0	0	0	0	0	0	36	26-35	29
23:00	0	0	0	5	7	3	1	0	0	0	0	0	0	0	16	26-35	12
Total	9	32	259	929	1021	308	59	7	0	0	1	0	0	0	2625		
Percent	0.3%	1.2%	9.9%	35.4%	38.9%	11.7%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	11:00	08:00	06:00			02:00				11:00		
Vol.	3	5	26	85	72	26	9	1			1				218		
PM Peak	14:00	13:00	12:00	12:00	15:00	17:00	15:00	16:00							12:00		
Vol.	1	4	33	114	95	35	5	2							234		

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 West of Pearl Street
 Guilford, Connecticut

Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Eastbound	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
07/24/19	0	0	0	0	2	1	0	0	1	0	0	0	0	0	4	29-38	3
01:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6	25-34	6
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	29-38	2
04:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5	21-30	4
05:00	0	0	0	4	3	3	1	0	0	0	0	0	0	0	11	26-35	7
06:00	0	0	4	15	6	7	0	1	0	0	0	0	0	0	33	25-34	21
07:00	1	1	8	31	34	17	5	0	0	0	0	0	0	0	97	26-35	65
08:00	0	0	9	57	71	22	4	1	0	0	0	0	0	0	164	26-35	128
09:00	1	2	11	65	72	21	0	0	0	0	0	0	0	0	172	26-35	137
10:00	1	3	10	62	79	22	4	0	0	0	0	0	0	0	181	26-35	141
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	6	43	242	271	95	15	2	1	0	0	0	0	0	678		
Percent	0.4%	0.9%	6.3%	35.7%	40.0%	14.0%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	09:00	09:00	10:00	08:00	07:00	06:00	00:00						10:00		
Vol.	1	3	11	65	79	22	5	1	1						181		
PM Peak																	
Vol.																	
Total	56	227	1638	5678	5521	1823	303	34	6	3	1	0	0	0	15290		
Percent	0.4%	1.5%	10.7%	37.1%	36.1%	11.9%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 11199
 Percent in Pace : 73.2%
 Number of Vehicles > 35 MPH : 2170
 Percent of Vehicles > 35 MPH : 14.2%
 Mean Speed(Average) : 31 MPH

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 8281693

Route 146 West of Pearl Street
 Guilford, Connecticut

Site Code:
 Station ID: 5153

Latitude: 0' 0.0000 Undefined

Start Time	15-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	
12:00 AM	*	*	*	*	*	*	*	*	5	9	17	16	10	14	11	13	
01:00	*	*	*	*	*	*	*	*	1	2	6	7	3	10	3	6	
02:00	*	*	*	*	*	*	*	*	2	4	3	0	5	2	3	2	
03:00	*	*	*	*	*	*	*	*	5	3	1	0	1	0	2	1	
04:00	*	*	*	*	*	*	*	*	4	3	5	1	1	0	3	1	
05:00	*	*	*	*	*	*	*	*	15	9	8	7	5	6	9	7	
06:00	*	*	*	*	*	*	*	*	37	36	23	26	20	14	27	25	
07:00	*	*	*	*	*	*	*	*	115	85	99	47	70	40	95	57	
08:00	*	*	*	*	*	*	*	*	224	167	128	137	109	63	154	122	
09:00	*	*	*	*	*	*	*	*	217	150	175	138	132	125	175	138	
10:00	*	*	*	*	*	*	*	*	206	169	259	183	160	137	208	163	
11:00	*	*	*	*	*	*	*	*	227	200	220	230	214	163	220	198	
12:00 PM	*	*	*	*	*	*	*	*	302	259	196	228	204	181	234	223	
01:00	*	*	*	*	*	*	*	*	246	275	160	241	207	172	204	229	
02:00	*	*	*	*	*	*	*	52	63	215	283	162	202	176	183	151	183
03:00	*	*	*	*	*	*	*	221	270	245	313	174	182	134	181	194	236
04:00	*	*	*	*	*	*	*	216	230	241	277	174	186	178	171	202	216
05:00	*	*	*	*	*	*	*	210	233	211	270	121	205	186	173	182	220
06:00	*	*	*	*	*	*	*	161	169	173	233	136	153	130	131	150	172
07:00	*	*	*	*	*	*	*	121	129	152	132	121	152	102	114	124	132
08:00	*	*	*	*	*	*	*	75	111	101	159	110	114	101	104	97	122
09:00	*	*	*	*	*	*	*	41	68	75	107	56	89	49	73	55	84
10:00	*	*	*	*	*	*	*	36	43	28	48	47	48	26	27	34	42
11:00	*	*	*	*	*	*	*	22	12	33	35	26	40	14	7	24	24
Lane	0	0	0	0	0	0	1155	1328	3080	3228	2427	2632	2237	2091	2561	2616	
Day	0	0	0	0	0	0	2483		6308		5059		4328		5177		
AM Peak	-	-	-	-	-	-	-	-	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	
Vol.	-	-	-	-	-	-	-	-	227	200	259	230	214	163	220	198	
PM Peak	-	-	-	-	-	-	15:00	15:00	12:00	15:00	12:00	13:00	13:00	14:00	12:00	15:00	
Vol.	-	-	-	-	-	-	221	270	302	313	196	241	207	183	234	236	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 8281693

Route 146 West of Pearl Street
Guilford, Connecticut

Site Code:
Station ID: 5153

Latitude: 0' 0.0000 Undefined

Start Time	22-Jul-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
12:00 AM	2	3	6	8	5	4	*	*	*	*	*	*	*	*	4	5
01:00	2	1	4	6	5	6	*	*	*	*	*	*	*	*	4	4
02:00	3	1	2	3	3	2	*	*	*	*	*	*	*	*	3	2
03:00	3	1	4	3	2	3	*	*	*	*	*	*	*	*	3	2
04:00	1	4	1	4	6	5	*	*	*	*	*	*	*	*	3	4
05:00	19	12	10	9	15	11	*	*	*	*	*	*	*	*	15	11
06:00	32	34	31	31	29	33	*	*	*	*	*	*	*	*	31	33
07:00	128	107	109	74	125	97	*	*	*	*	*	*	*	*	121	93
08:00	234	195	185	149	210	164	*	*	*	*	*	*	*	*	210	169
09:00	230	191	194	125	215	172	*	*	*	*	*	*	*	*	213	163
10:00	203	140	179	144	199	181	*	*	*	*	*	*	*	*	194	155
11:00	250	203	213	218	*	*	*	*	*	*	*	*	*	*	232	210
12:00 PM	224	241	265	234	*	*	*	*	*	*	*	*	*	*	244	238
01:00	236	268	230	214	*	*	*	*	*	*	*	*	*	*	233	241
02:00	223	197	207	205	*	*	*	*	*	*	*	*	*	*	215	201
03:00	212	245	229	232	*	*	*	*	*	*	*	*	*	*	220	238
04:00	196	247	213	229	*	*	*	*	*	*	*	*	*	*	204	238
05:00	205	226	233	189	*	*	*	*	*	*	*	*	*	*	219	208
06:00	139	144	148	180	*	*	*	*	*	*	*	*	*	*	144	162
07:00	66	96	124	147	*	*	*	*	*	*	*	*	*	*	95	122
08:00	68	69	87	102	*	*	*	*	*	*	*	*	*	*	78	86
09:00	33	52	53	67	*	*	*	*	*	*	*	*	*	*	43	60
10:00	19	21	26	36	*	*	*	*	*	*	*	*	*	*	22	28
11:00	18	10	21	16	*	*	*	*	*	*	*	*	*	*	20	13
Lane Day	2746	2708	2774	2625	814	678	0	0	0	0	0	0	0	0	2770	2686
AM Peak	11:00	11:00	11:00	11:00	09:00	10:00	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	250	203	213	218	215	181	-	-	-	-	-	-	-	-	232	210
PM Peak	13:00	13:00	12:00	12:00	-	-	-	-	-	-	-	-	-	-	12:00	13:00
Vol.	236	268	265	234	-	-	-	-	-	-	-	-	-	-	244	241

Comb. Total	5454	5399	1492	2483	6308	5059	4328	10633
ADT	ADT 5,720	AADT 5,720						

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Main Street at Montowese St/Hillside Ave
Branford, Ct

File Name : 20989
Site Code : 20989
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

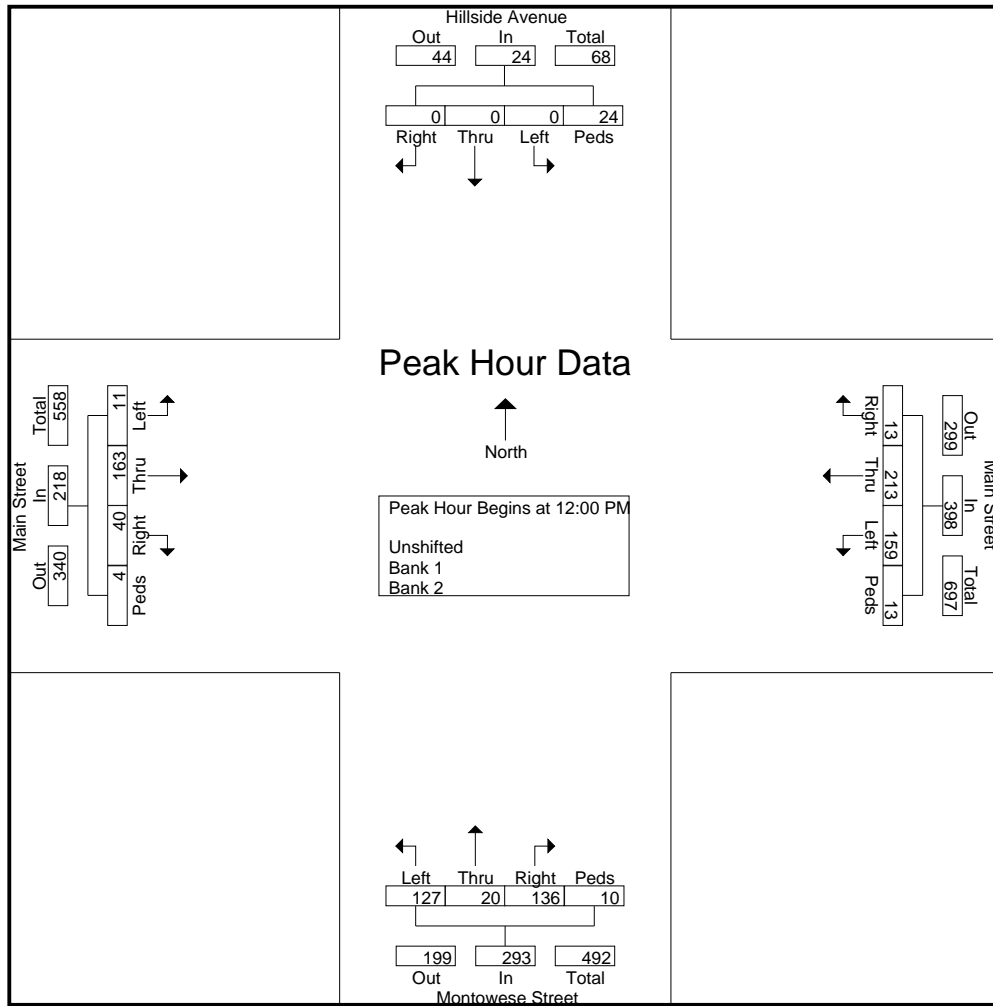
Start Time	Hillside Avenue From North					Main Street From East					Montowese Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	5	5	4	55	40	1	100	32	0	25	2	59	14	39	3	0	56	220
11:15 AM	0	0	0	5	5	4	52	40	0	96	32	6	27	0	65	7	50	2	0	59	225
11:30 AM	0	0	0	1	1	3	45	38	4	90	39	8	23	1	71	8	44	2	1	55	217
11:45 AM	0	0	0	0	0	3	63	47	2	115	30	9	31	0	70	12	41	3	0	56	241
Total	0	0	0	11	11	14	215	165	7	401	133	23	106	3	265	41	174	10	1	226	903
12:00 PM	0	0	0	2	2	6	57	39	1	103	35	6	32	3	76	8	40	2	0	50	231
12:15 PM	0	0	0	12	12	1	49	28	4	82	32	11	38	0	81	11	32	2	4	49	224
12:30 PM	0	0	0	6	6	1	49	43	5	98	33	1	33	3	70	12	38	3	0	53	227
12:45 PM	0	0	0	4	4	5	58	49	3	115	36	2	24	4	66	9	53	4	0	66	251
Total	0	0	0	24	24	13	213	159	13	398	136	20	127	10	293	40	163	11	4	218	933
Grand Total	0	0	0	35	35	27	428	324	20	799	269	43	233	13	558	81	337	21	5	444	1836
Apprch %	0	0	0	100		3.4	53.6	40.6	2.5		48.2	7.7	41.8	2.3		18.2	75.9	4.7	1.1		
Total %	0	0	0	1.9	1.9	1.5	23.3	17.6	1.1	43.5	14.7	2.3	12.7	0.7	30.4	4.4	18.4	1.1	0.3	24.2	
Unshifted	0	0	0	35	35	27	415	319	20	781	265	43	232	13	553	80	325	20	5	430	1799
% Unshifted																					
Bank 1	0	0	0	0	0	0	13	5	0	18	4	0	0	0	4	1	11	1	0	13	35
% Bank 1	0	0	0	0	0	0	3	1.5	0	2.3	1.5	0	0	0	0.7	1.2	3.3	4.8	0	2.9	1.9
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.2	0	0.3	0	0	0.2	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20989
Site Code : 20989
Start Date : 8/18/2020
Page No : 2

Start Time	Hillside Avenue From North					Main Street From East					Montowese Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	2	2	6	57	39	1	103	35	6	32	3	76	8	40	2	0	50	231
12:15 PM	0	0	0	12	12	1	49	28	4	82	32	11	38	0	81	11	32	2	4	49	224
12:30 PM	0	0	0	6	6	1	49	43	5	98	33	1	33	3	70	12	38	3	0	53	227
12:45 PM	0	0	0	4	4	5	58	49	3	115	36	2	24	4	66	9	53	4	0	66	251
Total Volume	0	0	0	24	24	13	213	159	13	398	136	20	127	10	293	40	163	11	4	218	933
% App. Total	0	0	0	100		3.3	53.5	39.9	3.3		46.4	6.8	43.3	3.4		18.3	74.8	5	1.8		
PHF	.000	.000	.000	.500	.500	.542	.918	.811	.650	.865	.944	.455	.836	.625	.904	.833	.769	.688	.250	.826	.929



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

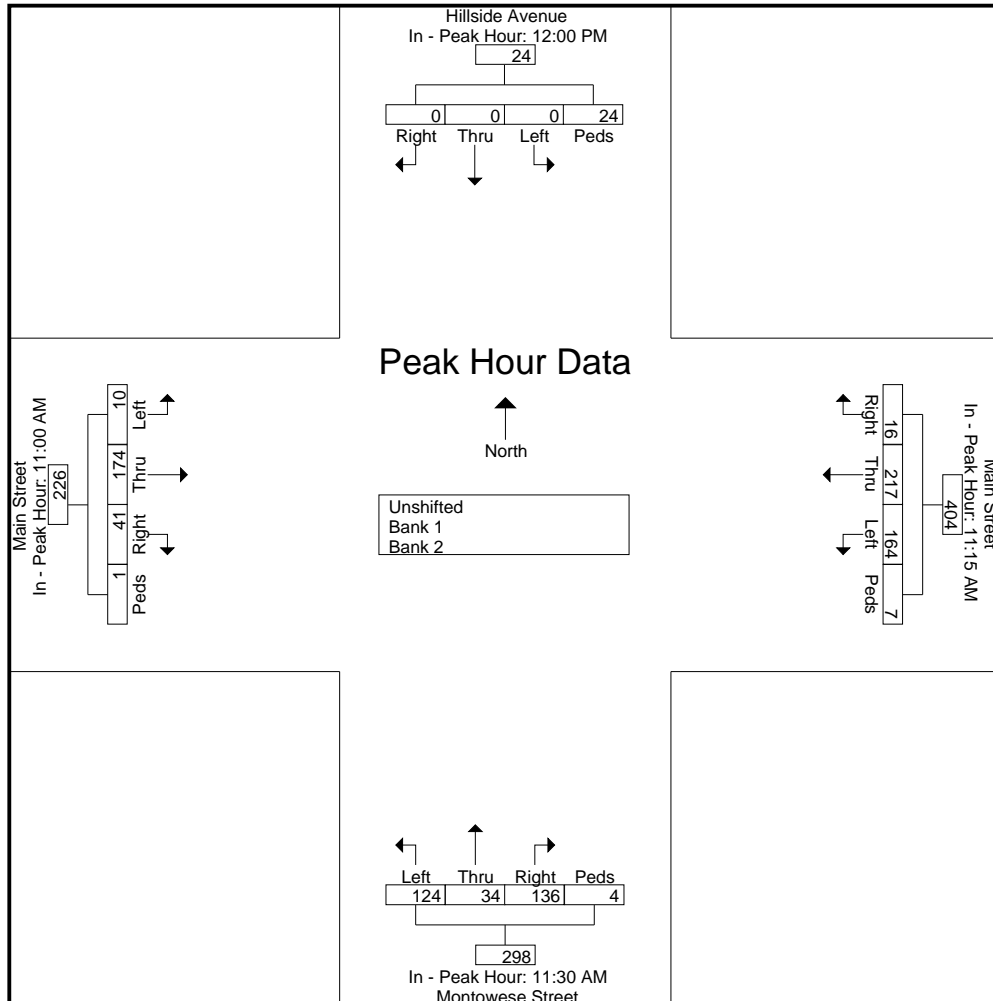
File Name : 20989
Site Code : 20989
Start Date : 8/18/2020
Page No : 3

	Hillside Avenue From North					Main Street From East					Montowese Street From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					11:15 AM					11:30 AM					11:00 AM				
+0 mins.	0	0	0	2	2	4	52	40	0	96	39	8	23	1	71	14	39	3	0	56
+15 mins.	0	0	0	12	12	3	45	38	4	90	30	9	31	0	70	7	50	2	0	59
+30 mins.	0	0	0	6	6	3	63	47	2	115	35	6	32	3	76	8	44	2	1	55
+45 mins.	0	0	0	4	4	6	57	39	1	103	32	11	38	0	81	12	41	3	0	56
Total Volume	0	0	0	24	24	16	217	164	7	404	136	34	124	4	298	41	174	10	1	226
% App. Total	0	0	0	100		4	53.7	40.6	1.7		45.6	11.4	41.6	1.3		18.1	77	4.4	0.4	
PHF	.000	.000	.000	.500	.500	.667	.861	.872	.438	.878	.872	.773	.816	.333	.920	.732	.870	.833	.250	.958



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Montowese St at Pine Orchard (West Jctn)
Branford, Connecticut

File Name : 20991
Site Code : 20991
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

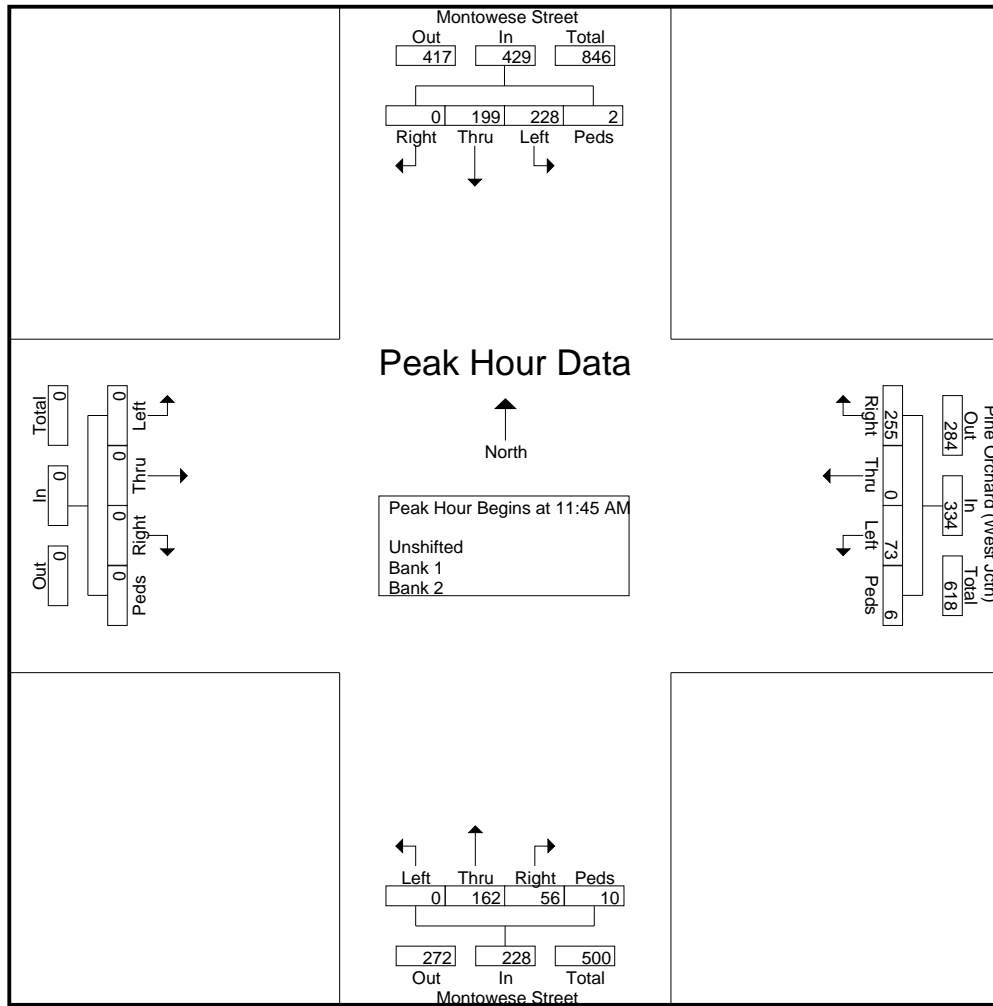
Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	49	61	0	110	48	0	13	2	63	10	41	0	0	51	0	0	0	0	0	224
11:15 AM	0	47	60	0	107	40	0	14	2	56	16	37	0	1	54	0	0	0	0	0	217
11:30 AM	0	56	54	2	112	47	0	9	0	56	15	34	0	1	50	0	0	0	0	0	218
11:45 AM	0	49	59	0	108	68	0	27	2	97	15	43	0	3	61	0	0	0	0	0	266
Total	0	201	234	2	437	203	0	63	6	272	56	155	0	5	216	0	0	0	0	0	925
12:00 PM	0	53	64	0	117	64	0	10	1	75	14	42	0	2	58	0	0	0	0	0	250
12:15 PM	0	46	52	1	99	51	0	20	2	73	14	38	0	3	55	0	0	0	0	0	227
12:30 PM	0	51	53	1	105	72	0	16	1	89	13	39	0	2	54	0	0	0	0	0	248
12:45 PM	0	60	57	0	117	47	0	20	1	68	15	28	0	1	44	0	0	0	0	0	229
Total	0	210	226	2	438	234	0	66	5	305	56	147	0	8	211	0	0	0	0	0	954
Grand Total	0	411	460	4	875	437	0	129	11	577	112	302	0	13	427	0	0	0	0	0	1879
Apprch %	0	47	52.6	0.5		75.7	0	22.4	1.9		26.2	70.7	0	3		0	0	0	0		
Total %	0	21.9	24.5	0.2	46.6	23.3	0	6.9	0.6	30.7	6	16.1	0	0.7	22.7	0	0	0	0	0	
Unshifted	0	407	452	4	863	427	0	129	11	567	111	300	0	13	424	0	0	0	0	0	1854
% Unshifted																					
Bank 1	0	4	8	0	12	10	0	0	0	10	1	2	0	0	3	0	0	0	0	0	25
% Bank 1	0	1	1.7	0	1.4	2.3	0	0	0	1.7	0.9	0.7	0	0	0.7	0	0	0	0	0	1.3
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20991
Site Code : 20991
Start Date : 8/18/2020
Page No : 2

Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	49	59	0	108	68	0	27	2	97	15	43	0	3	61	0	0	0	0	0	266
12:00 PM	0	53	64	0	117	64	0	10	1	75	14	42	0	2	58	0	0	0	0	0	250
12:15 PM	0	46	52	1	99	51	0	20	2	73	14	38	0	3	55	0	0	0	0	0	227
12:30 PM	0	51	53	1	105	72	0	16	1	89	13	39	0	2	54	0	0	0	0	0	248
Total Volume	0	199	228	2	429	255	0	73	6	334	56	162	0	10	228	0	0	0	0	0	991
% App. Total	0	46.4	53.1	0.5		76.3	0	21.9	1.8		24.6	71.1	0	4.4		0	0	0	0	0	
PHF	.000	.939	.891	.500	.917	.885	.000	.676	.750	.861	.933	.942	.000	.833	.934	.000	.000	.000	.000	.000	.931



Connecticut Counts LLC

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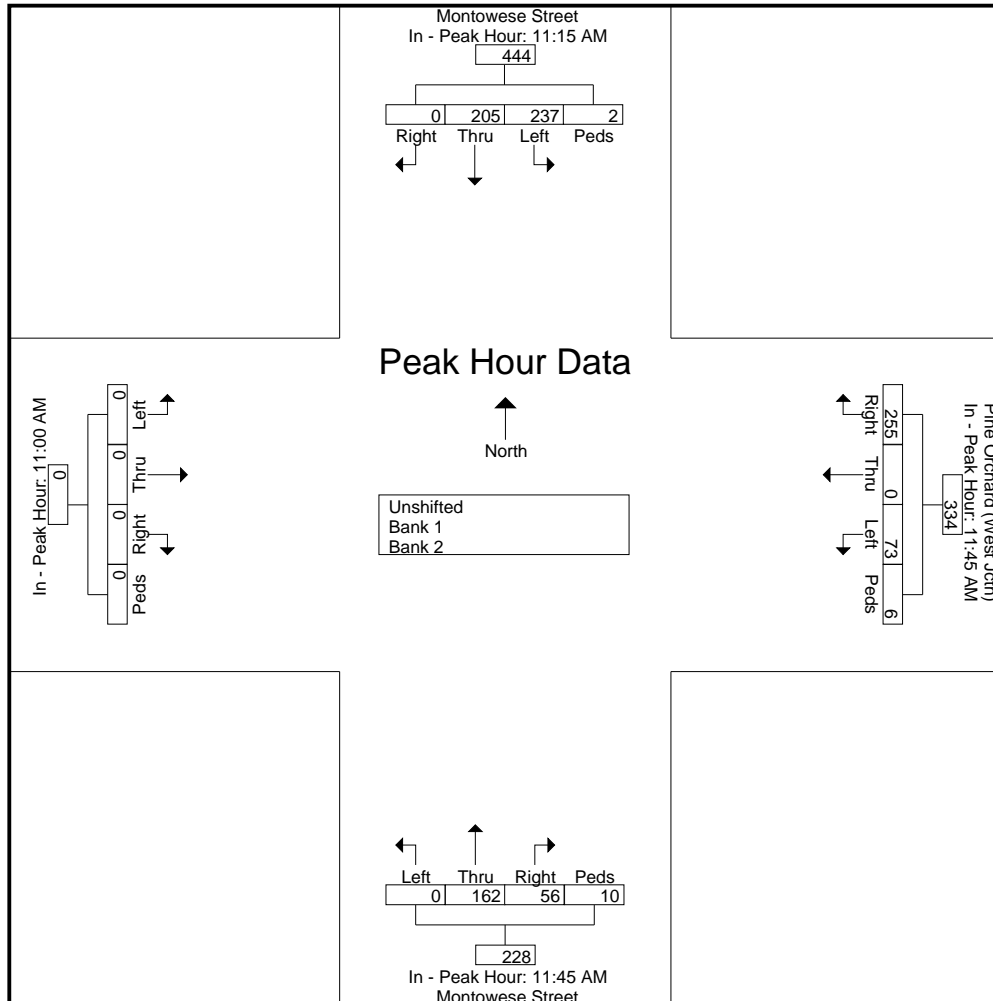
File Name : 20991
Site Code : 20991
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:45 AM					11:00 AM									
+0 mins.	0	47	60	0	107	68	0	27	2	97	15	43	0	3	61	0	0	0	0	0
+15 mins.	0	56	54	2	112	64	0	10	1	75	14	42	0	2	58	0	0	0	0	0
+30 mins.	0	49	59	0	108	51	0	20	2	73	14	38	0	3	55	0	0	0	0	0
+45 mins.	0	53	64	0	117	72	0	16	1	89	13	39	0	2	54	0	0	0	0	0
Total Volume	0	205	237	2	444	255	0	73	6	334	56	162	0	10	228	0	0	0	0	0
% App. Total	0	46.2	53.4	0.5		76.3	0	21.9	1.8		24.6	71.1	0	4.4		0	0	0	0	0
PHF	.000	.915	.926	.250	.949	.885	.000	.676	.750	.861	.933	.942	.000	.833	.934	.000	.000	.000	.000	.000



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Montowese St ar Indian Neck Rd
Branford, Connecticut

File Name : 20993
Site Code : 20993
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

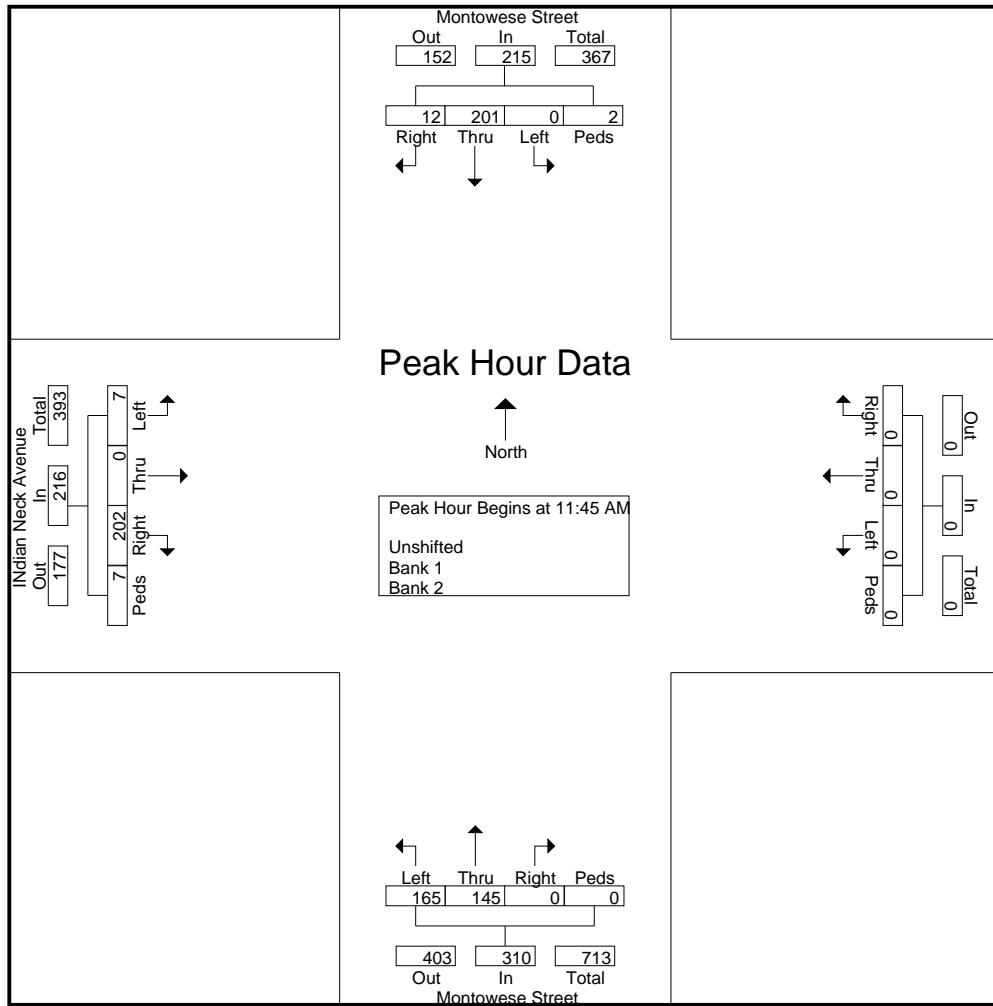
Start Time	Montowese Street From North					From East					Montowese Street From South					INdian Neck Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	2	37	0	0	39	0	0	0	0	0	0	31	24	0	55	25	0	3	0	28	122
11:15 AM	3	40	0	2	45	0	0	0	0	0	0	29	29	0	58	35	0	3	1	39	142
11:30 AM	3	47	1	0	51	0	0	0	0	0	0	45	35	0	80	31	0	4	2	37	168
11:45 AM	5	47	0	1	53	0	0	0	0	0	0	33	45	0	78	50	0	2	0	52	183
Total	13	171	1	3	188	0	0	0	0	0	0	138	133	0	271	141	0	12	3	156	615
12:00 PM	3	47	0	0	50	0	0	0	0	0	0	40	41	0	81	45	0	3	0	48	179
12:15 PM	4	63	0	1	68	0	0	0	0	0	0	34	36	0	70	56	0	0	6	62	200
12:30 PM	0	44	0	0	44	0	0	0	0	0	0	38	43	0	81	51	0	2	1	54	179
12:45 PM	4	53	0	0	57	0	0	0	0	0	0	24	30	2	56	42	1	2	2	47	160
Total	11	207	0	1	219	0	0	0	0	0	0	136	150	2	288	194	1	7	9	211	718
Grand Total	24	378	1	4	407	0	0	0	0	0	0	274	283	2	559	335	1	19	12	367	1333
Apprch %	5.9	92.9	0.2	1		0	0	0	0		0	49	50.6	0.4		91.3	0.3	5.2	3.3		
Total %	1.8	28.4	0.1	0.3	30.5	0	0	0	0	0	0	20.6	21.2	0.2	41.9	25.1	0.1	1.4	0.9	27.5	
Unshifted	24	376	1	4	405	0	0	0	0	0	0	273	263	2	538	324	1	18	12	355	1298
% Unshifted																					
Bank 1	0	2	0	0	2	0	0	0	0	0	0	1	20	0	21	10	0	1	0	11	34
% Bank 1	0	0.5	0	0	0.5	0	0	0	0	0	0	0.4	7.1	0	3.8	3	0	5.3	0	3	2.6
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	0.3	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20993
Site Code : 20993
Start Date : 8/18/2020
Page No : 2

Start Time	Montowese Street From North					From East					Montowese Street From South					Indian Neck Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	5	47	0	1	53	0	0	0	0	0	0	33	45	0	78	50	0	2	0	52	183
12:00 PM	3	47	0	0	50	0	0	0	0	0	0	40	41	0	81	45	0	3	0	48	179
12:15 PM	4	63	0	1	68	0	0	0	0	0	0	34	36	0	70	56	0	0	6	62	200
12:30 PM	0	44	0	0	44	0	0	0	0	0	0	38	43	0	81	51	0	2	1	54	179
Total Volume	12	201	0	2	215	0	0	0	0	0	0	145	165	0	310	202	0	7	7	216	741
% App. Total	5.6	93.5	0	0.9		0	0	0	0	0	0	46.8	53.2	0		93.5	0	3.2	3.2		
PHF	.600	.798	.000	.500	.790	.000	.000	.000	.000	.000	.000	.906	.917	.000	.957	.902	.000	.583	.292	.871	.926



Connecticut Counts LLC

Kensington, Connecticut 06037
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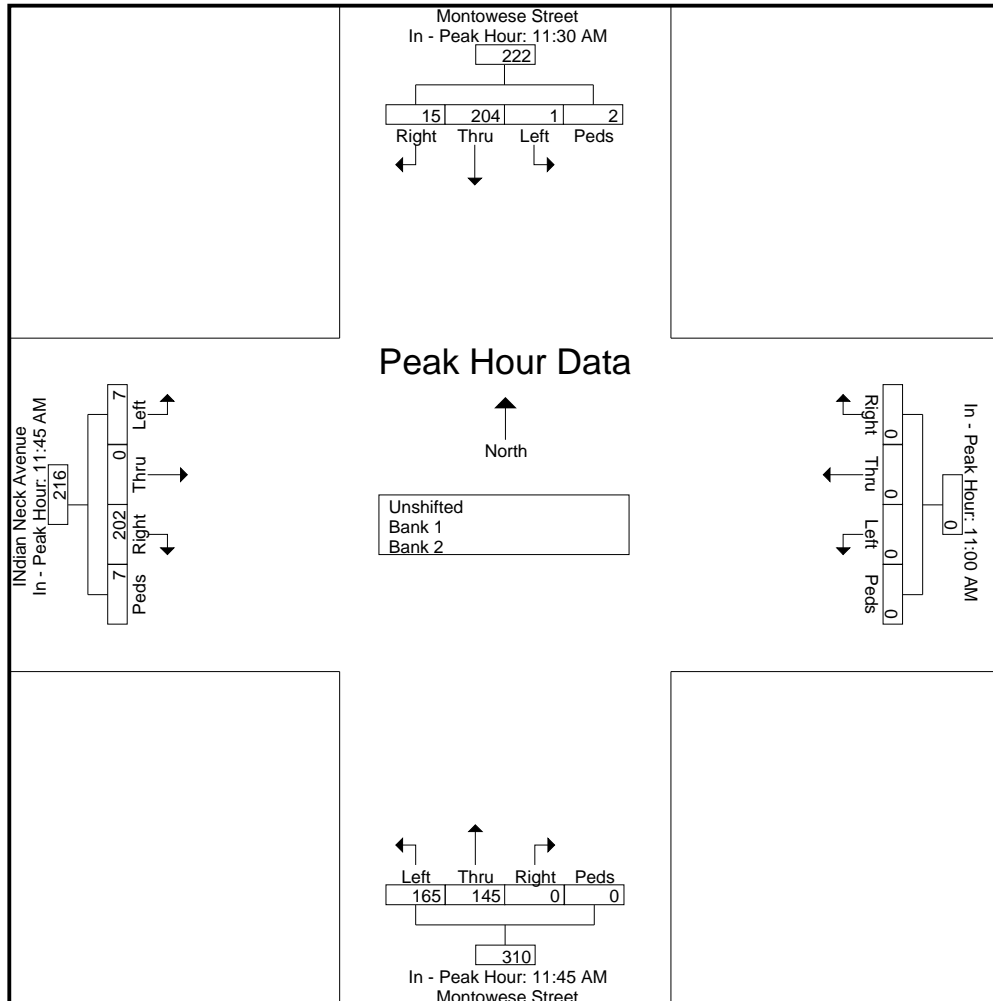
File Name : 20993
Site Code : 20993
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Street From North					From East					Montowese Street From South					Indian Neck Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM					11:00 AM					11:45 AM					11:45 AM				
+0 mins.	3	47	1	0	51	0	0	0	0	0	0	33	45	0	78	50	0	2	0	52
+15 mins.	5	47	0	1	53	0	0	0	0	0	0	40	41	0	81	45	0	3	0	48
+30 mins.	3	47	0	0	50	0	0	0	0	0	0	34	36	0	70	56	0	0	6	62
+45 mins.	4	63	0	1	68	0	0	0	0	0	0	38	43	0	81	51	0	2	1	54
Total Volume	15	204	1	2	222	0	0	0	0	0	0	145	165	0	310	202	0	7	7	216
% App. Total	6.8	91.9	0.5	0.9		0	0	0	0		0	46.8	53.2	0		93.5	0	3.2	3.2	
PHF	.750	.810	.250	.500	.816	.000	.000	.000	.000	.000	.000	.906	.917	.000	.957	.000	.000	.583	.292	.871

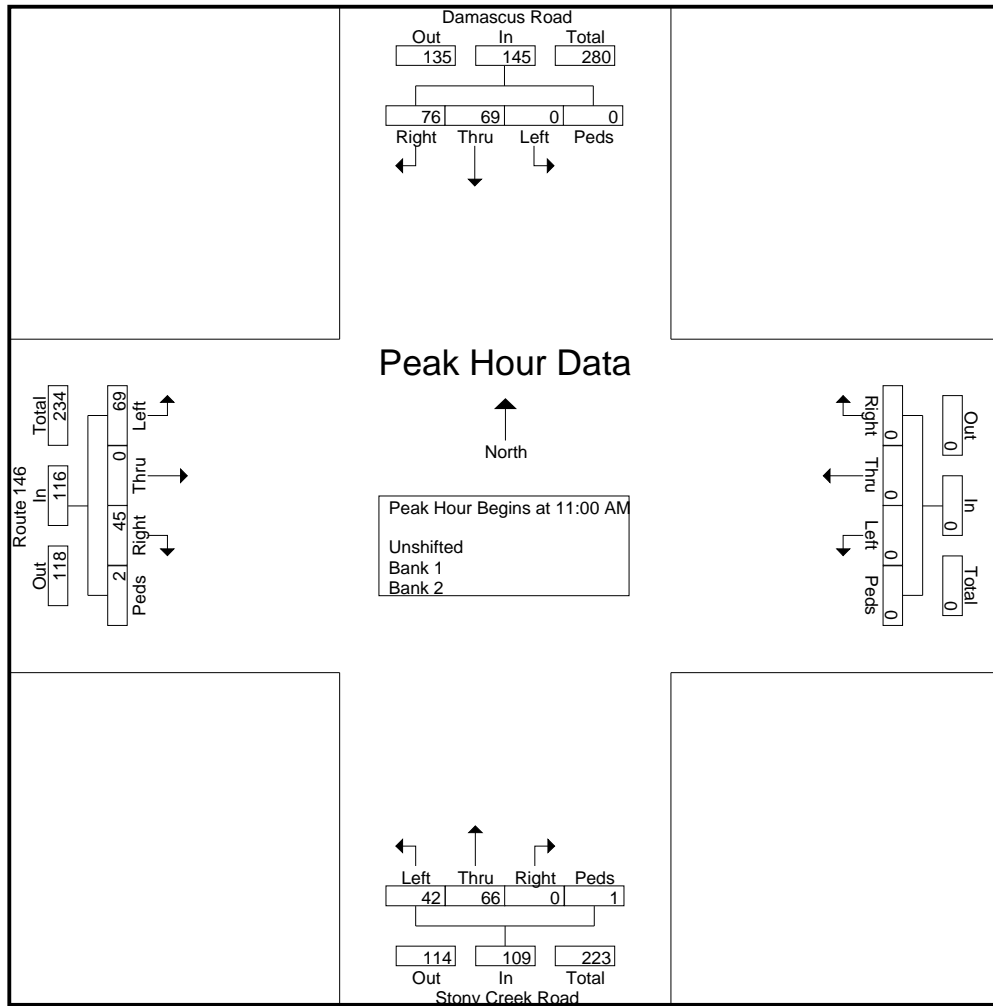


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20995b
Site Code : 20995
Start Date : 8/18/2020
Page No : 2

Start Time	Damascus Road From North					From East					Stony Creek Road From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	14	17	0	0	31	0	0	0	0	0	0	21	11	1	33	12	0	23	0	35	99
11:15 AM	19	22	0	0	41	0	0	0	0	0	0	13	14	0	27	13	0	10	0	23	91
11:30 AM	20	17	0	0	37	0	0	0	0	0	0	19	7	0	26	10	0	21	0	31	94
11:45 AM	23	13	0	0	36	0	0	0	0	0	0	13	10	0	23	10	0	15	2	27	86
Total Volume	76	69	0	0	145	0	0	0	0	0	0	66	42	1	109	45	0	69	2	116	370
% App. Total	52.4	47.6	0	0		0	0	0	0	0	0	60.6	38.5	0.9		38.8	0	59.5	1.7		
PHF	.826	.784	.000	.000	.884	.000	.000	.000	.000	.000	.000	.786	.750	.250	.826	.865	.000	.750	.250	.829	.934

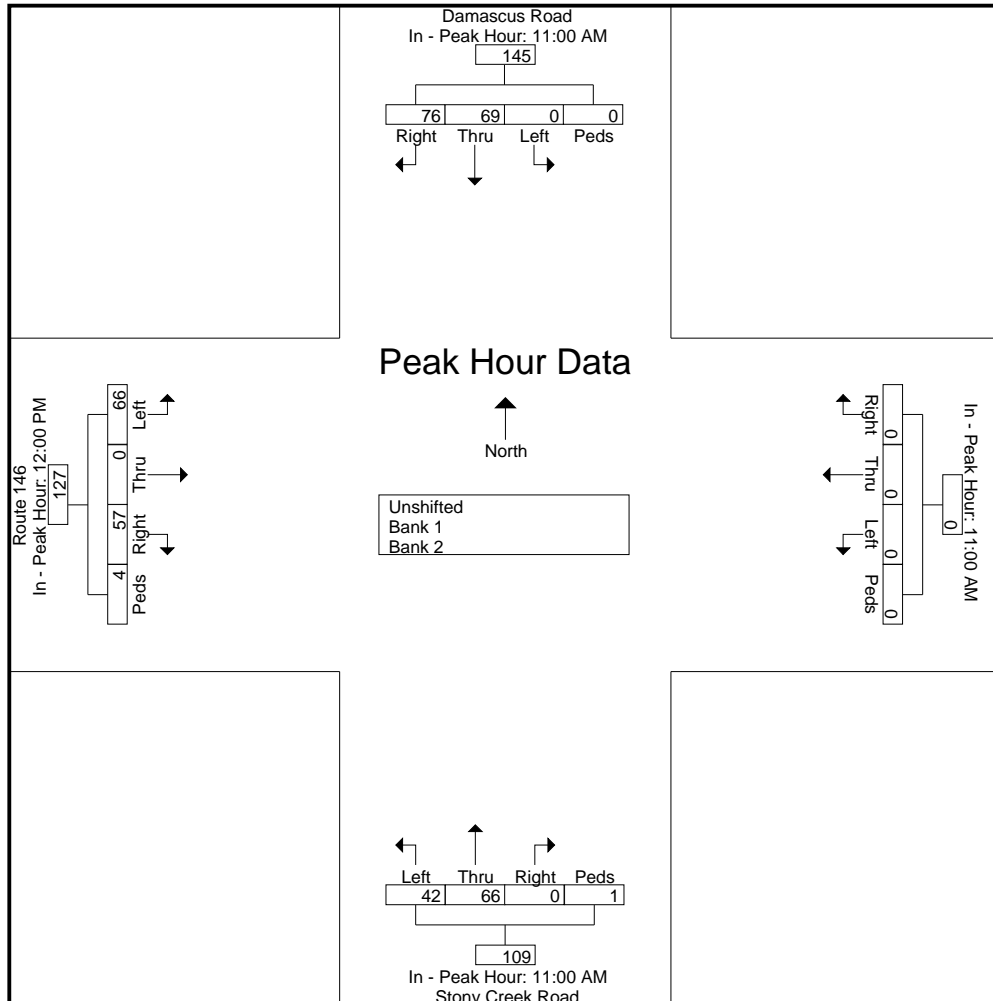


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20995b
Site Code : 20995
Start Date : 8/18/2020
Page No : 3

Start Time	Damascus Road From North					From East					Stony Creek Road From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:00 AM					12:00 PM					
+0 mins.	14	17	0	0	31	0	0	0	0	0	0	21	11	1	33	13	0	16	0	29	
+15 mins.	19	22	0	0	41	0	0	0	0	0	0	13	14	0	27	15	0	17	4	36	
+30 mins.	20	17	0	0	37	0	0	0	0	0	0	19	7	0	26	16	0	9	0	25	
+45 mins.	23	13	0	0	36	0	0	0	0	0	0	13	10	0	23	13	0	24	0	37	
Total Volume	76	69	0	0	145	0	0	0	0	0	0	66	42	1	109	57	0	66	4	127	
% App. Total	52.4	47.6	0	0		0	0	0	0	0	0	60.6	38.5	0.9		44.9	0	52	3.1		
PHF	.826	.784	.000	.000	.884	.000	.000	.000	.000	.000	.000	.786	.750	.250	.826	.891	.000	.688	.250	.858	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Rte 146 at Leetes Island/Thimble Island
Branford, Connecticut

File Name : 20997
Site Code : 20997
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

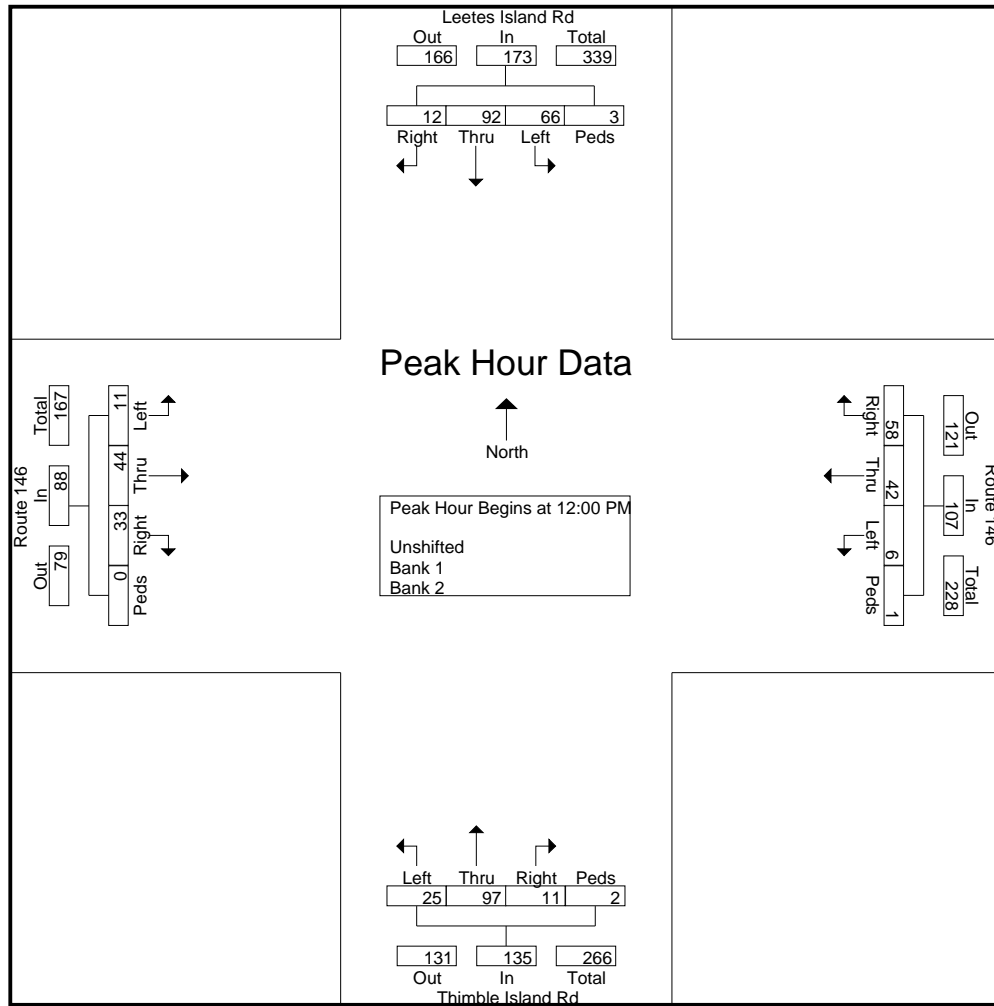
Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	1	21	13	1	36	11	3	1	0	15	3	15	5	1	24	6	11	6	0	23	98
11:15 AM	2	19	12	0	33	15	6	0	0	21	1	15	0	0	16	5	10	1	0	16	86
11:30 AM	2	17	6	2	27	17	20	5	0	42	3	16	5	1	25	11	10	2	0	23	117
11:45 AM	2	18	20	1	41	14	13	1	1	29	0	20	5	0	25	6	12	4	0	22	117
Total	7	75	51	4	137	57	42	7	1	107	7	66	15	2	90	28	43	13	0	84	418
12:00 PM	2	26	14	1	43	12	13	3	0	28	0	20	10	0	30	4	11	4	0	19	120
12:15 PM	6	24	16	0	46	15	6	2	0	23	2	24	7	1	34	11	15	2	0	28	131
12:30 PM	1	21	17	2	41	14	14	1	1	30	3	30	4	1	38	10	10	2	0	22	131
12:45 PM	3	21	19	0	43	17	9	0	0	26	6	23	4	0	33	8	8	3	0	19	121
Total	12	92	66	3	173	58	42	6	1	107	11	97	25	2	135	33	44	11	0	88	503
Grand Total	19	167	117	7	310	115	84	13	2	214	18	163	40	4	225	61	87	24	0	172	921
Apprch %	6.1	53.9	37.7	2.3		53.7	39.3	6.1	0.9		8	72.4	17.8	1.8		35.5	50.6	14	0		
Total %	2.1	18.1	12.7	0.8	33.7	12.5	9.1	1.4	0.2	23.2	2	17.7	4.3	0.4	24.4	6.6	9.4	2.6	0	18.7	
Unshifted	19	166	113	7	305	110	84	13	2	209	18	163	40	4	225	61	87	24	0	172	911
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	1	4	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
% Bank 2	0	0.6	3.4	0	1.6	4.3	0	0	0	2.3	0	0	0	0	0	0	0	0	0	0	1.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20997
Site Code : 20997
Start Date : 8/18/2020
Page No : 2

Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	26	14	1	43	12	13	3	0	28	0	20	10	0	30	4	11	4	0	19	120
12:15 PM	6	24	16	0	46	15	6	2	0	23	2	24	7	1	34	11	15	2	0	28	131
12:30 PM	1	21	17	2	41	14	14	1	1	30	3	30	4	1	38	10	10	2	0	22	131
12:45 PM	3	21	19	0	43	17	9	0	0	26	6	23	4	0	33	8	8	3	0	19	121
Total Volume	12	92	66	3	173	58	42	6	1	107	11	97	25	2	135	33	44	11	0	88	503
% App. Total	6.9	53.2	38.2	1.7		54.2	39.3	5.6	0.9		8.1	71.9	18.5	1.5		37.5	50	12.5	0		
PHF	.500	.885	.868	.375	.940	.853	.750	.500	.250	.892	.458	.808	.625	.500	.888	.750	.733	.688	.000	.786	.960



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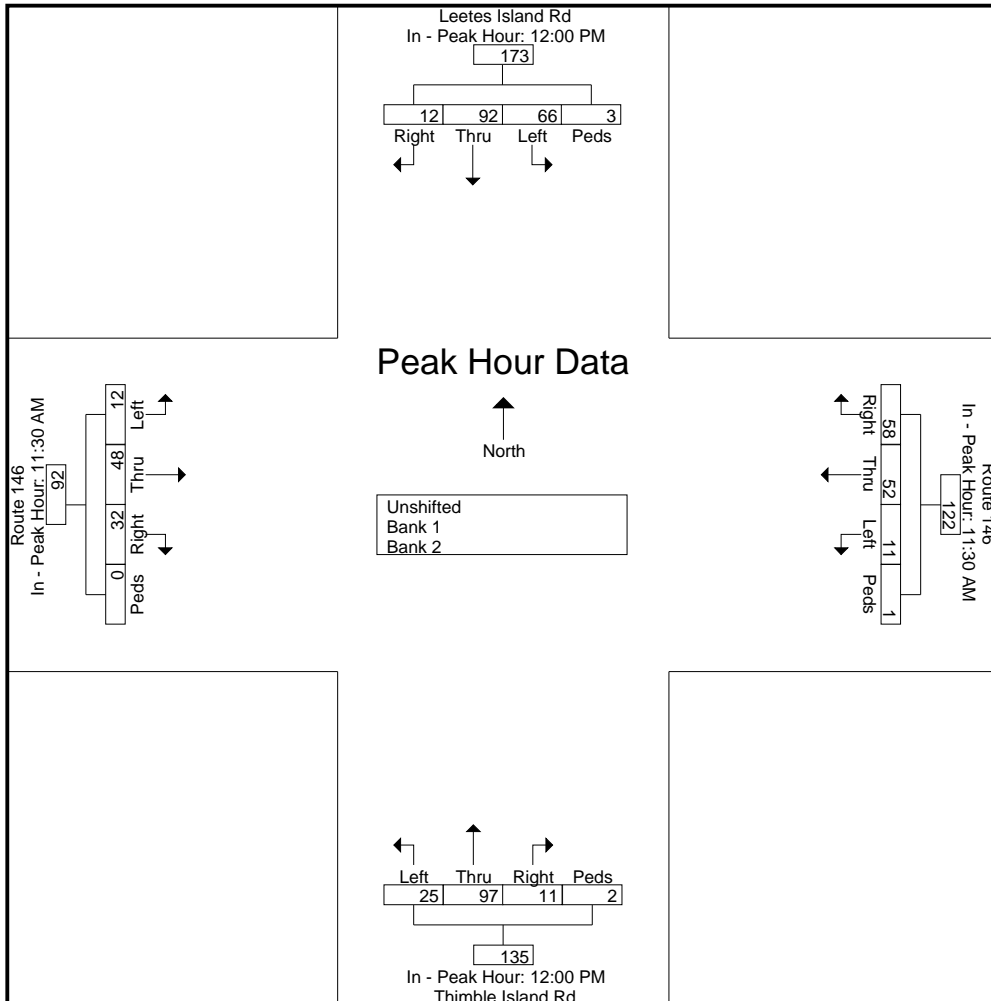
File Name : 20997
Site Code : 20997
Start Date : 8/18/2020
Page No : 3

Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					11:30 AM					12:00 PM					11:30 AM				
+0 mins.	2	26	14	1	43	17	20	5	0	42	0	20	10	0	30	11	10	2	0	23
+15 mins.	6	24	16	0	46	14	13	1	1	29	2	24	7	1	34	6	12	4	0	22
+30 mins.	1	21	17	2	41	12	13	3	0	28	3	30	4	1	38	4	11	4	0	19
+45 mins.	3	21	19	0	43	15	6	2	0	23	6	23	4	0	33	11	15	2	0	28
Total Volume	12	92	66	3	173	58	52	11	1	122	11	97	25	2	135	32	48	12	0	92
% App. Total	6.9	53.2	38.2	1.7		47.5	42.6	9	0.8		8.1	71.9	18.5	1.5		34.8	52.2	13	0	
PHF	.500	.885	.868	.375	.940	.853	.650	.550	.250	.726	.458	.808	.625	.500	.888	.727	.800	.750	.000	.821

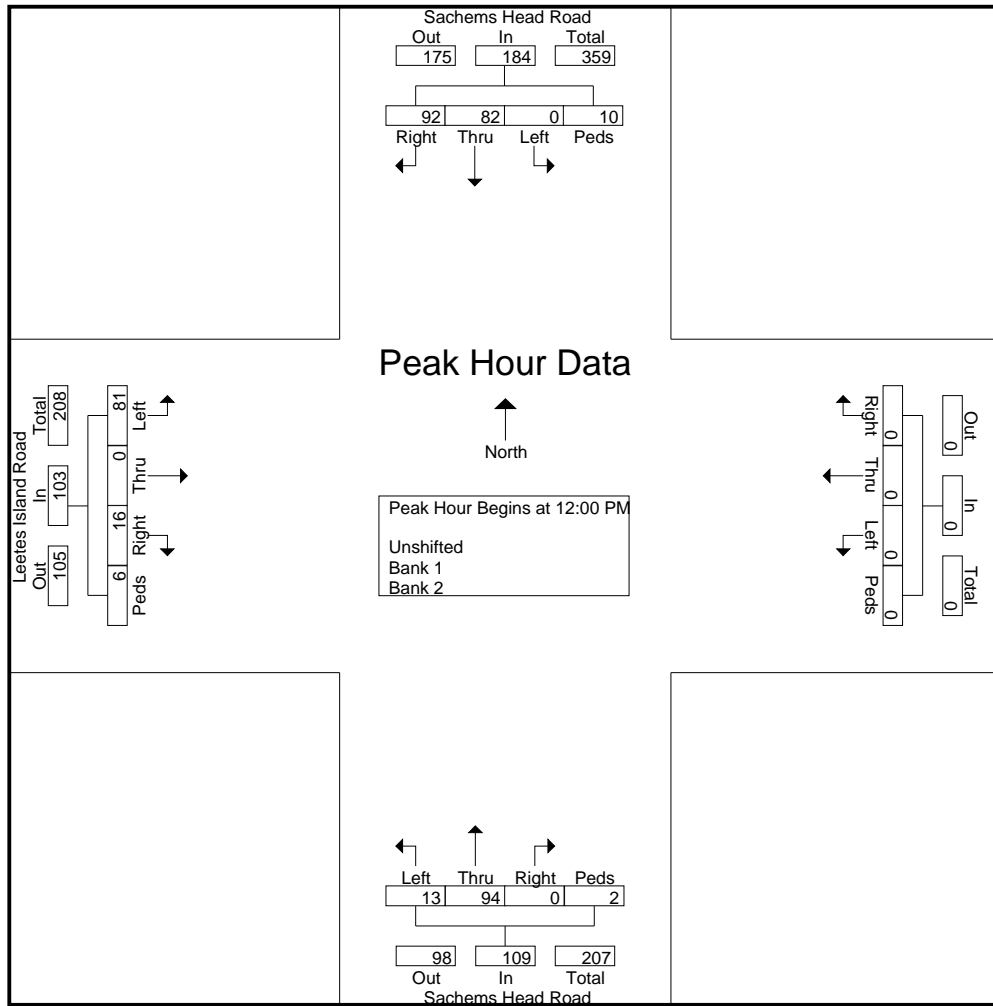


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File Name : 20999
Site Code : 20999
Start Date : 8/18/2020
Page No : 2

Start Time	Sachems Head Road From North					From East					Sachems Head Road From South					Leetes Island Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	24	18	0	6	48	0	0	0	0	0	0	17	2	0	19	4	0	18	2	24	91
12:15 PM	22	28	0	2	52	0	0	0	0	0	0	31	0	1	32	1	0	18	2	21	105
12:30 PM	23	15	0	2	40	0	0	0	0	0	0	25	6	0	31	4	0	20	1	25	96
12:45 PM	23	21	0	0	44	0	0	0	0	0	0	21	5	1	27	7	0	25	1	33	104
Total Volume	92	82	0	10	184	0	0	0	0	0	0	94	13	2	109	16	0	81	6	103	396
% App. Total	50	44.6	0	5.4		0	0	0	0	0	0	86.2	11.9	1.8		15.5	0	78.6	5.8		
PHF	.958	.732	.000	.417	.885	.000	.000	.000	.000	.000	.000	.758	.542	.500	.852	.571	.000	.810	.750	.780	.943



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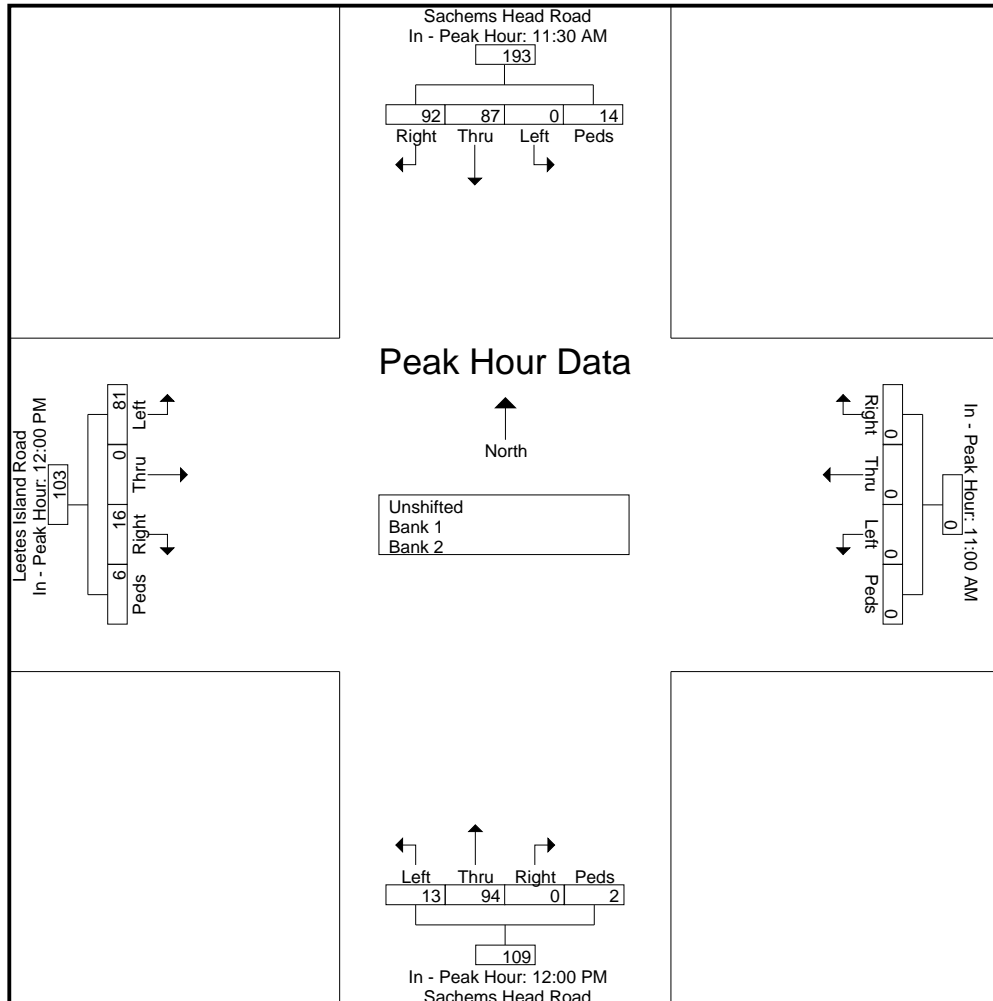
File Name : 20999
Site Code : 20999
Start Date : 8/18/2020
Page No : 3

Start Time	Sachems Head Road From North					From East					Sachems Head Road From South					Leetes Island Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM					11:00 AM					12:00 PM					12:00 PM				
+0 mins.	23	22	0	3	48	0	0	0	0	0	0	17	2	0	19	4	0	18	2	24
+15 mins.	23	19	0	3	45	0	0	0	0	0	0	31	0	1	32	1	0	18	2	21
+30 mins.	24	18	0	6	48	0	0	0	0	0	0	25	6	0	31	4	0	20	1	25
+45 mins.	22	28	0	2	52	0	0	0	0	0	0	21	5	1	27	7	0	25	1	33
Total Volume	92	87	0	14	193	0	0	0	0	0	0	94	13	2	109	16	0	81	6	103
% App. Total	47.7	45.1	0	7.3		0	0	0	0	0	0	86.2	11.9	1.8		15.5	0	78.6	5.8	
PHF	.958	.777	.000	.583	.928	.000	.000	.000	.000	.000	.000	.758	.542	.500	.852	.571	.000	.810	.750	.780

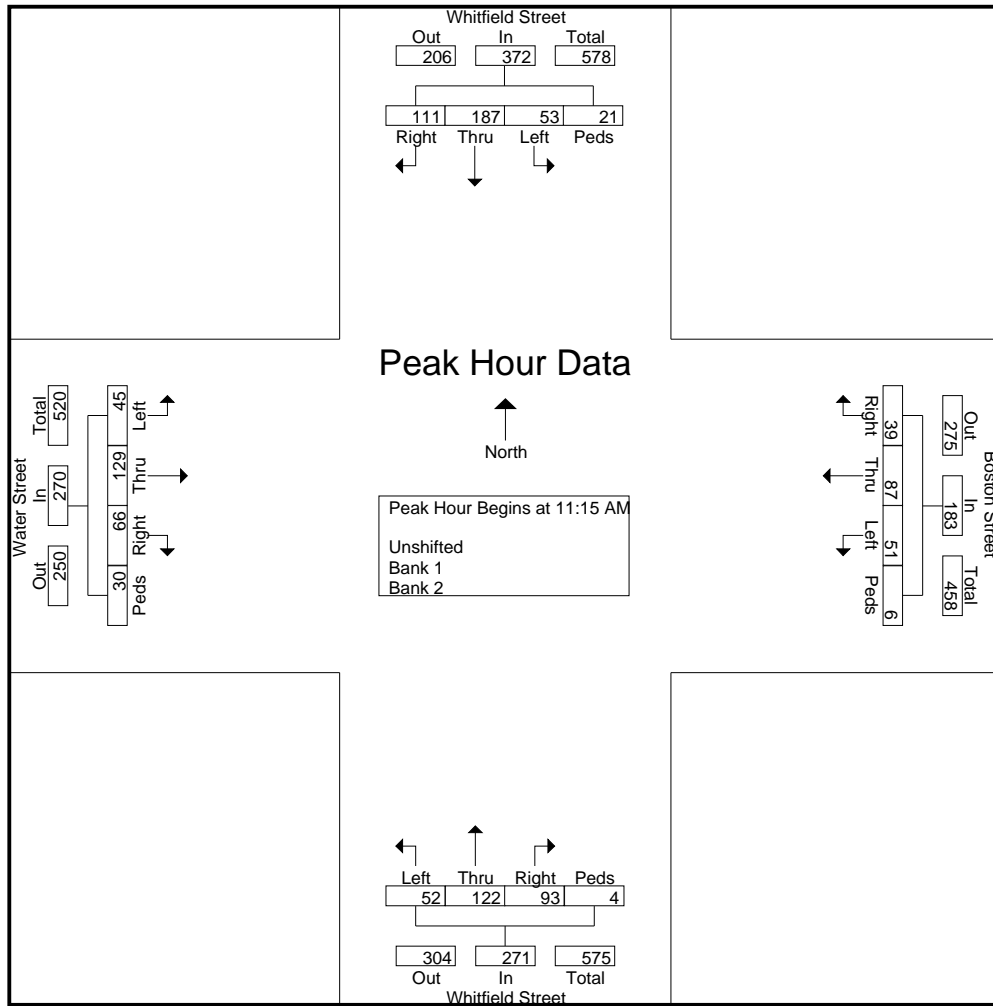


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File Name : 21001
Site Code : 21001
Start Date : 8/18/2020
Page No : 2

Start Time	Whitfield Street From North					Boston Street From East					Whitfield Street From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	21	43	12	8	84	11	22	10	1	44	18	30	14	0	62	9	32	9	2	52	242
11:30 AM	26	41	13	7	87	13	16	8	1	38	18	25	7	1	51	17	34	8	1	60	236
11:45 AM	37	53	11	5	106	6	26	7	2	41	24	24	16	1	65	23	32	14	7	76	288
12:00 PM	27	50	17	1	95	9	23	26	2	60	33	43	15	2	93	17	31	14	20	82	330
Total Volume	111	187	53	21	372	39	87	51	6	183	93	122	52	4	271	66	129	45	30	270	1096
% App. Total	29.8	50.3	14.2	5.6		21.3	47.5	27.9	3.3		34.3	45	19.2	1.5		24.4	47.8	16.7	11.1		
PHF	.750	.882	.779	.656	.877	.750	.837	.490	.750	.763	.705	.709	.813	.500	.728	.717	.949	.804	.375	.823	.830



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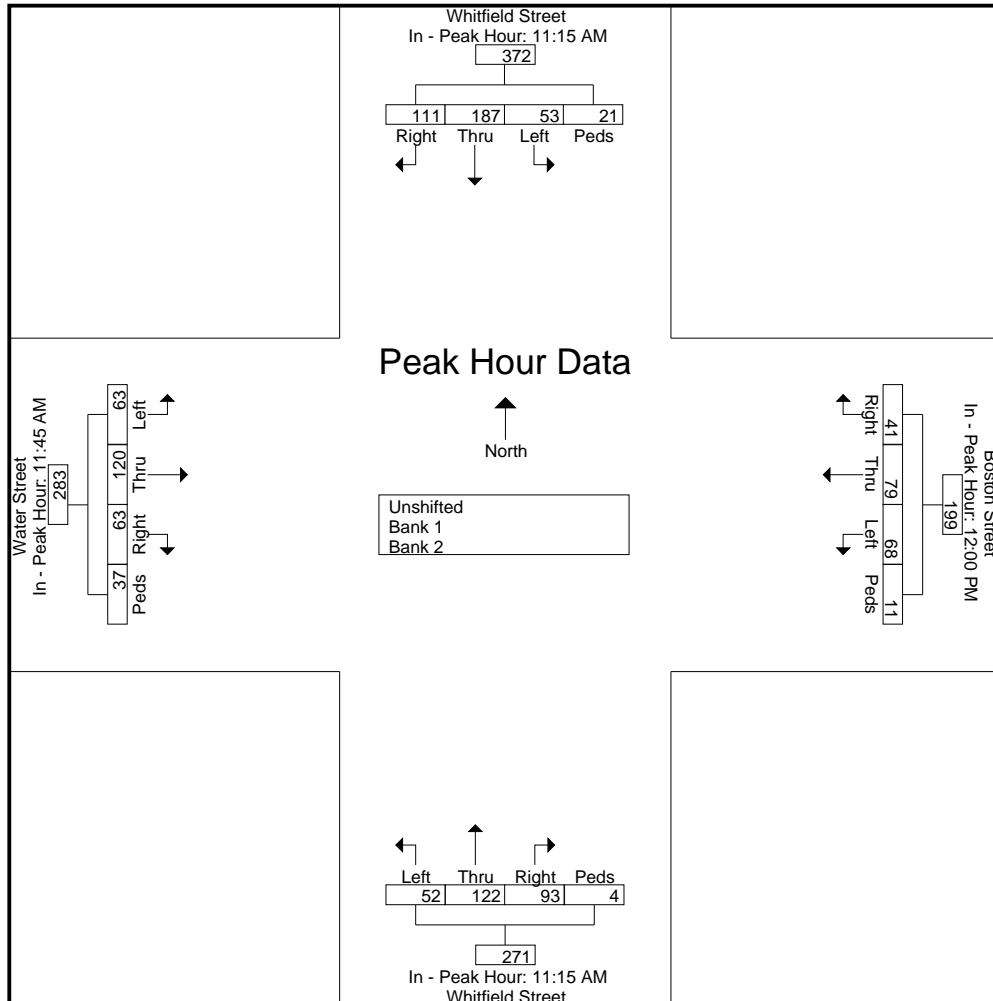
File Name : 21001
Site Code : 21001
Start Date : 8/18/2020
Page No : 3

	Whitfield Street From North					Boston Street From East					Whitfield Street From South					Water Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					12:00 PM					11:15 AM					11:45 AM				
+0 mins.	21	43	12	8	84	9	23	26	2	60	18	30	14	0	62	23	32	14	7	76
+15 mins.	26	41	13	7	87	8	25	13	5	51	18	25	7	1	51	17	31	14	20	82
+30 mins.	37	53	11	5	106	9	13	11	1	34	24	24	16	1	65	10	28	17	3	58
+45 mins.	27	50	17	1	95	15	18	18	3	54	33	43	15	2	93	13	29	18	7	67
Total Volume	111	187	53	21	372	41	79	68	11	199	93	122	52	4	271	63	120	63	37	283
% App. Total	29.8	50.3	14.2	5.6		20.6	39.7	34.2	5.5		34.3	45	19.2	1.5		22.3	42.4	22.3	13.1	
PHF	.750	.882	.779	.656	.877	.683	.790	.654	.550	.829	.705	.709	.813	.500	.728	.685	.938	.875	.463	.863



Connecticut Counts LLC

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Route 146 at Goose Ln/Soundview Rd
Guilford, Connecticut

File Name : 21003
Site Code : 21003
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

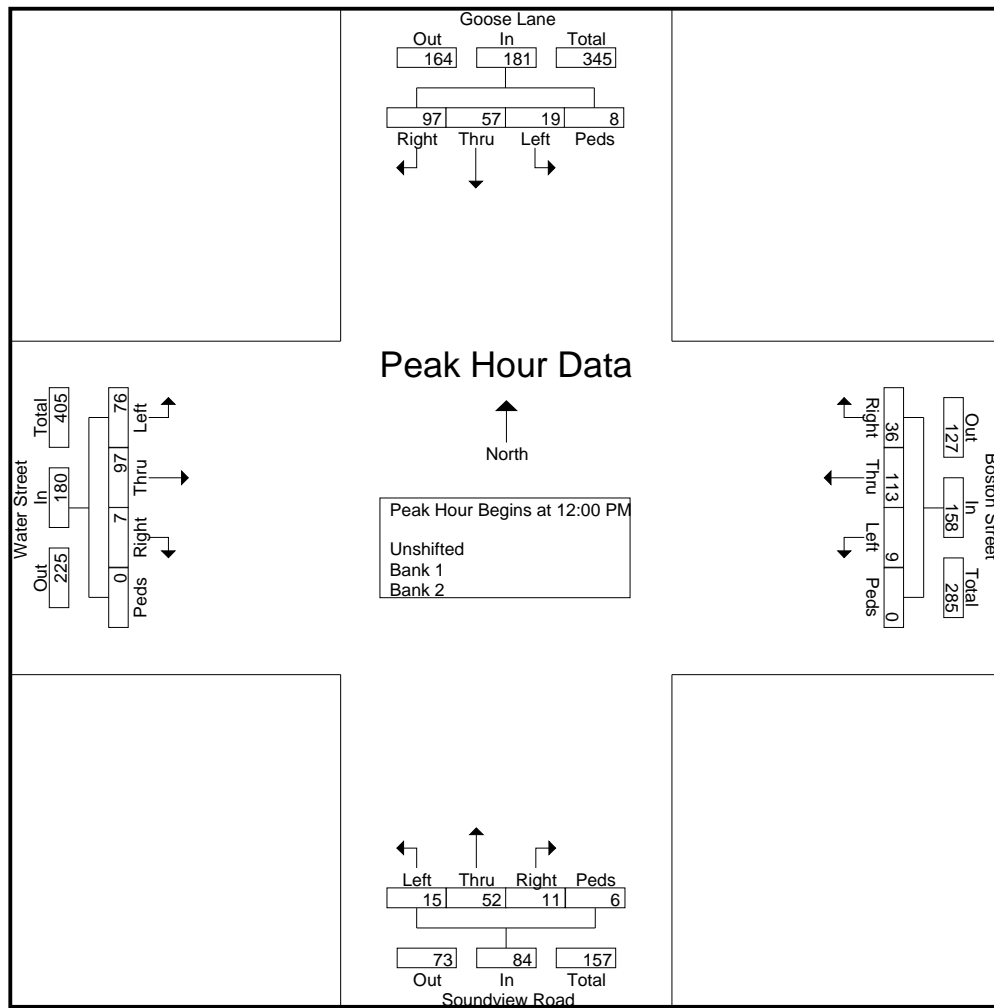
Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	16	7	2	0	25	7	20	3	1	31	1	12	5	1	19	1	22	22	0	45	120
11:15 AM	22	8	3	1	34	4	33	3	0	40	1	17	1	0	19	1	20	16	0	37	130
11:30 AM	27	7	4	0	38	3	24	5	0	32	2	10	0	0	12	2	14	16	0	32	114
11:45 AM	19	13	6	0	38	11	14	0	0	25	3	14	4	0	21	2	25	19	0	46	130
Total	84	35	15	1	135	25	91	11	1	128	7	53	10	1	71	6	81	73	0	160	494
12:00 PM	27	10	4	2	43	8	25	2	0	35	4	19	3	2	28	1	26	16	0	43	149
12:15 PM	26	17	7	2	52	13	23	2	0	38	2	12	3	0	17	2	24	25	0	51	158
12:30 PM	22	13	3	2	40	9	31	1	0	41	3	13	4	2	22	3	21	16	0	40	143
12:45 PM	22	17	5	2	46	6	34	4	0	44	2	8	5	2	17	1	26	19	0	46	153
Total	97	57	19	8	181	36	113	9	0	158	11	52	15	6	84	7	97	76	0	180	603
Grand Total	181	92	34	9	316	61	204	20	1	286	18	105	25	7	155	13	178	149	0	340	1097
Apprch %	57.3	29.1	10.8	2.8		21.3	71.3	7	0.3		11.6	67.7	16.1	4.5		3.8	52.4	43.8	0		
Total %	16.5	8.4	3.1	0.8	28.8	5.6	18.6	1.8	0.1	26.1	1.6	9.6	2.3	0.6	14.1	1.2	16.2	13.6	0	31	
Unshifted	179	84	34	9	306	60	202	20	1	283	18	101	25	7	151	13	177	146	0	336	1076
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	2	8	0	0	10	1	2	0	0	3	0	4	0	4	0	1	3	0	0	4	21
% Bank 2	1.1	8.7	0	0	3.2	1.6	1	0	0	1	0	3.8	0	2.6	0	0.6	2	0	1.2	1.9	

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File Name : 21003
Site Code : 21003
Start Date : 8/18/2020
Page No : 2

Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	27	10	4	2	43	8	25	2	0	35	4	19	3	2	28	1	26	16	0	43	149
12:15 PM	26	17	7	2	52	13	23	2	0	38	2	12	3	0	17	2	24	25	0	51	158
12:30 PM	22	13	3	2	40	9	31	1	0	41	3	13	4	2	22	3	21	16	0	40	143
12:45 PM	22	17	5	2	46	6	34	4	0	44	2	8	5	2	17	1	26	19	0	46	153
Total Volume	97	57	19	8	181	36	113	9	0	158	11	52	15	6	84	7	97	76	0	180	603
% App. Total	53.6	31.5	10.5	4.4		22.8	71.5	5.7	0		13.1	61.9	17.9	7.1		3.9	53.9	42.2	0		
PHF	.898	.838	.679	1.00	.870	.692	.831	.563	.000	.898	.688	.684	.750	.750	.750	.583	.933	.760	.000	.882	.954



Connecticut Counts LLC

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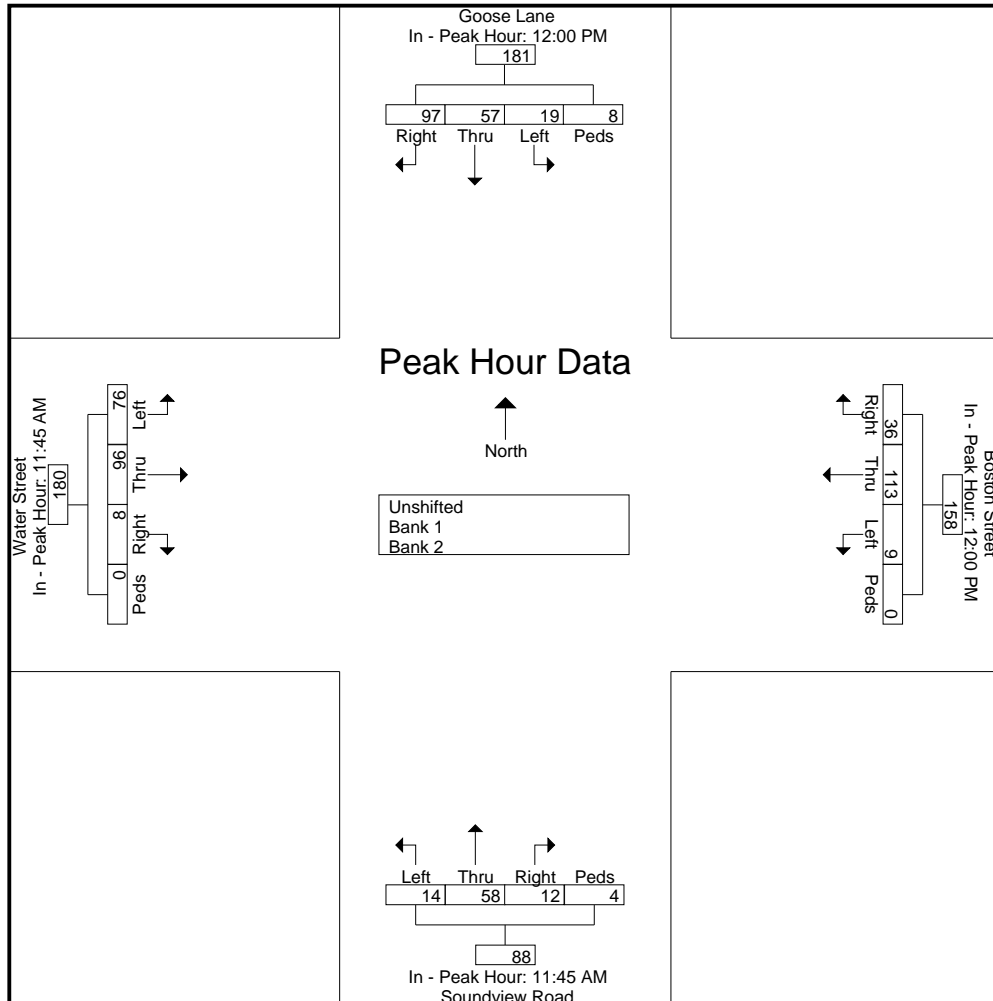
File Name : 21003
Site Code : 21003
Start Date : 8/18/2020
Page No : 3

Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					12:00 PM					11:45 AM					11:45 AM				
+0 mins.	27	10	4	2	43	8	25	2	0	35	3	14	4	0	21	2	25	19	0	46
+15 mins.	26	17	7	2	52	13	23	2	0	38	4	19	3	2	28	1	26	16	0	43
+30 mins.	22	13	3	2	40	9	31	1	0	41	2	12	3	0	17	2	24	25	0	51
+45 mins.	22	17	5	2	46	6	34	4	0	44	3	13	4	2	22	3	21	16	0	40
Total Volume	97	57	19	8	181	36	113	9	0	158	12	58	14	4	88	8	96	76	0	180
% App. Total	53.6	31.5	10.5	4.4		22.8	71.5	5.7	0		13.6	65.9	15.9	4.5		4.4	53.3	42.2	0	
PHF	.898	.838	.679	1.000		.692	.831	.563	.000	.898	.750	.763	.875	.500	.786	.667	.923	.760	.000	.882



Connecticut Counts LLC

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Main Street at Kirkham Street
Branford, Connecticut

File Name : 21005
Site Code : 21005
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

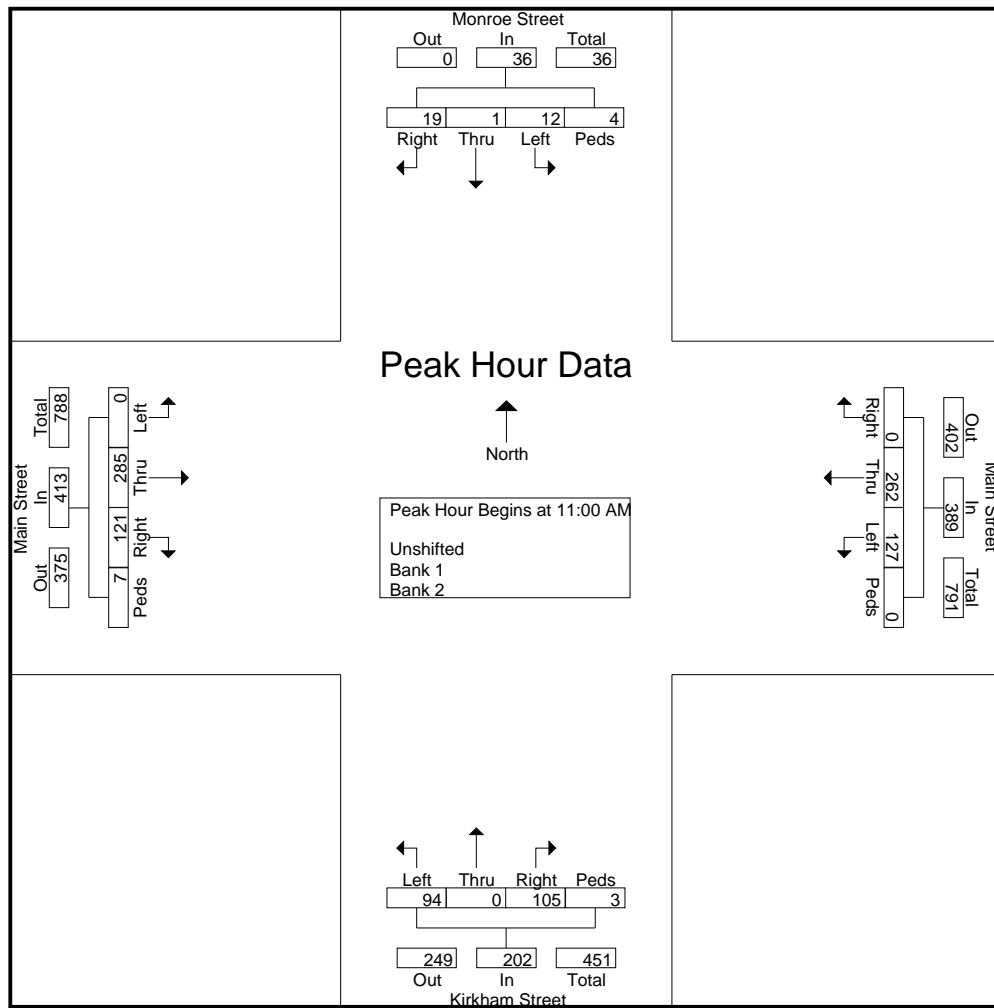
Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	9	0	3	0	12	0	60	38	0	98	22	0	23	2	47	20	67	0	2	89	246
11:15 AM	4	1	6	0	11	0	74	28	0	102	26	0	23	0	49	26	77	0	1	104	266
11:30 AM	3	0	2	0	5	0	62	30	0	92	31	0	23	1	55	35	68	0	1	104	256
11:45 AM	3	0	1	4	8	0	66	31	0	97	26	0	25	0	51	40	73	0	3	116	272
Total	19	1	12	4	36	0	262	127	0	389	105	0	94	3	202	121	285	0	7	413	1040
Grand Total	19	1	12	4	36	0	262	127	0	389	105	0	94	3	202	121	285	0	7	413	1040
Apprch %	52.8	2.8	33.3	11.1		0	67.4	32.6	0		52	0	46.5	1.5		29.3	69	0	1.7		
Total %	1.8	0.1	1.2	0.4	3.5	0	25.2	12.2	0	37.4	10.1	0	9	0.3	19.4	11.6	27.4	0	0.7	39.7	
Unshifted	19	1	12	4	36	0	258	116	0	374	101	0	89	3	193	118	282	0	7	407	1010
% Unshifted																					
Bank 1	0	0	0	0	0	0	4	11	0	15	4	0	5	0	9	3	2	0	0	5	29
% Bank 1	0	0	0	0	0	0	1.5	8.7	0	3.9	3.8	0	5.3	0	4.5	2.5	0.7	0	0	1.2	2.8
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.2	0.1

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File Name : 21005
Site Code : 21005
Start Date : 8/18/2020
Page No : 2

Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	9	0	3	0	12	0	60	38	0	98	22	0	23	2	47	20	67	0	2	89	246
11:15 AM	4	1	6	0	11	0	74	28	0	102	26	0	23	0	49	26	77	0	1	104	266
11:30 AM	3	0	2	0	5	0	62	30	0	92	31	0	23	1	55	35	68	0	1	104	256
11:45 AM	3	0	1	4	8	0	66	31	0	97	26	0	25	0	51	40	73	0	3	116	272
Total Volume	19	1	12	4	36	0	262	127	0	389	105	0	94	3	202	121	285	0	7	413	1040
% App. Total	52.8	2.8	33.3	11.1		0	67.4	32.6	0		52	0	46.5	1.5		29.3	69	0	1.7		
PHF	.528	.250	.500	.250	.750	.000	.885	.836	.000	.953	.847	.000	.940	.375	.918	.756	.925	.000	.583	.890	.956



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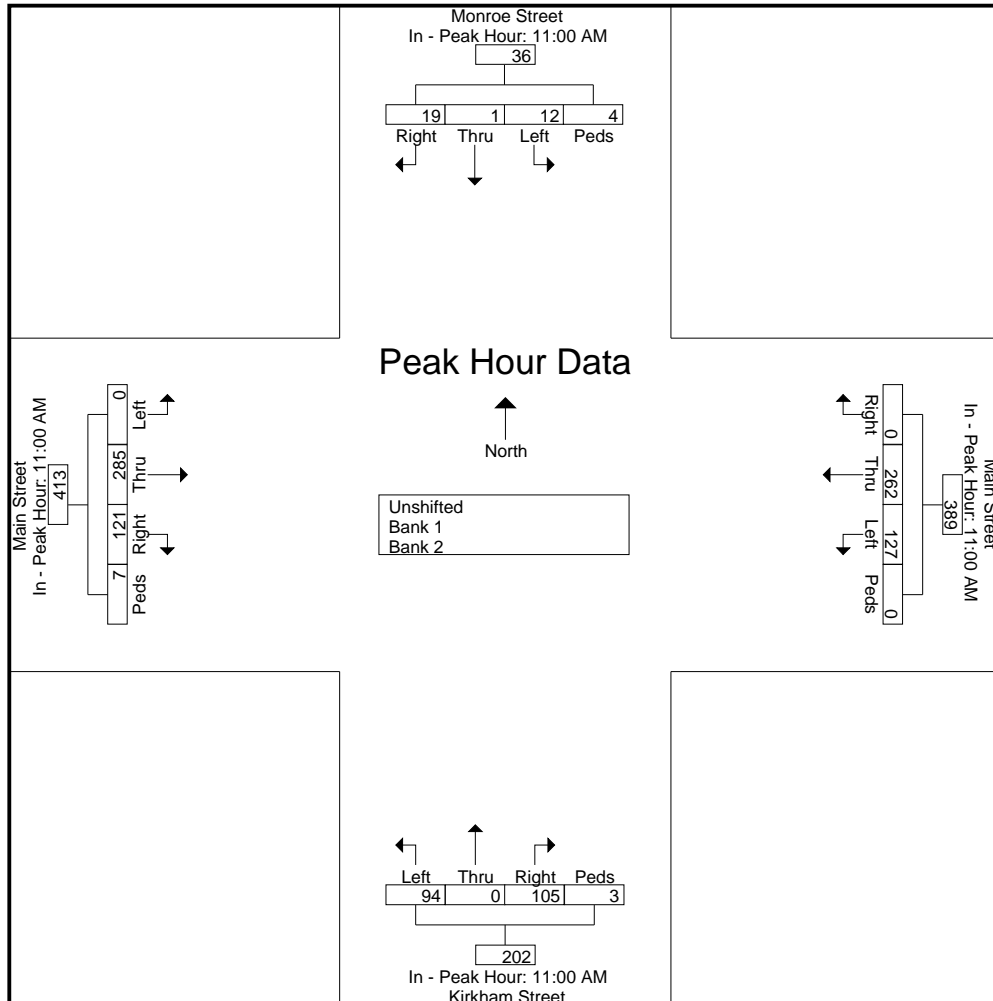
File Name : 21005
Site Code : 21005
Start Date : 8/18/2020
Page No : 3

Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	9	0	3	0	12	0	60	38	0	98	22	0	23	2	47	20	67	0	2	89
+15 mins.	4	1	6	0	11	0	74	28	0	102	26	0	23	0	49	26	77	0	1	104
+30 mins.	3	0	2	0	5	0	62	30	0	92	31	0	23	1	55	35	68	0	1	104
+45 mins.	3	0	1	4	8	0	66	31	0	97	26	0	25	0	51	40	73	0	3	116
Total Volume	19	1	12	4	36	0	262	127	0	389	105	0	94	3	202	121	285	0	7	413
% App. Total	52.8	2.8	33.3	11.1		0	67.4	32.6	0		52	0	46.5	1.5		29.3	69	0	1.7	
PHF	.528	.250	.500	.250	.750	.000	.885	.836	.000	.953	.847	.000	.940	.375	.918	.756	.925	.000	.583	.890

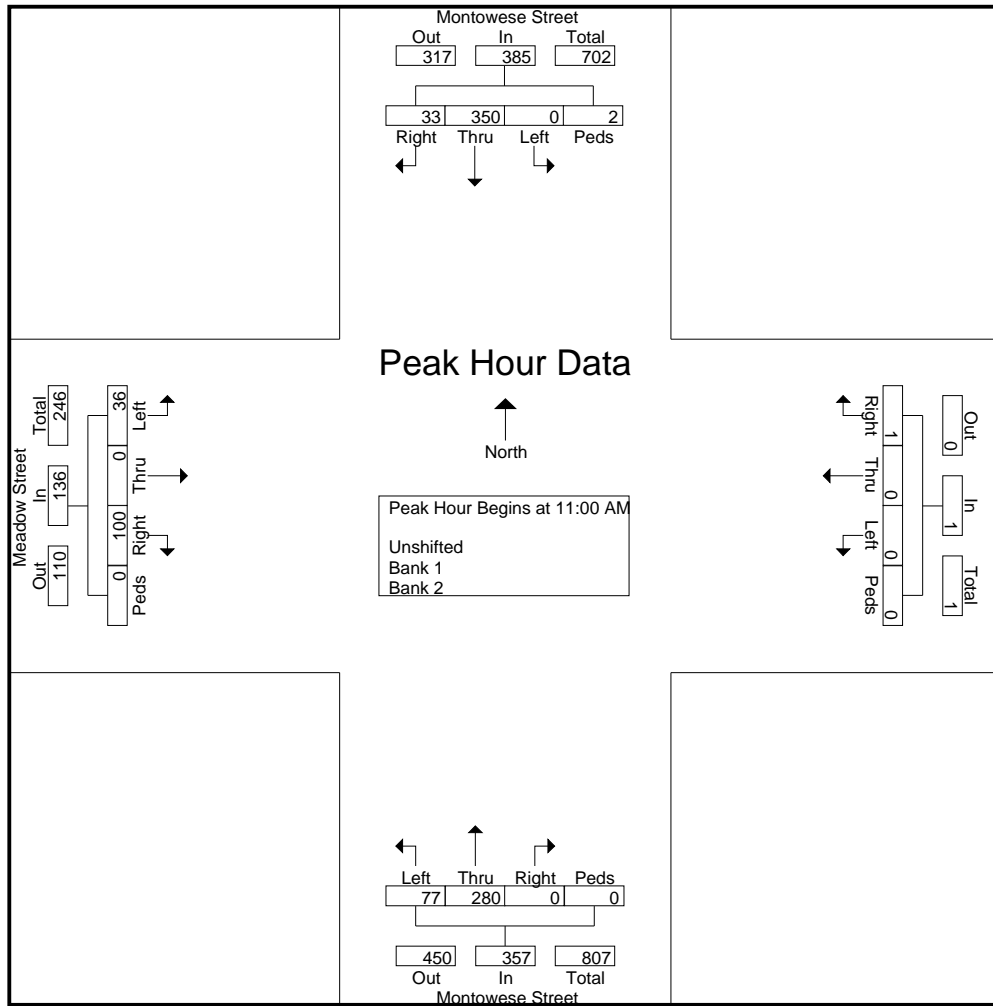


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File Name : 21007
Site Code : 21007
Start Date : 8/18/2020
Page No : 2

Start Time	Montowese Street From North					From East					Montowese Street From South					Meadow Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	9	84	0	1	94	0	0	0	0	0	0	65	23	0	88	32	0	5	0	37	219
11:15 AM	8	78	0	0	86	1	0	0	0	1	0	64	12	0	76	27	0	16	0	43	206
11:30 AM	6	100	0	0	106	0	0	0	0	0	0	68	13	0	81	19	0	8	0	27	214
11:45 AM	10	88	0	1	99	0	0	0	0	0	0	83	29	0	112	22	0	7	0	29	240
Total Volume	33	350	0	2	385	1	0	0	0	1	0	280	77	0	357	100	0	36	0	136	879
% App. Total	8.6	90.9	0	0.5		100	0	0	0		0	78.4	21.6	0		73.5	0	26.5	0		
PHF	.825	.875	.000	.500	.908	.250	.000	.000	.000	.250	.000	.843	.664	.000	.797	.781	.000	.563	.000	.791	.916



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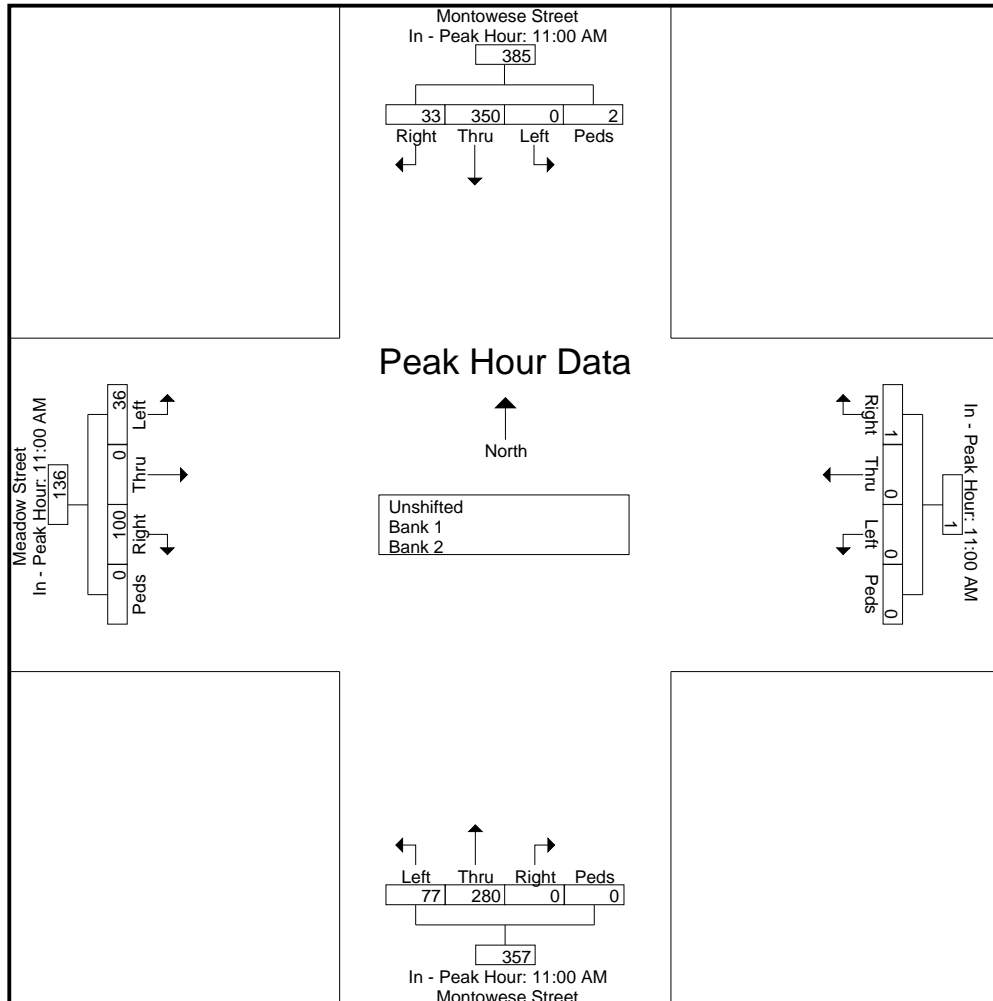
File Name : 21007
Site Code : 21007
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Street From North					From East					Montowese Street From South					Meadow Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	9	84	0	1	94	0	0	0	0	0	0	65	23	0	88	32	0	5	0	37
+15 mins.	8	78	0	0	86	1	0	0	0	1	0	64	12	0	76	27	0	16	0	43
+30 mins.	6	100	0	0	106	0	0	0	0	0	0	68	13	0	81	19	0	8	0	27
+45 mins.	10	88	0	1	99	0	0	0	0	0	0	83	29	0	112	22	0	7	0	29
Total Volume	33	350	0	2	385	1	0	0	0	1	0	280	77	0	357	100	0	36	0	136
% App. Total	8.6	90.9	0	0.5		100	0	0	0		0	78.4	21.6	0		73.5	0	26.5	0	
PHF	.825	.875	.000	.500	.908	.250	.000	.000	.000	.250	.000	.843	.664	.000	.797	.781	.000	.563	.000	.791



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Rte 146 at Pine Orchard/Spring Rock/Eliz
Branford, Connecticut

File Name : 21009
Site Code : 21009
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	4	0	4	1	9	10	21	0	1	32	0	0	0	4	4	0	22	2	0	24	69
11:15 AM	3	0	8	2	13	6	12	0	0	18	2	0	1	2	5	0	12	0	0	12	48
11:30 AM	5	1	10	1	17	5	9	0	0	14	0	2	0	2	4	0	15	2	0	17	52
11:45 AM	3	0	13	1	17	13	19	0	0	32	0	0	0	1	1	0	20	3	0	23	73
Total	15	1	35	5	56	34	61	0	1	96	2	2	1	9	14	0	69	7	0	76	242
Grand Total	15	1	35	5	56	34	61	0	1	96	2	2	1	9	14	0	69	7	0	76	242
Apprch %	26.8	1.8	62.5	8.9		35.4	63.5	0	1		14.3	14.3	7.1	64.3		0	90.8	9.2	0		
Total %	6.2	0.4	14.5	2.1	23.1	14	25.2	0	0.4	39.7	0.8	0.8	0.4	3.7	5.8	0	28.5	2.9	0	31.4	
Unshifted	15	1	34	5	55	32	61	0	1	94	2	2	1	9	14	0	69	6	0	75	238
% Unshifted																					
Bank 1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4
% Bank 1	0	0	2.9	0	1.8	5.9	0	0	0	2.1	0	0	0	0	0	0	0	14.3	0	1.3	1.7
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

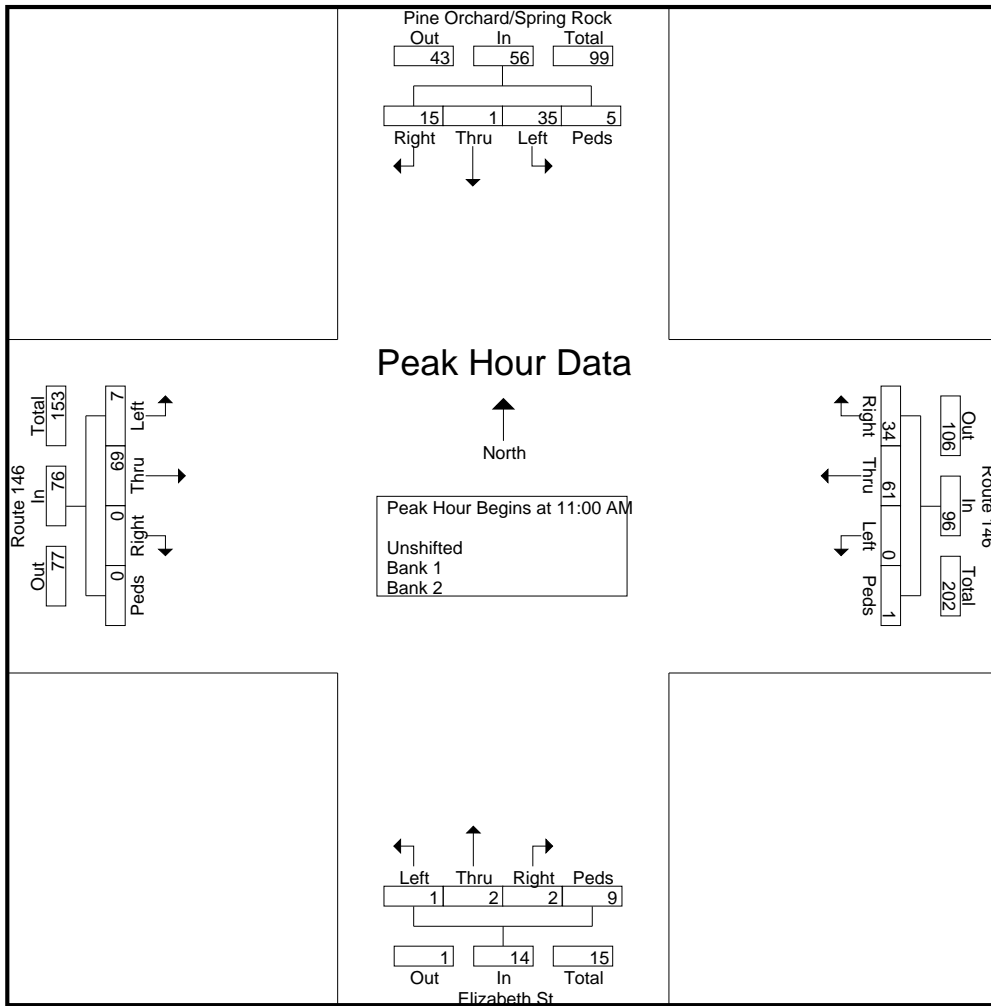
Connecticut Counts LLC

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File Name : 21009
Site Code : 21009
Start Date : 8/18/2020
Page No : 2

Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	4	0	4	1	9	10	21	0	1	32	0	0	0	4	4	0	22	2	0	24	69
11:15 AM	3	0	8	2	13	6	12	0	0	18	2	0	1	2	5	0	12	0	0	12	48
11:30 AM	5	1	10	1	17	5	9	0	0	14	0	2	0	2	4	0	15	2	0	17	52
11:45 AM	3	0	13	1	17	13	19	0	0	32	0	0	0	1	1	0	20	3	0	23	73
Total Volume	15	1	35	5	56	34	61	0	1	96	2	2	1	9	14	0	69	7	0	76	242
% App. Total	26.8	1.8	62.5	8.9		35.4	63.5	0	1		14.3	14.3	7.1	64.3		0	90.8	9.2	0		
PHF	.750	.250	.673	.625	.824	.654	.726	.000	.250	.750	.250	.250	.250	.563	.700	.000	.784	.583	.000	.792	.829

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:00 AM



Connecticut Counts LLC

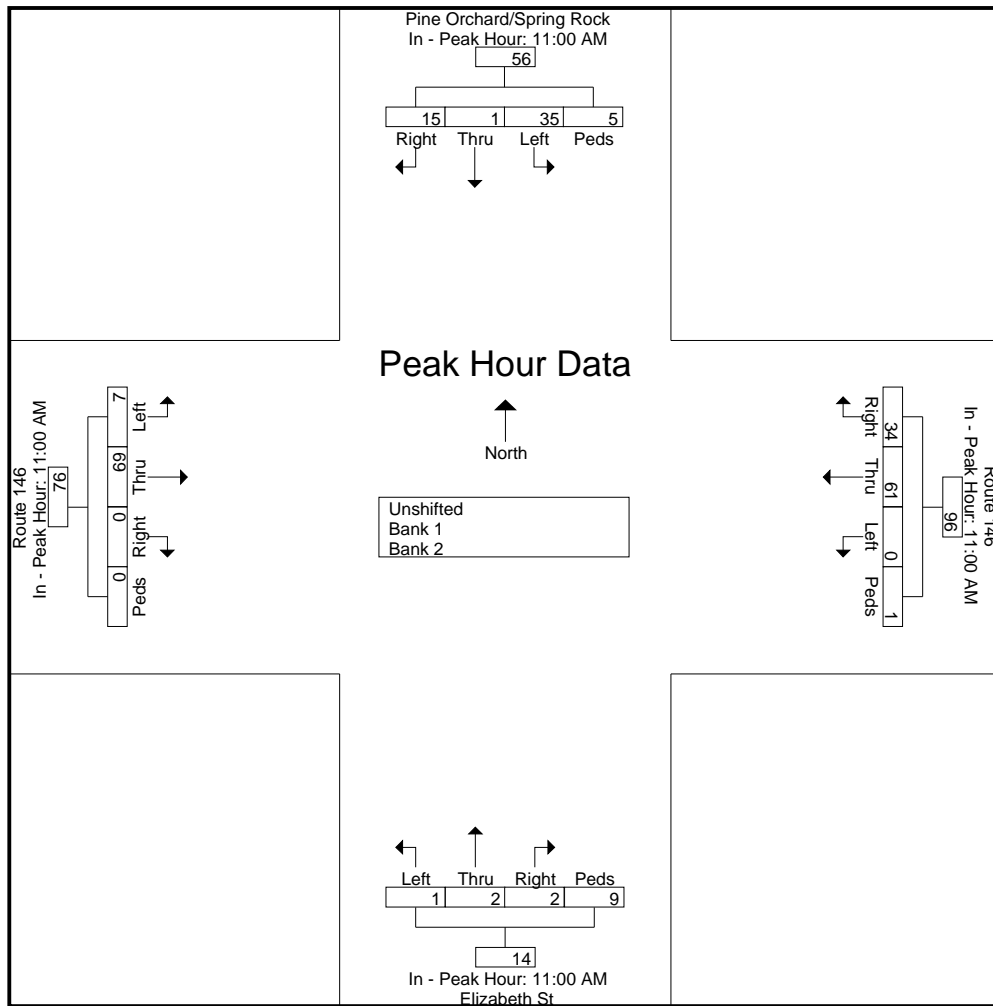
Kensington, Connecticut 06037
(860) 828-1693

File Name : 21009
Site Code : 21009
Start Date : 8/18/2020
Page No : 3

Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	4	0	4	1	9	10	21	0	1	32	0	0	0	4	4	0	22	2	0	24
+15 mins.	3	0	8	2	13	6	12	0	0	18	2	0	1	2	5	0	12	0	0	12
+30 mins.	5	1	10	1	17	5	9	0	0	14	0	2	0	2	4	0	15	2	0	17
+45 mins.	3	0	13	1	17	13	19	0	0	32	0	0	0	1	1	0	20	3	0	23
Total Volume	15	1	35	5	56	34	61	0	1	96	2	2	1	9	14	0	69	7	0	76
% App. Total	26.8	1.8	62.5	8.9		35.4	63.5	0	1		14.3	14.3	7.1	64.3		0	90.8	9.2	0	
PHF	.750	.250	.673	.625	.824	.654	.726	.000	.250	.750	.250	.250	.250	.563	.700	.000	.784	.583	.000	.792

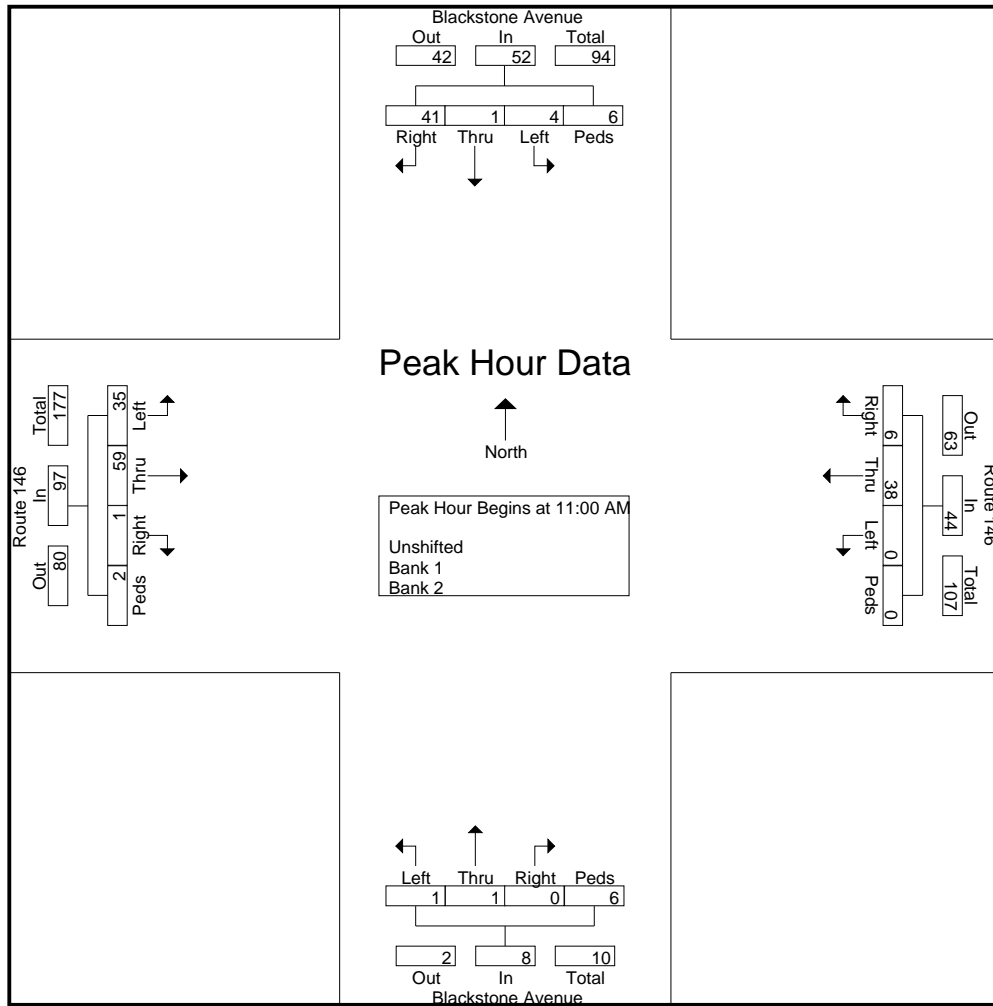


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File Name : 21011
Site Code : 21011
Start Date : 8/18/2020
Page No : 2

Start Time	Blackstone Avenue From North					Route 146 From East					Blackstone Avenue From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	9	0	3	1	13	0	17	0	0	17	0	0	0	2	2	0	11	13	0	24	56
11:15 AM	9	1	1	0	11	1	6	0	0	7	0	1	0	1	2	0	12	4	0	16	36
11:30 AM	9	0	0	2	11	2	5	0	0	7	0	0	0	1	1	0	19	5	2	26	45
11:45 AM	14	0	0	3	17	3	10	0	0	13	0	0	1	2	3	1	17	13	0	31	64
Total Volume	41	1	4	6	52	6	38	0	0	44	0	1	1	6	8	1	59	35	2	97	201
% App. Total	78.8	1.9	7.7	11.5		13.6	86.4	0	0		0	12.5	12.5	75		1	60.8	36.1	2.1		
PHF	.732	.250	.333	.500	.765	.500	.559	.000	.000	.647	.000	.250	.250	.750	.667	.250	.776	.673	.250	.782	.785



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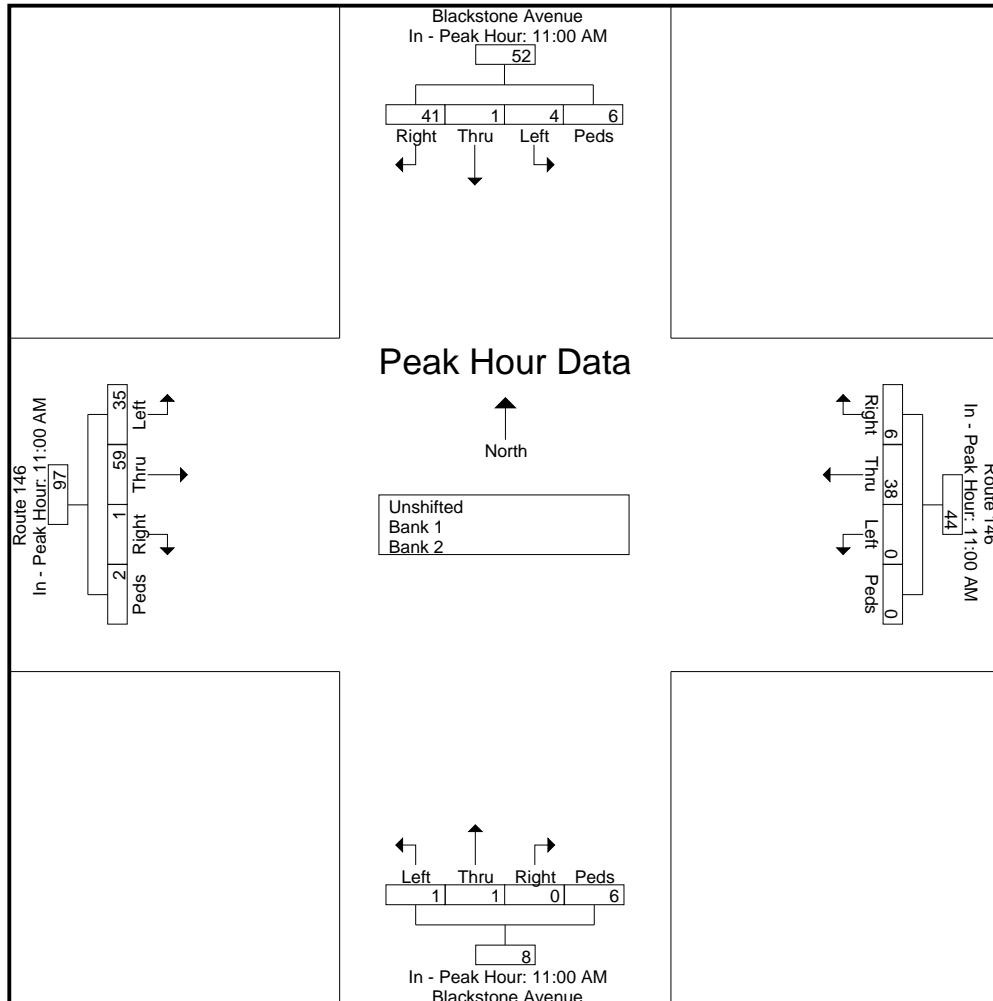
File Name : 21011
Site Code : 21011
Start Date : 8/18/2020
Page No : 3

	Blackstone Avenue From North					Route 146 From East					Blackstone Avenue From South					Route 146 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	9	0	3	1	13	0	17	0	0	17	0	0	0	2	2	0	11	13	0	24
+15 mins.	9	1	1	0	11	1	6	0	0	7	0	1	0	1	2	0	12	4	0	16
+30 mins.	9	0	0	2	11	2	5	0	0	7	0	0	0	1	1	0	19	5	2	26
+45 mins.	14	0	0	3	17	3	10	0	0	13	0	0	1	2	3	1	17	13	0	31
Total Volume	41	1	4	6	52	6	38	0	0	44	0	1	1	6	8	1	59	35	2	97
% App. Total	78.8	1.9	7.7	11.5		13.6	86.4	0	0		0	12.5	12.5	75		1	60.8	36.1	2.1	
PHF	.732	.250	.333	.500	.765	.500	.559	.000	.000	.647	.000	.250	.250	.750	.667	.250	.776	.673	.250	.782



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Rte 146 at Moose Hill/Sandborn/Shell Bea
Branford, Connecticut

File Name : 21013
Site Code : 21013
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	1	1	4	21	3	2	30	5	1	3	1	10	4	28	0	2	34	75
11:15 AM	0	0	0	0	0	3	10	3	2	18	1	1	1	0	3	4	10	0	0	14	35
11:30 AM	0	0	0	3	3	5	22	6	3	36	0	1	0	0	1	3	23	0	4	30	70
11:45 AM	0	1	0	0	1	5	13	3	1	22	1	1	2	0	4	4	14	0	5	23	50
Total	0	1	0	4	5	17	66	15	8	106	7	4	6	1	18	15	75	0	11	101	230
Grand Total	0	1	0	4	5	17	66	15	8	106	7	4	6	1	18	15	75	0	11	101	230
Apprch %	0	20	0	80		16	62.3	14.2	7.5		38.9	22.2	33.3	5.6		14.9	74.3	0	10.9		
Total %	0	0.4	0	1.7	2.2	7.4	28.7	6.5	3.5	46.1	3	1.7	2.6	0.4	7.8	6.5	32.6	0	4.8	43.9	
Unshifted	0	1	0	4	5	15	65	14	8	102	6	3	6	1	16	13	73	0	11	97	220
% Unshifted																					
Bank 1	0	0	0	0	0	2	1	1	0	4	1	1	0	0	2	2	2	0	0	4	10
% Bank 1	0	0	0	0	0	11.8	1.5	6.7	0	3.8	14.3	25	0	0	11.1	13.3	2.7	0	0	4	4.3
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

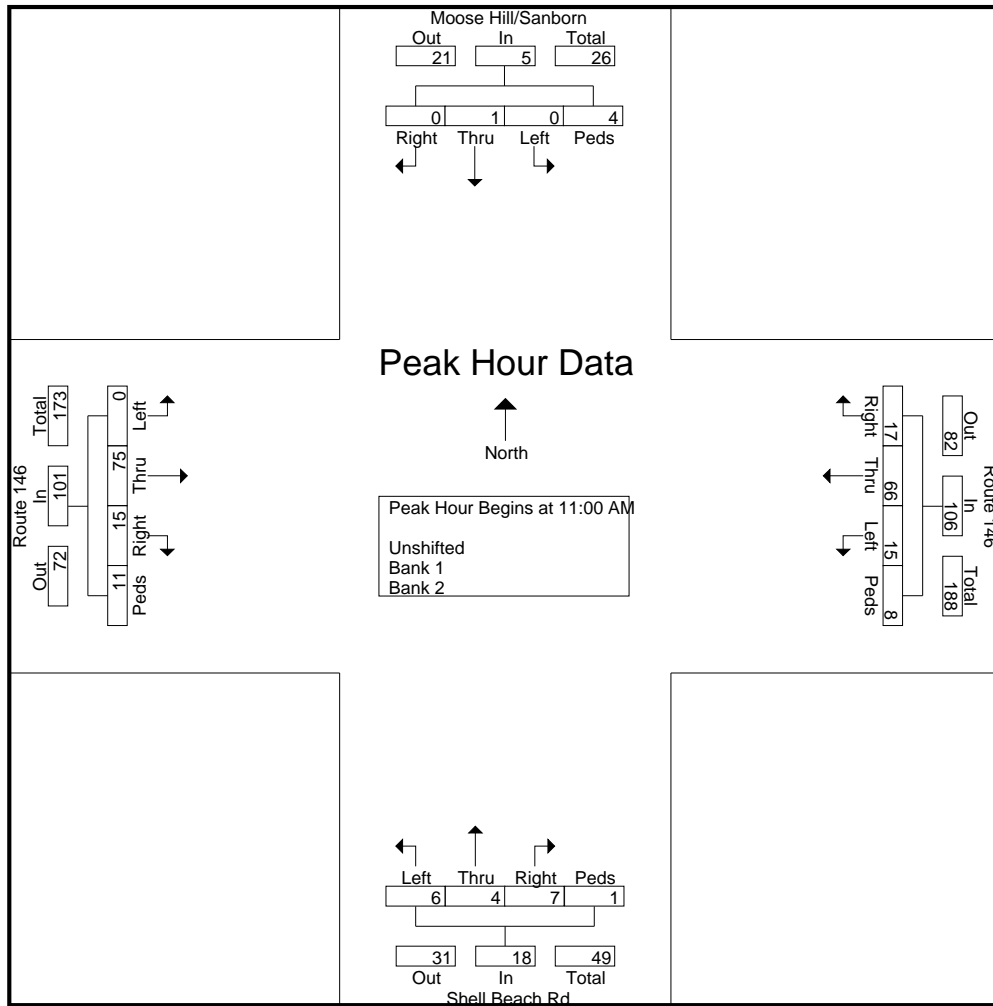
Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 21013
Site Code : 21013
Start Date : 8/18/2020
Page No : 2

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	1	1	4	21	3	2	30	5	1	3	1	10	4	28	0	2	34	75
11:15 AM	0	0	0	0	0	3	10	3	2	18	1	1	1	0	3	4	10	0	0	14	35
11:30 AM	0	0	0	3	3	5	22	6	3	36	0	1	0	0	1	3	23	0	4	30	70
11:45 AM	0	1	0	0	1	5	13	3	1	22	1	1	2	0	4	4	14	0	5	23	50
Total Volume	0	1	0	4	5	17	66	15	8	106	7	4	6	1	18	15	75	0	11	101	230
% App. Total	0	20	0	80		16	62.3	14.2	7.5		38.9	22.2	33.3	5.6		14.9	74.3	0	10.9		
PHF	.000	.250	.000	.333	.417	.850	.750	.625	.667	.736	.350	1.000	.500	.250	.450	.938	.670	.000	.550	.743	.767

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:00 AM



Connecticut Counts LLC

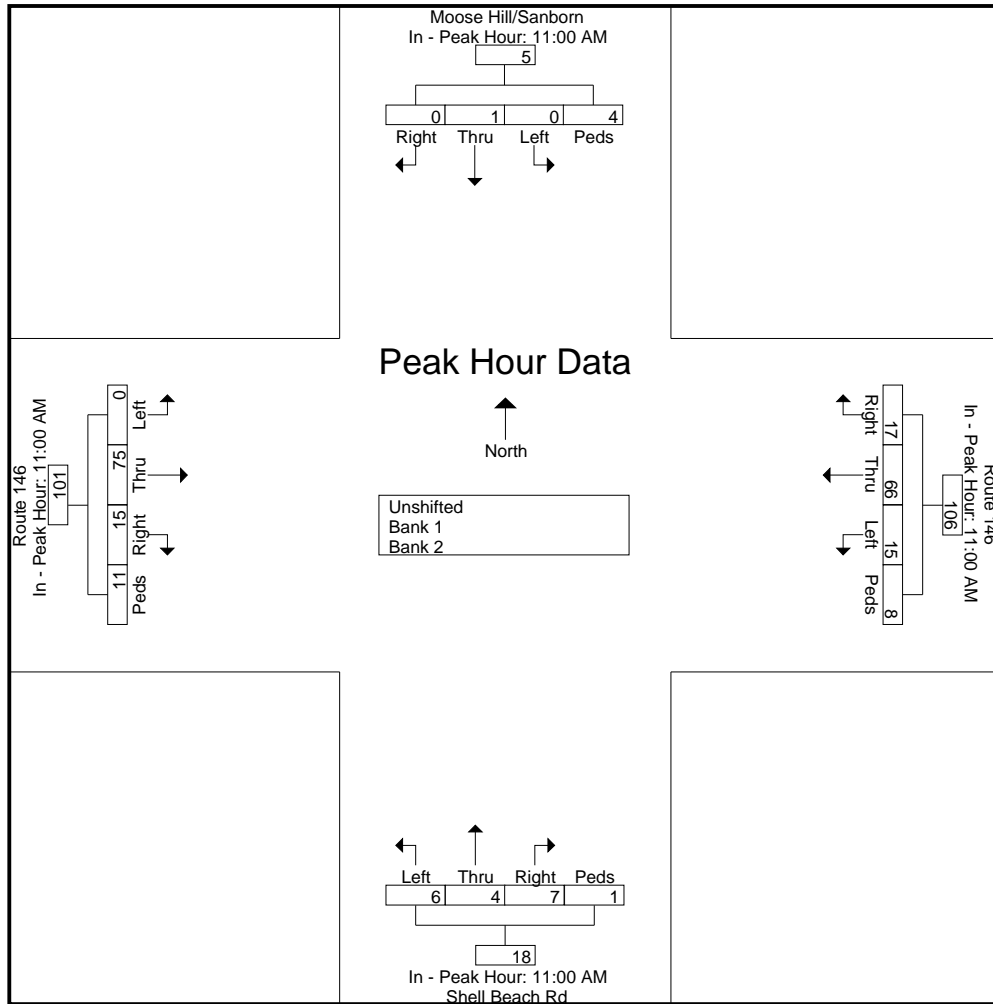
Kensington, Connecticut 06037
(860) 828-1693

File Name : 21013
Site Code : 21013
Start Date : 8/18/2020
Page No : 3

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	0	0	0	1	1	4	21	3	2	30	5	1	3	1	10	4	28	0	2	34
+15 mins.	0	0	0	0	0	3	10	3	2	18	1	1	1	0	3	4	10	0	0	14
+30 mins.	0	0	0	3	3	5	22	6	3	36	0	1	0	0	1	3	23	0	4	30
+45 mins.	0	1	0	0	1	5	13	3	1	22	1	1	2	0	4	4	14	0	5	23
Total Volume	0	1	0	4	5	17	66	15	8	106	7	4	6	1	18	15	75	0	11	101
% App. Total	0	20	0	80		16	62.3	14.2	7.5		38.9	22.2	33.3	5.6		14.9	74.3	0	10.9	
PHF	.000	.250	.000	.333	.417	.850	.750	.625	.667	.736	.350	1.000	.500	.250	.450	.938	.670	.000	.550	.743



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Route 1 at Route 146
Guilford, Connecticut

File Name : 21015
Site Code : 21015
Start Date : 9/2/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

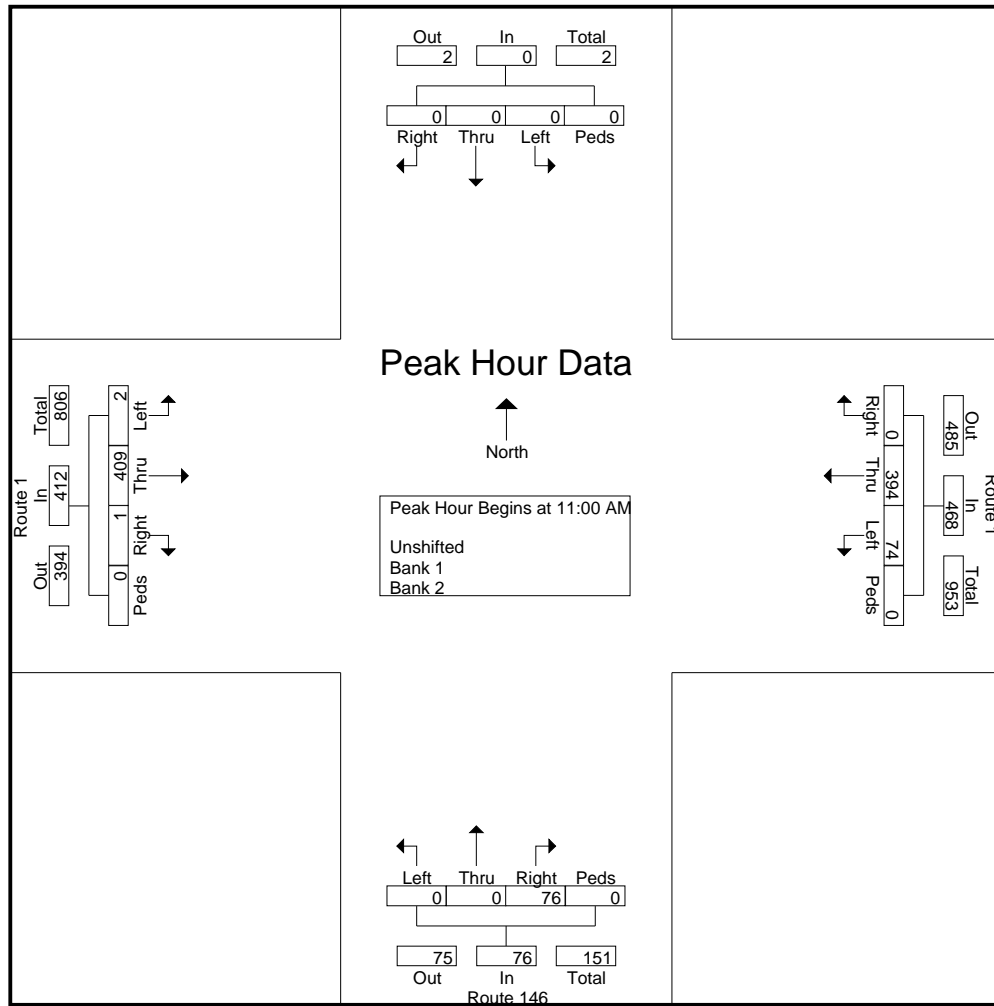
Start Time	From North					Route 1 From East					Route 146 From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	107	17	0	124	17	0	0	0	17	0	99	1	0	100	241
11:15 AM	0	0	0	0	0	0	106	20	0	126	24	0	0	0	24	0	110	0	0	110	260
11:30 AM	0	0	0	0	0	0	90	17	0	107	20	0	0	0	20	0	93	0	0	93	220
11:45 AM	0	0	0	0	0	0	91	20	0	111	15	0	0	0	15	1	107	1	0	109	235
Total	0	0	0	0	0	0	394	74	0	468	76	0	0	0	76	1	409	2	0	412	956
Grand Total	0	0	0	0	0	0	394	74	0	468	76	0	0	0	76	1	409	2	0	412	956
Apprch %	0	0	0	0	0	0	84.2	15.8	0		100	0	0	0		0.2	99.3	0.5	0		
Total %	0	0	0	0	0	0	41.2	7.7	0	49	7.9	0	0	0	7.9	0.1	42.8	0.2	0	43.1	
Unshifted	0	0	0	0	0	0	389	71	0	460	75	0	0	0	75	1	402	2	0	405	940
% Unshifted																					
Bank 1	0	0	0	0	0	0	5	3	0	8	1	0	0	0	1	0	6	0	0	6	15
% Bank 1	0	0	0	0	0	0	1.3	4.1	0	1.7	1.3	0	0	0	1.3	0	1.5	0	0	1.5	1.6
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1

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File Name : 21015
Site Code : 21015
Start Date : 9/2/2020
Page No : 2

Start Time	From North					Route 1 From East				Route 146 From South				Route 1 From West				Int. Total			
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	0	107	17	0	124	17	0	0	0	17	0	99	1	0	100	241
11:15 AM	0	0	0	0	0	0	106	20	0	126	24	0	0	0	24	0	110	0	0	110	260
11:30 AM	0	0	0	0	0	0	90	17	0	107	20	0	0	0	20	0	93	0	0	93	220
11:45 AM	0	0	0	0	0	0	91	20	0	111	15	0	0	0	15	1	107	1	0	109	235
Total Volume	0	0	0	0	0	0	394	74	0	468	76	0	0	0	76	1	409	2	0	412	956
% App. Total	0	0	0	0	0	0	84.2	15.8	0		100	0	0	0		0.2	99.3	0.5	0		
PHF	.000	.000	.000	.000	.000	.000	.921	.925	.000	.929	.792	.000	.000	.000	.792	.250	.930	.500	.000	.936	.919



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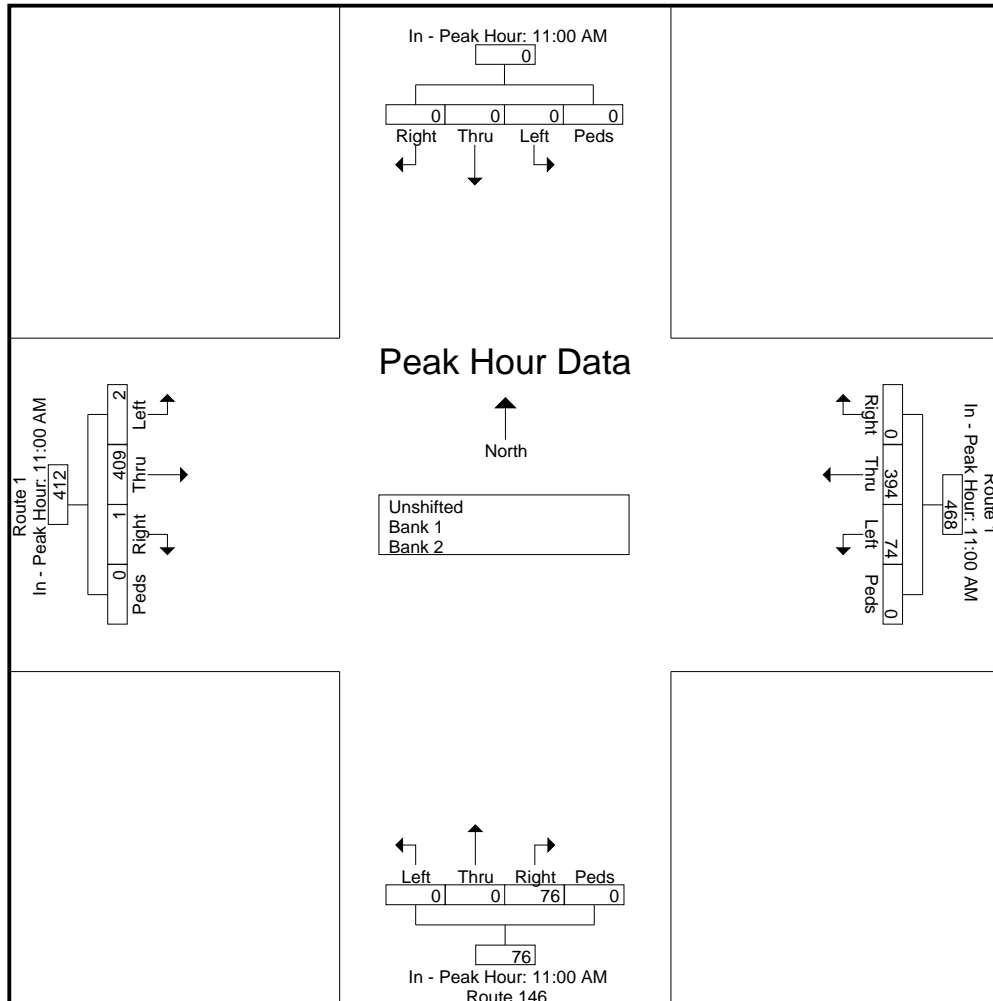
File Name : 21015
Site Code : 21015
Start Date : 9/2/2020
Page No : 3

Start Time	From North					Route 1 From East					Route 146 From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	0	0	0	0	0	0	107	17	0	124	17	0	0	0	17	0	99	1	0	100
+15 mins.	0	0	0	0	0	0	106	20	0	126	24	0	0	0	24	0	110	0	0	110
+30 mins.	0	0	0	0	0	0	90	17	0	107	20	0	0	0	20	0	93	0	0	93
+45 mins.	0	0	0	0	0	0	91	20	0	111	15	0	0	0	15	1	107	1	0	109
Total Volume	0	0	0	0	0	0	394	74	0	468	76	0	0	0	76	1	409	2	0	412
% App. Total	0	0	0	0	0	0	84.2	15.8	0		100	0	0	0		0.2	99.3	0.5	0	
PHF	.000	.000	.000	.000	.000	.000	.921	.925	.000	.929	.792	.000	.000	.000	.792	.250	.930	.500	.000	.936



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Montowese St at S. Main St/Private Dr
 Branford, Connecticut

File Name : branford am
 Site Code : AM
 Start Date : 11/19/2020
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

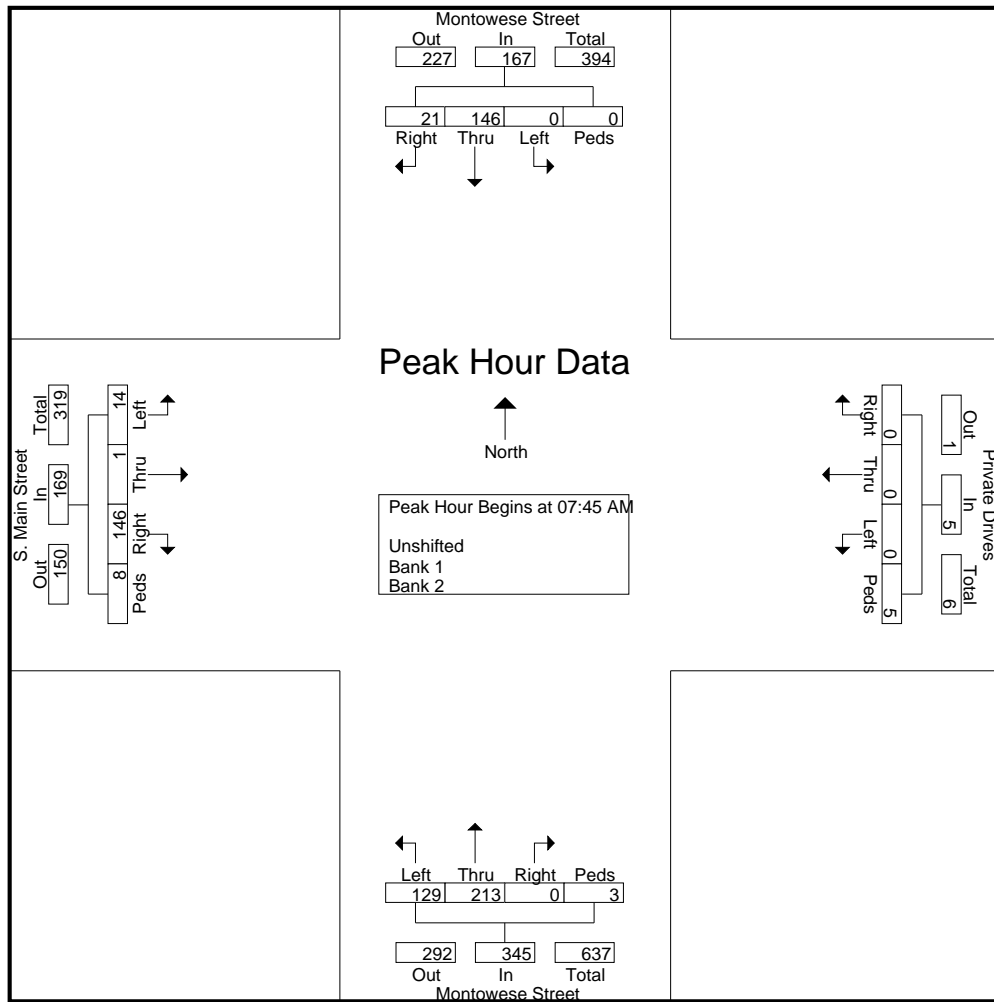
Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	12	0	0	16	0	0	0	1	1	0	34	27	0	61	23	0	1	2	26	104
07:15 AM	2	17	0	0	19	0	0	0	2	2	0	42	28	0	70	19	0	1	2	22	113
07:30 AM	5	21	0	0	26	0	0	0	1	1	1	36	34	1	72	23	0	2	1	26	125
07:45 AM	6	35	0	0	41	0	0	0	1	1	0	64	35	0	99	28	0	5	4	37	178
Total	17	85	0	0	102	0	0	0	5	5	1	176	124	1	302	93	0	9	9	111	520
08:00 AM	4	36	0	0	40	0	0	0	1	1	0	57	40	1	98	43	0	3	1	47	186
08:15 AM	6	35	0	0	41	0	0	0	2	2	0	45	27	1	73	43	0	4	1	48	164
08:30 AM	5	40	0	0	45	0	0	0	1	1	0	47	27	1	75	32	1	2	2	37	158
08:45 AM	8	25	0	0	33	0	0	0	1	1	0	55	21	2	78	31	0	4	10	45	157
Total	23	136	0	0	159	0	0	0	5	5	0	204	115	5	324	149	1	13	14	177	665
Grand Total	40	221	0	0	261	0	0	0	10	10	1	380	239	6	626	242	1	22	23	288	1185
Apprch %	15.3	84.7	0	0		0	0	0	100		0.2	60.7	38.2	1		84	0.3	7.6	8		
Total %	3.4	18.6	0	0	22	0	0	0	0.8	0.8	0.1	32.1	20.2	0.5	52.8	20.4	0.1	1.9	1.9	24.3	
Unshifted % Unshifted	37	209	0	0	246	0	0	0	10	10	1	374	236	6	617	235	1	20	22	278	1151
Bank 1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	4	0	2	1	7	13
% Bank 1	0	1.4	0	0	1.1	0	0	0	0	0	0	0.8	0	0	0.5	1.7	0	9.1	4.3	2.4	1.1
Bank 2	3	9	0	0	12	0	0	0	0	0	0	3	3	0	6	3	0	0	0	3	21
% Bank 2	7.5	4.1	0	0	4.6	0	0	0	0	0	0	0.8	1.3	0	1	1.2	0	0	0	1	1.8

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File Name : branford am
 Site Code : AM
 Start Date : 11/19/2020
 Page No : 2

Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	35	0	0	41	0	0	0	1	1	0	64	35	0	99	28	0	5	4	37	178
08:00 AM	4	36	0	0	40	0	0	0	1	1	0	57	40	1	98	43	0	3	1	47	186
08:15 AM	6	35	0	0	41	0	0	0	2	2	0	45	27	1	73	43	0	4	1	48	164
08:30 AM	5	40	0	0	45	0	0	0	1	1	0	47	27	1	75	32	1	2	2	37	158
Total Volume	21	146	0	0	167	0	0	0	5	5	0	213	129	3	345	146	1	14	8	169	686
% App. Total	12.6	87.4	0	0		0	0	0	100		0	61.7	37.4	0.9		86.4	0.6	8.3	4.7		
PHF	.875	.913	.000	.000	.928	.000	.000	.000	.625	.625	.000	.832	.806	.750	.871	.849	.250	.700	.500	.880	.922



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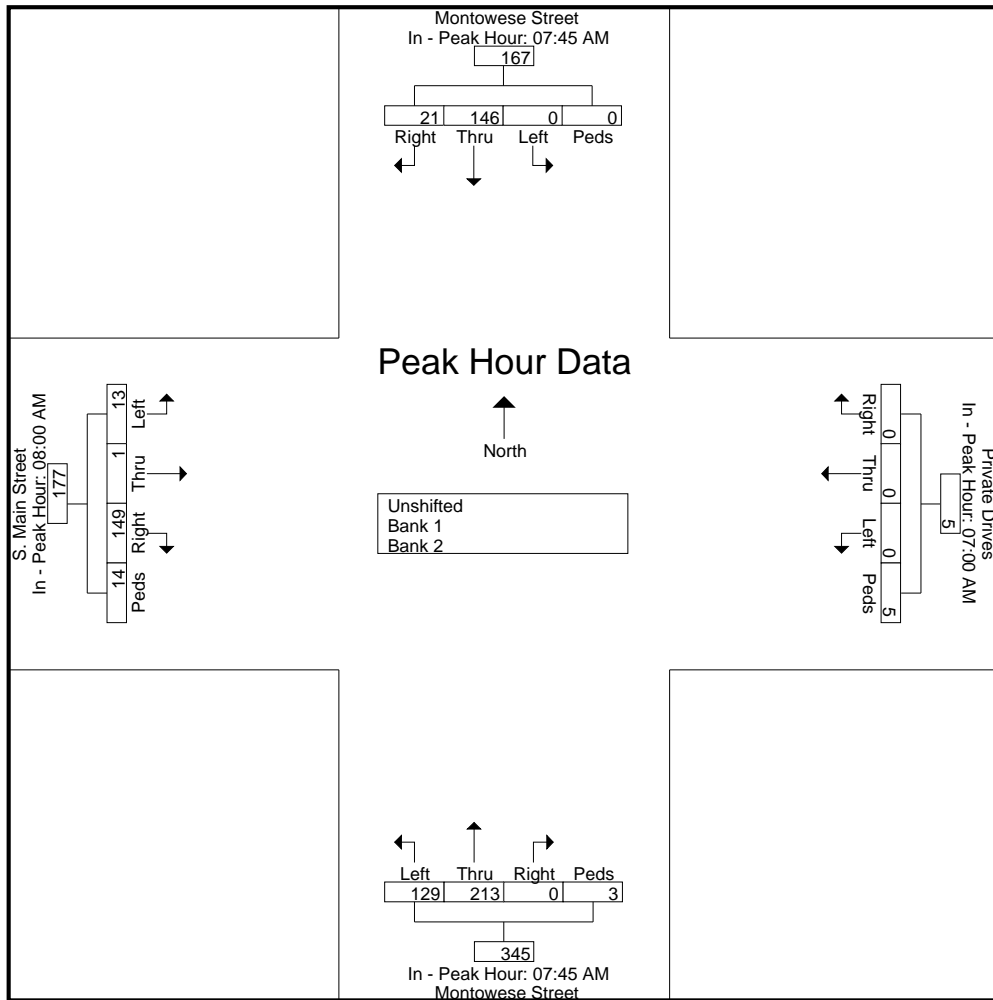
File Name : branford am
 Site Code : AM
 Start Date : 11/19/2020
 Page No : 3

Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:45 AM					08:00 AM				
+0 mins.	6	35	0	0	41	0	0	0	1	1	0	64	35	0	99	43	0	3	1	47
+15 mins.	4	36	0	0	40	0	0	0	2	2	0	57	40	1	98	43	0	4	1	48
+30 mins.	6	35	0	0	41	0	0	0	1	1	0	45	27	1	73	32	1	2	2	37
+45 mins.	5	40	0	0	45	0	0	0	1	1	0	47	27	1	75	31	0	4	10	45
Total Volume	21	146	0	0	167	0	0	0	5	5	0	213	129	3	345	149	1	13	14	177
% App. Total	12.6	87.4	0	0		0	0	0	100		0	61.7	37.4	0.9		84.2	0.6	7.3	7.9	
PHF	.875	.913	.000	.000	.928	.000	.000	.000	.625	.625	.000	.832	.806	.750	.871	.866	.250	.813	.350	.922



Connecticut Counts LLC

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Main Street at Montowese St/Hillside Ave
Branford, Connecticut

File Name : 20990
Site Code : 20990
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

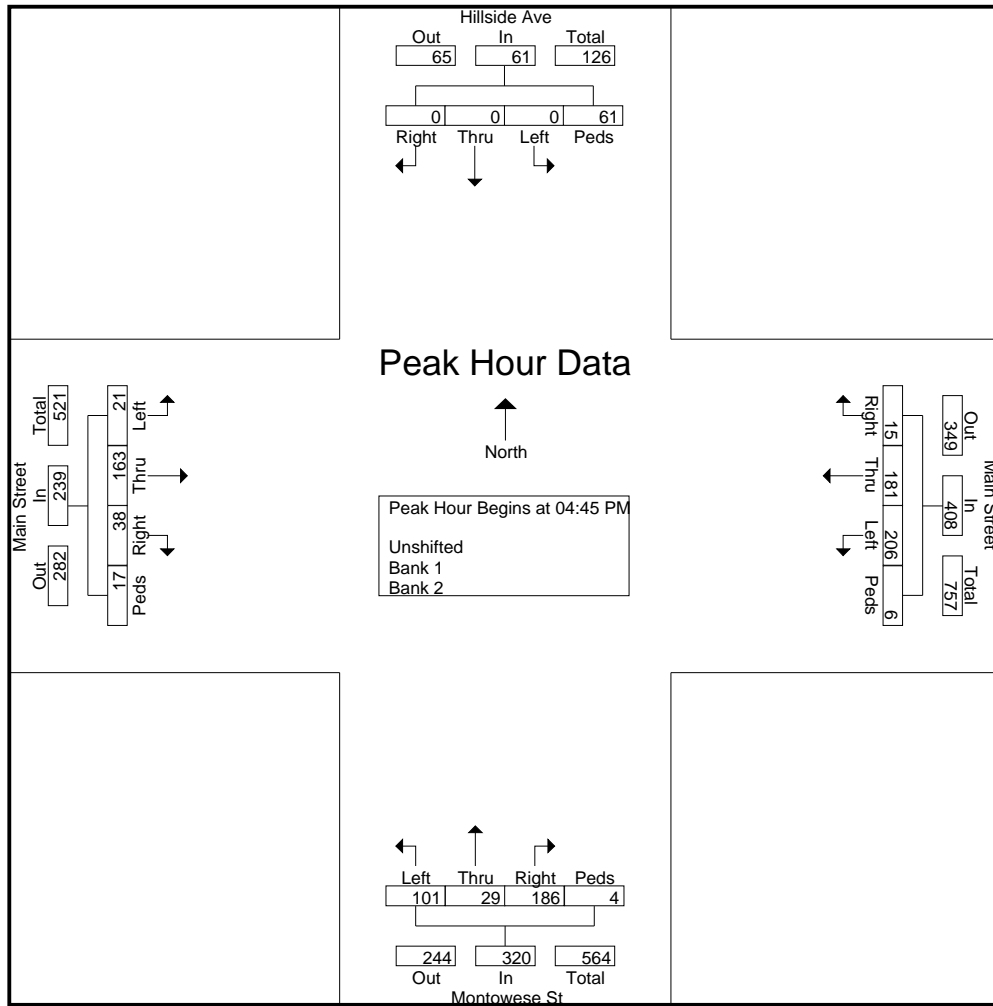
Start Time	Hillside Ave From North					Main Street From East					Montowese St From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	15	15	3	51	33	1	88	39	9	23	4	75	12	41	6	7	66	244
04:15 PM	0	0	0	12	12	1	45	49	2	97	37	4	24	3	68	11	40	4	1	56	233
04:30 PM	0	0	0	15	15	0	44	44	2	90	44	9	32	2	87	16	33	5	0	54	246
04:45 PM	0	0	0	13	13	6	43	40	0	89	43	8	20	1	72	10	51	9	7	77	251
Total	0	0	0	55	55	10	183	166	5	364	163	30	99	10	302	49	165	24	15	253	974
05:00 PM	0	0	0	17	17	0	57	58	1	116	47	11	30	1	89	6	48	5	7	66	288
05:15 PM	0	0	0	17	17	5	41	51	2	99	41	5	27	2	75	10	36	2	3	51	242
05:30 PM	0	0	0	14	14	4	40	57	3	104	55	5	24	0	84	12	28	5	0	45	247
05:45 PM	0	0	0	12	12	5	37	45	1	88	31	4	12	4	51	9	28	6	8	51	202
Total	0	0	0	60	60	14	175	211	7	407	174	25	93	7	299	37	140	18	18	213	979
Grand Total	0	0	0	115	115	24	358	377	12	771	337	55	192	17	601	86	305	42	33	466	1953
Apprch %	0	0	0	100		3.1	46.4	48.9	1.6		56.1	9.2	31.9	2.8		18.5	65.5	9	7.1		
Total %	0	0	0	5.9	5.9	1.2	18.3	19.3	0.6	39.5	17.3	2.8	9.8	0.9	30.8	4.4	15.6	2.2	1.7	23.9	
Unshifted	0	0	0	115	115	23	352	375	12	762	336	55	192	17	600	82	298	42	33	455	1932
% Unshifted																					
Bank 1	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	0	3	0	0	3	9
% Bank 1	0	0	0	0	0	4.2	0.8	0.3	0	0.6	0.3	0	0	0	0.2	0	1	0	0	0.6	0.5
Bank 2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	4	0	0	8	12
% Bank 2	0	0	0	0	0	0	0.8	0.3	0	0.5	0	0	0	0	0	4.7	1.3	0	0	1.7	0.6

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File Name : 20990
Site Code : 20990
Start Date : 8/18/2020
Page No : 2

Start Time	Hillside Ave From North					Main Street From East					Montowese St From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	13	13	6	43	40	0	89	43	8	20	1	72	10	51	9	7	77	251
05:00 PM	0	0	0	17	17	0	57	58	1	116	47	11	30	1	89	6	48	5	7	66	288
05:15 PM	0	0	0	17	17	5	41	51	2	99	41	5	27	2	75	10	36	2	3	51	242
05:30 PM	0	0	0	14	14	4	40	57	3	104	55	5	24	0	84	12	28	5	0	45	247
Total Volume	0	0	0	61	61	15	181	206	6	408	186	29	101	4	320	38	163	21	17	239	1028
% App. Total	0	0	0	100		3.7	44.4	50.5	1.5		58.1	9.1	31.6	1.2		15.9	68.2	8.8	7.1		
PHF	.000	.000	.000	.897	.897	.625	.794	.888	.500	.879	.845	.659	.842	.500	.899	.792	.799	.583	.607	.776	.892



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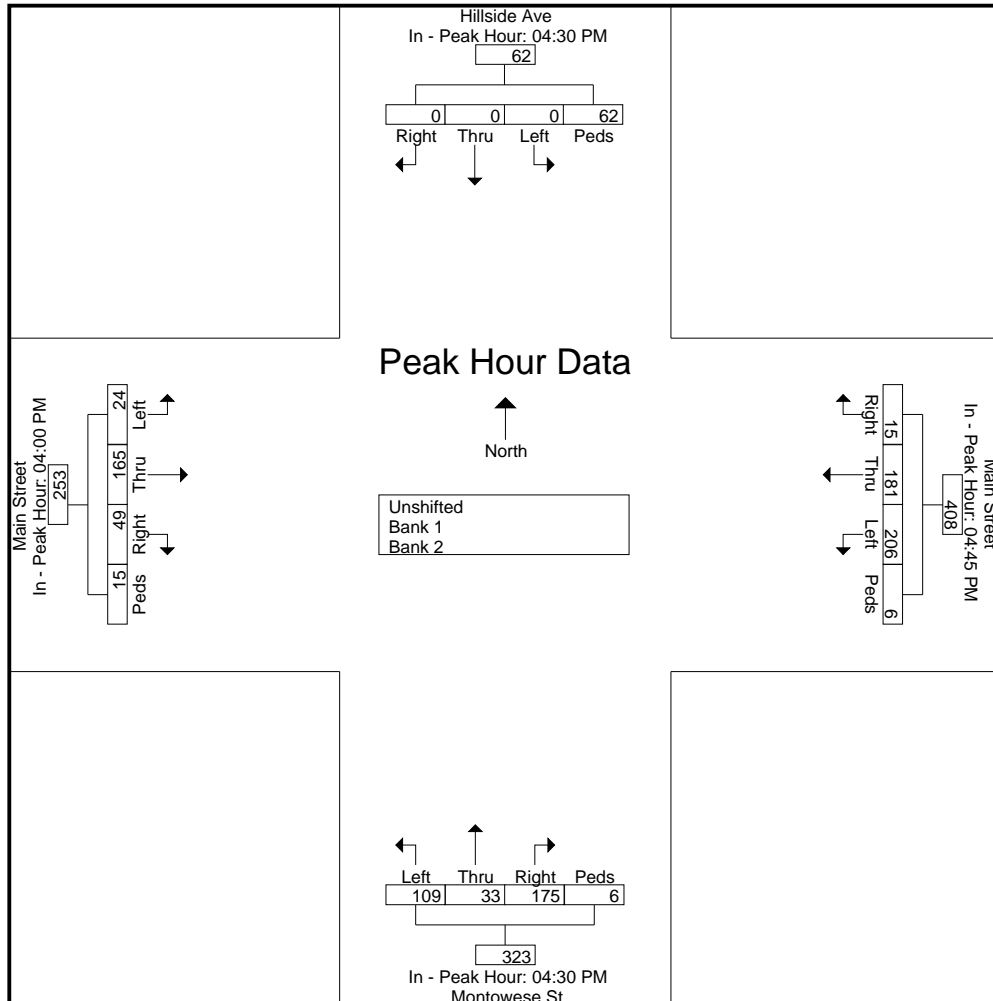
File Name : 20990
Site Code : 20990
Start Date : 8/18/2020
Page No : 3

	Hillside Ave From North					Main Street From East					Montowese St From South					Main Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:30 PM					04:00 PM				
+0 mins.	0	0	0	15	15	6	43	40	0	89	44	9	32	2	87	12	41	6	7	66
+15 mins.	0	0	0	13	13	0	57	58	1	116	43	8	20	1	72	11	40	4	1	56
+30 mins.	0	0	0	17	17	5	41	51	2	99	47	11	30	1	89	16	33	5	0	54
+45 mins.	0	0	0	17	17	4	40	57	3	104	41	5	27	2	75	10	51	9	7	77
Total Volume	0	0	0	62	62	15	181	206	6	408	175	33	109	6	323	49	165	24	15	253
% App. Total	0	0	0	100		3.7	44.4	50.5	1.5		54.2	10.2	33.7	1.9		19.4	65.2	9.5	5.9	
PHF	.000	.000	.000	.912	.912	.625	.794	.888	.500	.879	.931	.750	.852	.750	.907	.766	.809	.667	.536	.821



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Montowese St at Pine Orchard (West Jntr)
Branford, Connecticut

File Name : 20992
Site Code : 20992
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

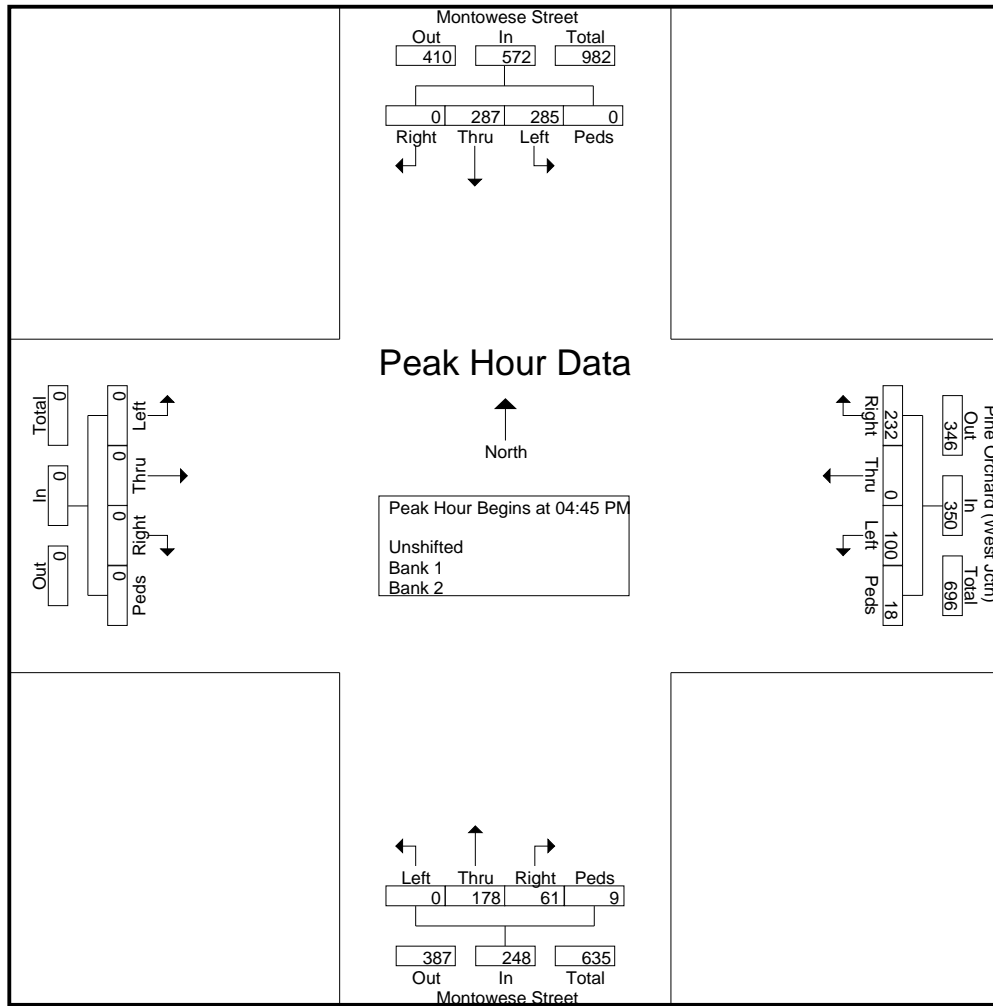
Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	56	74	0	130	72	0	26	3	101	15	44	0	2	61	0	0	0	0	0	292
04:15 PM	0	52	83	1	136	71	0	21	0	92	12	35	0	1	48	0	0	0	0	0	276
04:30 PM	0	53	76	0	129	53	0	31	3	87	14	47	0	2	63	0	0	0	0	0	279
04:45 PM	0	45	78	0	123	54	0	19	4	77	12	44	0	0	56	0	0	0	0	0	256
Total	0	206	311	1	518	250	0	97	10	357	53	170	0	5	228	0	0	0	0	0	1103
05:00 PM	0	73	77	0	150	66	0	30	10	106	18	39	0	1	58	0	0	0	0	0	314
05:15 PM	0	83	62	0	145	57	0	29	1	87	19	51	0	5	75	0	0	0	0	0	307
05:30 PM	0	86	68	0	154	55	0	22	3	80	12	44	0	3	59	0	0	0	0	0	293
05:45 PM	0	69	61	0	130	49	0	16	3	68	11	37	0	3	51	0	0	0	0	0	249
Total	0	311	268	0	579	227	0	97	17	341	60	171	0	12	243	0	0	0	0	0	1163
Grand Total	0	517	579	1	1097	477	0	194	27	698	113	341	0	17	471	0	0	0	0	0	2266
Apprch %	0	47.1	52.8	0.1		68.3	0	27.8	3.9		24	72.4	0	3.6		0	0	0	0		
Total %	0	22.8	25.6	0	48.4	21.1	0	8.6	1.2	30.8	5	15	0	0.8	20.8	0	0	0	0	0	
Unshifted	0	514	578	1	1093	474	0	194	26	694	113	340	0	17	470	0	0	0	0	0	2257
% Unshifted																					
Bank 1	0	3	1	0	4	3	0	0	1	4	0	1	0	0	1	0	0	0	0	0	9
% Bank 1	0	0.6	0.2	0	0.4	0.6	0	0	3.7	0.6	0	0.3	0	0.2		0	0	0	0	0	0.4
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

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File Name : 20992
Site Code : 20992
Start Date : 8/18/2020
Page No : 2

Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	45	78	0	123	54	0	19	4	77	12	44	0	0	56	0	0	0	0	0	256
05:00 PM	0	73	77	0	150	66	0	30	10	106	18	39	0	1	58	0	0	0	0	0	314
05:15 PM	0	83	62	0	145	57	0	29	1	87	19	51	0	5	75	0	0	0	0	0	307
05:30 PM	0	86	68	0	154	55	0	22	3	80	12	44	0	3	59	0	0	0	0	0	293
Total Volume	0	287	285	0	572	232	0	100	18	350	61	178	0	9	248	0	0	0	0	0	1170
% App. Total	0	50.2	49.8	0		66.3	0	28.6	5.1		24.6	71.8	0	3.6		0	0	0	0	0	
PHF	.000	.834	.913	.000	.929	.879	.000	.833	.450	.825	.803	.873	.000	.450	.827	.000	.000	.000	.000	.000	.932



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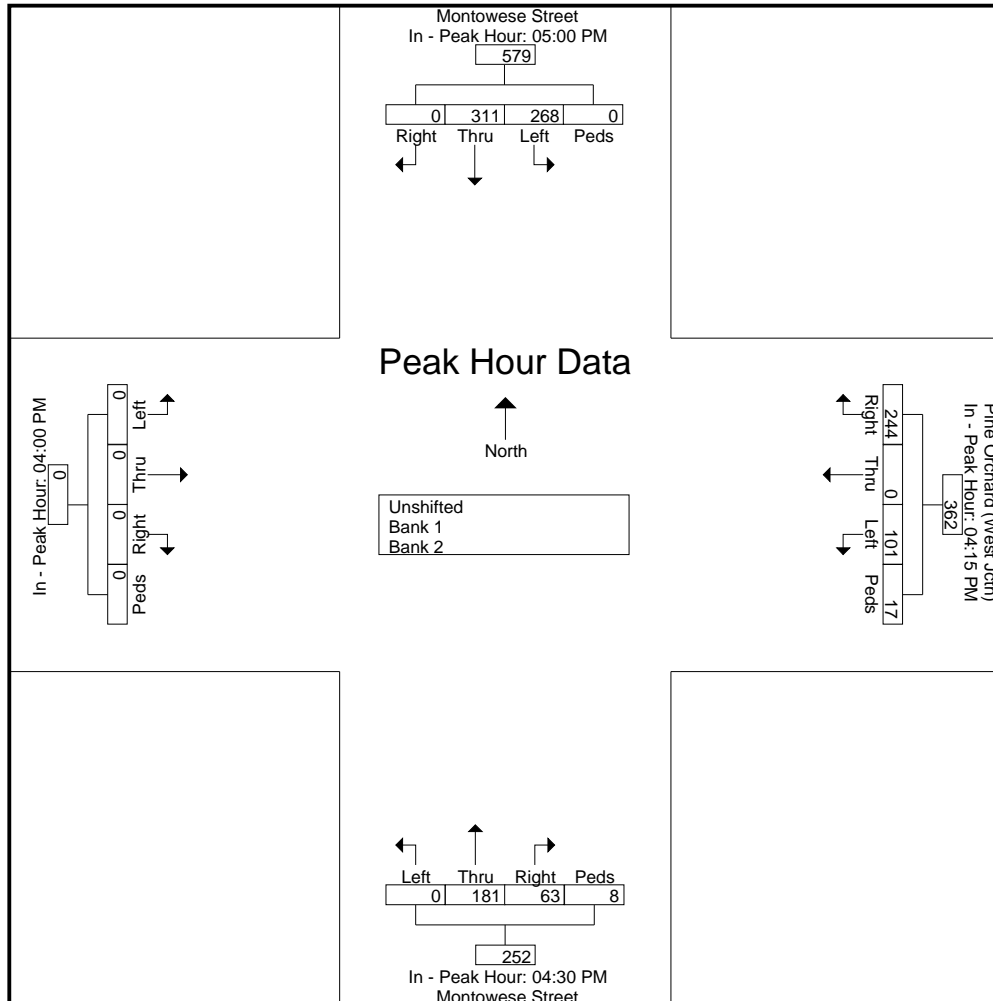
File Name : 20992
Site Code : 20992
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Street From North					Pine Orchard (West Jctn) From East					Montowese Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:30 PM					04:00 PM				
+0 mins.	0	73	77	0	150	71	0	21	0	92	14	47	0	2	63	0	0	0	0	0
+15 mins.	0	83	62	0	145	53	0	31	3	87	12	44	0	0	56	0	0	0	0	0
+30 mins.	0	86	68	0	154	54	0	19	4	77	18	39	0	1	58	0	0	0	0	0
+45 mins.	0	69	61	0	130	66	0	30	10	106	19	51	0	5	75	0	0	0	0	0
Total Volume	0	311	268	0	579	244	0	101	17	362	63	181	0	8	252	0	0	0	0	0
% App. Total	0	53.7	46.3	0		67.4	0	27.9	4.7		25	71.8	0	3.2		0	0	0	0	0
PHF	.000	.904	.870	.000	.940	.859	.000	.815	.425	.854	.829	.887	.000	.400	.840	.000	.000	.000	.000	.000

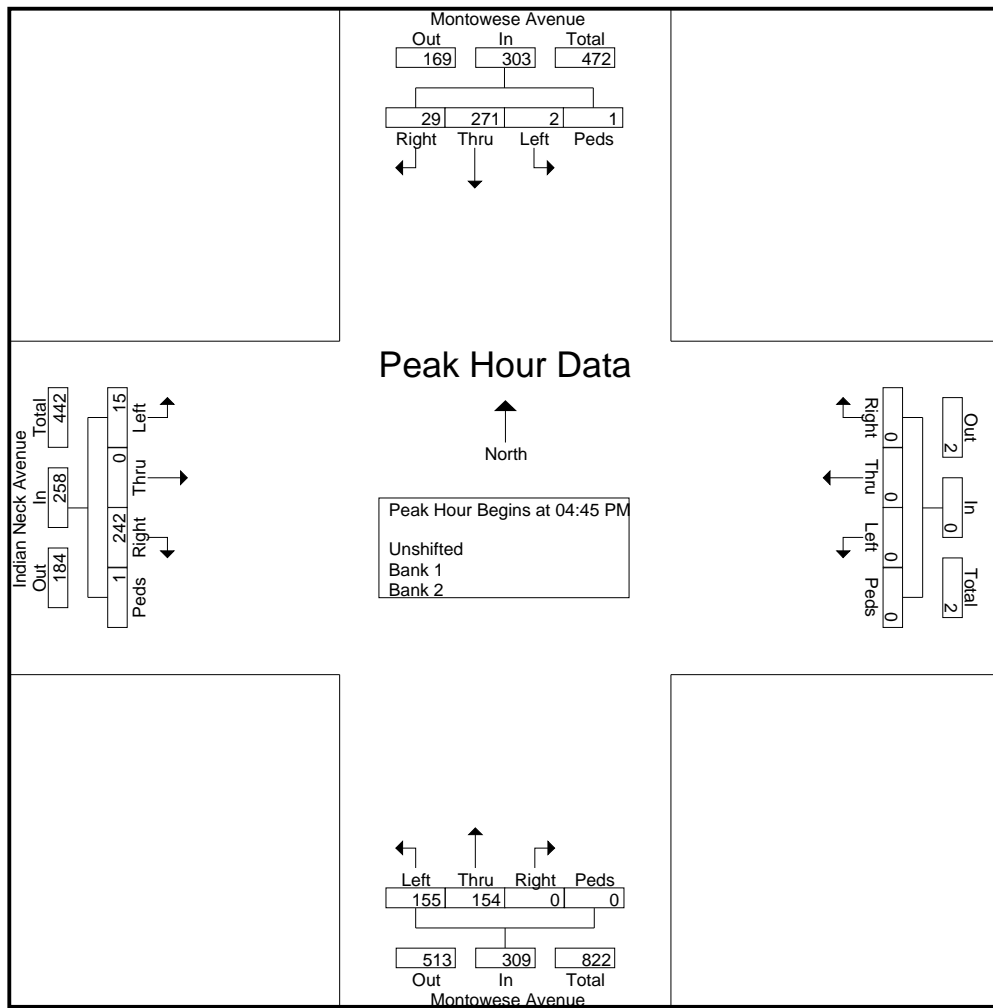


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 20994
Site Code : 20994
Start Date : 8/18/2020
Page No : 2

Start Time	Montwese Avenue From North					From East					Montwese Avenue From South					Indian Neck Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	60	0	0	66	0	0	0	0	0	0	34	43	0	77	68	0	4	1	73	216
05:00 PM	6	76	0	0	82	0	0	0	0	0	0	49	43	0	92	60	0	3	0	63	237
05:15 PM	7	67	1	1	76	0	0	0	0	0	0	45	37	0	82	60	0	7	0	67	225
05:30 PM	10	68	1	0	79	0	0	0	0	0	0	26	32	0	58	54	0	1	0	55	192
Total Volume	29	271	2	1	303	0	0	0	0	0	0	154	155	0	309	242	0	15	1	258	870
% App. Total	9.6	89.4	0.7	0.3		0	0	0	0	0	0	49.8	50.2	0		93.8	0	5.8	0.4		
PHF	.725	.891	.500	.250	.924	.000	.000	.000	.000	.000	.000	.786	.901	.000	.840	.890	.000	.536	.250	.884	.918



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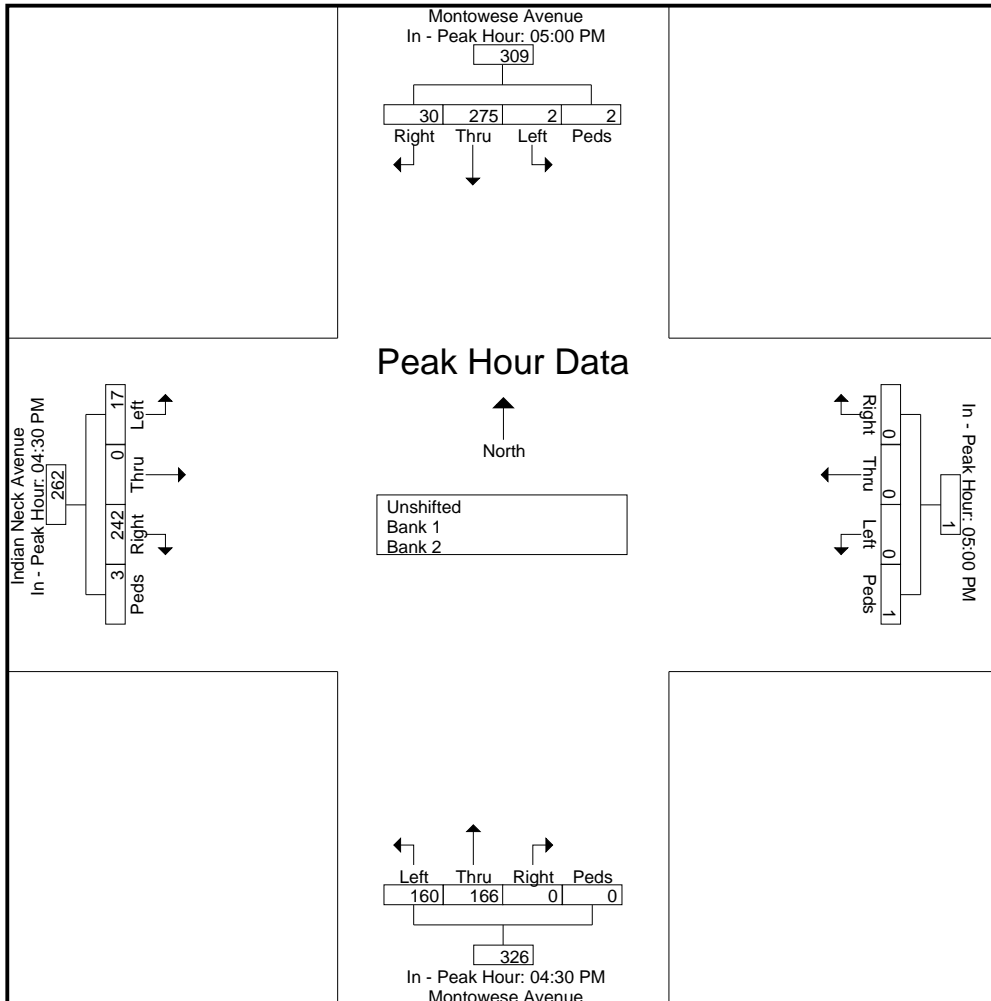
File Name : 20994
Site Code : 20994
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Avenue From North					From East					Montowese Avenue From South					Indian Neck Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:30 PM					04:30 PM				
+0 mins.	6	76	0	0	82	0	0	0	0	0	0	38	37	0	75	54	0	3	2	59
+15 mins.	7	67	1	1	76	0	0	0	0	0	0	34	43	0	77	68	0	4	1	73
+30 mins.	10	68	1	0	79	0	0	0	0	0	0	49	43	0	92	60	0	3	0	63
+45 mins.	7	64	0	1	72	0	0	0	1	1	0	45	37	0	82	60	0	7	0	67
Total Volume	30	275	2	2	309	0	0	0	1	1	0	166	160	0	326	242	0	17	3	262
% App. Total	9.7	89	0.6	0.6		0	0	0	100		0	50.9	49.1	0		92.4	0	6.5	1.1	
PHF	.750	.905	.500	.500	.942	.000	.000	.000	.250	.250	.000	.847	.930	.000	.886	.890	.000	.607	.375	.897

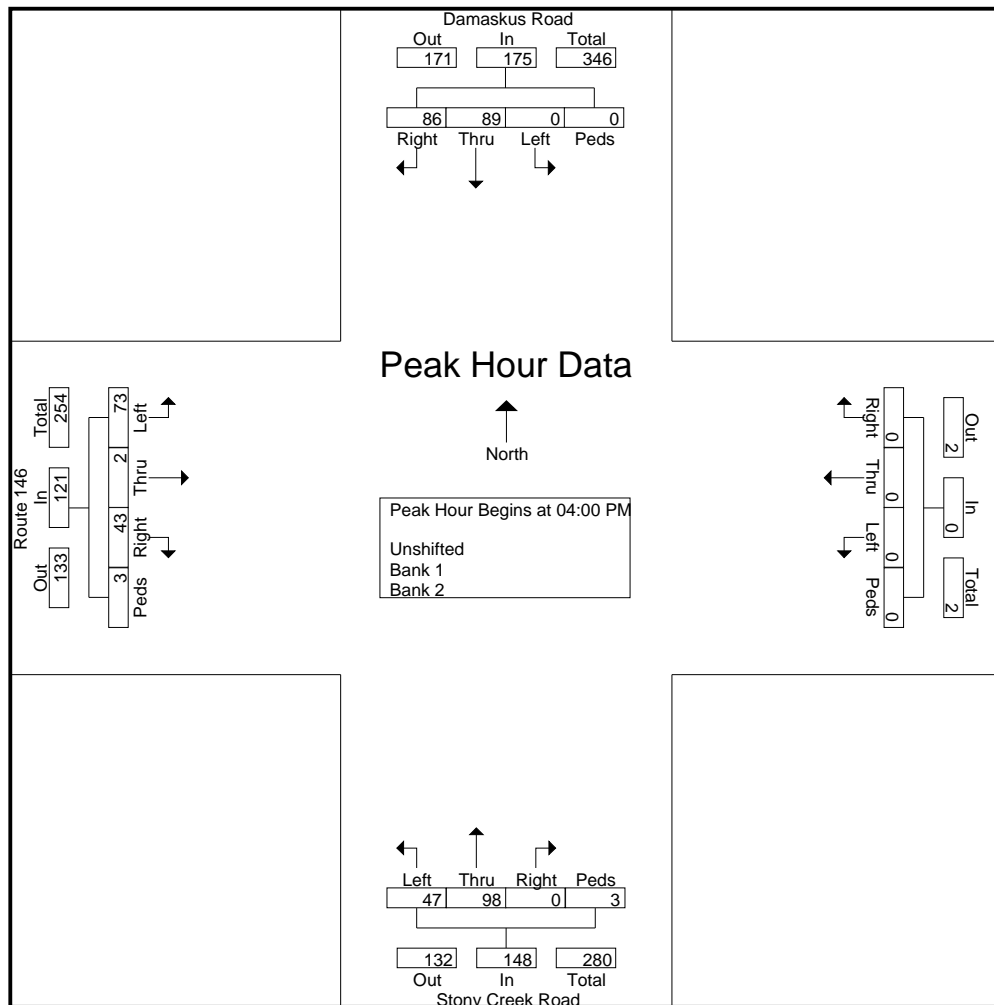


Connecticut Counts LLC

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File Name : 20996b
Site Code : 20996b
Start Date : 8/18/2020
Page No : 2

Start Time	Damaskus Road From North					From East					Stony Creek Road From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	20	0	0	36	0	0	0	0	0	0	24	6	0	30	14	0	23	2	39	105
04:15 PM	23	21	0	0	44	0	0	0	0	0	0	29	18	0	47	12	0	18	0	30	121
04:30 PM	21	23	0	0	44	0	0	0	0	0	0	19	13	1	33	13	0	21	1	35	112
04:45 PM	26	25	0	0	51	0	0	0	0	0	0	26	10	2	38	4	2	11	0	17	106
Total Volume	86	89	0	0	175	0	0	0	0	0	0	98	47	3	148	43	2	73	3	121	444
% App. Total	49.1	50.9	0	0		0	0	0	0	0	0	66.2	31.8	2		35.5	1.7	60.3	2.5		
PHF	.827	.890	.000	.000	.858	.000	.000	.000	.000	.000	.000	.845	.653	.375	.787	.768	.250	.793	.375	.776	.917



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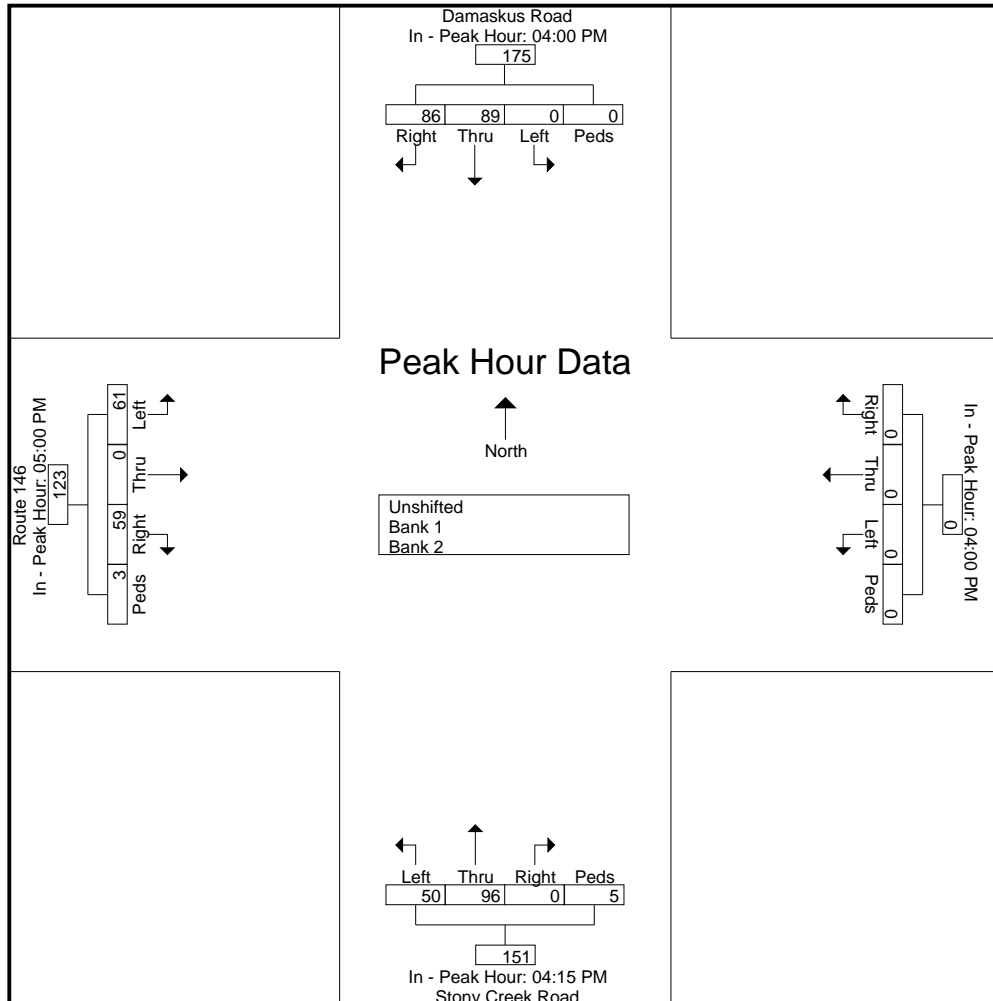
File Name : 20996b
Site Code : 20996b
Start Date : 8/18/2020
Page No : 3

Start Time	Damaskus Road From North					From East					Stony Creek Road From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					05:00 PM				
+0 mins.	16	20	0	0	36	0	0	0	0	0	0	29	18	0	47	12	0	16	0	28
+15 mins.	23	21	0	0	44	0	0	0	0	0	0	19	13	1	33	12	0	15	0	27
+30 mins.	21	23	0	0	44	0	0	0	0	0	0	26	10	2	38	17	0	17	1	35
+45 mins.	26	25	0	0	51	0	0	0	0	0	0	22	9	2	33	18	0	13	2	33
Total Volume	86	89	0	0	175	0	0	0	0	0	0	96	50	5	151	59	0	61	3	123
% App. Total	49.1	50.9	0	0		0	0	0	0	0	0	63.6	33.1	3.3		48	0	49.6	2.4	
PHF	.827	.890	.000	.000	.858	.000	.000	.000	.000	.000	.000	.828	.694	.625	.803	.819	.000	.897	.375	.879



Connecticut Counts LLC

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Rte 146 at Leetes Island/Thimble Island
Branford, Connecticut

File Name : 20998
Site Code : 20998
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

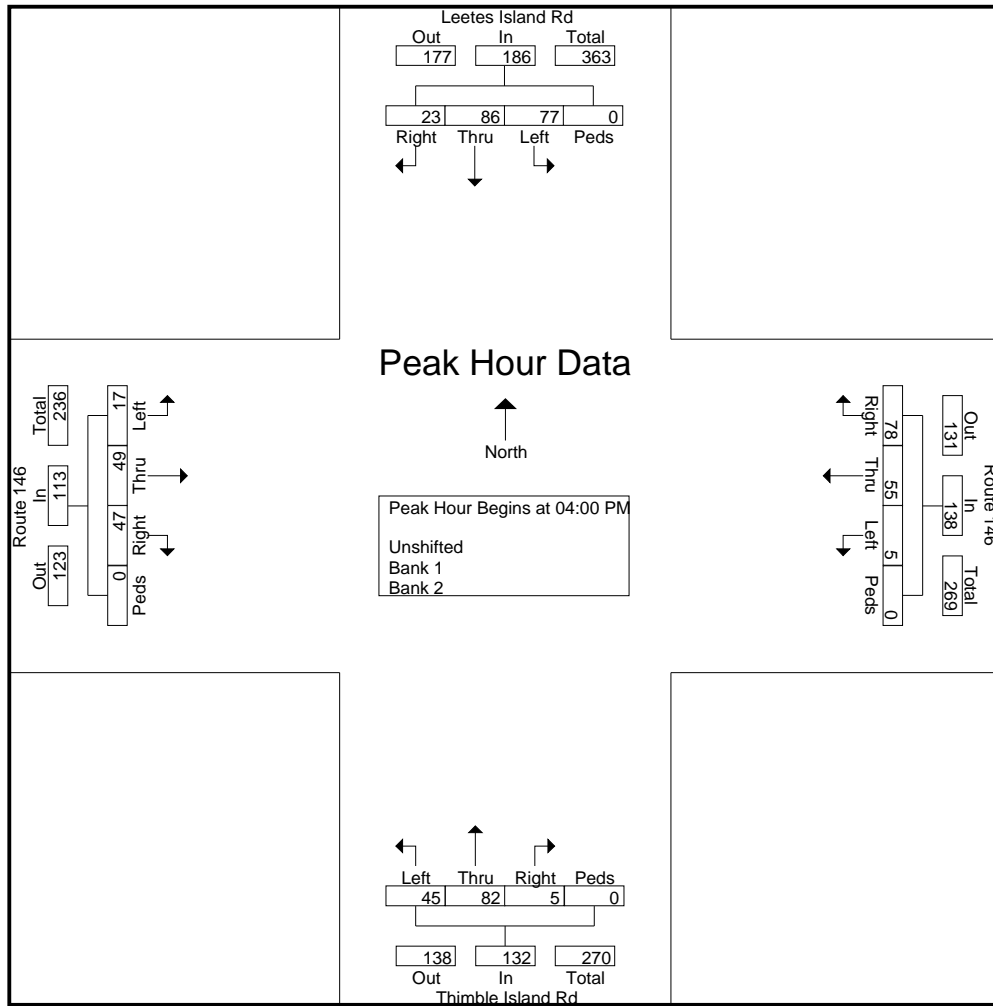
Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	23	13	0	43	23	16	1	0	40	2	21	11	0	34	9	11	7	0	27	144
04:15 PM	6	27	20	0	53	21	17	1	0	39	3	22	14	0	39	8	14	5	0	27	158
04:30 PM	6	17	21	0	44	16	10	2	0	28	0	19	11	0	30	14	10	4	0	28	130
04:45 PM	4	19	23	0	46	18	12	1	0	31	0	20	9	0	29	16	14	1	0	31	137
Total	23	86	77	0	186	78	55	5	0	138	5	82	45	0	132	47	49	17	0	113	569
05:00 PM	7	19	20	0	46	9	19	2	0	30	0	25	10	0	35	11	16	2	0	29	140
05:15 PM	3	17	19	0	39	17	13	1	0	31	1	10	11	0	22	13	9	4	0	26	118
05:30 PM	4	16	24	0	44	16	21	1	0	38	1	19	6	0	26	7	13	6	1	27	135
05:45 PM	6	28	18	0	52	15	14	2	2	33	0	11	12	0	23	11	10	4	0	25	133
Total	20	80	81	0	181	57	67	6	2	132	2	65	39	0	106	42	48	16	1	107	526
Grand Total	43	166	158	0	367	135	122	11	2	270	7	147	84	0	238	89	97	33	1	220	1095
Apprch %	11.7	45.2	43.1	0		50	45.2	4.1	0.7		2.9	61.8	35.3	0		40.5	44.1	15	0.5		
Total %	3.9	15.2	14.4	0	33.5	12.3	11.1	1	0.2	24.7	0.6	13.4	7.7	0	21.7	8.1	8.9	3	0.1	20.1	
Unshifted	43	164	155	0	362	134	122	10	2	268	7	145	83	0	235	89	96	33	1	219	1084
% Unshifted																					
Bank 1	0	2	3	0	5	1	0	1	0	2	0	2	1	0	3	0	1	0	0	1	11
% Bank 1	0	1.2	1.9	0	1.4	0.7	0	9.1	0	0.7	0	1.4	1.2	0	1.3	0	1	0	0	0.5	1
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Kensington, Connecticut 06037
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File Name : 20998
Site Code : 20998
Start Date : 8/18/2020
Page No : 2

Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	7	23	13	0	43	23	16	1	0	40	2	21	11	0	34	9	11	7	0	27	144
04:15 PM	6	27	20	0	53	21	17	1	0	39	3	22	14	0	39	8	14	5	0	27	158
04:30 PM	6	17	21	0	44	16	10	2	0	28	0	19	11	0	30	14	10	4	0	28	130
04:45 PM	4	19	23	0	46	18	12	1	0	31	0	20	9	0	29	16	14	1	0	31	137
Total Volume	23	86	77	0	186	78	55	5	0	138	5	82	45	0	132	47	49	17	0	113	569
% App. Total	12.4	46.2	41.4	0		56.5	39.9	3.6	0		3.8	62.1	34.1	0		41.6	43.4	15	0		
PHF	.821	.796	.837	.000	.877	.848	.809	.625	.000	.863	.417	.932	.804	.000	.846	.734	.875	.607	.000	.911	.900



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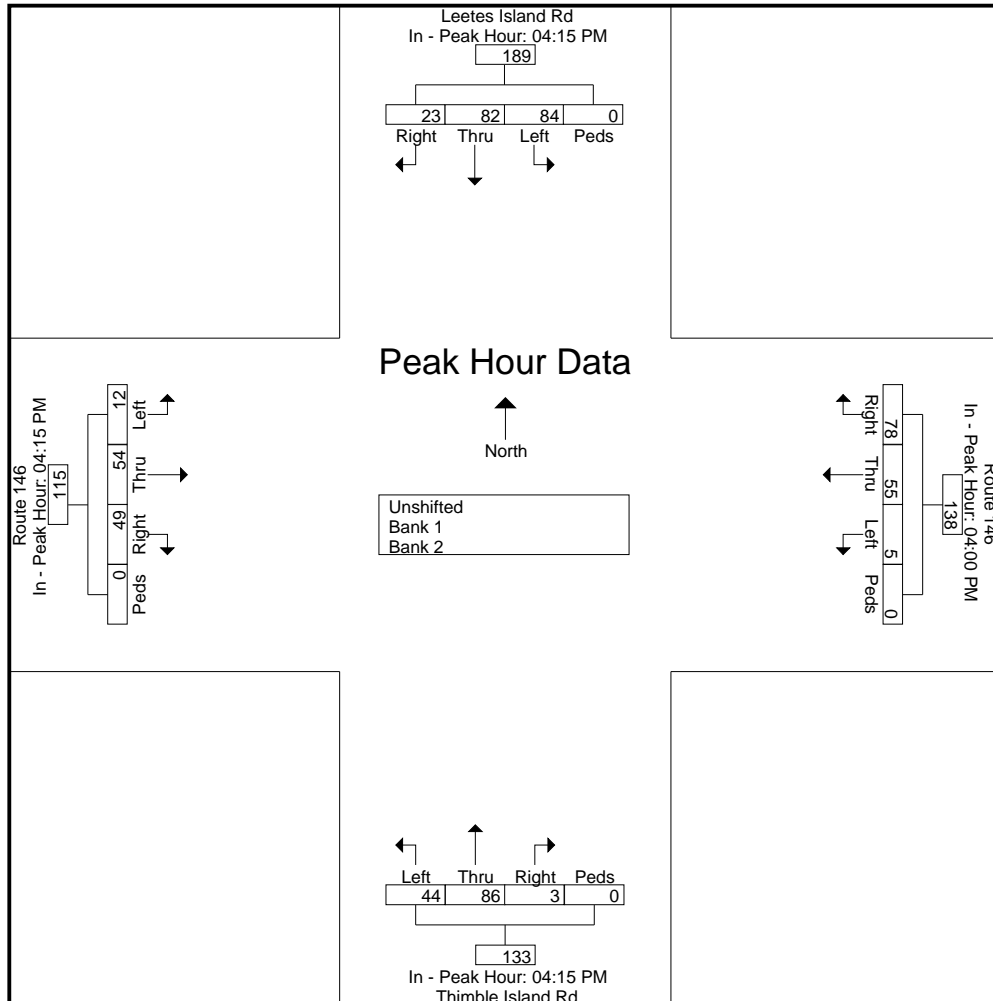
File Name : 20998
Site Code : 20998
Start Date : 8/18/2020
Page No : 3

Start Time	Leetes Island Rd From North					Route 146 From East					Thimble Island Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:15 PM					04:15 PM				
+0 mins.	6	27	20	0	53	23	16	1	0	40	3	22	14	0	39	8	14	5	0	27
+15 mins.	6	17	21	0	44	21	17	1	0	39	0	19	11	0	30	14	10	4	0	28
+30 mins.	4	19	23	0	46	16	10	2	0	28	0	20	9	0	29	16	14	1	0	31
+45 mins.	7	19	20	0	46	18	12	1	0	31	0	25	10	0	35	11	16	2	0	29
Total Volume	23	82	84	0	189	78	55	5	0	138	3	86	44	0	133	49	54	12	0	115
% App. Total	12.2	43.4	44.4	0		56.5	39.9	3.6	0		2.3	64.7	33.1	0		42.6	47	10.4	0	
PHF	.821	.759	.913	.000	.892	.848	.809	.625	.000	.863	.250	.860	.786	.000	.853	.766	.844	.600	.000	.927

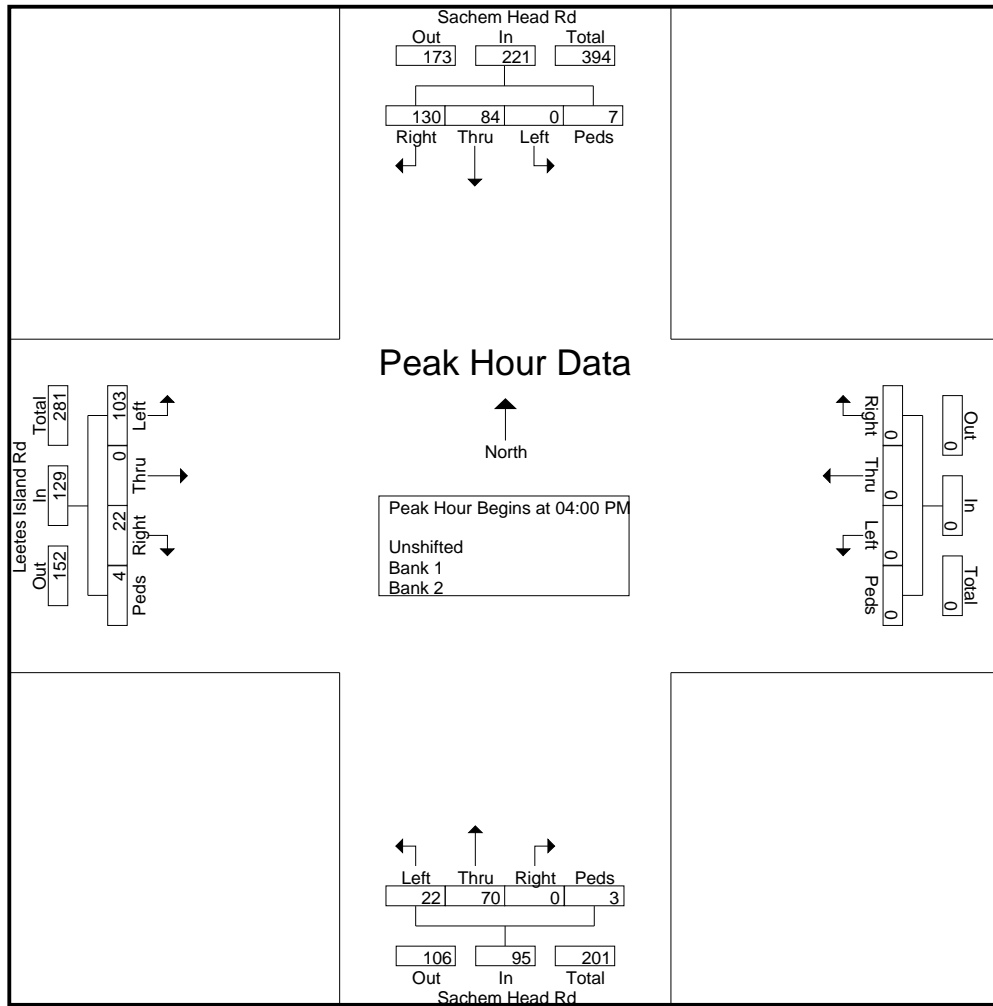


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File Name : 21000
Site Code : 21000
Start Date : 8/18/2020
Page No : 2

Start Time	Sachem Head Rd From North					From East					Sachem Head Rd From South					Leetes Island Rd From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	31	24	0	0	55	0	0	0	0	0	0	16	4	0	20	4	0	31	1	36	111
04:15 PM	31	19	0	2	52	0	0	0	0	0	0	16	5	0	21	4	0	20	0	24	97
04:30 PM	40	18	0	3	61	0	0	0	0	0	0	13	7	0	20	3	0	28	0	31	112
04:45 PM	28	23	0	2	53	0	0	0	0	0	0	25	6	3	34	11	0	24	3	38	125
Total Volume	130	84	0	7	221	0	0	0	0	0	0	70	22	3	95	22	0	103	4	129	445
% App. Total	58.8	38	0	3.2		0	0	0	0		0	73.7	23.2	3.2		17.1	0	79.8	3.1		
PHF	.813	.875	.000	.583	.906	.000	.000	.000	.000	.000	.000	.700	.786	.250	.699	.500	.000	.831	.333	.849	.890



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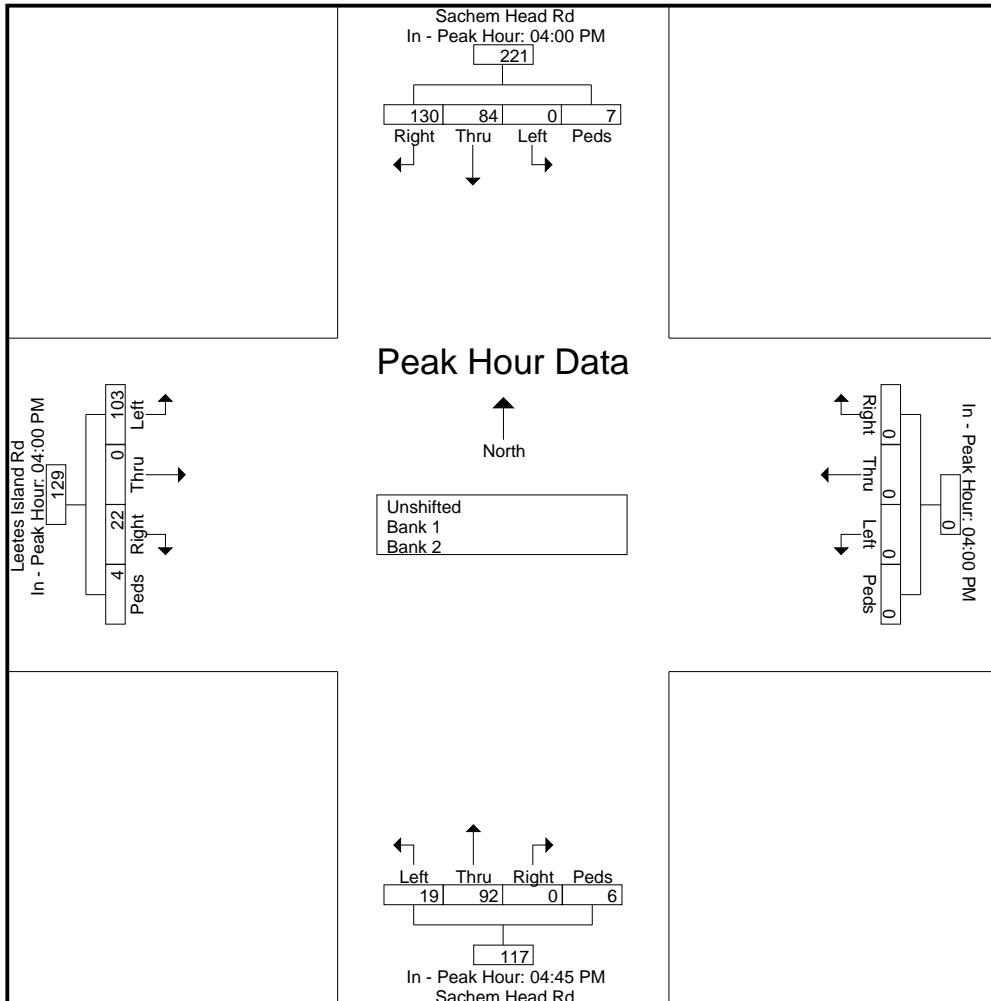
File Name : 21000
Site Code : 21000
Start Date : 8/18/2020
Page No : 3

Start Time	Sachem Head Rd From North					From East					Sachem Head Rd From South					Leetes Island Rd From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:45 PM					04:00 PM				
+0 mins.	31	24	0	0	55	0	0	0	0	0	0	25	6	3	34	4	0	31	1	36
+15 mins.	31	19	0	2	52	0	0	0	0	0	0	25	4	2	31	4	0	20	0	24
+30 mins.	40	18	0	3	61	0	0	0	0	0	0	17	4	0	21	3	0	28	0	31
+45 mins.	28	23	0	2	53	0	0	0	0	0	0	25	5	1	31	11	0	24	3	38
Total Volume	130	84	0	7	221	0	0	0	0	0	0	92	19	6	117	22	0	103	4	129
% App. Total	58.8	38	0	3.2		0	0	0	0		0	78.6	16.2	5.1		17.1	0	79.8	3.1	
PHF	.813	.875	.000	.583	.906	.000	.000	.000	.000	.000	.000	.920	.792	.500	.860	.500	.000	.831	.333	.849

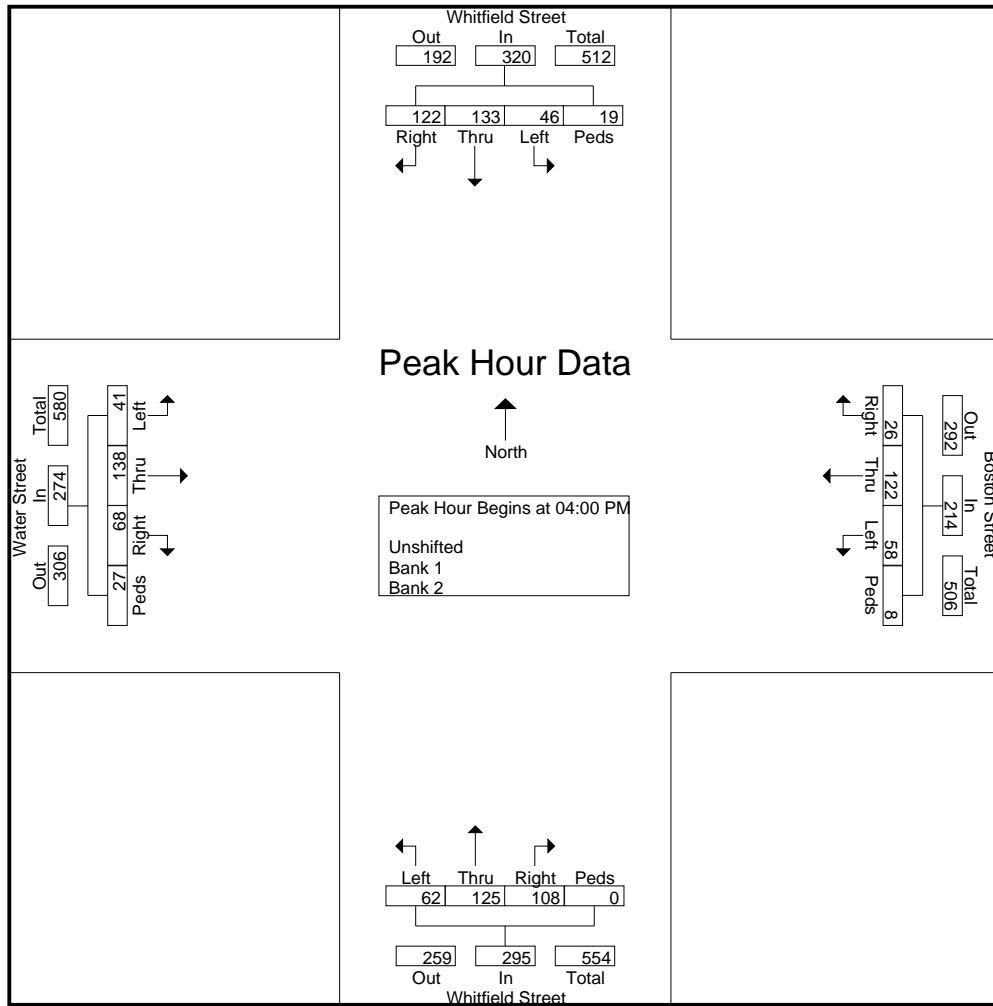


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(860) 828-1693

File Name : 21002
Site Code : 21002
Start Date : 8/18/2020
Page No : 2

Start Time	Whitfield Street From North					Boston Street From East					Whitfield Street From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	36	46	12	10	104	10	45	17	3	75	35	43	22	0	100	16	47	13	6	82	361
04:15 PM	26	35	10	3	74	7	20	13	2	42	18	15	10	0	43	14	24	7	1	46	205
04:30 PM	38	31	17	4	90	5	35	14	2	56	27	43	18	0	88	23	35	10	14	82	316
04:45 PM	22	21	7	2	52	4	22	14	1	41	28	24	12	0	64	15	32	11	6	64	221
Total Volume	122	133	46	19	320	26	122	58	8	214	108	125	62	0	295	68	138	41	27	274	1103
% App. Total	38.1	41.6	14.4	5.9		12.1	57	27.1	3.7		36.6	42.4	21	0		24.8	50.4	15	9.9		
PHF	.803	.723	.676	.475	.769	.650	.678	.853	.667	.713	.771	.727	.705	.000	.738	.739	.734	.788	.482	.835	.764



Connecticut Counts LLC

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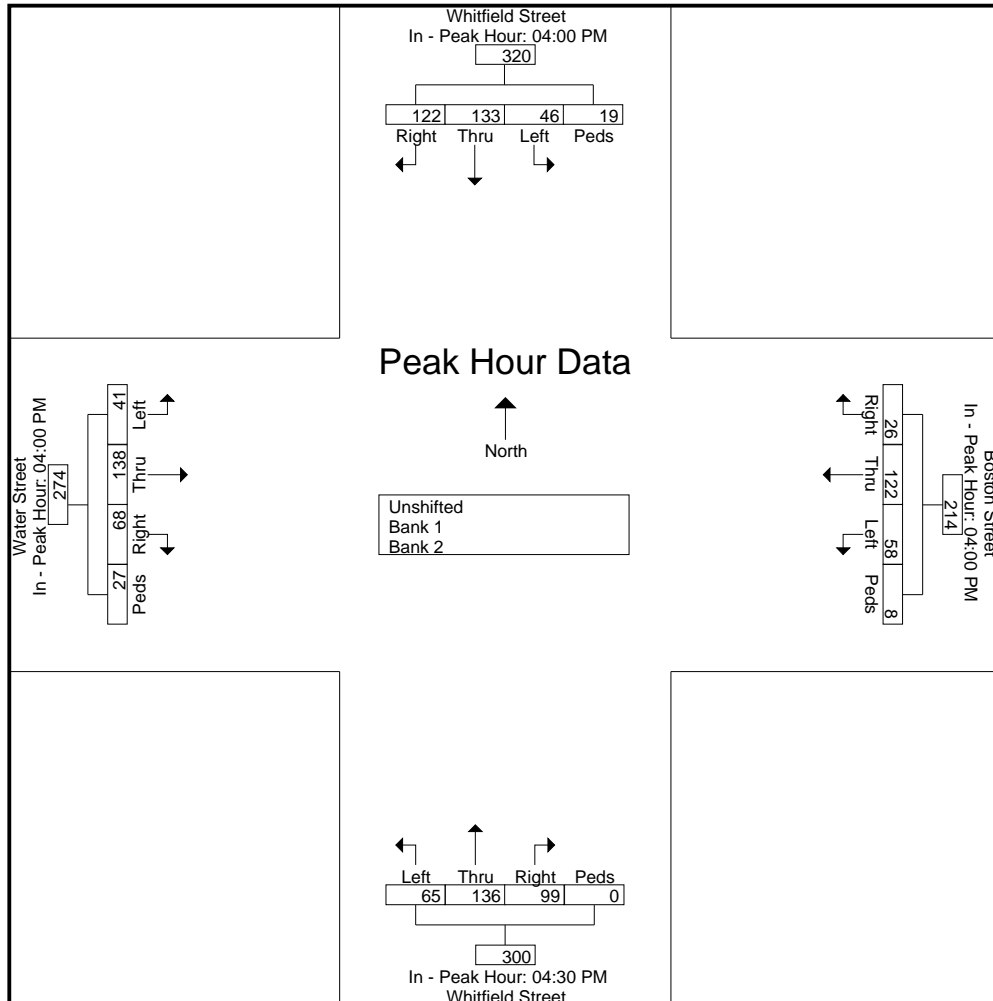
File Name : 21002
Site Code : 21002
Start Date : 8/18/2020
Page No : 3

Start Time	Whitfield Street From North					Boston Street From East					Whitfield Street From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:30 PM					04:00 PM				
+0 mins.	36	46	12	10	104	10	45	17	3	75	27	43	18	0	88	16	47	13	6	82
+15 mins.	26	35	10	3	74	7	20	13	2	42	28	24	12	0	64	14	24	7	1	46
+30 mins.	38	31	17	4	90	5	35	14	2	56	29	39	18	0	86	23	35	10	14	82
+45 mins.	22	21	7	2	52	4	22	14	1	41	15	30	17	0	62	15	32	11	6	64
Total Volume	122	133	46	19	320	26	122	58	8	214	99	136	65	0	300	68	138	41	27	274
% App. Total	38.1	41.6	14.4	5.9		12.1	57	27.1	3.7		33	45.3	21.7	0		24.8	50.4	15	9.9	
PHF	.803	.723	.676	.475	.769	.650	.678	.853	.667	.713	.853	.791	.903	.000	.852	.739	.734	.788	.482	.835



Connecticut Counts LLC

Kensington, Connecticut 06037
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Route 146 at Goose Ln/Soundview Rd
Guilford, Connecticut

File Name : 21004
Site Code : 21004
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

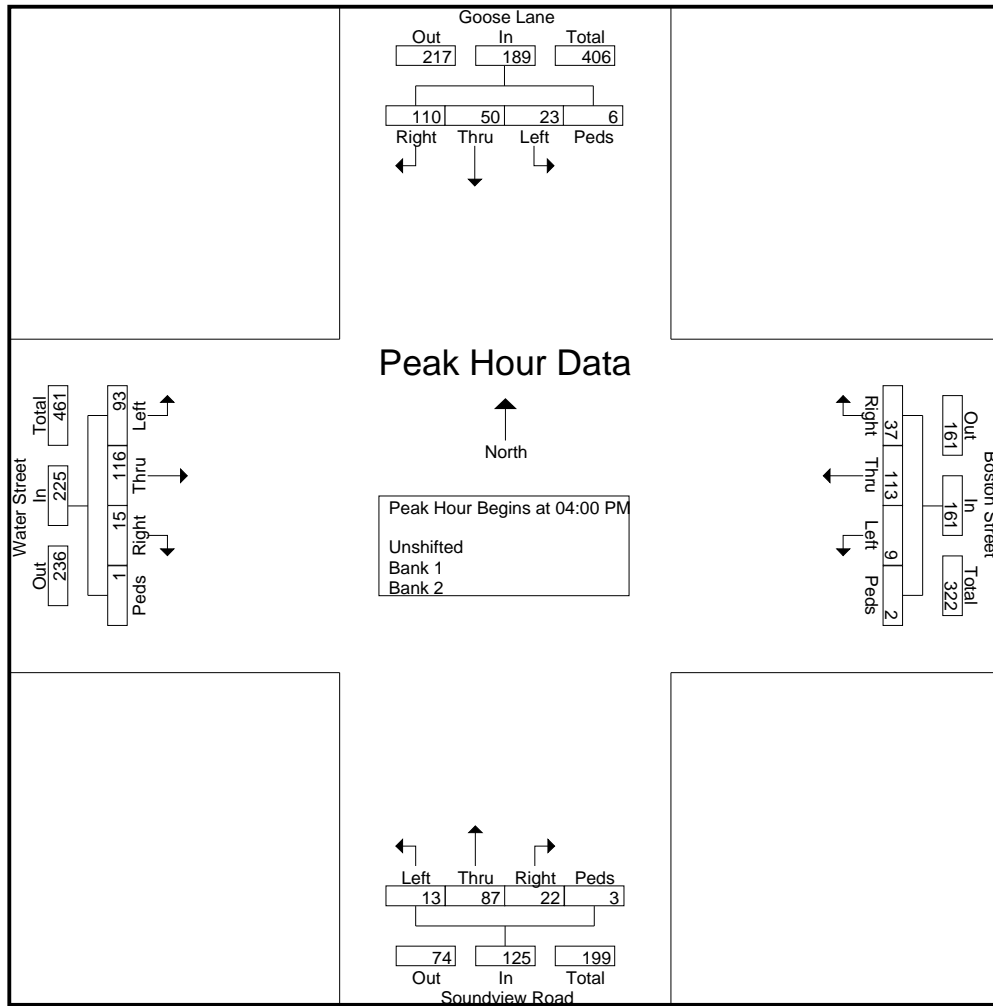
Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	22	19	6	2	49	8	27	3	0	38	5	33	4	0	42	1	28	25	0	54	183
04:15 PM	41	11	4	2	58	9	24	2	2	37	5	20	2	2	29	5	22	13	0	40	164
04:30 PM	18	11	7	2	38	11	26	3	0	40	8	19	3	1	31	6	28	33	1	68	177
04:45 PM	29	9	6	0	44	9	36	1	0	46	4	15	4	0	23	3	38	22	0	63	176
Total	110	50	23	6	189	37	113	9	2	161	22	87	13	3	125	15	116	93	1	225	700
05:00 PM	30	10	9	3	52	4	26	2	0	32	3	29	5	2	39	1	30	21	0	52	175
05:15 PM	19	3	5	2	29	10	33	0	1	44	3	19	1	2	25	2	33	20	0	55	153
05:30 PM	24	9	3	3	39	9	32	1	0	42	4	12	3	0	19	1	25	17	0	43	143
05:45 PM	22	6	8	2	38	4	24	1	2	31	1	8	1	3	13	0	26	24	1	51	133
Total	95	28	25	10	158	27	115	4	3	149	11	68	10	7	96	4	114	82	1	201	604
Grand Total	205	78	48	16	347	64	228	13	5	310	33	155	23	10	221	19	230	175	2	426	1304
Apprch %	59.1	22.5	13.8	4.6		20.6	73.5	4.2	1.6		14.9	70.1	10.4	4.5		4.5	54	41.1	0.5		
Total %	15.7	6	3.7	1.2	26.6	4.9	17.5	1	0.4	23.8	2.5	11.9	1.8	0.8	16.9	1.5	17.6	13.4	0.2	32.7	
Unshifted	205	72	48	16	341	64	228	13	5	310	33	153	22	10	218	19	230	174	2	425	1294
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	10
% Bank 2	0	7.7	0	0	1.7	0	0	0	0	0	0	1.3	4.3	0	1.4	0	0	0.6	0	0.2	0.8

Connecticut Counts LLC

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File Name : 21004
Site Code : 21004
Start Date : 8/18/2020
Page No : 2

Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	22	19	6	2	49	8	27	3	0	38	5	33	4	0	42	1	28	25	0	54	183
04:15 PM	41	11	4	2	58	9	24	2	2	37	5	20	2	2	29	5	22	13	0	40	164
04:30 PM	18	11	7	2	38	11	26	3	0	40	8	19	3	1	31	6	28	33	1	68	177
04:45 PM	29	9	6	0	44	9	36	1	0	46	4	15	4	0	23	3	38	22	0	63	176
Total Volume	110	50	23	6	189	37	113	9	2	161	22	87	13	3	125	15	116	93	1	225	700
% App. Total	58.2	26.5	12.2	3.2		23	70.2	5.6	1.2		17.6	69.6	10.4	2.4		6.7	51.6	41.3	0.4		
PHF	.671	.658	.821	.750	.815	.841	.785	.750	.250	.875	.688	.659	.813	.375	.744	.625	.763	.705	.250	.827	.956



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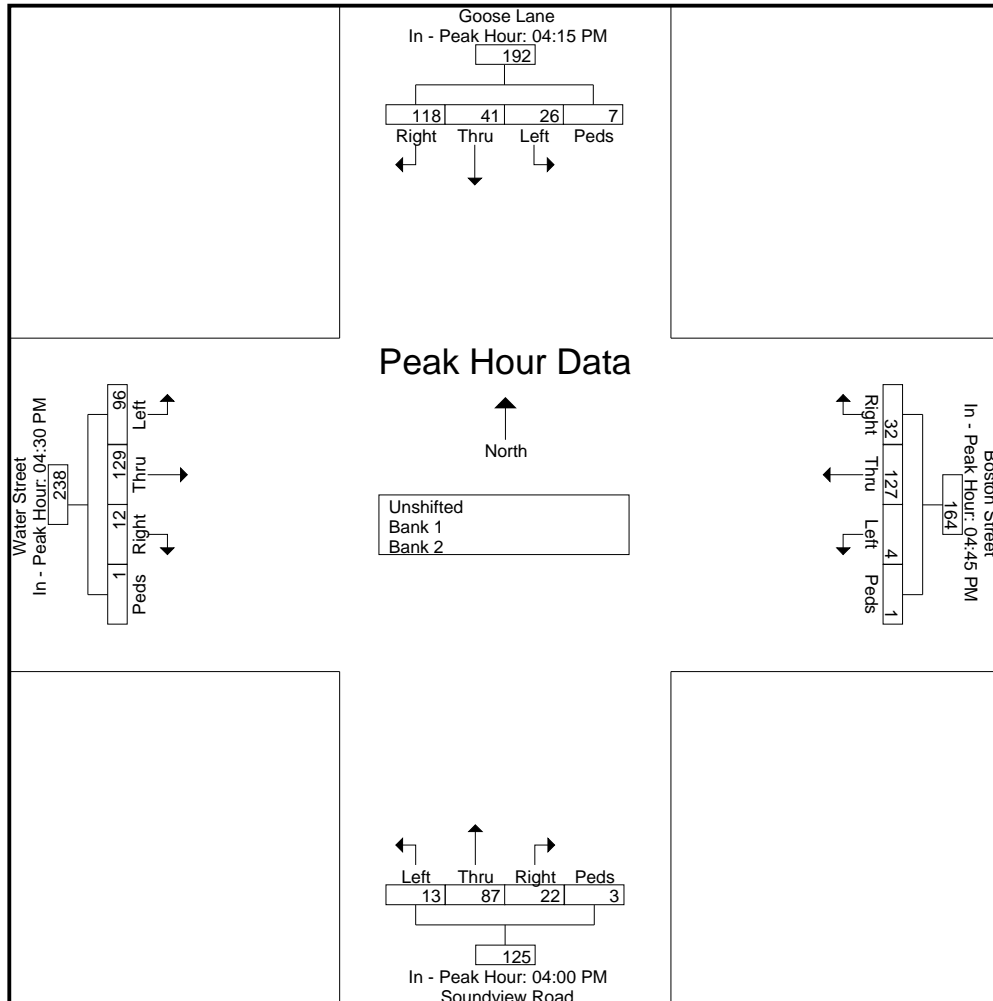
File Name : 21004
Site Code : 21004
Start Date : 8/18/2020
Page No : 3

Start Time	Goose Lane From North					Boston Street From East					Soundview Road From South					Water Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:45 PM					04:00 PM					04:30 PM				
+0 mins.	41	11	4	2	58	9	36	1	0	46	5	33	4	0	42	6	28	33	1	68
+15 mins.	18	11	7	2	38	4	26	2	0	32	5	20	2	2	29	3	38	22	0	63
+30 mins.	29	9	6	0	44	10	33	0	1	44	8	19	3	1	31	1	30	21	0	52
+45 mins.	30	10	9	3	52	9	32	1	0	42	4	15	4	0	23	2	33	20	0	55
Total Volume	118	41	26	7	192	32	127	4	1	164	22	87	13	3	125	12	129	96	1	238
% App. Total	61.5	21.4	13.5	3.6		19.5	77.4	2.4	0.6		17.6	69.6	10.4	2.4		5	54.2	40.3	0.4	
PHF	.720	.932	.722	.583	.828	.800	.882	.500	.250	.891	.688	.659	.813	.375	.744	.500	.849	.727	.250	.875



Connecticut Counts LLC

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Main Street at Monroe St/Kirkham St
Branford, Connecticut

File Name : 21006
Site Code : 21006
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

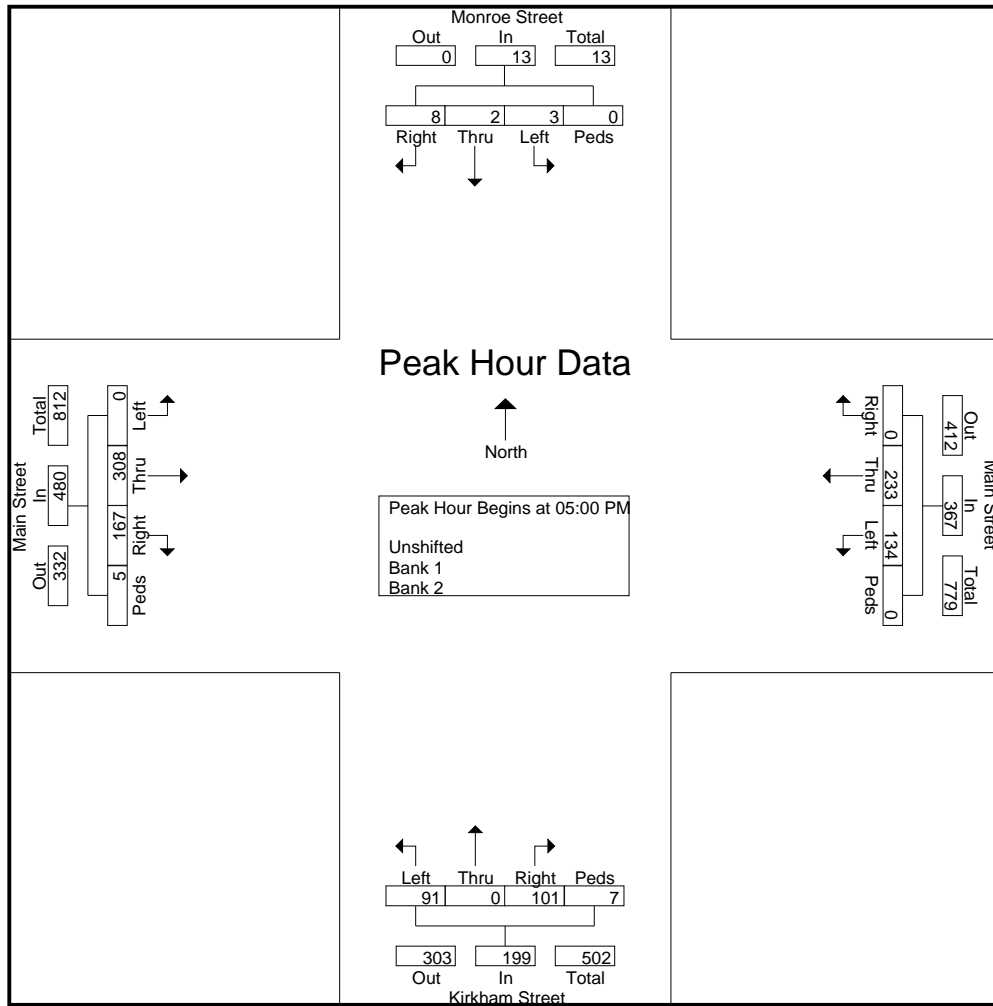
Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	2	1	3	0	6	0	68	35	0	103	25	0	18	3	46	52	74	0	0	126	281
05:15 PM	0	1	0	0	1	0	66	28	0	94	28	0	24	2	54	41	89	0	0	130	279
05:30 PM	4	0	0	0	4	0	50	38	0	88	22	0	23	2	47	38	77	0	0	115	254
05:45 PM	2	0	0	0	2	0	49	33	0	82	26	0	26	0	52	36	68	0	5	109	245
Total	8	2	3	0	13	0	233	134	0	367	101	0	91	7	199	167	308	0	5	480	1059
Grand Total	8	2	3	0	13	0	233	134	0	367	101	0	91	7	199	167	308	0	5	480	1059
Apprch %	61.5	15.4	23.1	0		0	63.5	36.5	0		50.8	0	45.7	3.5		34.8	64.2	0	1		
Total %	0.8	0.2	0.3	0	1.2	0	22	12.7	0	34.7	9.5	0	8.6	0.7	18.8	15.8	29.1	0	0.5	45.3	
Unshifted	8	2	3	0	13	0	230	134	0	364	100	0	91	7	198	165	308	0	5	478	1053
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	0	0	0.4
Bank 2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
% Bank 2	0	0	0	0	0	0	1.3	0	0	0.8	1	0	0	0	0.5	0	0	0	0	0	0.4

Connecticut Counts LLC

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File Name : 21006
Site Code : 21006
Start Date : 8/18/2020
Page No : 2

Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	1	3	0	6	0	68	35	0	103	25	0	18	3	46	52	74	0	0	126	281
05:15 PM	0	1	0	0	1	0	66	28	0	94	28	0	24	2	54	41	89	0	0	130	279
05:30 PM	4	0	0	0	4	0	50	38	0	88	22	0	23	2	47	38	77	0	0	115	254
05:45 PM	2	0	0	0	2	0	49	33	0	82	26	0	26	0	52	36	68	0	5	109	245
Total Volume	8	2	3	0	13	0	233	134	0	367	101	0	91	7	199	167	308	0	5	480	1059
% App. Total	61.5	15.4	23.1	0		0	63.5	36.5	0		50.8	0	45.7	3.5		34.8	64.2	0	1		
PHF	.500	.500	.250	.000	.542	.000	.857	.882	.000	.891	.902	.000	.875	.583	.921	.803	.865	.000	.250	.923	.942



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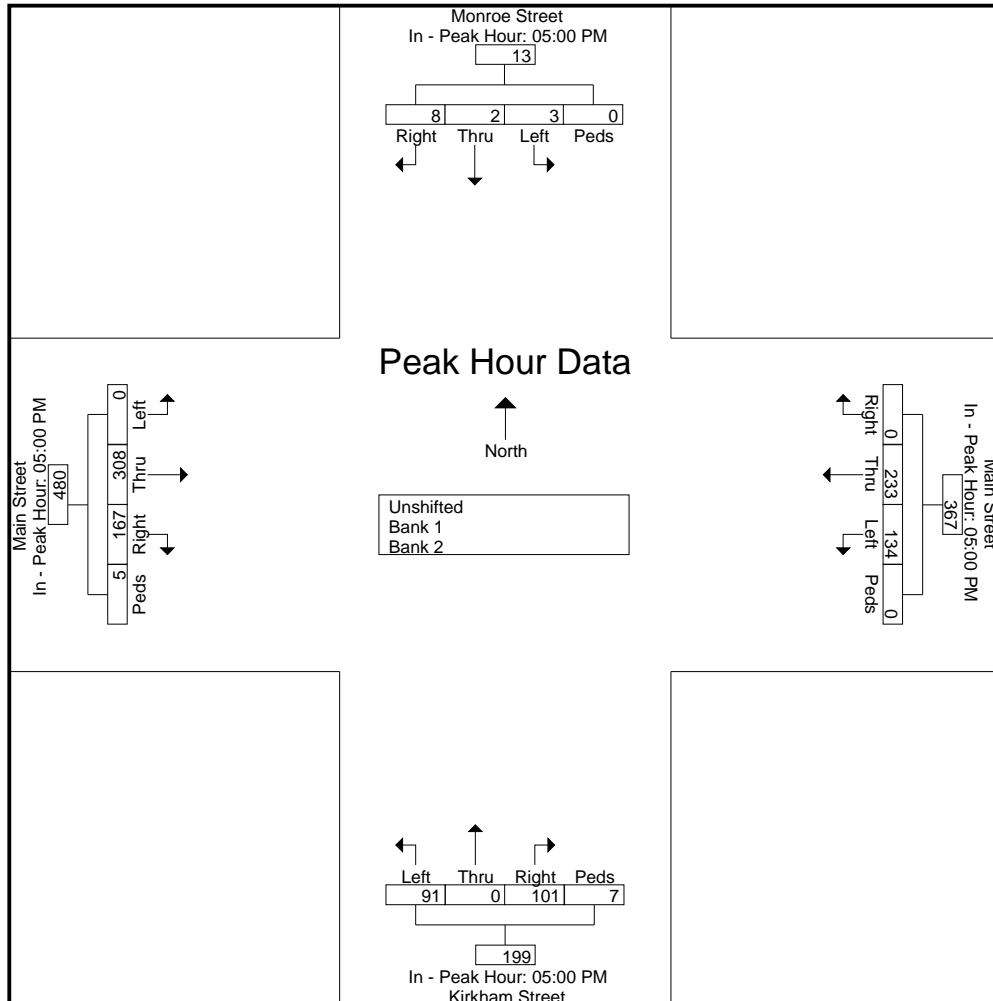
File Name : 21006
Site Code : 21006
Start Date : 8/18/2020
Page No : 3

Start Time	Monroe Street From North					Main Street From East					Kirkham Street From South					Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	2	1	3	0	6	0	68	35	0	103	25	0	18	3	46	52	74	0	0	126
+15 mins.	0	1	0	0	1	0	66	28	0	94	28	0	24	2	54	41	89	0	0	130
+30 mins.	4	0	0	0	4	0	50	38	0	88	22	0	23	2	47	38	77	0	0	115
+45 mins.	2	0	0	0	2	0	49	33	0	82	26	0	26	0	52	36	68	0	5	109
Total Volume	8	2	3	0	13	0	233	134	0	367	101	0	91	7	199	167	308	0	5	480
% App. Total	61.5	15.4	23.1	0		0	63.5	36.5	0		50.8	0	45.7	3.5		34.8	64.2	0	1	
PHF	.500	.500	.250	.000	.542	.000	.857	.882	.000	.891	.902	.000	.875	.583	.921	.803	.865	.000	.250	.923

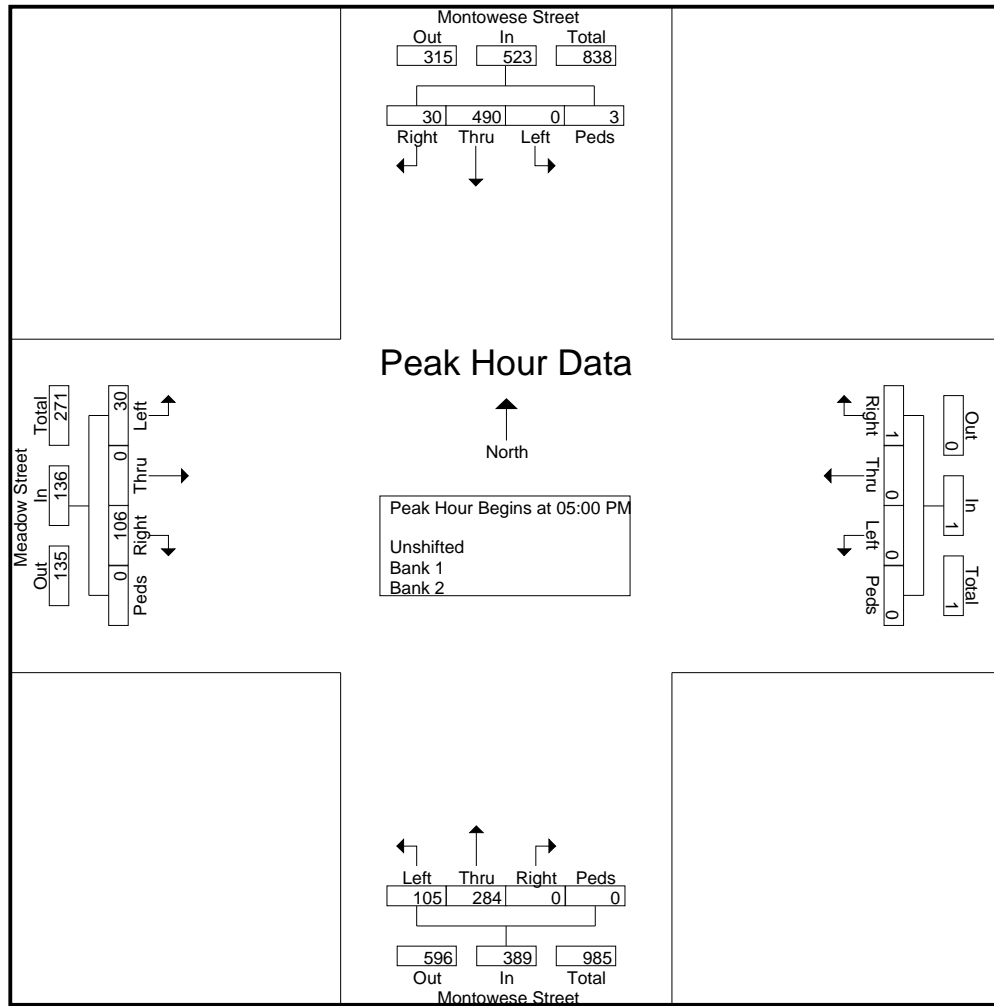


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File Name : 21008
Site Code : 21008
Start Date : 8/18/2020
Page No : 2

Start Time	Montowese Street From North					From East					Montowese Street From South					Meadow Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	130	0	2	139	1	0	0	0	1	0	78	28	0	106	29	0	4	0	33	279
05:15 PM	4	120	0	0	124	0	0	0	0	0	0	80	26	0	106	26	0	7	0	33	263
05:30 PM	11	127	0	1	139	0	0	0	0	0	0	65	27	0	92	24	0	10	0	34	265
05:45 PM	8	113	0	0	121	0	0	0	0	0	0	61	24	0	85	27	0	9	0	36	242
Total Volume	30	490	0	3	523	1	0	0	0	1	0	284	105	0	389	106	0	30	0	136	1049
% App. Total	5.7	93.7	0	0.6		100	0	0	0		0	73	27	0		77.9	0	22.1	0		
PHF	.682	.942	.000	.375	.941	.250	.000	.000	.000	.250	.000	.888	.938	.000	.917	.914	.000	.750	.000	.944	.940



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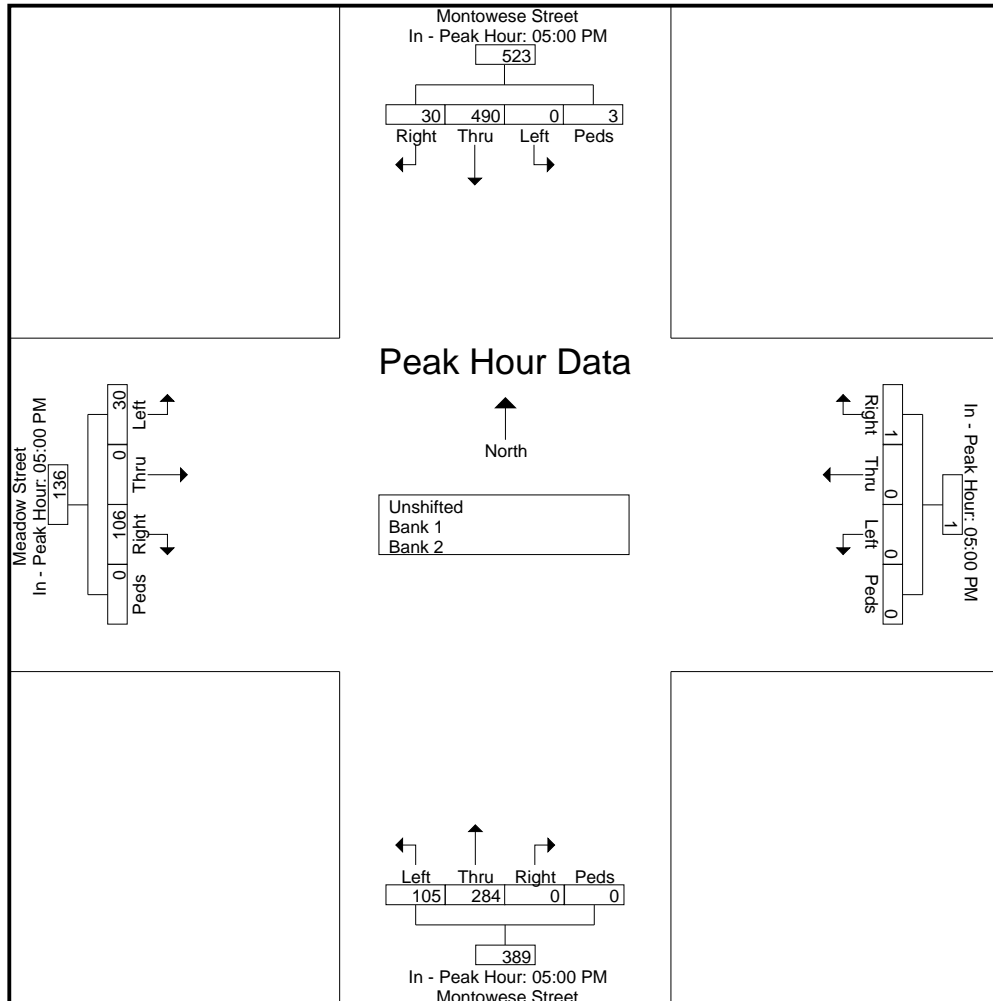
File Name : 21008
Site Code : 21008
Start Date : 8/18/2020
Page No : 3

Start Time	Montowese Street From North					From East					Montowese Street From South					Meadow Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	7	130	0	2	139	1	0	0	0	1	0	78	28	0	106	29	0	4	0	33
+15 mins.	4	120	0	0	124	0	0	0	0	0	0	80	26	0	106	26	0	7	0	33
+30 mins.	11	127	0	1	139	0	0	0	0	0	0	65	27	0	92	24	0	10	0	34
+45 mins.	8	113	0	0	121	0	0	0	0	0	0	61	24	0	85	27	0	9	0	36
Total Volume	30	490	0	3	523	1	0	0	0	1	0	284	105	0	389	106	0	30	0	136
% App. Total	5.7	93.7	0	0.6		100	0	0	0		0	73	27	0		77.9	0	22.1	0	
PHF	.682	.942	.000	.375	.941	.250	.000	.000	.000	.250	.000	.888	.938	.000	.917	.914	.000	.750	.000	.944



Connecticut Counts LLC

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Rte 146 at Pine Orchard/Spring Rock/Eliz
Branford, Connecticut

File Name : 21010
Site Code : 21010
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

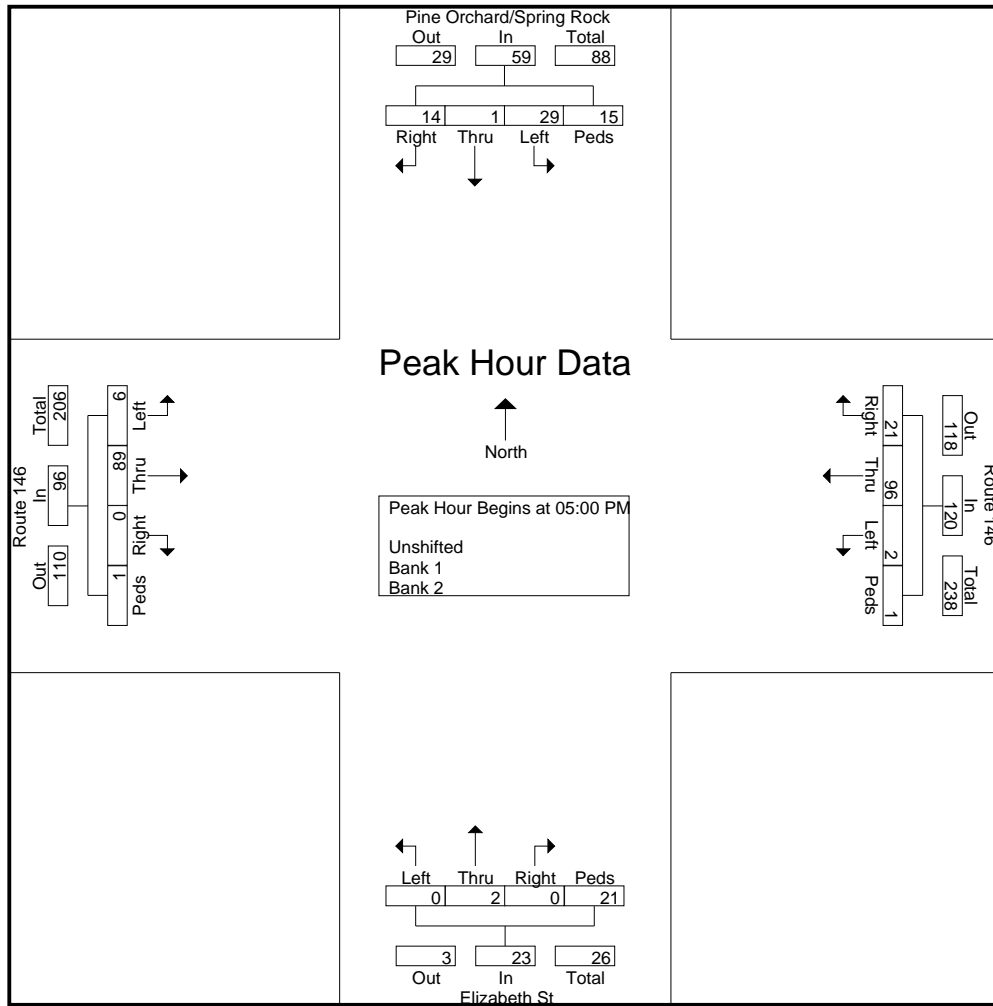
Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	2	1	6	4	13	4	24	0	1	29	0	0	0	4	4	0	23	3	0	26	72
05:15 PM	4	0	6	4	14	6	23	0	0	29	0	2	0	6	8	0	27	2	0	29	80
05:30 PM	4	0	8	3	15	6	27	0	0	33	0	0	0	5	5	0	19	1	1	21	74
05:45 PM	4	0	9	4	17	5	22	2	0	29	0	0	0	6	6	0	20	0	0	20	72
Total	14	1	29	15	59	21	96	2	1	120	0	2	0	21	23	0	89	6	1	96	298
Grand Total	14	1	29	15	59	21	96	2	1	120	0	2	0	21	23	0	89	6	1	96	298
Apprch %	23.7	1.7	49.2	25.4		17.5	80	1.7	0.8		0	8.7	0	91.3		0	92.7	6.2	1		
Total %	4.7	0.3	9.7	5	19.8	7	32.2	0.7	0.3	40.3	0	0.7	0	7	7.7	0	29.9	2	0.3	32.2	
Unshifted	14	1	28	15	58	20	96	2	1	119	0	2	0	21	23	0	89	6	1	96	296
% Unshifted																					
Bank 1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Bank 1	0	0	3.4	0	1.7	4.8	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.7
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 21010
Site Code : 21010
Start Date : 8/18/2020
Page No : 2

Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	1	6	4	13	4	24	0	1	29	0	0	0	4	4	0	23	3	0	26	72
05:15 PM	4	0	6	4	14	6	23	0	0	29	0	2	0	6	8	0	27	2	0	29	80
05:30 PM	4	0	8	3	15	6	27	0	0	33	0	0	0	5	5	0	19	1	1	21	74
05:45 PM	4	0	9	4	17	5	22	2	0	29	0	0	0	6	6	0	20	0	0	20	72
Total Volume	14	1	29	15	59	21	96	2	1	120	0	2	0	21	23	0	89	6	1	96	298
% App. Total	23.7	1.7	49.2	25.4		17.5	80	1.7	0.8		0	8.7	0	91.3		0	92.7	6.2	1		
PHF	.875	.250	.806	.938	.868	.875	.889	.250	.250	.909	.000	.250	.000	.875	.719	.000	.824	.500	.250	.828	.931



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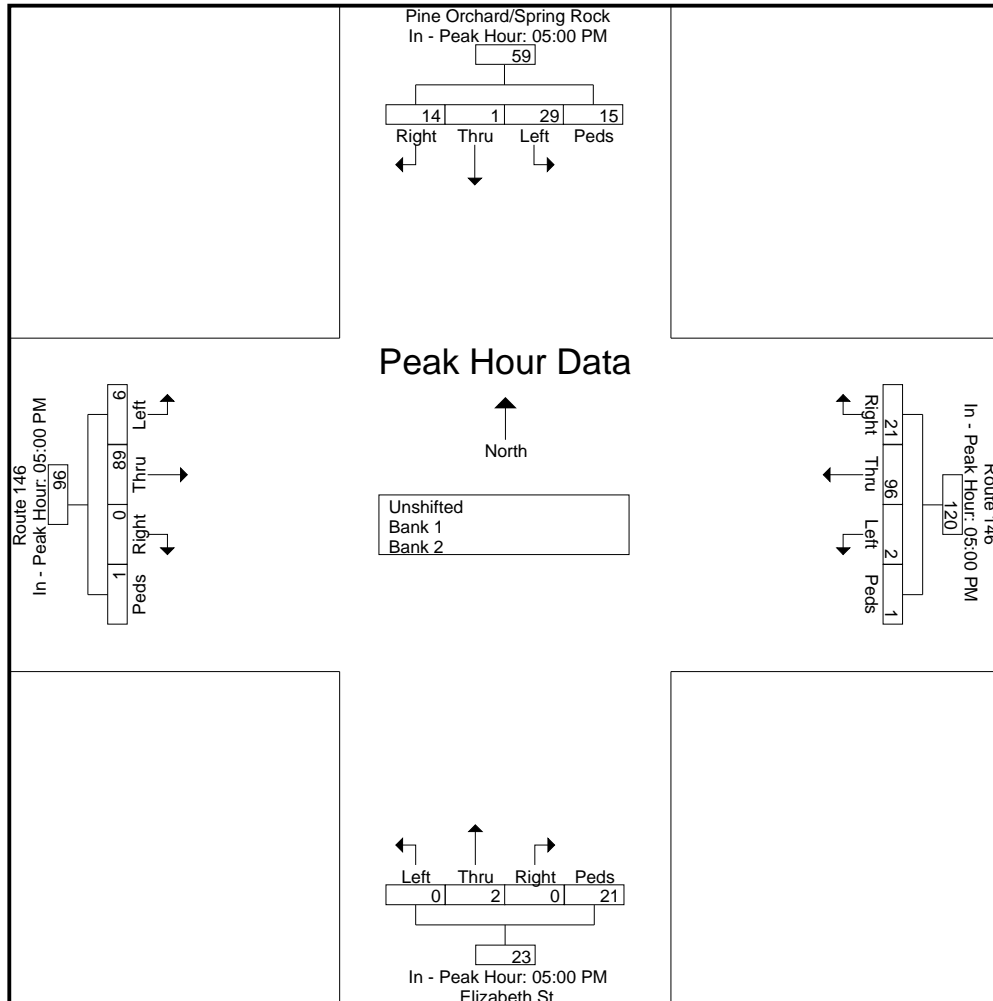
File Name : 21010
Site Code : 21010
Start Date : 8/18/2020
Page No : 3

Start Time	Pine Orchard/Spring Rock From North					Route 146 From East					Elizabeth St From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	2	1	6	4	13	4	24	0	1	29	0	0	0	4	4	0	23	3	0	26
+15 mins.	4	0	6	4	14	6	23	0	0	29	0	2	0	6	8	0	27	2	0	29
+30 mins.	4	0	8	3	15	6	27	0	0	33	0	0	0	5	5	0	19	1	1	21
+45 mins.	4	0	9	4	17	5	22	2	0	29	0	0	0	6	6	0	20	0	0	20
Total Volume	14	1	29	15	59	21	96	2	1	120	0	2	0	21	23	0	89	6	1	96
% App. Total	23.7	1.7	49.2	25.4		17.5	80	1.7	0.8		0	8.7	0	91.3		0	92.7	6.2	1	
PHF	.875	.250	.806	.938	.868	.875	.889	.250	.250	.909	.000	.250	.000	.875	.719	.000	.824	.500	.250	.828

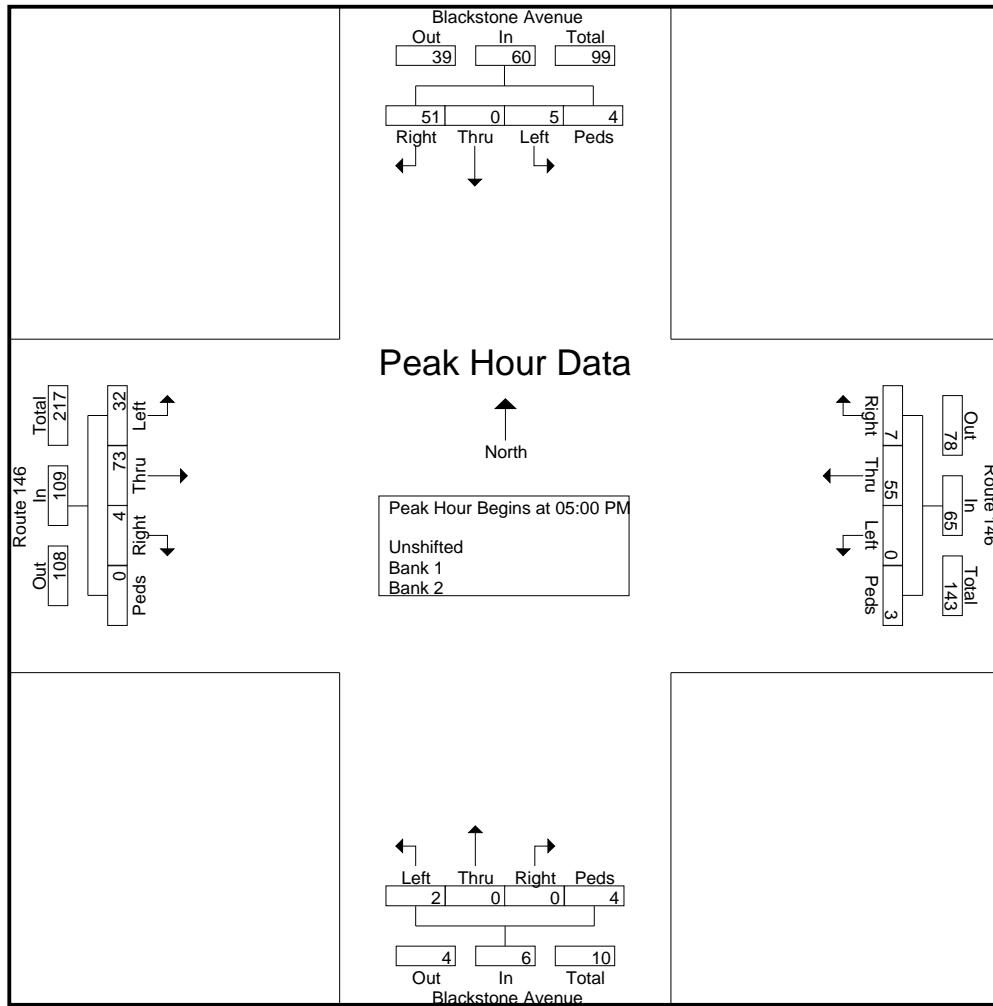


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File Name : 21012
Site Code : 21012
Start Date : 8/18/2020
Page No : 2

Start Time	Blackstone Avenue From North					Route 146 From East					Blackstone Avenue From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	0	1	0	12	2	12	0	0	14	0	0	0	0	0	0	23	7	0	30	56
05:15 PM	21	0	1	3	25	2	12	0	1	15	0	0	2	0	2	0	13	12	0	25	67
05:30 PM	6	0	3	1	10	3	15	0	1	19	0	0	0	2	2	0	20	6	0	26	57
05:45 PM	13	0	0	0	13	0	16	0	1	17	0	0	0	2	2	4	17	7	0	28	60
Total Volume	51	0	5	4	60	7	55	0	3	65	0	0	2	4	6	4	73	32	0	109	240
% App. Total	85	0	8.3	6.7		10.8	84.6	0	4.6		0	0	33.3	66.7		3.7	67	29.4	0		
PHF	.607	.000	.417	.333	.600	.583	.859	.000	.750	.855	.000	.000	.250	.500	.750	.250	.793	.667	.000	.908	.896



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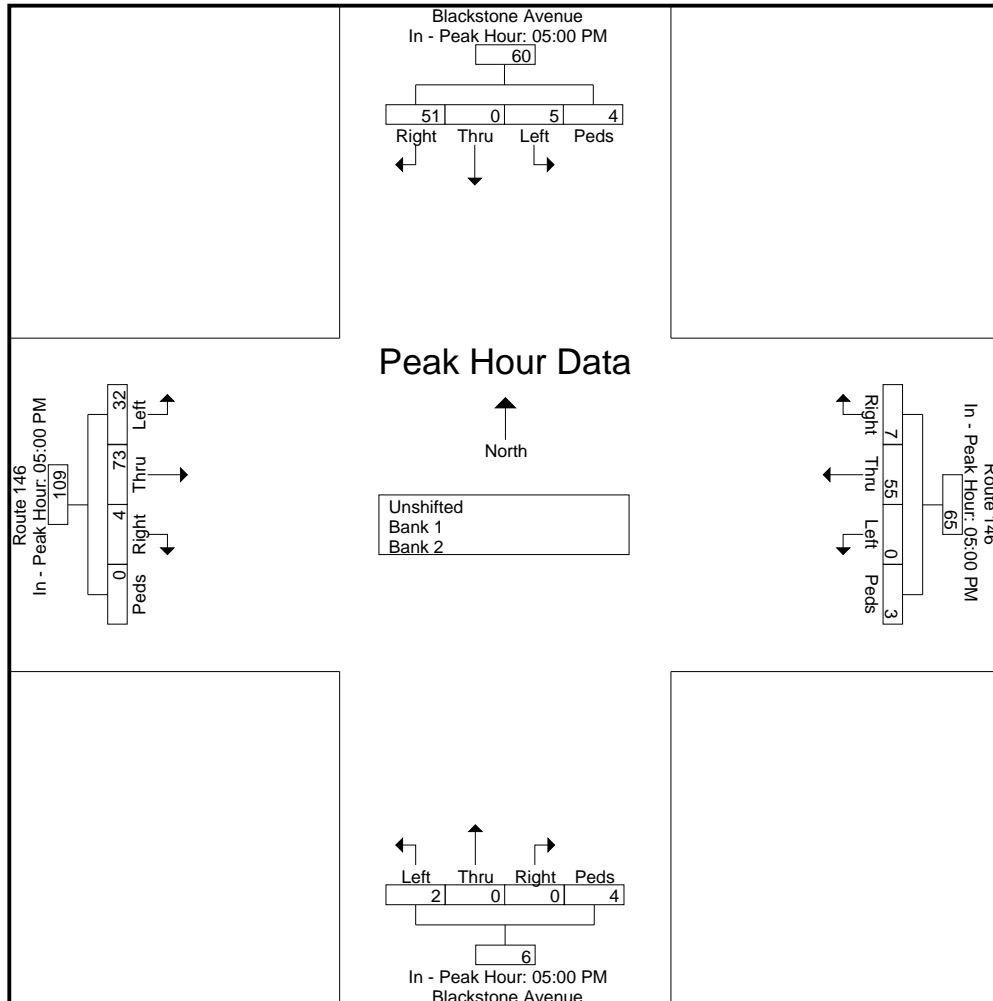
File Name : 21012
Site Code : 21012
Start Date : 8/18/2020
Page No : 3

Start Time	Blackstone Avenue From North					Route 146 From East					Blackstone Avenue From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	11	0	1	0	12	2	12	0	0	14	0	0	0	0	0	0	23	7	0	30
+15 mins.	21	0	1	3	25	2	12	0	1	15	0	0	2	0	2	0	13	12	0	25
+30 mins.	6	0	3	1	10	3	15	0	1	19	0	0	0	2	2	0	20	6	0	26
+45 mins.	13	0	0	0	13	0	16	0	1	17	0	0	0	2	2	4	17	7	0	28
Total Volume	51	0	5	4	60	7	55	0	3	65	0	0	2	4	6	4	73	32	0	109
% App. Total	85	0	8.3	6.7		10.8	84.6	0	4.6		0	0	33.3	66.7		3.7	67	29.4	0	
PHF	.607	.000	.417	.333	.600	.583	.859	.000	.750	.855	.000	.000	.250	.500	.750	.250	.793	.667	.000	.908



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Rte 146 at Moose Hill/Sanborn/Shell Beach
Branford, Connecticut

File Name : 21014
Site Code : 21014
Start Date : 8/18/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	0	0	0	0	0	8	21	6	1	36	1	0	1	0	2	6	25	0	3	34	72
05:15 PM	0	0	0	3	3	3	25	1	3	32	2	0	1	0	3	1	26	0	1	28	66
05:30 PM	0	0	0	1	1	2	29	3	2	36	2	1	2	0	5	8	20	0	3	31	73
05:45 PM	0	0	0	0	0	1	18	5	1	25	8	2	2	0	12	3	25	1	3	32	69
Total	0	0	0	4	4	14	93	15	7	129	13	3	6	0	22	18	96	1	10	125	280
Grand Total	0	0	0	4	4	14	93	15	7	129	13	3	6	0	22	18	96	1	10	125	280
Apprch %	0	0	0	100		10.9	72.1	11.6	5.4		59.1	13.6	27.3	0		14.4	76.8	0.8	8		
Total %	0	0	0	1.4	1.4	5	33.2	5.4	2.5	46.1	4.6	1.1	2.1	0	7.9	6.4	34.3	0.4	3.6	44.6	
Unshifted	0	0	0	4	4	13	92	13	7	125	13	2	6	0	21	18	93	1	10	122	272
% Unshifted																					
Bank 1	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	0	3	0	0	3	8
% Bank 1	0	0	0	0	0	7.1	1.1	13.3	0	3.1	0	33.3	0	0	4.5	0	3.1	0	0	2.4	2.9
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

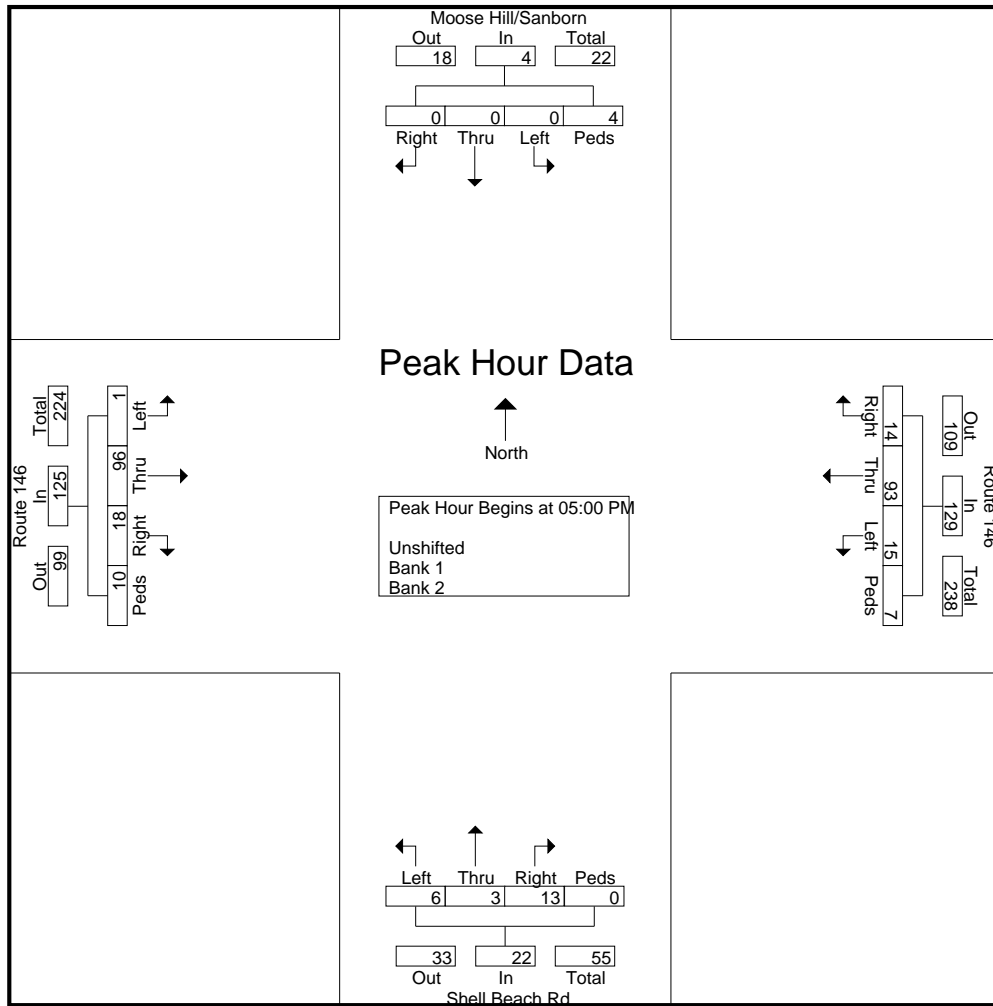
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File Name : 21014
Site Code : 21014
Start Date : 8/18/2020
Page No : 2

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	0	0	0	0	0	8	21	6	1	36	1	0	1	0	2	6	25	0	3	34	72
05:15 PM	0	0	0	3	3	3	25	1	3	32	2	0	1	0	3	1	26	0	1	28	66
05:30 PM	0	0	0	1	1	2	29	3	2	36	2	1	2	0	5	8	20	0	3	31	73
05:45 PM	0	0	0	0	0	1	18	5	1	25	8	2	2	0	12	3	25	1	3	32	69
Total Volume	0	0	0	4	4	14	93	15	7	129	13	3	6	0	22	18	96	1	10	125	280
% App. Total	0	0	0	100		10.9	72.1	11.6	5.4		59.1	13.6	27.3	0		14.4	76.8	0.8	8		
PHF	.000	.000	.000	.333	.333	.438	.802	.625	.583	.896	.406	.375	.750	.000	.458	.563	.923	.250	.833	.919	.959

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM



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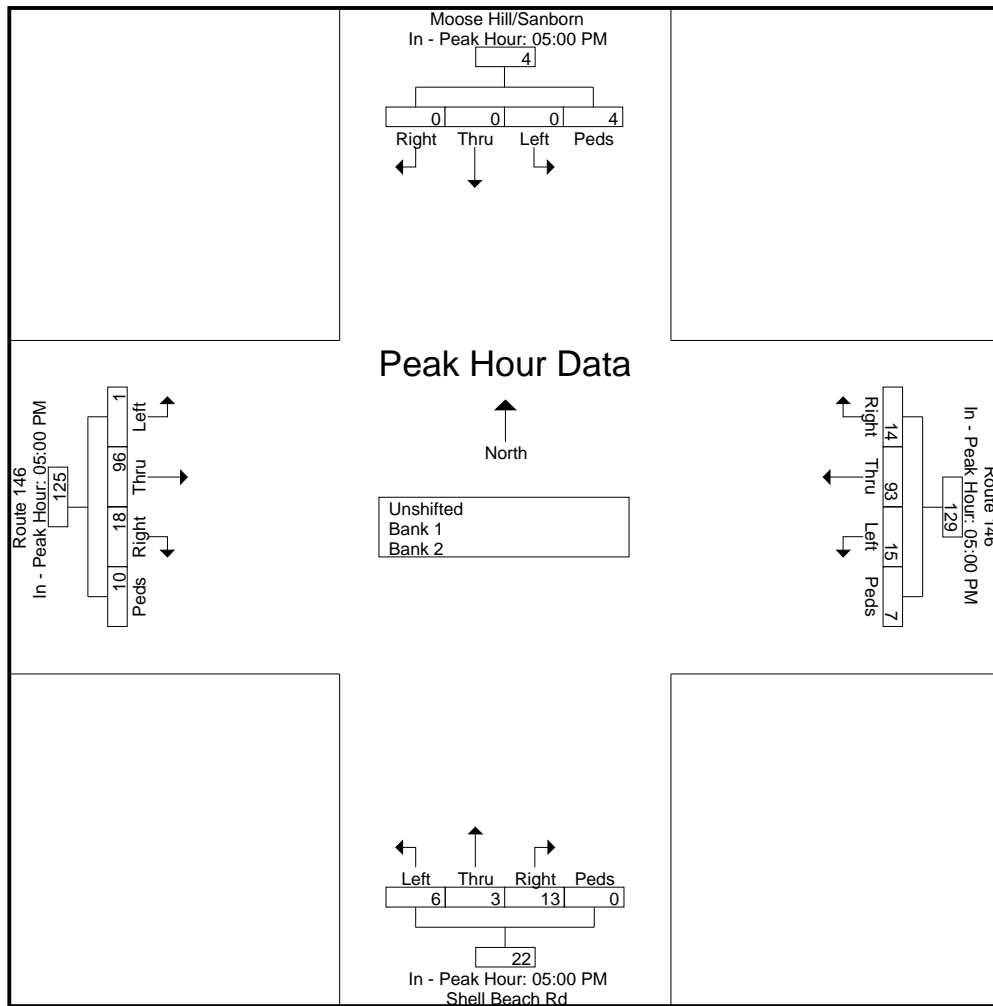
Kensington, Connecticut 06037
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File Name : 21014
Site Code : 21014
Start Date : 8/18/2020
Page No : 3

Start Time	Moose Hill/Sanborn From North					Route 146 From East					Shell Beach Rd From South					Route 146 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	8	21	6	1	36	1	0	1	0	2	6	25	0	3	34
+15 mins.	0	0	0	3	3	3	25	1	3	32	2	0	1	0	3	1	26	0	1	28
+30 mins.	0	0	0	1	1	2	29	3	2	36	2	1	2	0	5	8	20	0	3	31
+45 mins.	0	0	0	0	0	1	18	5	1	25	8	2	2	0	12	3	25	1	3	32
Total Volume	0	0	0	4	4	14	93	15	7	129	13	3	6	0	22	18	96	1	10	125
% App. Total	0	0	0	100		10.9	72.1	11.6	5.4		59.1	13.6	27.3	0		14.4	76.8	0.8	8	
PHF	.000	.000	.000	.333	.333	.438	.802	.625	.583	.896	.406	.375	.750	.000	.458	.563	.923	.250	.833	.919



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Route 1 at Route 146
Guilford, Connecticut

File Name : 21016
Site Code : 21016
Start Date : 9/2/2020
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

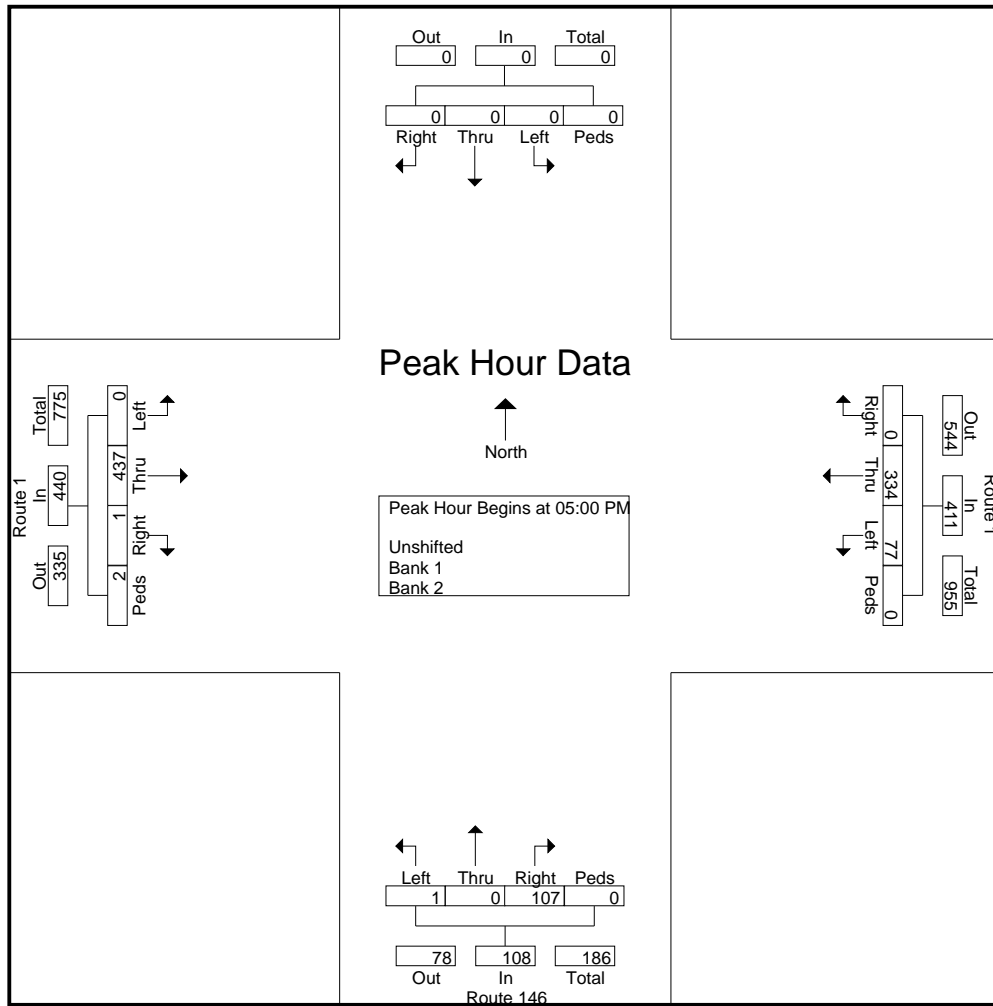
Start Time	From North					Route 1 From East					Route 146 From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	106	24	0	130	33	0	1	0	34	0	114	0	2	116	280
05:15 PM	0	0	0	0	0	0	82	19	0	101	25	0	0	0	25	1	119	0	0	120	246
05:30 PM	0	0	0	0	0	0	77	15	0	92	27	0	0	0	27	0	106	0	0	106	225
05:45 PM	0	0	0	0	0	0	69	19	0	88	22	0	0	0	22	0	98	0	0	98	208
Total	0	0	0	0	0	0	334	77	0	411	107	0	1	0	108	1	437	0	2	440	959
Grand Total	0	0	0	0	0	0	334	77	0	411	107	0	1	0	108	1	437	0	2	440	959
Apprch %	0	0	0	0	0	0	81.3	18.7	0		99.1	0	0.9	0		0.2	99.3	0	0.5		
Total %	0	0	0	0	0	0	34.8	8	0	42.9	11.2	0	0.1	0	11.3	0.1	45.6	0	0.2	45.9	
Unshifted % Unshifted	0	0	0	0	0	0	332	76	0	408	107	0	1	0	108	1	433	0	2	436	952
Bank 1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
% Bank 1	0	0	0	0	0	0	0.3	1.3	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0.4
Bank 2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Bank 2	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.5	0.3

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File Name : 21016
Site Code : 21016
Start Date : 9/2/2020
Page No : 2

Start Time	From North					Route 1 From East					Route 146 From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	106	24	0	130	33	0	1	0	34	0	114	0	2	116	280
05:15 PM	0	0	0	0	0	0	82	19	0	101	25	0	0	0	25	1	119	0	0	120	246
05:30 PM	0	0	0	0	0	0	77	15	0	92	27	0	0	0	27	0	106	0	0	106	225
05:45 PM	0	0	0	0	0	0	69	19	0	88	22	0	0	0	22	0	98	0	0	98	208
Total Volume	0	0	0	0	0	0	334	77	0	411	107	0	1	0	108	1	437	0	2	440	959
% App. Total	0	0	0	0	0	0	81.3	18.7	0		99.1	0	0.9	0		0.2	99.3	0	0.5		
PHF	.000	.000	.000	.000	.000	.000	.788	.802	.000	.790	.811	.000	.250	.000	.794	.250	.918	.000	.250	.917	.856



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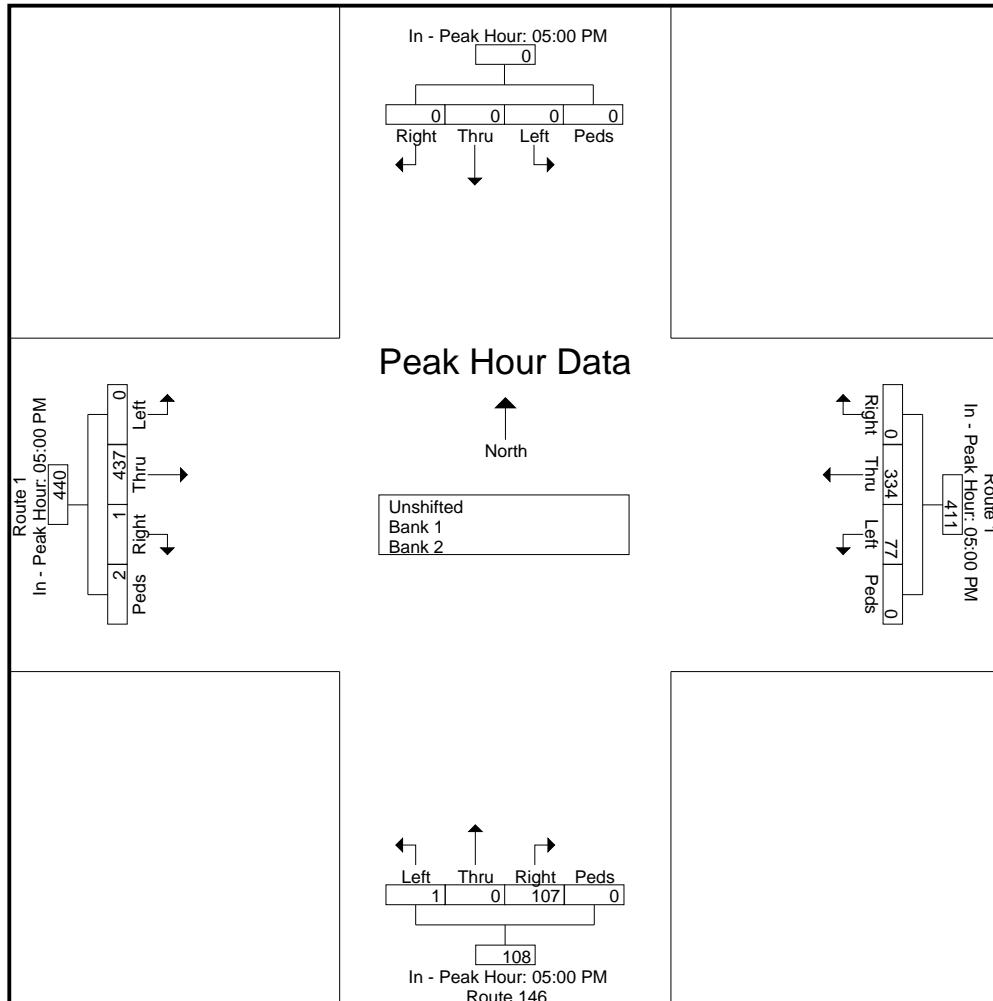
File Name : 21016
Site Code : 21016
Start Date : 9/2/2020
Page No : 3

Start Time	From North					Route 1 From East					Route 146 From South					Route 1 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	106	24	0	130	33	0	1	0	34	0	114	0	2	116
+15 mins.	0	0	0	0	0	0	82	19	0	101	25	0	0	0	25	1	119	0	0	120
+30 mins.	0	0	0	0	0	0	77	15	0	92	27	0	0	0	27	0	106	0	0	106
+45 mins.	0	0	0	0	0	0	69	19	0	88	22	0	0	0	22	0	98	0	0	98
Total Volume	0	0	0	0	0	0	334	77	0	411	107	0	1	0	108	1	437	0	2	440
% App. Total	0	0	0	0	0	0	81.3	18.7	0	99.1	0	0	0.9	0	0	0.2	99.3	0	0.5	
PHF	.000	.000	.000	.000	.000	.000	.788	.802	.000	.790	.811	.000	.250	.000	.794	.250	.918	.000	.250	.917



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Montowese Street at S. Main Street
 Branford, Connecticut

File Name : Branford PM
 Site Code : PM
 Start Date : 11/19/2020
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

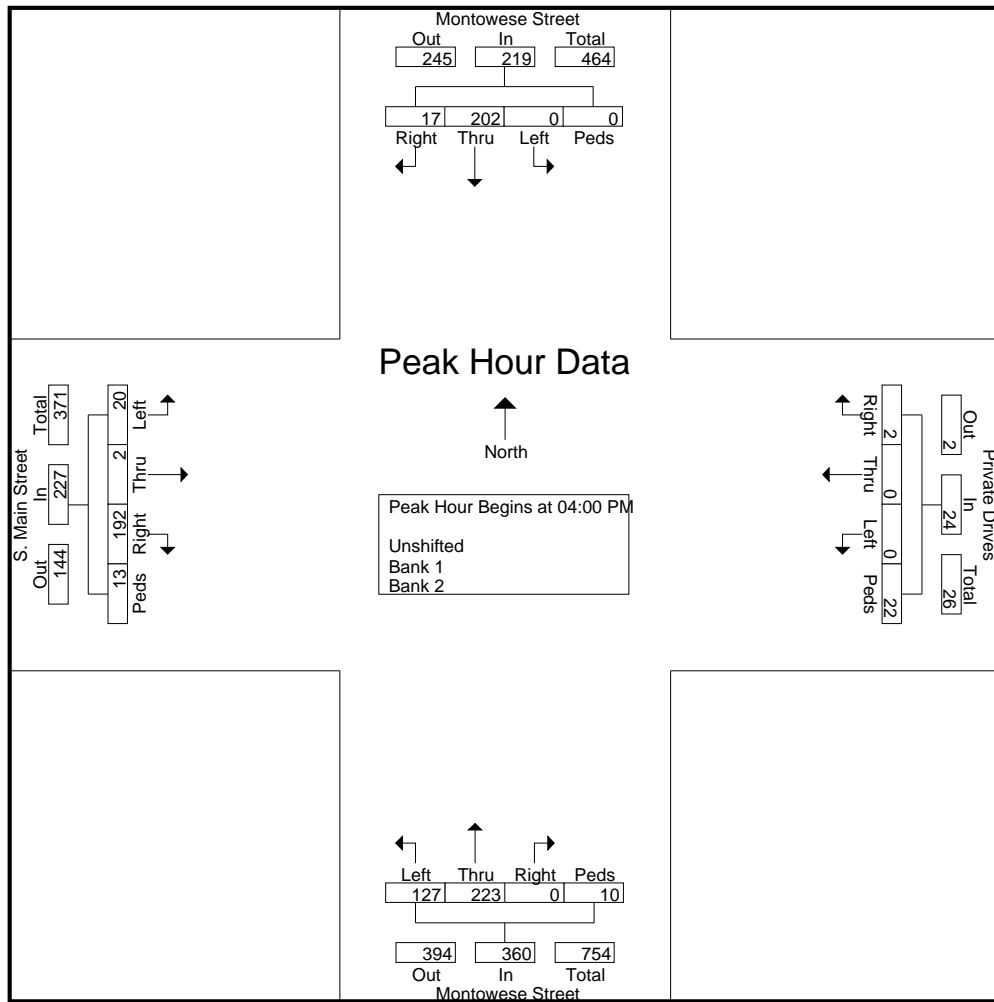
Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	50	0	0	60	1	0	0	2	3	0	53	38	1	92	50	1	7	0	58	213
04:15 PM	1	49	0	0	50	0	0	0	2	2	0	59	28	2	89	45	0	4	4	53	194
04:30 PM	1	56	0	0	57	0	0	0	13	13	0	65	29	4	98	55	0	4	5	64	232
04:45 PM	5	47	0	0	52	1	0	0	5	6	0	46	32	3	81	42	1	5	4	52	191
Total	17	202	0	0	219	2	0	0	22	24	0	223	127	10	360	192	2	20	13	227	830
05:00 PM	3	44	2	2	51	0	1	1	5	7	0	32	32	1	65	35	0	2	3	40	163
05:15 PM	4	51	0	0	55	0	1	0	3	4	0	56	26	2	84	55	1	1	0	57	200
05:30 PM	5	42	0	1	48	1	2	1	8	12	0	55	29	2	86	49	1	5	1	56	202
05:45 PM	2	43	2	1	48	0	0	2	5	7	0	46	21	0	67	37	0	4	2	43	165
Total	14	180	4	4	202	1	4	4	21	30	0	189	108	5	302	176	2	12	6	196	730
Grand Total	31	382	4	4	421	3	4	4	43	54	0	412	235	15	662	368	4	32	19	423	1560
Apprch %	7.4	90.7	1	1		5.6	7.4	7.4	79.6		0	62.2	35.5	2.3		87	0.9	7.6	4.5		
Total %	2	24.5	0.3	0.3	27	0.2	0.3	0.3	2.8	3.5	0	26.4	15.1	1	42.4	23.6	0.3	2.1	1.2	27.1	
Unshifted	29	382	4	3	418	3	4	4	43	54	0	411	235	15	661	367	4	32	19	422	1555
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bank 2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
% Bank 2	6.5	0	0	25	0.7	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	0.3

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File Name : Branford PM
Site Code : PM
Start Date : 11/19/2020
Page No : 2

Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	10	50	0	0	60	1	0	0	2	3	0	53	38	1	92	50	1	7	0	58	213
04:15 PM	1	49	0	0	50	0	0	0	2	2	0	59	28	2	89	45	0	4	4	53	194
04:30 PM	1	56	0	0	57	0	0	0	13	13	0	65	29	4	98	55	0	4	5	64	232
04:45 PM	5	47	0	0	52	1	0	0	5	6	0	46	32	3	81	42	1	5	4	52	191
Total Volume	17	202	0	0	219	2	0	0	22	24	0	223	127	10	360	192	2	20	13	227	830
% App. Total	7.8	92.2	0	0		8.3	0	0	91.7		0	61.9	35.3	2.8		84.6	0.9	8.8	5.7		
PHF	.425	.902	.000	.000	.913	.500	.000	.000	.423	.462	.000	.858	.836	.625	.918	.873	.500	.714	.650	.887	.894



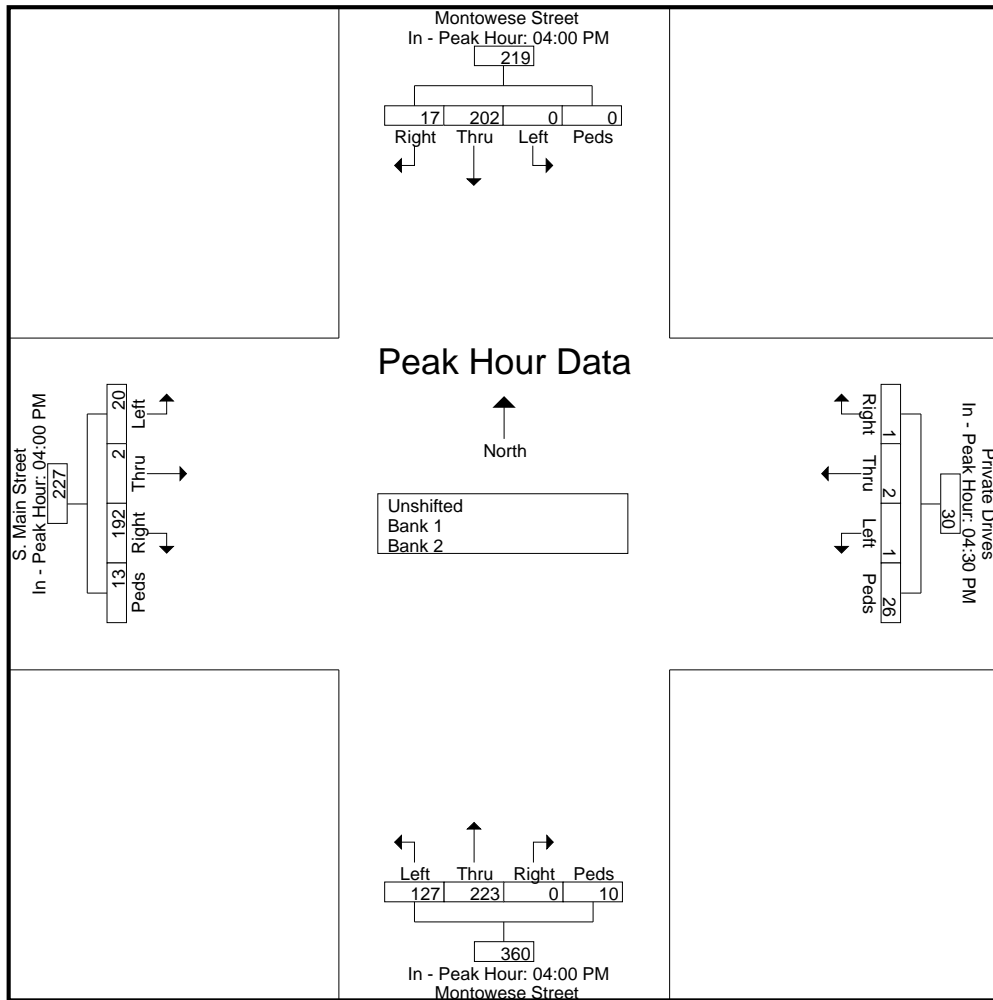
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File Name : Branford PM
 Site Code : PM
 Start Date : 11/19/2020
 Page No : 3

Start Time	Montowese Street From North					Private Drives From East					Montowese Street From South					S. Main Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:00 PM					04:00 PM					
+0 mins.	10	50	0	0	60	0	0	0	13	13	0	53	38	1	92	50	1	7	0	58	
+15 mins.	1	49	0	0	50	1	0	0	5	6	0	59	28	2	89	45	0	4	4	53	
+30 mins.	1	56	0	0	57	0	1	1	5	7	0	65	29	4	98	55	0	4	5	64	
+45 mins.	5	47	0	0	52	0	1	0	3	4	0	46	32	3	81	42	1	5	4	52	
Total Volume	17	202	0	0	219	1	2	1	26	30	0	223	127	10	360	192	2	20	13	227	
% App. Total	7.8	92.2	0	0		3.3	6.7	3.3	86.7		0	61.9	35.3	2.8		84.6	0.9	8.8	5.7		
PHF	.425	.902	.000	.000	.913	.250	.500	.250	.500	.577	.000	.858	.836	.625	.918	.873	.500	.714	.650	.887	





Appendix D – Field Visit Notes

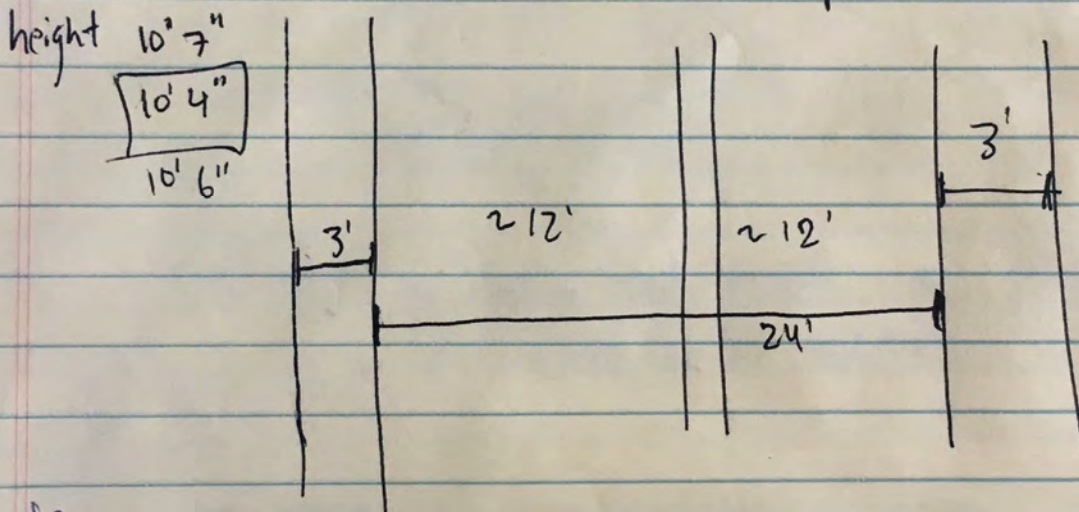
Kirkham @ Main

SW corner, UP in the middle of the ramp. Junction pole
pedestrian don't always use ramp b/c it is cramped
older signal equipment, no AFS

Bridge 01369

marked as 10'

warning signs Both directions, no detection
no paint on the bridge



At grade crossings

East of Bridge 01369 RR at grade crossing ~~at the gate~~

no advance signing but equipment @ intersection

striping looks good

crossing over the tracks seems smooth

A grade crossing

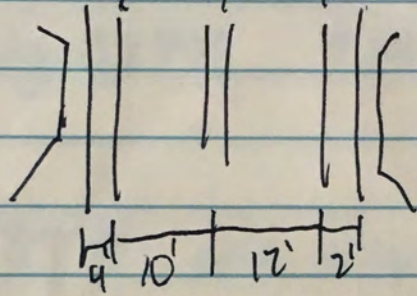
RR at Grade crossing east of Damascus

Advance signing w/ out flashers
Equipment & striping at the crossing
smooth crossing for cars

Colvert

East of Thimble Island Rd. ~~Colvert~~ Bridge (Jarvis Creek) Bridge # 5085

~ 13' wide
Griderail SWL PXL SWL GR

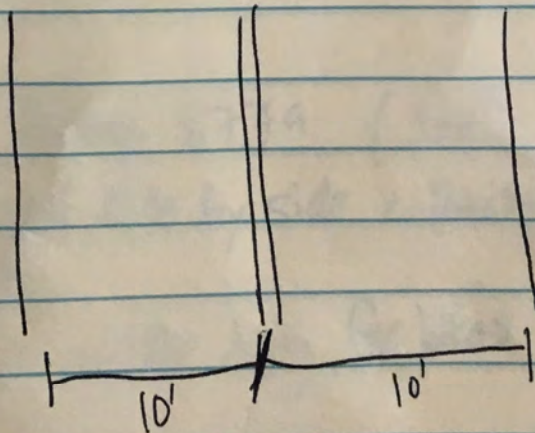


mud stains 6" below road grade on bridge abutments
& 1' above top of opening

Colvert

Bridge 8595 East of Jarvis Creek

14' height signed 15' 6"
charlie got shoulders



Colvert next to 8595

~~colvert~~ I 18" dirt running fill

Culvert

Madley Creek Bridge

36" pipe diameter

culvert under rail road before bridge

Culvert

Bridge East of Moose Hill Rd

5'10" width

culvert

Culvert

Next to bridge 8779

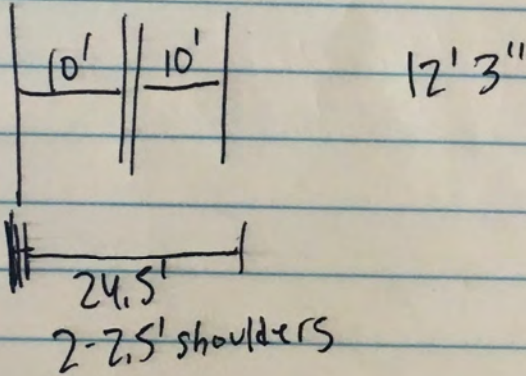
3 culverts

1 under road 18" ID

6" ID & 10" ID

Bridge

Bridge 8779 next to Sachems Head Rd.



Culvert

Culvert after Bridge 8779 (.5mi?)

2 under road side by side culverts

both 30" ID

shoulder is a little dirty for bikes old clippings/pebbles

Culvert

Culvert close to previous, after hill from prev. culvert

1 under road. Top of concrete structure is failing 36" ID



Route 146 at Pine Orchard Road east
Notes from Site Visit
Brantford, CT



Appendix E – Capacity Analysis

Queues
1: Kirkham St/Monroe St & Route 146

2020 Existing Conditions
Weekday Morning/Midday Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	↕		↕		↕		↕	
Traffic Volume (vph)	285	127	262	94	0	12	1	
Future Volume (vph)	285	127	262	94	0	12	1	
Lane Group Flow (vph)	456	0	410	0	216	0	42	
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	2	1	1 2		4		4	3
Permitted Phases		1 2		4		4		
Detector Phase	2	1	1 2	4	4	4	4	
Switch Phase								
Minimum Initial (s)	15.0	5.0		6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	24.5	9.5		23.1	23.1	23.1	23.1	26.0
Total Split (s)	44.5	11.0		23.1	23.1	23.1	23.1	26.0
Total Split (%)	42.5%	10.5%		22.1%	22.1%	22.1%	22.1%	25%
Yellow Time (s)	3.6	3.0		3.3	3.3	3.3	3.3	4.0
All-Red Time (s)	2.9	1.0		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0				0.0		0.0	
Total Lost Time (s)	6.5				5.1		5.1	
Lead/Lag	Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min		None	None	None	None	None
v/c Ratio	0.52		0.53		0.64		0.20	
Control Delay	17.7		12.7		24.3		20.7	
Queue Delay	0.0		0.0		0.0		0.0	
Total Delay	17.7		12.7		24.3		20.7	
Queue Length 50th (ft)	104		48		34		6	
Queue Length 95th (ft)	348		262		135		32	
Internal Link Dist (ft)	203		352		494		366	
Turn Bay Length (ft)								
Base Capacity (vph)	1058		897		524		364	
Starvation Cap Reductn	0		0		0		0	
Spillback Cap Reductn	0		0		0		0	
Storage Cap Reductn	0		0		0		0	
Reduced v/c Ratio	0.43		0.46		0.41		0.12	

Intersection Summary

















Cycle Length: 104.6
 Actuated Cycle Length: 70.7
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Kirkham St/Monroe St & Route 146



HCM Signalized Intersection Capacity Analysis
1: Kirkham St/Monroe St & Route 146

2020 Existing Conditions
Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	285	121	127	262	0	94	0	105	12	1	19
Future Volume (vph)	0	285	121	127	262	0	94	0	105	12	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	13	13	10	10	10	16	16	16	10	10	10
Total Lost time (s)		6.5			4.0			5.1			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			1.00			0.93			0.92	
Flt Protected		1.00			0.98			0.98			0.98	
Satd. Flow (prot)		1847			1711			1915			1569	
Flt Permitted		1.00			0.68			0.83			0.81	
Satd. Flow (perm)		1847			1187			1624			1287	
Peak-hour factor, PHF	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	0.75	0.75	0.75
Adj. Flow (vph)	0	320	136	134	276	0	102	0	114	16	1	25
RTOR Reduction (vph)	0	13	0	0	0	0	0	103	0	0	21	0
Lane Group Flow (vph)	0	443	0	0	410	0	0	113	0	0	21	0
Parking (#/hr)	0		0	0		0						
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	1 2			4			4	
Permitted Phases	2			1 2			4			4		
Actuated Green, G (s)		33.0			40.4			10.4			10.4	
Effective Green, g (s)		33.0			40.4			10.4			10.4	
Actuated g/C Ratio		0.45			0.55			0.14			0.14	
Clearance Time (s)		6.5						5.1			5.1	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		830			706			230			182	
v/s Ratio Prot		0.24			c0.06							
v/s Ratio Perm					c0.26			c0.07			0.02	
v/c Ratio		0.53			0.58			0.49			0.11	
Uniform Delay, d1		14.6			10.9			29.1			27.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.7			1.2			1.7			0.3	
Delay (s)		15.3			12.1			30.7			27.8	
Level of Service		B			B			C			C	
Approach Delay (s)		15.3			12.1			30.7			27.8	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			17.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			73.4				Sum of lost time (s)		19.6			
Intersection Capacity Utilization			72.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
2: Route 146 & Montowese St


















2020 Existing Conditions
Weekday Morning/Midday Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	146	137	227	146	21
Future Volume (Veh/h)	14	146	137	227	146	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.93	0.93
Hourly flow rate (vph)	16	166	157	261	157	23
Pedestrians	11			11	8	
Lane Width (ft)	11.0			11.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						827
pX, platoon unblocked						
vC, conflicting volume	762	190	191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	762	190	191			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	80	89			
cM capacity (veh/h)	324	835	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	182	418	180			
Volume Left	16	157	0			
Volume Right	166	0	23			
cSH	733	1369	1700			
Volume to Capacity	0.25	0.11	0.11			
Queue Length 95th (ft)	24	10	0			
Control Delay (s)	11.5	3.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.5	3.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			51.2%	ICU Level of Service	A	
Analysis Period (min)			15			












HCM Unsignalized Intersection Capacity Analysis
3: Route 146 & Meadow St/Driveway

2020 Existing Conditions
Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	100	0	0	1	90	327	0	0	350	33
Future Volume (Veh/h)	36	0	100	0	0	1	90	327	0	0	350	33
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.25	0.25	0.25	0.80	0.80	0.80	0.91	0.91	0.91
Hourly flow rate (vph)	46	0	127	0	0	4	113	409	0	0	385	36
Pedestrians		2			2						2	
Lane Width (ft)		12.0			12.0						13.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1046	1042	405	1167	1060	413	423			411		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1046	1042	405	1167	1060	413	423			411		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	100	80	100	100	99	90			100		
cM capacity (veh/h)	188	206	645	126	201	637	1134			1146		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	173	4	113	409	421							
Volume Left	46	0	113	0	0							
Volume Right	127	4	0	0	36							
cSH	392	637	1134	1700	1146							
Volume to Capacity	0.44	0.01	0.10	0.24	0.00							
Queue Length 95th (ft)	55	0	8	0	0							
Control Delay (s)	21.2	10.7	8.5	0.0	0.0							
Lane LOS	C	B	A									
Approach Delay (s)	21.2	10.7	1.8		0.0							
Approach LOS	C	B										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			62.5%		ICU Level of Service				B			
Analysis Period (min)			15									










HCM Unsignalized Intersection Capacity Analysis
 4: Route 146 & Pine Orchard Rd west

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	73	255	162	56	240	210
Future Volume (vph)	73	255	162	56	240	210
Peak Hour Factor	0.86	0.86	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	85	297	174	60	261	228
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	85	297	234	261	228	
Volume Left (vph)	85	0	0	261	0	
Volume Right (vph)	0	297	60	0	0	
Hadj (s)	0.53	-0.67	-0.12	0.53	0.03	
Departure Headway (s)	7.0	5.8	6.0	6.5	6.0	
Degree Utilization, x	0.16	0.48	0.39	0.47	0.38	
Capacity (veh/h)	490	595	578	534	577	
Control Delay (s)	10.1	12.7	12.7	14.1	11.5	
Approach Delay (s)	12.1		12.7	12.9		
Approach LOS	B		B	B		
Intersection Summary						
Delay			12.6			
Level of Service			B			
Intersection Capacity Utilization			42.7%	ICU Level of Service		A
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis
5: Route 146 & Indian Neck Ave

2020 Existing Conditions
Weekday Morning/Midday Peak Hour

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	165	145	201	12	7	202
Future Volume (Veh/h)	165	145	201	12	7	202
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	172	151	254	15	8	232
Pedestrians		7	9		9	
Lane Width (ft)		13.0	11.0		11.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	290	148	264	18	9	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	148	264	18	9	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	60	79	60	99	99	
cM capacity (veh/h)	434	729	628	1044	1598	
Direction, Lane #	NB 1	SB 1	SE 1			
Volume Total	323	269	240			
Volume Left	172	0	8			
Volume Right	0	15	232			
cSH	535	643	1598			
Volume to Capacity	0.60	0.42	0.01			
Queue Length 95th (ft)	99	52	0			
Control Delay (s)	21.4	14.6	0.3			
Lane LOS	C	B	A			
Approach Delay (s)	21.4	14.6	0.3			
Approach LOS	C	B				
Intersection Summary						
Average Delay			13.1			
Intersection Capacity Utilization			52.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Elizabeth St/Pine Orchard Rd east & Route 146

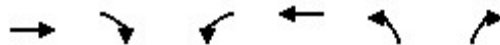
2020 Existing Conditions
Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	69	0	0	61	34	1	2	2	35	1	15
Future Volume (Veh/h)	7	69	0	0	61	34	1	2	2	35	1	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.70	0.70	0.70	0.82	0.82	0.82
Hourly flow rate (vph)	9	87	0	0	81	45	1	3	3	43	1	18
Pedestrians		9			10			10			6	
Lane Width (ft)		11.0			11.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	132			97			246	247	107	229	224	118
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	132			97			246	247	107	229	224	118
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	94	100	98
cM capacity (veh/h)	1445			1482			670	641	930	699	660	921
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	96	126	7	62								
Volume Left	9	0	1	43								
Volume Right	0	45	3	18								
cSH	1445	1482	745	751								
Volume to Capacity	0.01	0.00	0.01	0.08								
Queue Length 95th (ft)	0	0	1	7								
Control Delay (s)	0.7	0.0	9.9	10.2								
Lane LOS	A		A	B								
Approach Delay (s)	0.7	0.0	9.9	10.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			26.1%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
8: Route 146 & Damascus Rd

















2020 Existing Conditions
Weekday Morning/Midday Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	69	76	42	66	69	45
Future Volume (Veh/h)	69	76	42	66	69	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	78	86	51	80	83	54
Pedestrians	2			3	3	
Lane Width (ft)	12.0			13.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			167		308	127
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			167		308	127
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		87	94
cM capacity (veh/h)			1407		656	918
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	164	131	137			
Volume Left	0	51	83			
Volume Right	86	0	54			
cSH	1700	1407	739			
Volume to Capacity	0.10	0.04	0.19			
Queue Length 95th (ft)	0	3	17			
Control Delay (s)	0.0	3.2	11.0			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.2	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			31.8%	ICU Level of Service	A	
Analysis Period (min)			15			
















HCM Unsignalized Intersection Capacity Analysis
 9: Thimble Island Rd/Leetes Island Rd & Route 146

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	44	33	6	42	58	25	97	11	66	92	12
Future Volume (vph)	11	44	33	6	42	58	25	97	11	66	92	12
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.89	0.89	0.89	0.94	0.94	0.94
Hourly flow rate (vph)	14	56	42	7	47	65	28	109	12	70	98	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	112	119	149	181								
Volume Left (vph)	14	7	28	70								
Volume Right (vph)	42	65	12	13								
Hadj (s)	-0.17	-0.28	0.02	0.07								
Departure Headway (s)	4.7	4.6	4.7	4.7								
Degree Utilization, x	0.15	0.15	0.19	0.24								
Capacity (veh/h)	704	723	720	719								
Control Delay (s)	8.5	8.4	8.8	9.2								
Approach Delay (s)	8.5	8.4	8.8	9.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.8									
Level of Service			A									
Intersection Capacity Utilization			31.2%	ICU Level of Service	A							
Analysis Period (min)			15									

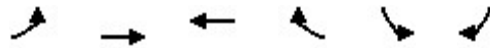
HCM Unsignalized Intersection Capacity Analysis
 10: Shell Beach Rd/Moose Hill Rd & Route 146

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	75	15	15	66	17	6	4	7	0	1	0
Future Volume (Veh/h)	0	75	15	15	66	17	6	4	7	0	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.45	0.45	0.45	0.42	0.42	0.42
Hourly flow rate (vph)	0	101	20	20	89	23	13	9	16	0	2	0
Pedestrians		15			12			12			15	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	127			133			280	290	135	299	288	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	127			133			280	290	135	299	288	130
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	99	98	100	100	100
cM capacity (veh/h)	1459			1435			641	605	893	615	606	906
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	121	132	38									
Volume Left	0	20	13									
Volume Right	20	23	16									
cSH	1459	1435	716									
Volume to Capacity	0.00	0.01	0.05									
Queue Length 95th (ft)	0	1	4									
Control Delay (s)	0.0	1.2	10.3									
Lane LOS		A	B									
Approach Delay (s)	0.0	1.2	10.3									
Approach LOS			B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%		ICU Level of Service				H			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 11: Route 146 & Sachems Head Rd

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour



















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	81	16	13	94	82	92
Future Volume (Veh/h)	81	16	13	94	82	92
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.78	0.78	0.85	0.85	0.89	0.89
Hourly flow rate (vph)	104	21	15	111	92	103
Pedestrians		16	12		16	
Lane Width (ft)		11.0	10.0		11.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	264	315	28	12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	264	315	28	12	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	77	96	97	89	94	
cM capacity (veh/h)	456	590	553	1023	1592	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	125	126	195			
Volume Left	104	0	92			
Volume Right	0	111	103			
cSH	475	929	1592			
Volume to Capacity	0.26	0.14	0.06			
Queue Length 95th (ft)	26	12	5			
Control Delay (s)	15.3	9.5	3.7			
Lane LOS	C	A	A			
Approach Delay (s)	15.3	9.5	3.7			
Approach LOS	C	A				
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			30.6%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.










HCM Unsignalized Intersection Capacity Analysis
 13: Sound View Rd/Goose Ln & Route 146

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	76	97	7	9	113	36	15	52	11	19	57	97
Future Volume (vph)	76	97	7	9	113	36	15	52	11	19	57	97
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.75	0.75	0.75	0.87	0.87	0.87
Hourly flow rate (vph)	86	110	8	10	126	40	20	69	15	22	66	111
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	176	104	199								
Volume Left (vph)	86	10	20	22								
Volume Right (vph)	8	40	15	111								
Hadj (s)	0.09	-0.09	-0.01	-0.28								
Departure Headway (s)	5.0	4.9	5.1	4.7								
Degree Utilization, x	0.28	0.24	0.15	0.26								
Capacity (veh/h)	671	685	637	698								
Control Delay (s)	10.0	9.4	9.0	9.4								
Approach Delay (s)	10.0	9.4	9.0	9.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.5									
Level of Service			A									
Intersection Capacity Utilization			42.7%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 14: Route 146 & Route 1

2020 Existing Conditions
 Weekday Morning/Midday Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	409	1	74	394	0	76
Future Volume (Veh/h)	409	1	74	394	0	76
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.79	0.79
Hourly flow rate (vph)	435	1	80	424	0	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			436		1020	436
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			436		1020	436
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		100	85
cM capacity (veh/h)			1124		244	621
Direction, Lane #	EB 1	WB 1	NE 1			
Volume Total	436	504	96			
Volume Left	0	80	0			
Volume Right	1	0	96			
cSH	1700	1124	621			
Volume to Capacity	0.26	0.07	0.15			
Queue Length 95th (ft)	0	6	14			
Control Delay (s)	0.0	2.0	11.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.0	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			61.1%	ICU Level of Service	B	
Analysis Period (min)			15			

Queues
22: Montowese St/Hillside Ave & Main St

2020 Existing Conditions
Weekday Morning/Midday Peak Hour

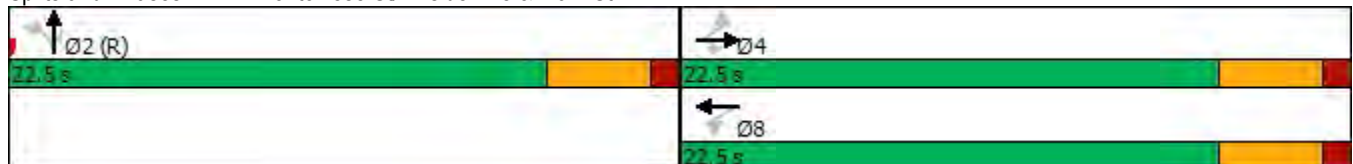


Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR
Lane Configurations		↕	↗	↖	↘	↕	↗
Traffic Volume (vph)	11	163	40	159	213	20	136
Future Volume (vph)	11	163	40	159	213	20	136
Lane Group Flow (vph)	0	189	43	173	246	160	148
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm
Protected Phases		4			8	2	
Permitted Phases	4		4	8			2
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
v/c Ratio		0.26	0.07	0.36	0.33	0.22	0.20
Control Delay		10.3	3.8	12.3	10.6	10.0	3.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.3	3.8	12.3	10.6	10.0	3.0
Queue Length 50th (ft)		31	0	30	40	26	0
Queue Length 95th (ft)		64	13	67	80	55	24
Internal Link Dist (ft)		238			118	747	
Turn Bay Length (ft)			95	95			55
Base Capacity (vph)		728	659	476	743	714	722
Starvation Cap Reductn		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.26	0.07	0.36	0.33	0.22	0.20

Intersection Summary



















Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green
 Natural Cycle: 45
 Control Type: Pretimed

Splits and Phases: 22: Montowese St/Hillside Ave & Main St



HCM Signalized Intersection Capacity Analysis
22: Montowese St/Hillside Ave & Main St

2020 Existing Conditions
Weekday Morning/Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	163	40	159	213	13	127	20	136	0	0	0
Future Volume (vph)	11	163	40	159	213	13	127	20	136	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5			4.5	4.5			
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	0.99			1.00	0.85			
Flt Protected		1.00	1.00	0.95	1.00			0.96	1.00			
Satd. Flow (prot)		1857	1583	1770	1847			1786	1583			
Flt Permitted		0.98	1.00	0.64	1.00			0.96	1.00			
Satd. Flow (perm)		1821	1583	1189	1847			1786	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	177	43	173	232	14	138	22	148	0	0	0
RTOR Reduction (vph)	0	0	26	0	5	0	0	0	89	0	0	0
Lane Group Flow (vph)	0	189	17	173	241	0	0	160	59	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4		4	8			2		2			
Actuated Green, G (s)		18.0	18.0	18.0	18.0			18.0	18.0			
Effective Green, g (s)		18.0	18.0	18.0	18.0			18.0	18.0			
Actuated g/C Ratio		0.40	0.40	0.40	0.40			0.40	0.40			
Clearance Time (s)		4.5	4.5	4.5	4.5			4.5	4.5			
Lane Grp Cap (vph)		728	633	475	738			714	633			
v/s Ratio Prot					0.13							
v/s Ratio Perm		0.10	0.01	c0.15				0.09	0.04			
v/c Ratio		0.26	0.03	0.36	0.33			0.22	0.09			
Uniform Delay, d1		9.0	8.2	9.5	9.3			8.9	8.4			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.9	0.1	2.2	1.2			0.7	0.3			
Delay (s)		9.9	8.3	11.6	10.5			9.6	8.7			
Level of Service		A	A	B	B			A	A			
Approach Delay (s)		9.6			11.0			9.2			0.0	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			45.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			40.5%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	7:22	7:22	7:22	7:22
Total Time (min)	25	25	25	25
Time Recorded (min)	15	15	15	15
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	1873	1938	1865	1893
Vehs Exited	1868	1924	1824	1870
Starting Vehs	92	81	68	73
Ending Vehs	97	95	109	91
Travel Distance (mi)	432	440	428	433
Travel Time (hr)	21.6	23.9	21.5	22.3
Total Delay (hr)	5.3	7.2	5.4	6.0
Total Stops	1357	1427	1369	1382
Fuel Used (gal)	18.0	19.0	17.7	18.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:07
End Time	7:22
Total Time (min)	15
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	Avg
Vehs Entered	1873	1938	1865	1893
Vehs Exited	1868	1924	1824	1870
Starting Vehs	92	81	68	73
Ending Vehs	97	95	109	91
Travel Distance (mi)	432	440	428	433
Travel Time (hr)	21.6	23.9	21.5	22.3
Total Delay (hr)	5.3	7.2	5.4	6.0
Total Stops	1357	1427	1369	1382
Fuel Used (gal)	18.0	19.0	17.7	18.2

7: Blackstone Ave & Route 146 & Pine Orchard Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	0.1	5.9	5.1	2.9	2.4

Queuing and Blocking Report Baseline

11/25/2020

Intersection: 7: Blackstone Ave & Route 146 & Pine Orchard Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	22	18	39
Average Queue (ft)	17	4	25
95th Queue (ft)	31	20	51
Link Distance (ft)	198	151	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	7:22	7:22	7:22	7:22
Total Time (min)	25	25	25	25
Time Recorded (min)	15	15	15	15
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	1873	1938	1865	1893
Vehs Exited	1868	1924	1824	1870
Starting Vehs	92	81	68	73
Ending Vehs	97	95	109	91
Travel Distance (mi)	432	440	428	433
Travel Time (hr)	21.6	23.9	21.5	22.3
Total Delay (hr)	5.3	7.2	5.4	6.0
Total Stops	1357	1427	1369	1382
Fuel Used (gal)	18.0	19.0	17.7	18.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:07
End Time	7:22
Total Time (min)	15
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	Avg
Vehs Entered	1873	1938	1865	1893
Vehs Exited	1868	1924	1824	1870
Starting Vehs	92	81	68	73
Ending Vehs	97	95	109	91
Travel Distance (mi)	432	440	428	433
Travel Time (hr)	21.6	23.9	21.5	22.3
Total Delay (hr)	5.3	7.2	5.4	6.0
Total Stops	1357	1427	1369	1382
Fuel Used (gal)	18.0	19.0	17.7	18.2

12: Whitfield St & Route 146 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.3	0.3	0.4	0.3
Total Del/Veh (s)	20.2	19.4	25.6	2.0	14.9

Queuing and Blocking Report

Baseline

11/25/2020

Intersection: 12: Whitfield St & Route 146

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	127	119	145	31
Average Queue (ft)	69	71	86	9
95th Queue (ft)	130	124	157	35
Link Distance (ft)	555	399	608	421
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queues
1: Kirkham St/Monroe St & Route 146

2020 Existing Conditions
Weekday Evening Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	↕		↕		↕		↕	
Traffic Volume (vph)	308	134	233	91	0	3	2	
Future Volume (vph)	308	134	233	91	0	3	2	
Lane Group Flow (vph)	517	0	413	0	209	0	25	
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	2	1	1 2		4		4	3
Permitted Phases		1 2		4		4		
Detector Phase	2	1	1 2	4	4	4	4	
Switch Phase								
Minimum Initial (s)	15.0	5.0		6.0	6.0	6.0	6.0	5.0
Minimum Split (s)	24.5	9.5		23.1	23.1	23.1	23.1	26.0
Total Split (s)	44.5	14.0		23.1	23.1	23.1	23.1	26.0
Total Split (%)	41.4%	13.0%		21.5%	21.5%	21.5%	21.5%	24%
Yellow Time (s)	3.6	3.0		3.3	3.3	3.3	3.3	4.0
All-Red Time (s)	2.9	1.0		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0				0.0		0.0	
Total Lost Time (s)	6.5				5.1		5.1	
Lead/Lag	Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min		None	None	None	None	None
v/c Ratio	0.57		0.56		0.66		0.13	
Control Delay	19.6		12.8		26.9		22.4	
Queue Delay	0.0		0.0		0.0		0.0	
Total Delay	19.6		12.8		26.9		22.4	
Queue Length 50th (ft)	137		49		39		4	
Queue Length 95th (ft)	434		#263		134		14	
Internal Link Dist (ft)	203		352		494		366	
Turn Bay Length (ft)								
Base Capacity (vph)	913		741		471		341	
Starvation Cap Reductn	0		0		0		0	
Spillback Cap Reductn	0		0		0		0	
Storage Cap Reductn	0		0		0		0	
Reduced v/c Ratio	0.57		0.56		0.44		0.07	

Intersection Summary

















Cycle Length: 107.6
 Actuated Cycle Length: 79.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Kirkham St/Monroe St & Route 146



HCM Signalized Intersection Capacity Analysis
1: Kirkham St/Monroe St & Route 146

2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	308	167	134	233	0	91	0	101	3	2	8
Future Volume (vph)	0	308	167	134	233	0	91	0	101	3	2	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	13	13	10	10	10	16	16	16	10	10	10
Total Lost time (s)		6.5			4.0			5.1			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.95			1.00			0.93			0.92	
Fl _t Protected		1.00			0.98			0.98			0.99	
Satd. Flow (prot)		1833			1707			1916			1579	
Fl _t Permitted		1.00			0.57			0.84			0.89	
Satd. Flow (perm)		1833			997			1641			1415	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.54	0.54	0.54
Adj. Flow (vph)	0	335	182	151	262	0	99	0	110	6	4	15
RTOR Reduction (vph)	0	15	0	0	0	0	0	102	0	0	13	0
Lane Group Flow (vph)	0	502	0	0	413	0	0	107	0	0	12	0
Parking (#/hr)	0		0	0		0						
Turn Type		NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	1 2			4			4	
Permitted Phases	2			1 2			4			4		
Actuated Green, G (s)		39.0			49.3			10.3			10.3	
Effective Green, g (s)		39.0			49.3			10.3			10.3	
Actuated g/C Ratio		0.47			0.60			0.12			0.12	
Clearance Time (s)		6.5						5.1			5.1	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		867			685			205			176	
v/s Ratio Prot		0.27			c0.08							
v/s Ratio Perm					c0.29			c0.06			0.01	
v/c Ratio		0.58			0.60			0.52			0.07	
Uniform Delay, d ₁		15.7			10.4			33.7			31.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		0.9			1.5			2.4			0.2	
Delay (s)		16.7			11.9			36.1			32.0	
Level of Service		B			B			D			C	
Approach Delay (s)		16.7			11.9			36.1			32.0	
Approach LOS		B			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			18.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			82.4				Sum of lost time (s)		19.6			
Intersection Capacity Utilization			77.0%				ICU Level of Service			D		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
2: Route 146 & Montowese St


















2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	192	127	223	202	17
Future Volume (Veh/h)	20	192	127	223	202	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	22	216	138	242	222	19
Pedestrians	23			23	13	
Lane Width (ft)	11.0			11.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						827
pX, platoon unblocked						
vC, conflicting volume	786	278	264			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	786	278	264			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	70	89			
cM capacity (veh/h)	312	731	1274			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	238	380	241			
Volume Left	22	138	0			
Volume Right	216	0	19			
cSH	650	1274	1700			
Volume to Capacity	0.37	0.11	0.14			
Queue Length 95th (ft)	42	9	0			
Control Delay (s)	13.7	3.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.7	3.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			56.0%	ICU Level of Service	B	
Analysis Period (min)			15			












HCM Unsignalized Intersection Capacity Analysis
 3: Route 146 & Meadow St/Driveway

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	106	0	0	1	111	317	0	0	490	30
Future Volume (Veh/h)	32	0	106	0	0	1	111	317	0	0	490	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.25	0.25	0.25	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	34	0	113	0	0	4	121	345	0	0	521	32
Pedestrians		3			3						3	
Lane Width (ft)		12.0			12.0						13.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1134	1130	540	1240	1146	351	556			348		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1134	1130	540	1240	1146	351	556			348		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	100	79	100	100	99	88			100		
cM capacity (veh/h)	161	178	540	108	174	688	1012			1207		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	147	4	121	345	553							
Volume Left	34	0	121	0	0							
Volume Right	113	4	0	0	32							
cSH	349	688	1012	1700	1207							
Volume to Capacity	0.42	0.01	0.12	0.20	0.00							
Queue Length 95th (ft)	50	0	10	0	0							
Control Delay (s)	22.6	10.3	9.0	0.0	0.0							
Lane LOS	C	B	A									
Approach Delay (s)	22.6	10.3	2.3		0.0							
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			69.3%		ICU Level of Service					C		
Analysis Period (min)			15									










HCM Unsignalized Intersection Capacity Analysis
 4: Route 146 & Pine Orchard Rd west

2020 Existing Conditions
 Weekday Evening Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	100	242	186	61	297	299
Future Volume (vph)	100	242	186	61	297	299
Peak Hour Factor	0.83	0.83	0.83	0.83	0.93	0.93
Hourly flow rate (vph)	120	292	224	73	319	322
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total (vph)	120	292	297	319	322	
Volume Left (vph)	120	0	0	319	0	
Volume Right (vph)	0	292	73	0	0	
Hadj (s)	0.53	-0.67	-0.11	0.53	0.03	
Departure Headway (s)	7.5	6.3	6.3	6.8	6.3	
Degree Utilization, x	0.25	0.51	0.52	0.61	0.57	
Capacity (veh/h)	460	540	546	515	557	
Control Delay (s)	11.8	14.4	15.9	18.6	16.1	
Approach Delay (s)	13.6		15.9	17.3		
Approach LOS	B		C	C		
Intersection Summary						
Delay			15.9			
Level of Service			C			
Intersection Capacity Utilization			49.6%	ICU Level of Service		A
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis
5: Route 146 & Indian Neck Ave

2020 Existing Conditions
Weekday Evening Peak Hour

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	155	154	271	29	15	242
Future Volume (Veh/h)	155	154	271	29	15	242
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	185	183	295	32	17	275
Pedestrians		1	2		2	
Lane Width (ft)		13.0	11.0		11.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	354	174	312	4	2	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	174	312	4	2	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	47	74	50	97	99	
cM capacity (veh/h)	351	709	595	1076	1618	
Direction, Lane #	NB 1	SB 1	SE 1			
Volume Total	368	327	292			
Volume Left	185	0	17			
Volume Right	0	32	275			
cSH	469	622	1618			
Volume to Capacity	0.78	0.53	0.01			
Queue Length 95th (ft)	175	77	1			
Control Delay (s)	35.3	17.0	0.5			
Lane LOS	E	C	A			
Approach Delay (s)	35.3	17.0	0.5			
Approach LOS	E	C				
Intersection Summary						
Average Delay			19.0			
Intersection Capacity Utilization			58.6%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Elizabeth St/Pine Orchard Rd east & Route 146

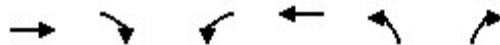
2020 Existing Conditions
Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	89	0	2	96	21	0	2	0	29	1	14
Future Volume (Veh/h)	6	89	0	2	96	21	0	2	0	29	1	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.91	0.91	0.91	0.72	0.72	0.72	0.87	0.87	0.87
Hourly flow rate (vph)	7	107	0	2	105	23	0	3	0	33	1	16
Pedestrians		22			22			22			16	
Lane Width (ft)		11.0			11.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	144			129			302	291	151	281	280	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			129			302	291	151	281	280	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	99	100	95	100	98
cM capacity (veh/h)	1417			1426			592	593	860	625	602	861
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	114	130	3	50								
Volume Left	7	2	0	33								
Volume Right	0	23	0	16								
cSH	1417	1426	593	685								
Volume to Capacity	0.00	0.00	0.01	0.07								
Queue Length 95th (ft)	0	0	0	6								
Control Delay (s)	0.5	0.1	11.1	10.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.5	0.1	11.1	10.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			28.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
8: Route 146 & Damascus Rd

















2020 Existing Conditions
Weekday Evening Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	89	86	47	98	73	43
Future Volume (Veh/h)	89	86	47	98	73	43
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.79	0.79	0.78	0.78
Hourly flow rate (vph)	103	100	59	124	94	55
Pedestrians	3			6	3	
Lane Width (ft)	12.0			13.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			1	0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			206		401	162
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			206		401	162
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		84	94
cM capacity (veh/h)			1361		575	875
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	203	183	149			
Volume Left	0	59	94			
Volume Right	100	0	55			
cSH	1700	1361	659			
Volume to Capacity	0.12	0.04	0.23			
Queue Length 95th (ft)	0	3	22			
Control Delay (s)	0.0	2.7	12.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.7	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			36.2%	ICU Level of Service	A	
Analysis Period (min)			15			
















HCM Unsignalized Intersection Capacity Analysis
 9: Thimble Island Rd/Leetes Island Rd & Route 146

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	49	47	5	55	78	45	82	5	77	86	23
Future Volume (vph)	17	49	47	5	55	78	45	82	5	77	86	23
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.85	0.85	0.85	0.88	0.88	0.88
Hourly flow rate (vph)	19	54	52	6	64	91	53	96	6	88	98	26
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	125	161	155	212								
Volume Left (vph)	19	6	53	88								
Volume Right (vph)	52	91	6	26								
Hadj (s)	-0.19	-0.30	0.08	0.04								
Departure Headway (s)	4.9	4.7	5.0	4.9								
Degree Utilization, x	0.17	0.21	0.21	0.29								
Capacity (veh/h)	672	700	673	693								
Control Delay (s)	8.8	8.9	9.3	9.8								
Approach Delay (s)	8.8	8.9	9.3	9.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.3									
Level of Service			A									
Intersection Capacity Utilization			34.4%	ICU Level of Service	A							
Analysis Period (min)			15									

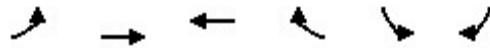
HCM Unsignalized Intersection Capacity Analysis
 10: Shell Beach Rd/Moose Hill Rd & Route 146

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	96	18	15	93	14	6	3	13	0	0	0
Future Volume (Veh/h)	1	96	18	15	93	14	6	3	13	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.46	0.46	0.46	0.33	0.33	0.33
Hourly flow rate (vph)	1	104	20	17	103	16	13	7	28	0	0	0
Pedestrians		14			11			10			14	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	133			134			285	293	135	318	295	139
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	133			134			285	293	135	318	295	139
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	99	97	100	100	100
cM capacity (veh/h)	1452			1437			641	604	896	593	603	897
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	125	136	48									
Volume Left	1	17	13									
Volume Right	20	16	28									
cSH	1452	1437	760									
Volume to Capacity	0.00	0.01	0.06									
Queue Length 95th (ft)	0	1	5									
Control Delay (s)	0.1	1.0	10.1									
Lane LOS	A	A	B									
Approach Delay (s)	0.1	1.0	10.1									
Approach LOS			B									
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			28.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 11: Route 146 & Sachems Head Rd

2020 Existing Conditions
 Weekday Evening Peak Hour



















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	103	22	22	70	84	130
Future Volume (Veh/h)	103	22	22	70	84	130
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.70	0.70	0.91	0.91
Hourly flow rate (vph)	121	26	31	100	92	143
Pedestrians		11	10		11	
Lane Width (ft)		11.0	10.0		11.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	393	276	348	21	10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	276	348	21	10	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	73	96	94	90	94	
cM capacity (veh/h)	453	584	533	1038	1597	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	147	131	235			
Volume Left	121	0	92			
Volume Right	0	100	143			
cSH	472	848	1597			
Volume to Capacity	0.31	0.15	0.06			
Queue Length 95th (ft)	33	14	5			
Control Delay (s)	16.1	10.0	3.2			
Lane LOS	C	B	A			
Approach Delay (s)	16.1	10.0	3.2			
Approach LOS	C	B				
Intersection Summary						
Average Delay			8.6			
Intersection Capacity Utilization			33.5%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.










HCM Unsignalized Intersection Capacity Analysis
 13: Sound View Rd/Goose Ln & Route 146

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	93	116	15	9	113	37	13	87	22	23	50	110
Future Volume (vph)	93	116	15	9	113	37	13	87	22	23	50	110
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.74	0.74	0.74	0.82	0.82	0.82
Hourly flow rate (vph)	112	140	18	10	128	42	18	118	30	28	61	134
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	270	180	166	223								
Volume Left (vph)	112	10	18	28								
Volume Right (vph)	18	42	30	134								
Hadj (s)	0.08	-0.09	-0.05	-0.30								
Departure Headway (s)	5.3	5.3	5.4	5.1								
Degree Utilization, x	0.40	0.27	0.25	0.32								
Capacity (veh/h)	630	618	592	643								
Control Delay (s)	11.8	10.2	10.3	10.5								
Approach Delay (s)	11.8	10.2	10.3	10.5								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			10.8									
Level of Service			B									
Intersection Capacity Utilization			47.6%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 14: Route 146 & Route 1

2020 Existing Conditions
 Weekday Evening Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	437	1	77	334	1	107
Future Volume (Veh/h)	437	1	77	334	1	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	475	1	97	423	1	135
Pedestrians	2				2	
Lane Width (ft)	13.0				11.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			478		1096	478
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			478		1096	478
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	77
cM capacity (veh/h)			1082		214	587
Direction, Lane #	EB 1	WB 1	NE 1			
Volume Total	476	520	136			
Volume Left	0	97	1			
Volume Right	1	0	135			
cSH	1700	1082	579			
Volume to Capacity	0.28	0.09	0.23			
Queue Length 95th (ft)	0	7	23			
Control Delay (s)	0.0	2.5	13.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.5	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			61.6%	ICU Level of Service		B
Analysis Period (min)			15			

Queues
22: Montowese St/Hillside Ave & Main St

2020 Existing Conditions
Weekday Evening Peak Hour

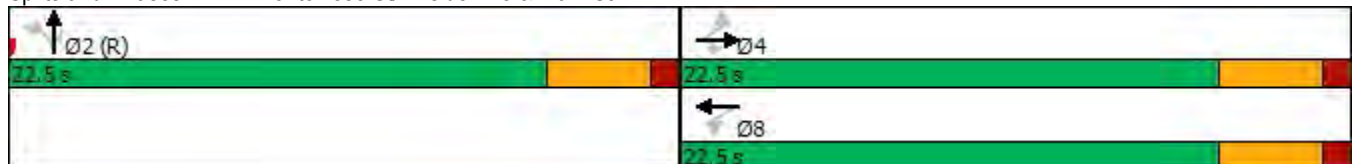


Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR
Lane Configurations		↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	21	163	38	206	181	29	186
Future Volume (vph)	21	163	38	206	181	29	186
Lane Group Flow (vph)	0	200	41	224	213	142	202
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm
Protected Phases		4			8	2	
Permitted Phases	4		4	8			2
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
v/c Ratio		0.28	0.06	0.48	0.29	0.20	0.27
Control Delay		10.5	3.8	14.2	10.0	9.8	2.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		10.5	3.8	14.2	10.0	9.8	2.9
Queue Length 50th (ft)		33	0	40	33	23	0
Queue Length 95th (ft)		68	12	88	68	49	28
Internal Link Dist (ft)		238			118	747	
Turn Bay Length (ft)			95	95			55
Base Capacity (vph)		712	657	470	743	717	754
Starvation Cap Reductn		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.28	0.06	0.48	0.29	0.20	0.27

Intersection Summary



















Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green
 Natural Cycle: 45
 Control Type: Pretimed

Splits and Phases: 22: Montowese St/Hillside Ave & Main St



HCM Signalized Intersection Capacity Analysis
 22: Montowese St/Hillside Ave & Main St

2020 Existing Conditions
 Weekday Evening Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	163	38	206	181	15	101	29	186	0	0	0
Future Volume (vph)	21	163	38	206	181	15	101	29	186	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5			4.5	4.5			
Lane Util. Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Frt		1.00	0.85	1.00	0.99			1.00	0.85			
Flt Protected		0.99	1.00	0.95	1.00			0.96	1.00			
Satd. Flow (prot)		1852	1583	1770	1842			1793	1583			
Flt Permitted		0.96	1.00	0.63	1.00			0.96	1.00			
Satd. Flow (perm)		1781	1583	1178	1842			1793	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	177	41	224	197	16	110	32	202	0	0	0
RTOR Reduction (vph)	0	0	25	0	7	0	0	0	121	0	0	0
Lane Group Flow (vph)	0	200	16	224	206	0	0	142	81	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4		4	8			2		2			
Actuated Green, G (s)		18.0	18.0	18.0	18.0			18.0	18.0			
Effective Green, g (s)		18.0	18.0	18.0	18.0			18.0	18.0			
Actuated g/C Ratio		0.40	0.40	0.40	0.40			0.40	0.40			
Clearance Time (s)		4.5	4.5	4.5	4.5			4.5	4.5			
Lane Grp Cap (vph)		712	633	471	736			717	633			
v/s Ratio Prot					0.11							
v/s Ratio Perm		0.11	0.01	c0.19				0.08	0.05			
v/c Ratio		0.28	0.03	0.48	0.28			0.20	0.13			
Uniform Delay, d1		9.1	8.2	10.0	9.1			8.8	8.5			
Progression Factor		1.00	1.00	1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.0	0.1	3.4	1.0			0.6	0.4			
Delay (s)		10.1	8.3	13.4	10.1			9.4	9.0			
Level of Service		B	A	B	B			A	A			
Approach Delay (s)		9.8			11.8			9.1			0.0	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.4			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			45.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			39.5%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	5:05	5:05	5:05	5:05
End Time	5:30	5:30	5:30	5:30
Total Time (min)	25	25	25	25
Time Recorded (min)	15	15	15	15
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2130	2033	2061	2068
Vehs Exited	2139	2026	2048	2068
Starting Vehs	110	97	96	98
Ending Vehs	101	104	109	98
Travel Distance (mi)	499	475	480	485
Travel Time (hr)	28.5	24.1	25.4	26.0
Total Delay (hr)	9.6	6.1	7.3	7.7
Total Stops	1648	1510	1524	1559
Fuel Used (gal)	21.8	19.8	20.0	20.5

Interval #0 Information Seeding

Start Time	5:05
End Time	5:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	Avg
Vehs Entered	2130	2033	2061	2068
Vehs Exited	2139	2026	2048	2068
Starting Vehs	110	97	96	98
Ending Vehs	101	104	109	98
Travel Distance (mi)	499	475	480	485
Travel Time (hr)	28.5	24.1	25.4	26.0
Total Delay (hr)	9.6	6.1	7.3	7.7
Total Stops	1648	1510	1524	1559
Fuel Used (gal)	21.8	19.8	20.0	20.5

7: Blackstone Ave & Route 146 & Pine Orchard Rd Performance by approach

Queuing and Blocking Report

Baseline

11/25/2020

Intersection: 7: Blackstone Ave & Route 146 & Pine Orchard Rd

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	38	36
Average Queue (ft)	21	22
95th Queue (ft)	39	46
Link Distance (ft)	198	485
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	5:05	5:05	5:05	5:05
End Time	5:30	5:30	5:30	5:30
Total Time (min)	25	25	25	25
Time Recorded (min)	15	15	15	15
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2130	2033	2061	2068
Vehs Exited	2139	2026	2048	2068
Starting Vehs	110	97	96	98
Ending Vehs	101	104	109	98
Travel Distance (mi)	499	475	480	485
Travel Time (hr)	28.5	24.1	25.4	26.0
Total Delay (hr)	9.6	6.1	7.3	7.7
Total Stops	1648	1510	1524	1559
Fuel Used (gal)	21.8	19.8	20.0	20.5

Interval #0 Information Seeding

Start Time	5:05
End Time	5:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	Avg
Vehs Entered	2130	2033	2061	2068
Vehs Exited	2139	2026	2048	2068
Starting Vehs	110	97	96	98
Ending Vehs	101	104	109	98
Travel Distance (mi)	499	475	480	485
Travel Time (hr)	28.5	24.1	25.4	26.0
Total Delay (hr)	9.6	6.1	7.3	7.7
Total Stops	1648	1510	1524	1559
Fuel Used (gal)	21.8	19.8	20.0	20.5

12: Whitfield St & Route 146 Performance by approach

Queuing and Blocking Report

Baseline

11/25/2020

Intersection: 12: Whitfield St & Route 146

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	164	86	192	16
Average Queue (ft)	86	55	100	6
95th Queue (ft)	164	90	191	17
Link Distance (ft)	555	399	608	421
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Appendix F – Crash Data

2017-2019 Crash Data: Route 146 at Kirkham Street

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
350262	Branford	1/21/2017	12:25:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
373907	Branford	3/29/2017	16:32:00	Property Damage Only	Angle	Clear	Daylight	Dry
380641	Branford	2/8/2017	14:37:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
434226	Branford	9/7/2017	16:39:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
444379	Branford	10/14/2017	11:11:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Wet
449519	Branford	10/31/2017	20:16:00	Property Damage Only	Sideswipe, opposite direction	Clear	Dusk	Dry
558965	Branford	10/5/2018	14:00:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
652577	Branford	6/18/2019	14:28:00	Property Damage Only	Rear to rear	Rain	Daylight	Wet
677733	Branford	7/10/2019	16:52:00	Injury of any type (Serious, Minor, Possible)	Front to front	Clear	Daylight	Dry

2017-2019 Crash Data: Route 146 at Montowese Street

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
540365	Branford	8/4/2018	14:24:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
558964	Branford	10/5/2018	13:14:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
654534	Branford	6/25/2019	9:59:00	Property Damage Only	Angle	Rain	Daylight	Wet
722844	Branford	12/12/2019	16:41:00	Property Damage Only	Angle	Clear	Dark-Lighted	Dry

2017-2019 Crash Data: Route 146 at Meadow Street

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
526225	Branford	6/22/2018	17:29:00	Property Damage Only	Angle	Clear	Daylight	Dry
653725	Branford	6/23/2019	17:37:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
709267	Branford	11/11/2019	21:14:00	Property Damage Only	Other	Clear	Dark-Lighted	Dry

2017-2019 Crash Data: Route 146 at Pine Orchard Road (west)

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
361203	Branford	2/24/2017	18:25:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Not Lighted	Dry
498317	Branford	3/10/2018	14:58:00	Property Damage Only	Angle	Clear	Daylight	Dry
555347	Branford	9/8/2018	11:31:00	Property Damage Only	Angle	Clear	Daylight	Dry
648641	Branford	6/7/2019	19:44:00	Property Damage Only	Angle	Clear	Daylight	Dry
664086	Branford	7/17/2019	15:25:00	Property Damage Only	Angle	Rain	Daylight	Wet

2017-2019 Crash Data: Route 146 at Indian Neck Avenue

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
359234	Branford	2/12/2017	12:53:00	Property Damage Only	Front to rear	Snow	Daylight	Snow
606421	Branford	2/9/2019	17:48:00	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
689723	Branford	9/25/2019	17:26:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry

2017-2019 Crash Data: Route 146 at Blackstone Avenue

CrashId	CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
421487	421487	Branford	7/26/2017	16:33:00	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry

2013-2017 Crash Data: Route 146 at Leetes Island Road

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
373908	Branford	3/30/2017	15:53:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
479350	Branford	12/30/2017	10:44:00	Property Damage Only	Front to rear	Snow	Daylight	Slush

2017-2019 Crash Data: Route 146 at Sachems Head Road

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
673658	Guilford	8/10/2019	12:58:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry

2017-2019 Crash Data: Route 146 at Whitfield Street

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
351195	Guilford	1/28/2017	10:49:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
394430	Guilford	5/30/2017	13:22:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
421595	Guilford	7/26/2017	14:21:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
442214	Guilford	10/7/2017	11:48:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
495463	Guilford	2/26/2018	12:32:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
534460	Guilford	7/13/2018	18:01:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
659230	Guilford	7/10/2019	16:25:00	Property Damage Only	Angle	Clear	Daylight	Dry
704053	Guilford	10/28/2019	12:39:00	Property Damage Only	Angle	Clear	Daylight	Dry
728056	Guilford	12/23/2019	16:57:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry

2017-2019 Crash Data: Route 146 at Soundview Road

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
381861	Guilford	4/26/2017	12:39:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
419403	Guilford	7/20/2017	11:08:00	Property Damage Only	Angle	Clear	Daylight	Dry
456704	Guilford	11/10/2017	17:33:00	Property Damage Only	Front to front	Clear	Dark-Unknown Lighting	Dry
481617	Guilford	1/5/2018	10:34:00	Property Damage Only	Angle	Clear	Daylight	Slush
487288	Guilford	1/24/2018	16:43:00	Property Damage Only	Angle	Clear	Daylight	Dry
512313	Guilford	5/7/2018	15:31:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
518205	Guilford	5/23/2018	11:30:00	Property Damage Only	Angle	Clear	Daylight	Dry
556395	Guilford	9/26/2018	7:58:00	Property Damage Only	Angle	Rain	Daylight	Wet
588207	Guilford	12/10/2018	17:48:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Lighted	Dry
616390	Guilford	3/6/2019	13:14:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
629068	Guilford	4/23/2019	12:23:00	Property Damage Only	Other	Clear	Daylight	Dry
638512	Guilford	5/14/2019	12:17:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
714093	Guilford	11/22/2019	12:17:00	Property Damage Only	Angle	Cloudy	Daylight	Wet
726979	Guilford	12/19/2019	8:11:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry

2017-2019 Crash Data: Route 146 at Route 1

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
347174	Guilford	1/3/2017	12:30:00	Property Damage Only	Angle	Rain	Daylight	Wet
436276	Guilford	9/15/2017	17:37:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
461789	Guilford	12/4/2017	16:13:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
464336	Guilford	12/7/2017	16:50:00	Property Damage Only	Angle	Clear	Dusk	Dry
478940	Guilford	12/29/2017	17:40:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
502741	Guilford	3/29/2018	20:20:00	Injury of any type (Serious, Minor, Possible)	Angle	Rain	Dark-Lighted	Wet
504076	Guilford	4/3/2018	7:20:00	Property Damage Only	Other	Clear	Daylight	Dry
526785	Guilford	6/24/2018	15:09:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
579307	Guilford	11/16/2018	18:22:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Lighted	Dry
693563	Guilford	10/1/2019	10:29:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Cloudy	Daylight	Dry
709382	Guilford	11/9/2019	12:32:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
731158	Guilford	12/30/2019	7:53:00	Injury of any type (Serious, Minor, Possible)	Angle	Rain	Daylight	Wet

2017-2019 Crash Data: Route 146 Branford Section

CrashId	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
346851	Branford	1/10/2017	19:46:00	Property Damage Only	Angle	Clear	Dark-Lighted	Wet
347536	Branford	1/10/2017	9:46:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
350262	Branford	1/21/2017	12:25:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
350271	Branford	1/27/2017	23:28:00	Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
351072	Branford	1/29/2017	16:35:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
353147	Branford	1/31/2017	12:02:00	Property Damage Only	Not Applicable	Snow	Daylight	Snow
359234	Branford	2/12/2017	12:53:00	Property Damage Only	Front to rear	Snow	Daylight	Snow
359246	Branford	2/23/2017	14:38:00	Property Damage Only	Angle	Clear	Daylight	Dry
361203	Branford	2/24/2017	18:25:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Not Lighted	Dry
364805	Branford	3/11/2017	12:15:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
369590	Branford	3/22/2017	16:20:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
370508	Branford	2/28/2017	12:14:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
373907	Branford	3/29/2017	16:32:00	Property Damage Only	Angle	Clear	Daylight	Dry
373908	Branford	3/30/2017	15:53:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
378194	Branford	4/18/2017	16:48:00	Property Damage Only	Angle	Clear	Dark-Lighted	Dry
380641	Branford	2/8/2017	14:37:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
382935	Branford	4/29/2017	18:22:00	Injury of any type (Serious, Minor, Possible)	Other	Clear	Daylight	Dry
383608	Branford	5/1/2017	14:18:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
387534	Branford	5/5/2017	16:30:00	Property Damage Only	Other	Rain	Daylight	Wet
389630	Branford	5/13/2017	19:03:00	Injury of any type (Serious, Minor, Possible)	Angle	Rain	Daylight	Wet
392587	Branford	5/20/2017	12:46:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
394249	Branford	6/2/2017	15:09:00	Property Damage Only	Angle	Clear	Daylight	Dry
396880	Branford	5/28/2017	14:46:00	Injury of any type (Serious, Minor, Possible)	Sideswipe, opposite direction	Clear	Daylight	Dry
400169	Branford	7/1/2017	2:05:00	Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
405141	Branford	6/12/2017	13:09:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
405777	Branford	7/5/2017	16:34:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
406797	Branford	7/11/2017	11:48:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
409841	Branford	6/21/2017	12:32:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
419275	Branford	7/20/2017	11:32:00	Property Damage Only	Angle	Clear	Daylight	Dry
422520	Branford	7/4/2017	20:11:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
424568	Branford	8/4/2017	12:35:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
431548	Branford	8/29/2017	12:56:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
431549	Branford	8/29/2017	16:34:00	Property Damage Only	Front to rear	Clear	Daylight	Wet
433651	Branford	9/5/2017	9:15:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
433655	Branford	9/6/2017	19:36:00	Property Damage Only	Not Applicable	Rain	Dark-Not Lighted	Wet
434226	Branford	9/7/2017	16:39:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
441475	Branford	10/5/2017	15:31:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
442679	Branford	10/10/2017	12:37:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
444379	Branford	10/14/2017	11:11:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Wet
446364	Branford	10/24/2017	14:21:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
447826	Branford	10/29/2017	9:04:00	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
449519	Branford	10/31/2017	20:16:00	Property Damage Only	Sideswipe, opposite direction	Clear	Dusk	Dry
453223	Branford	11/16/2017	16:38:00	Property Damage Only	Angle	Clear	Daylight	Dry
453805	Branford	11/18/2017	13:26:00	Injury of any type (Serious, Minor, Possible)	Front to front	Clear	Daylight	Dry
456652	Branford	11/26/2017	2:04:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Dark-Lighted	Dry
458269	Branford	11/20/2017	12:31:00	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
461652	Branford	12/5/2017	17:46:00	Property Damage Only	Angle	Clear	Dark-Lighted	Wet
462733	Branford	11/28/2017	17:32:00	Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
462735	Branford	11/29/2017	15:17:00	Property Damage Only	Other	Clear	Daylight	Dry
463983	Branford	5/19/2017	15:20:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
467641	Branford	12/12/2017	13:46:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
469719	Branford	12/10/2017	16:15:00	Fatal (Kill)	Not Applicable	Clear	Dusk	Wet

474597 Branford	12/16/2017	14:55:00 Property Damage Only	Not Applicable	Cloudy	Daylight	Dry
478394 Branford	12/27/2017	11:13:00 Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
479350 Branford	12/30/2017	10:44:00 Property Damage Only	Front to rear	Snow	Daylight	Slush
480852 Branford	1/5/2018	1:43:00 Property Damage Only	Not Applicable	Clear	Dark-Lighted	Slush
489631 Branford	2/1/2018	22:59:00 Injury of any type (Serious, Minor, Possible)	Angle	Freezing Rain or Freezing Drizzle	Dark-Lighted	Wet
497174 Branford	3/5/2018	16:58:00 Injury of any type (Serious, Minor, Possible)	Rear to rear	Clear	Daylight	Dry
497671 Branford	3/7/2018	16:53:00 Property Damage Only	Angle	Snow	Daylight	Snow
499022 Branford	3/12/2018	13:19:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
506071 Branford	4/12/2018	21:59:00 Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Lighted	Dry
508433 Branford	4/21/2018	11:30:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
510130 Branford	4/27/2018	11:06:00 Injury of any type (Serious, Minor, Possible)	Angle	Rain	Daylight	Wet
511592 Branford	5/3/2018	12:41:00 Property Damage Only	Rear to side	Clear	Daylight	Dry
513146 Branford	5/9/2018	13:00:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
526225 Branford	6/22/2018	17:29:00 Property Damage Only	Angle	Clear	Daylight	Dry
526227 Branford	6/22/2018	20:19:00 Property Damage Only	Angle	Clear	Dark-Not Lighted	Dry
526228 Branford	6/23/2018	10:16:00 Property Damage Only	Sideswipe, opposite direction	Rain	Daylight	Wet
526707 Branford	6/25/2018	8:42:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
531907 Branford	7/6/2018	13:02:00 Property Damage Only	Front to rear	Rain	Daylight	Wet
532433 Branford	7/7/2018	11:02:00 Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
535627 Branford	7/14/2018	17:32:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
535632 Branford	7/18/2018	23:44:00 Property Damage Only	Rear to side	Clear	Dark-Unknown Lighting	Dry
536914 Branford	7/21/2018	11:50:00 Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
537227 Branford	7/21/2018	19:55:00 Property Damage Only	Not Applicable	Clear	Dusk	Dry
540365 Branford	8/4/2018	14:24:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
555326 Branford	8/27/2018	14:51:00 Property Damage Only	Angle	Clear	Daylight	Dry
555347 Branford	9/8/2018	11:31:00 Property Damage Only	Angle	Clear	Daylight	Dry
555355 Branford	9/15/2018	7:03:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
555361 Branford	9/22/2018	8:34:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
558964 Branford	10/5/2018	13:14:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
558965 Branford	10/5/2018	14:00:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
558966 Branford	10/6/2018	13:08:00 Injury of any type (Serious, Minor, Possible)	Front to rear	Cloudy	Daylight	Dry
564986 Branford	10/27/2018	10:00:00 Property Damage Only	Angle	Rain	Daylight	Wet
566064 Branford	10/30/2018	10:23:00 Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
576541 Branford	11/9/2018	8:33:00 Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
583186 Branford	11/30/2018	1:56:00 Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
583187 Branford	11/30/2018	17:07:00 Property Damage Only	Not Applicable	Rain	Dark-Not Lighted	Wet
583189 Branford	12/1/2018	12:50:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
588954 Branford	12/13/2018	17:02:00 Property Damage Only	Front to rear	Rain	Dark-Not Lighted	Wet
591755 Branford	12/21/2018	20:41:00 Property Damage Only	Not Applicable	Rain	Dark-Lighted	Mud, Dirt, Gravel
606421 Branford	2/9/2019	17:48:00 Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
610001 Branford	2/21/2019	7:13:00 Property Damage Only	Not Applicable	Freezing Rain or Freezing Drizzle	Daylight	Slush
619425 Branford	3/16/2019	15:44:00 Property Damage Only	Angle	Clear	Daylight	Dry
623355 Branford	4/2/2019	11:57:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
625297 Branford	4/9/2019	16:43:00 Property Damage Only	Angle	Clear	Daylight	Dry
631578 Branford	4/30/2019	16:02:00 Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
632153 Branford	5/3/2019	19:09:00 Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
632789 Branford	5/7/2019	15:09:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
640051 Branford	5/31/2019	17:06:00 Property Damage Only	Rear to side	Clear	Daylight	Dry
644814 Branford	5/30/2018	16:08:00 Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
651237 Branford	5/26/2019	18:13:00 Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
652577 Branford	6/18/2019	14:28:00 Property Damage Only	Rear to rear	Rain	Daylight	Wet
653721 Branford	6/21/2019	23:05:00 Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
653724 Branford	6/22/2019	23:12:00 Property Damage Only	Front to rear	Clear	Dark-Lighted	Dry
653725 Branford	6/23/2019	17:37:00 Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
654534 Branford	6/25/2019	9:59:00 Property Damage Only	Angle	Rain	Daylight	Wet

657761 Branford	7/3/2019	20:15:00 Injury of any type (Serious, Minor, Possible)	Sideswipe, opposite direction	Clear	Daylight	Dry
658628 Branford	7/7/2019	1:44:00 Property Damage Only	Not Applicable	Rain	Dark-Not Lighted	Wet
658629 Branford	7/8/2019	8:02:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
658632 Branford	7/9/2019	9:17:00 Property Damage Only	Angle	Clear	Daylight	Dry
661332 Branford	2/7/2017	15:42:00 Property Damage Only	Front to rear	Clear	Daylight	Wet
661335 Branford	5/29/2017	17:42:00 Injury of any type (Serious, Minor, Possible)	Angle	Rain	Daylight	Wet
664086 Branford	7/17/2019	15:25:00 Property Damage Only	Angle	Rain	Daylight	Wet
664087 Branford	7/18/2019	17:47:00 Property Damage Only	Not Applicable	Cloudy	Daylight	Dry
664740 Branford	7/19/2019	23:42:00 Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Dark-Lighted	Dry
665957 Branford	7/24/2019	16:16:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
670079 Branford	7/7/2017	9:59:00 Property Damage Only	Front to rear	Rain	Daylight	Wet
672522 Branford	8/8/2019	17:25:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
686207 Branford	9/16/2019	12:27:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
689036 Branford	9/24/2019	9:47:00 Property Damage Only	Angle	Clear	Daylight	Dry
689723 Branford	9/25/2019	17:26:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
692517 Branford	7/19/2018	10:41:00 Property Damage Only	Not Applicable	Clear	Daylight	Dry
696170 Branford	10/5/2019	16:31:00 Injury of any type (Serious, Minor, Possible)	Front to front	Clear	Daylight	Dry
698916 Branford	10/16/2019	8:32:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
709267 Branford	11/11/2019	21:14:00 Property Damage Only	Other	Clear	Dark-Lighted	Dry
711042 Branford	11/13/2019	23:11:00 Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Dark-Lighted	Dry
718567 Branford	12/3/2019	14:59:00 Property Damage Only	Angle	Clear	Daylight	Dry
719727 Branford	12/4/2019	17:26:00 Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
722844 Branford	12/12/2019	16:41:00 Property Damage Only	Angle	Clear	Dark-Lighted	Dry
728485 Branford	12/26/2019	13:09:00 Property Damage Only	Angle	Cloudy	Daylight	Wet
729261 Branford	12/28/2019	18:14:00 Property Damage Only	Sideswipe, opposite direction	Clear	Dark-Lighted	Dry
775560 Branford	5/7/2017	21:09:00 Property Damage Only	Angle	Rain	Dark-Lighted	Wet
776735 Branford	9/8/2019	18:26:00 Injury of any type (Serious, Minor, Possible)	Sideswipe, opposite direction	Clear	Daylight	Dry
798698 Branford	2/14/2018	13:10:00 Property Damage Only	Front to rear	Clear	Daylight	Dry
798699 Branford	2/14/2018	17:10:00 Property Damage Only	Front to rear	Clear	Daylight	Dry

2017-2019 Crash Data: Route 146 Guilford Section

CrashID	Town Name	Date Of Crash	Time of Crash	Crash Severity	Manner of Crash / Collision Impact	Weather Condition	Light Condition	Road Surface Condition
347176	Guilford	1/6/2017	8:40:00	Property Damage Only	Angle	Snow	Daylight	Snow
347718	Guilford	1/10/2017	13:44:00	Property Damage Only	Angle	Clear	Daylight	Wet
351195	Guilford	1/28/2017	10:49:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
362912	Guilford	1/31/2017	11:57:00	Property Damage Only	Front to rear	Snow	Daylight	Snow
381861	Guilford	4/26/2017	12:39:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
396100	Guilford	6/3/2017	13:23:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
400612	Guilford	6/21/2017	18:04:00	Property Damage Only	Rear to rear	Clear	Daylight	Dry
417571	Guilford	7/15/2017	10:46:00	Property Damage Only	Angle	Clear	Daylight	Dry
419403	Guilford	7/20/2017	11:08:00	Property Damage Only	Angle	Clear	Daylight	Dry
423249	Guilford	8/1/2017	13:00:00	Property Damage Only	Angle	Clear	Daylight	Dry
436276	Guilford	9/15/2017	17:37:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
450577	Guilford	11/7/2017	18:00:00	Property Damage Only	Other	Rain	Dark-Lighted	Wet
454558	Guilford	11/21/2017	16:43:00	Property Damage Only	Not Applicable	Clear	Dusk	Dry
455203	Guilford	11/23/2017	0:37:00	Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
456330	Guilford	11/27/2017	15:27:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
456704	Guilford	11/10/2017	17:33:00	Property Damage Only	Front to front	Clear	Dark-Unknown Lighting	Dry
461789	Guilford	12/4/2017	16:13:00	Injury of any type (Serious, Minor, Possible)	Front to rear	Clear	Daylight	Dry
476697	Guilford	12/22/2017	15:33:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
481617	Guilford	1/5/2018	10:34:00	Property Damage Only	Angle	Clear	Daylight	Slush
482139	Guilford	1/6/2018	15:37:00	Property Damage Only	Front to front	Clear	Daylight	Ice / Frost
487288	Guilford	1/24/2018	16:43:00	Property Damage Only	Angle	Clear	Daylight	Dry
492945	Guilford	2/16/2018	23:55:00	Property Damage Only	Not Applicable	Clear	Dark-Not Lighted	Dry
495463	Guilford	2/26/2018	12:32:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
495465	Guilford	2/26/2018	15:56:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
495466	Guilford	2/26/2018	18:15:00	Property Damage Only	Rear to side	Clear	Dark-Lighted	Dry
511035	Guilford	4/30/2018	15:50:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
512312	Guilford	5/5/2018	8:30:00	Property Damage Only	Angle	Clear	Daylight	Dry
512313	Guilford	5/7/2018	15:31:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
515686	Guilford	5/15/2018	13:36:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
515687	Guilford	5/15/2018	17:03:00	Property Damage Only	Front to rear	Cloudy	Daylight	Dry
518205	Guilford	5/23/2018	11:30:00	Property Damage Only	Angle	Clear	Daylight	Dry
530542	Guilford	7/1/2018	17:07:00	Injury of any type (Serious, Minor, Possible)	Not Applicable	Clear	Daylight	Dry
533270	Guilford	7/8/2018	13:15:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
534460	Guilford	7/13/2018	18:01:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
538577	Guilford	7/28/2018	8:06:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
556395	Guilford	9/26/2018	7:58:00	Property Damage Only	Angle	Rain	Daylight	Wet
558568	Guilford	10/3/2018	16:31:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
559036	Guilford	10/5/2018	13:35:00	Property Damage Only	Angle	Clear	Daylight	Dry
565112	Guilford	10/25/2018	5:29:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
565114	Guilford	10/27/2018	12:36:00	Property Damage Only	Not Applicable	Rain	Daylight	Moving Water
575649	Guilford	11/7/2018	8:59:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
575651	Guilford	11/7/2018	15:13:00	Property Damage Only	Sideswipe, opposite direction	Clear	Daylight	Dry
580675	Guilford	11/21/2018	10:45:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
588207	Guilford	12/10/2018	17:48:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Dark-Lighted	Dry
588631	Guilford	12/11/2018	15:36:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
599217	Guilford	1/18/2019	16:18:00	Property Damage Only	Rear to side	Clear	Daylight	Dry
600817	Guilford	1/23/2019	15:14:00	Property Damage Only	Angle	Clear	Daylight	Dry
606712	Guilford	2/10/2019	10:59:00	Property Damage Only	Angle	Clear	Daylight	Dry
608302	Guilford	2/13/2019	15:25:00	Property Damage Only	Front to rear	Clear	Daylight	Wet
616390	Guilford	3/6/2019	13:14:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry

618253	Guilford	3/12/2019	10:54:00	Property Damage Only	Sideswipe, same direction	Clear	Daylight	Dry
626527	Guilford	4/13/2019	19:23:00	Property Damage Only	Not Applicable	Clear	Dusk	Dry
629068	Guilford	4/23/2019	12:23:00	Property Damage Only	Other	Clear	Daylight	Dry
638512	Guilford	5/14/2019	12:17:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
650656	Guilford	6/12/2019	7:52:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
656596	Guilford	7/1/2019	10:09:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
659230	Guilford	7/10/2019	16:25:00	Property Damage Only	Angle	Clear	Daylight	Dry
664858	Guilford	7/18/2019	15:50:00	Property Damage Only	Front to rear	Rain	Daylight	Wet
670791	Guilford	10/13/2018	12:30:00	Property Damage Only	Front to rear	Cloudy	Daylight	Wet
672238	Guilford	8/6/2019	11:52:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
673658	Guilford	8/10/2019	12:58:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
682488	Guilford	9/4/2019	10:30:00	Property Damage Only	Other	Clear	Daylight	Dry
685210	Guilford	9/13/2019	14:58:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
689139	Guilford	9/24/2019	12:22:00	Property Damage Only	Front to rear	Clear	Daylight	Dry
690345	Guilford	9/27/2019	10:10:00	Property Damage Only	Not Applicable	Clear	Daylight	Dry
704053	Guilford	10/28/2019	12:39:00	Property Damage Only	Angle	Clear	Daylight	Dry
707263	Guilford	11/4/2019	19:14:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
709890	Guilford	11/12/2019	18:41:00	Property Damage Only	Not Applicable	Clear	Dark-Unknown Lighting	Dry
714093	Guilford	11/22/2019	12:17:00	Property Damage Only	Angle	Cloudy	Daylight	Wet
721405	Guilford	12/9/2019	15:17:00	Property Damage Only	Sideswipe, same direction	Rain	Daylight	Wet
722994	Guilford	12/12/2019	20:57:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry
726979	Guilford	12/19/2019	8:11:00	Injury of any type (Serious, Minor, Possible)	Angle	Clear	Daylight	Dry
728056	Guilford	12/23/2019	16:57:00	Property Damage Only	Not Applicable	Clear	Dark-Lighted	Dry



Appendix G – Transit Maps and Schedules

201 MADISON

201 Madison

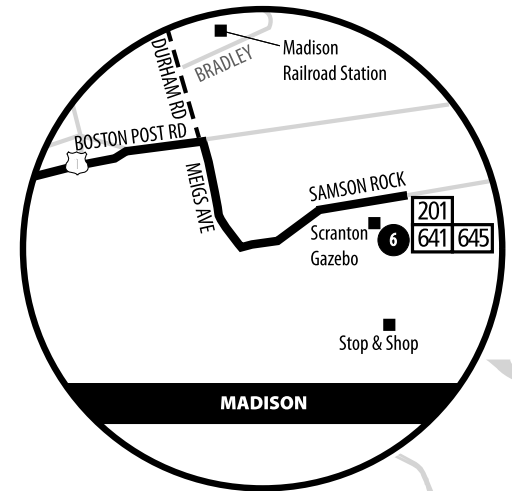
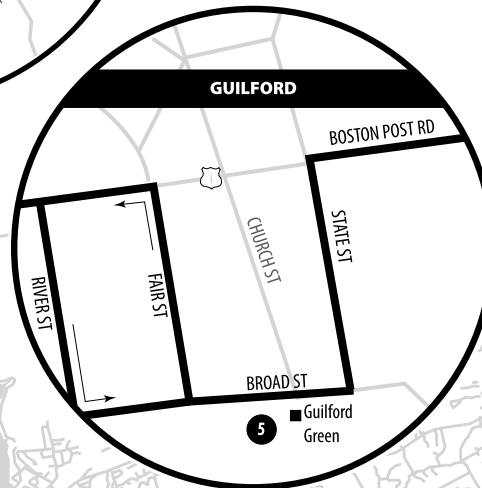
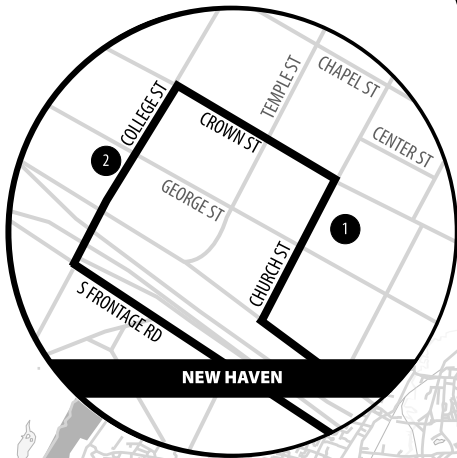
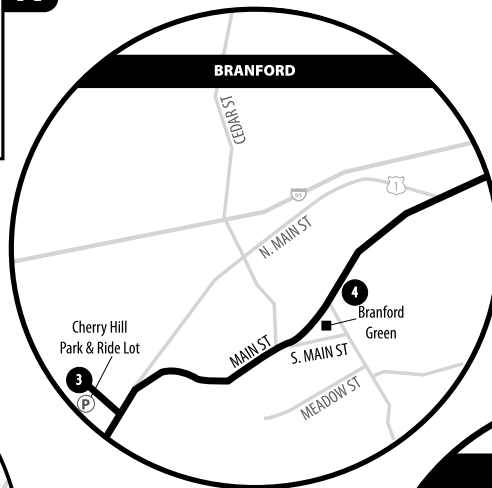
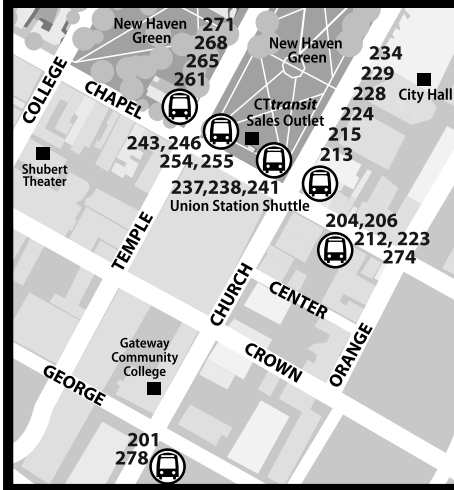
Bus Schedule Effective December 13, 2020

WHAT THE SYMBOLS ON THE MAP MEAN

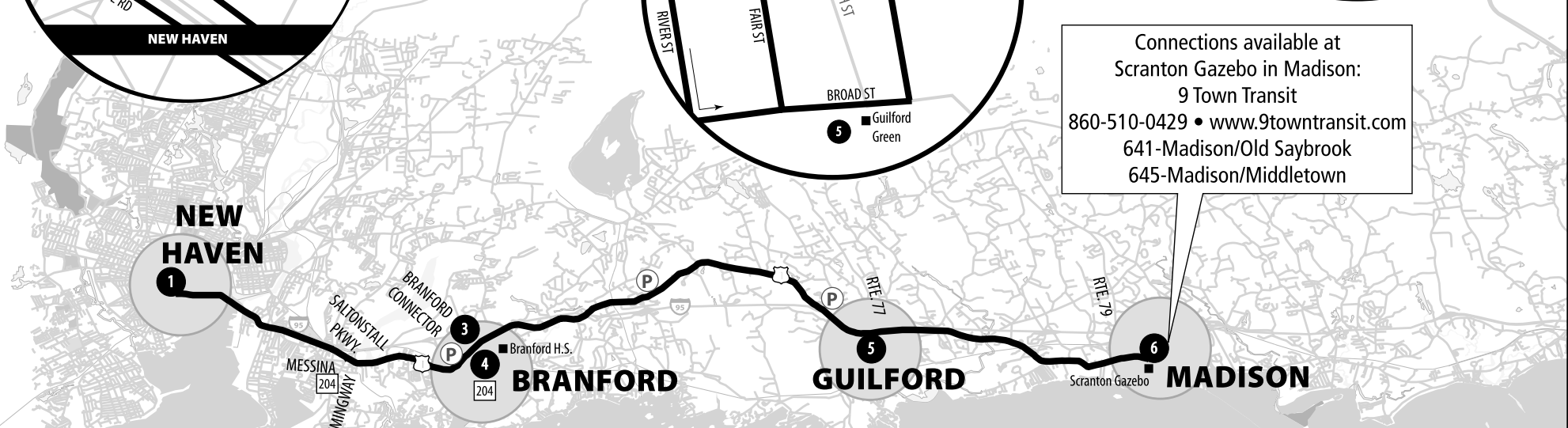
- 1** Timepoints are places the bus is scheduled to reach at a specific time (listed on the schedule). The timepoints are not the only places the bus will stop along the route.
- 204** Transfer Points show connections with other bus routes. The connecting route letter is in the box. This is an example of where to transfer to the "204" route.
- P** Park & Ride Lots offer free parking.



MAJOR DOWNTOWN BUS STOPS



Connections available at Scranton Gazebo in Madison:
 9 Town Transit
 860-510-0429 • www.9towntransit.com
 641-Madison/Old Saybrook
 645-Madison/Middletown



WEEKDAY SERVICE

	New Haven ▶ Branford ▶ Guilford ▶ Madison					
Timepoints	1	2	3	4	5	6
	Downtown New Haven Church & George	College & George	Cherry Hill Park & Ride Branford	Branford Town Green	Guilford Town Green	Scranton Gazebo Madison
Route						
201	5:50	5:53	6:10	6:14	6:34	6:50
201	6:50	6:53	7:10	7:14	7:34	7:50
201	7:50	7:53	8:10	8:14	8:34	8:50
201	9:00	9:02	9:17	9:21	9:39	9:52
201	11:00	11:02	11:17	11:21	11:39	11:52
PM						
201	12:00	12:02	12:17	12:21	12:39	12:52
201	1:00	1:02	1:17	1:21	1:39	1:52
201	2:00	2:02	2:17	2:21	2:39	2:52
201	2:45	2:48	3:08	3:12	3:34	3:52
201	3:45	3:48	4:08	4:12	4:34	4:52
201	4:15	4:18	4:38	4:42	5:04	R5:22
201	4:45	4:48	5:08	5:12	5:34	5:52
201	5:15	5:18	5:38	5:42	6:04	R6:22
201	5:55	5:58	6:17	6:21	6:38	6:52

	Madison ▶ Guilford ▶ Branford ▶ New Haven					
Timepoints	6	5	4	3	1	2
	Scranton Gazebo Madison	Guilford Town Green	Branford Town Green	Cherry Hill Park & Ride Branford	Downtown New Haven Church & George	College & George
Route						
201	R6:00	6:11	6:29	6:34	6:52	..
201	R6:40	6:54	7:13	7:19	7:45	7:49
201	7:10	7:24	7:43	7:49	8:15	8:19
201	7:40	7:54	8:13	8:19	8:45	8:49
201	8:10	8:24	8:43	8:49	9:15	9:19
201	9:00	9:11	9:29	9:34	9:52	9:54
201	10:00	10:13	10:31	10:36	10:52	..
PM						
201	12:00	12:13	12:31	12:36	12:52	..
201	1:00	1:13	1:31	1:36	1:52	..
201	2:00	2:13	2:31	2:36	2:52	..
201	3:00	3:13	3:31	3:37	4:00	..
201	4:00	4:13	4:31	4:37	5:00	..
201	5:00	5:15	5:36	5:42	6:08	..
201	6:00	6:13	6:31	6:37	7:00	..
201	7:00	7:13	7:31	7:37	7:50	..

ROUTE KEY

201 MADISON VIA ROUTE 1

ROUTE KEY

201 DOWNTOWN NEW HAVEN VIA ROUTE 1

NOTES

Timepoints are places the bus is scheduled to reach at a specific time. The timepoints are not the only places the bus will stop along the route.

.. No service is provided to that timepoint.

9 Town Transit

This service is designed to connect with 9 Town Transit routes 641 (Madison/Old Saybrook) and 645 (Madison/Middletown). FREE transfers to 9 Town Transit may be made at the Scranton Gazebo in Madison, and the arrival times are coordinated for connection between the two services. The Scranton Gazebo is located on Samson Rock Drive, east of the Stop & Shop. For additional information contact 9 Town Transit at 860-510-0429 or visit <http://www.9towntransit.com>.

SATURDAY SERVICE (No service Sunday)

New Haven ► Branford ► Guilford ► Madison						
Timepoints	1	2	3	4	5	6
	Downtown New Haven Church & George	College & George	Cherry Hill Park & Ride Branford	Branford Town Green	Guilford Town Green	Scranton Gazebo Madison
Route						
201	7:00	7:02	7:20	7:24	7:45	8:00
201	8:00	8:02	8:20	8:24	8:45	9:00
	PM					
201	2:40	2:42	3:02	3:07	3:29	3:47
201	3:40	3:42	4:02	4:07	4:29	4:47

Madison ► Guilford ► Branford ► New Haven						
Timepoints	6	5	4	3	1	2
	Scranton Gazebo Madison	Guilford Town Green	Branford Town Green	Cherry Hill Park & Ride Branford	Downtown New Haven Church & George	College & George
Route						
201	8:10	8:28	8:50	8:56	9:18	9:20
201	9:10	9:28	9:50	9:56	10:18	10:20
	PM					
201	3:55	4:13	4:35	4:41	5:03	5:05
201	4:55	5:13	5:35	5:41	6:03	..

ROUTE KEY

201 MADISON VIA ROUTE 1

ROUTE KEY

201 DOWNTOWN NEW HAVEN VIA ROUTE 1

NOTES

Timepoints are places the bus is scheduled to reach at a specific time. The timepoints are not the only places the bus will stop along the route.

.. No service is provided to that timepoint.

9 Town Transit

This service is designed to connect with 9 Town Transit routes 641 (Madison/Old Saybrook) and 645 (Madison/Middletown). FREE transfers to 9 Town Transit may be made at the Scranton Gazebo in Madison, and the arrival times are coordinated for connection between the two services. The Scranton Gazebo is located on Samson Rock Drive, east of the Stop & Shop. For additional information contact 9 Town Transit at 860-510-0429 or visit <http://www.9towntransit.com>.



Shore Line East Service Information

TRAVEL ADVISORY

EFFECTIVE 11/9: All CTrail Shore Line East Trains Operating on a Reduced Schedule Until Further Notice. All trains are OFF-PEAK unless otherwise noted.

EFFECTIVO 9 Nov: Todos los trenes de CTrail Shore Line East operarán con un horario reducido hasta nuevo aviso. Todos los trenes están FUERA DE LA HORA PICO a menos que se indique lo contrario.

WEEKDAY SCHEDULE / HORARIO DE LOS DÍAS DE LA SEMANA

← Westbound / Oeste to New Haven

Shore Line East	SLE 3613	SLE 3021	SLE 3631		SLE 3037		SLE 3645	SLE 3657	SLE 3061	SLE 3699
New London	6:20 AM	8:20 AM	10:12 AM				2:15 PM		7:25 PM	10:50 PM
Old Saybrook	6:45	8:50	10:45		12:33 PM		2:50	5:30 PM	7:50	11:11
TRACK 2 ▶ Westbrook	6:50	8:55	10:50		12:38	TRACK 1 ▶	2:55	5:37	7:55	11:16
Clinton	6:55	8:58	10:55		12:43					
Madison	7:00	9:03	11:00		12:48					
TRACK 4 ▶ Guilford	7:06	9:09	11:07		1:01	TRACK 1 ▶	3:06	5:49	8:06	11:27
TRACK 2 ▶ Branford	7:15	9:18	11:16		1:11	TRACK 1 ▶	3:15	5:59	8:14	11:35
New Haven State Street <small>DEPARTURE TIME</small>	7:29	9:32	11:28		1:24		3:28	6:11	8:26	
NEW HAVEN Union Station	7:32	9:35	11:32		1:30		3:32	6:16	8:30	11:50
	↓	↓	↓		↓		↓	↓	↓	
Connecting to <small>(ARRIVAL TIMES)</small>	MNR 6513	MNR 6521	MNR 6529		MNR 6537		MNR 6545	MNR 6557	MNR 6565	
NEW HAVEN Union Station <small>(DEPARTURE TIME)</small>	7:38 AM	9:39 AM	11:39 AM		1:38 PM		3:39 PM	6:39 PM	8:39 PM	
West Haven	7:43	9:44	11:44		1:43		3:44	6:44	8:44	
Milford	7:51	9:52	11:52		1:51		3:52	6:52	8:52	
Stratford	7:57	9:58	11:58		1:57		3:58	6:58	8:58	
BRIDGEPORT	8:05	10:05	12:05 PM		2:05		4:05	7:05	9:05	
South Norwalk	8:33	10:33	12:33		2:33		4:33	7:33	9:33	
Stamford	8:51	10:51	12:51		2:51		4:51	7:51	9:51	
Greenwich ^o	Connecting	Connecting	Connecting		Connecting		Connecting	Connecting	Connecting	
NY Grand Central Terminal	9:50	11:50	1:50		3:50		5:50	8:50	10:50	

→ Eastbound / Este to New London

Connecting from		MNR 6504	MNR 6510	MNR 6518		MNR 6534	MNR 6538	MNR 6554	
NY Grand Central Terminal		5:30 AM	8:02 AM	10:02 AM		2:02 PM	3:02 PM	7:02 PM	
Greenwich ^o		6:27	Connecting	Connecting		Connecting	Connecting	Connecting	
Stamford		6:42	8:57	10:55		2:55	3:55	7:55	
South Norwalk		6:58	9:13	11:11		3:11	4:11	8:11	
BRIDGEPORT		7:30	9:45	11:43		3:43	4:43	8:43	
Stratford		7:36	9:51	11:49		3:49	4:49	8:49	
Milford		7:43	9:58	11:56		3:56	4:56	8:56	
West Haven		7:50	10:05	12:03		4:03	5:03	9:03	
NEW HAVEN Union Station		8:03	10:19	12:18		4:17	5:17	9:18	
		↓	↓	↓		↓	↓	↓	
Shore Line East	SLE 3690	SLE 3600	SLE 3604	SLE 3610	SLE 3618		SLE 3034	SLE 3636	SLE 3652
NEW HAVEN Union Station	5:00 AM	6:50 AM	8:15 AM	10:25 AM	12:24 PM		4:28 PM	5:25 PM	9:25 PM
New Haven State Street		6:52	8:17	10:27	12:26		4:30	5:27	9:27
TRACK 1 ▶ Branford		7:04	8:29	10:39	12:36	TRACK 2 ▶	4:42	5:39	9:39
TRACK 1 ▶ Guilford	5:20	7:13	8:39	10:48	12:45	TRACK 4 ▶	4:51	5:53	9:48
Madison							4:57	5:59	9:54
Clinton							5:02	6:04	9:59
TRACK 1 ▶ Westbrook	5:33	7:25	8:50	11:00	12:56	TRACK 2 ▶	5:07	6:09	10:04
Old Saybrook	5:38	7:31	8:56	11:09	1:03		5:15	6:18	10:12
NEW LONDON	6:02	7:55	9:20		1:26		6:47	7:50	10:36

Please refer to the New Haven Line schedule for most up-to-date connection information. Visit mta.info/mnr for info.

Consulte el horario de la Línea New Haven para obtener la información de conexión más actualizada. Visite mta.info/mnr para obtener información.



Shore Line East Service Information

TRAVEL ADVISORY

CTrail Shore Line East Trains Will Operate on a Weekend/Holiday Schedule for Nov. 26 & 27 (Thanksgiving), Dec. 25 (Christmas), Jan. 1 (New Year's Day), Jan. 18 (Dr. Martin Luther King, Jr. Day), Feb. 15 (Presidents' Day).

Los trenes de CTrail Shore Line East operarán en un horario de fin de semana / feriado el 26 y 27 de noviembre (Acción de Gracias), 25 de diciembre (Navidad), 1ero de enero (Día de Año Nuevo), 18 de enero (Día del Dr. Martin Luther King, Jr.) y 15 de febrero (Día de los Presidentes).

WEEKEND AND HOLIDAY SCHEDULE / HORARIO DE FIN DE SEMANA Y VACACIONES

← Westbound / Oeste to New Haven

Shore Line East	SLE 3613	SLE 3621	SLE 3629		SLE 3637		SLE 3645	SLE 3655	SLE 3661	SLE 3699
New London	6:20 AM	8:18 AM	10:22 AM				2:15 PM		7:25 PM	10:50 PM
Old Saybrook	6:45	8:43	10:45		12:45 PM		2:50	5:45 PM	7:50	11:11
TRACK 2 ▶ Westbrook	6:50	8:48	10:50		12:50	TRACK 1 ▶	2:55	5:50	7:55	11:16
Clinton	6:55	8:53	10:55		12:55					
Madison	7:00	8:58	11:00		1:00					
TRACK 4 ▶ Guilford	7:06	9:04	11:07	TRACK 1 ▶	1:07		3:06	6:01	8:06	11:27
TRACK 2 ▶ Branford	7:15	9:13	11:16	TRACK 1 ▶	1:16		3:15	6:10	8:14	11:35
New Haven State Street <small>DEPARTURE TIME</small>	7:29	9:27	11:28		1:28		3:28	6:22	8:26	
NEW HAVEN Union Station	7:32	9:30	11:32		1:32		3:32	6:27	8:30	11:50
	↓	↓	↓		↓		↓	↓	↓	
Connecting to <small>(ARRIVAL TIMES)</small>	MNR 6513	MNR 6521	MNR 6529		MNR 6537		MNR 6545	MNR 6557	MNR 6565	
NEW HAVEN Union Station <small>(DEPARTURE TIME)</small>	7:38 AM	9:39 AM	11:39 AM		1:38 PM		3:39 PM	6:39 PM	8:39 PM	
West Haven	7:43	9:44	11:44		1:43		3:44	6:44	8:44	
Milford	7:51	9:52	11:52		1:51		3:52	6:52	8:52	
Stratford	7:57	9:58	11:58		1:57		3:58	6:58	8:58	
BRIDGEPORT	8:05	10:05	12:05 PM		2:05		4:05	7:05	9:05	
South Norwalk	8:33	10:33	12:33		2:33		4:33	7:33	9:33	
Stamford	8:51	10:51	12:51		2:51		4:51	7:51	9:51	
Greenwich ^o	Connecting	Connecting	Connecting		Connecting		Connecting	Connecting	Connecting	
NY Grand Central Terminal	9:50	11:50	1:50		3:50		5:50	8:50	10:50	

→ Eastbound / Este to New London

Connecting from			MNR 6504	MNR 6510	MNR 6518		MNR 6534	MNR 6538	MNR 6554
NY Grand Central Terminal			5:30 AM	8:02 AM	10:02 AM		2:02 PM	3:02 PM	7:02 PM
Greenwich ^o			6:27	Connecting	Connecting		Connecting	Connecting	Connecting
Stamford			6:42	8:57	10:55		2:55	3:55	7:55
South Norwalk			6:58	9:13	11:11		3:11	4:11	8:11
BRIDGEPORT			7:30	9:45	11:43		3:43	4:43	8:43
Stratford			7:36	9:51	11:49		3:49	4:49	8:49
Milford			7:43	9:58	11:56		3:56	4:56	8:56
West Haven			7:50	10:05	12:03		4:03	5:03	9:03
NEW HAVEN Union Station			8:03	10:19	12:18		4:17	5:17	9:18
			↓	↓	↓		↓	↓	↓
Shore Line East	SLE 3690	SLE 3692	SLE 3604	SLE 3610	SLE 3618		SLE 3034	SLE 3638	SLE 3652
NEW HAVEN Union Station	5:00 AM	6:50 AM	8:15 AM	10:25 AM	12:24 PM		4:28 PM	5:30 PM	9:25 PM
New Haven State Street		6:52	8:17	10:27	12:26		4:30	5:32	9:27
TRACK 1 ▶ Branford		7:04	8:29	10:39	12:36	TRACK 2 ▶	4:42	5:44	9:39
TRACK 1 ▶ Guilford	5:20	7:13	8:39	10:48	12:45	TRACK 4 ▶	4:51	5:53	9:48
Madison							4:57	6:02	9:54
Clinton							5:02	6:07	9:59
TRACK 1 ▶ Westbrook	5:33	7:25	8:50	11:00	12:56	TRACK 2 ▶	5:07	6:12	10:04
Old Saybrook	5:38	7:31	8:56	11:09	1:03		5:15	6:20	10:12
NEW LONDON	6:02	8:02	9:20		1:26		6:45	7:50	10:36

Please refer to the New Haven Line schedule for most up-to-date connection information. Visit mta.info/mnr for info.

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Appendix H – Public Meeting Notes and Documents

**Comments and Questions Associated with the Public Information Meeting Held on 12/01/2020; Updated through January 18, 2021.
Comments Accepted through January 15, 2021**

Comment/Question	Person	Response	Format Received
8 points Does not see it being part of this project Preserve scenic/add no through truck signs/share the road signs	Aziz Dehkan - Shoreline Greenway Trail	Provided in presentation Q&A	Presentation
Do nothing is not an option 2050 forecast SLR will render roadway inoperable Will need to engage Amtrak on SLR Wants to address sea level which will render the road inoperable, access will be cut off None of this will happen for sure	Matt Hoey – Guilford's 1st Selectman	Provided in presentation Q&A	Presentation
3 Expert engineers Cultural historian consider historical districts and give them more weight in mapping and discussion Route 146 districts National context as well as local and state The district in itself is what's important, not the individual landmark:	Delores Hayden	Provided in presentation Q&A	Presentation
Great study! Stay scenic Concerned about flooding 302 Boston street = 20 years, 7 crashes into house! Raise speed limit and enforce?	Barbara Johnson	Provided in presentation Q&A	Presentation
2 concerns on route 146 South Montowese Street at RR underpass, concern on bridge 34 Multiple truck crashes at this location Needs more over height notifications Jarvis creek issues with flooding and floodgate Tendency to point fingers between DOT and Town No team members with scenic road expertise More experts with historical expertise Need more traffic calming along this roadway More ways for public to interact with the project	Wayne Cook	Provided in presentation Q&A	Presentation
Have presentation put out there before hand in the future Lives on 146 so has a stake Reduction in truck traffic on state highway is possible Quarry trucks speed constantly on Leetes Island Rd Not concerned with safety on road? Call attention by USDOT/FHWA Flexibility in highway design Scenic highway is the exact place in flexibility in standards:	Karyl Lee Hall, Branford Cochair of the Study Committee's	Provided in presentation Q&A	Presentation
Encourages keeping historical context in mind	Mat Ridulski, Member of Branford Historical Society	Provided in presentation Q&A	Presentation
Truck traffic concerns and speeding	Connie Drysdale	Provided in presentation Q&A	Presentation
Sidewalk input to the Town	Donna Laich	Provided in presentation Q&A	Presentation
Underpasses – solution to high water at crossings?	Alan Fairbank	Provided in presentation Q&A	Presentation
Spot enforcement in areas in town daily We are policing to the max	Branford Police Chief's	Provided in presentation Q&A	Presentation
Emerging alliance of Branford and Guilford residents Retain, maintaining, restoring historic qualities of the roadway Need to have historic preservation personnel	Bob Yaro	Provided in presentation Q&A	Presentation
Sidewalk and bike lanes entire corridor - must include bike lanes	Perry Maresca	Provided in presentation Q&A	Presentation
Will the corridor be considered part of the Shoreline Greenway Trail? Will this plan include funding provided by SGT, Inc.? Will any aspect of the current planning process be based on their 2010 study known as the Stantec Plan?	Louis Mackall	Response via Email	Email
In separate email, Mr. Mackall provided a schematic sketch of a potential geometric solution to the skewed nature of the Guilford intersection of Route 146 at Whitfield Street.			
Thanking team for reassurances on project. Looking forward to working together on shaping the project in all aspects/qualities.	Bob Yaro	Response via Email	Email
Drivers on Route 146 near Old Quarry Road speed and drive too close to pedestrians/cyclists.	Judy and Hank Silverman	Response via Email	Email
Writing in support of Bob Yaro's suggestion of rescoping the project and rescheduling meeting until January due to short notice. Want less focus on "improve traffic operations" but instead on methods to calm and slow traffic being used by all roadway users. Raise roadway (no bridges) in a few places for better resiliency	Frederick Bland	Response via Email	Email

Changes to the public crabbing location; keep it, make it better not smaller; Supports Bob Yaro's suggestion of rescoping project and moving meeting. Roadway is "dangerous and unpleasant" for cyclists and pedestrians. Concerns about sea level rise "Making the road safe, keeping it beautiful, and preparing it for what lies ahead must not be regarded as conflicting aims."	Pamela Rackliffe	Response via Email	Email
Flooding due in part to levy/berm's not being maintained Never had a problem with flooding until the top planks on the flood control dike were removed by DEEP Flooding has caused damage on their farmland	Steven Stoll	Response via Email	Email
Jay Medlyn	Response via Email	Email	
Supports Bob Yaro's suggestion of rescoping project and moving meeting. Vehicles speed and are inconsiderate of pedestrians/cyclists. Has been hit when out walking/cycling. Want to encourage tourists to visit, maintain vistas for artists and vacationers alike	Trish Karter	Response via Email	Email
Looking forward to working with team on this project Included document listing Shoreline Greenway Trail Public Comment on project	Aziz Dehkan - Shoreline Greenway Trail	Response via Email	Email
Concerns in scope of project and timing/medium of public meeting Would like team to reevaluate the currently proposed scope of the study and instead focus on improving motorist, pedestrian, and cyclist safety and preserving the unique and special historic, scenic, recreational, and residential character of Connecticut Route 146. Speeds and increased truck traffic make it unsafe for non-motorized users of the roadway. Route 146 often unpassable due to flooding.	Andrew Wynn	Response via Email	Email
Email with attached letter (dated 11/27/2020) detailing concerns with the public meeting forum and scope of work. Response to letter provided by S. Dudley issued on 11/27/2020 in separate email	Bob Yaro	Response via Email	Email
Concerns for safety when entering Route 146 from Pleasant Point Road Roadway curves to the right and limits visibility to the left	Vincent Giordano, Jr.	Response via Email	Email
Requesting sidewalks to promote public safety along Route 146 Worked with the Pine Orchard Association to install sidewalks from the intersection of Elizabeth Street to Blackstone Road along Route 146.	Peter Hugret	Response via Email	Email
Appreciates open and transparent study process Owns the historic Leete House Look forward to participating in the project process; encouraging neighbors and other historic preservation friends to participate	Robert Vavasour	Response via Email	Email
Lived near the intersection of Moose Hill Road and Sanborn Road since 1993 Modification to the roadway would take away from historic and scenic charm Feels that the road is not overcrowded nor have they noticed people speeding Suggests vegetation and shoulder management to widen the feel of the bike lane Suggests raising the roadbed and widening the culvert near Sachems Head Road for management of sea level rise	Margaret Homans	Response via Email	Email
Cyclists and pedestrians do not have enough room on the side of the road Stony Creek area popular with cyclists for scenic views, curves in road make it difficult to see cyclists Popular fishing locations have narrow shoulders for pedestrians Concern about culvert flooding and fisherman safety during tide changes	Mary Schauer	Response via Email	Email
(Included "Letter to the Editor" PDF attachment) Not wrecking the town with so much safety (signage, widening, straightening, etc.) that we've lost our charm. Boston street has 200 signs on its edges. You'd have an accident trying to read them all. Bikes and pedestrians live at street edges. We should pay a whole lot of attention to: 1. Are they clean and crisp? Exactly where does the macadam stop and the dirt begin? How often is the edge cleaned? The degree of attention to these edges should be ranked by road popularity for bikes. 2. Edge striping: a. Is it in the proper place on the flat? On the uphill? b. Given macadam width, must we live with 11'-0" wide car lanes or can they be made narrower? c. Narrower car lanes mean slower cars. This is useful for bikes and for safety. What is the goal of a road - speed or safety, and how are we apportioning that balance? d. State regulations: We need to break some of their rules 'cause they do not reflect bike use! 3. That intersection at Cilantro: Water, Whitfield and Boston Streets. It's way too sloppy (but I've written you about that before).	Louis Mackall	Response via Email	Email
Lives on S Monotwese in Branford Heavily traveled in summer months Scenic, many people walk/drive/bike Road sections are narrow and winding Widening roadway for walk/bike lane big safety improvement, enjoy scenic beauty without fear of traffic Bury power lines	Joyce Flinter	Response via Email	Email

Photo of Rt 146 at Sachem's Head Rd, suggested reversal of "bike lane" onto opposite side of roadway	Louis Mackall	Response via Email	Email
Concerned study focuses too much on vehicular traffic Fears losing "unique, valuable, and cherished resource" with changes to roadway More focus in the study on: 1. Historic district preservation 2. Community benefit: trails, protected environments, etc. 3. Safety for all roadway users. Cites speed as an issue, suggests focusing on slowing traffic "We are at a crossroads with the choice to either preserve a cherished 18th-century artifact while simultaneously preparing it for 300 more years of service as a safe, historic, mixed-use, community resource or to regress by simply making it another car-centric corridor"	Andrew Wynn	Response via Email	Email
Feels that Route 146 is not unsafe, just few irresponsible drivers; lower speed limit and enforce if think a problem Flooding is an "occasional inconvenience" on Old Quarry Road Calls for collaboration to preserve local and national history without inconveniencing motorists Disagrees with DOT "corridor" classification, suggests being called "historic colonial byway"	Kim and Gretchen Granbery	Response via Email	Email
In email chain from Kim and Gretchen Granbery commending their commentary	Everett Barber	Response via Email	Email
In email chain from Kim and Gretchen Granbery commending their commentary	Ken Hotchman	Response via Email	Email
In email chain from Kim and Gretchen Granbery commending their commentary	Kent Bloomer	Response via Email	Email
In email chain from Kim and Gretchen Granbery commending their commentary	Dreux Beirne	Response via Email	Email
In email chain from Dolores Hayden commending their commentary	Trish Karter	Response via Email	Email
Section of Route 146 (S Montowese to intersection of Sybil Ave and Linden Ave) is heavily traveled by commercial and delivery vehicles Roadway also supports walkers/bikers Has witnessed "close encounters" between vehicles and pedestrians Strongly encourages planning for sidewalks and bike lanes Concerned study focuses too much on vehicular traffic Fears losing "unique, valuable, and cherished resource" with changes to roadway More focus in the study on: 1. Historic district preservation 2. Community benefit: trails, protected environments, etc. 3. Safety for all roadway users. Cites speed as an issue, suggests focusing on slowing traffic "We are at a crossroads with the choice to either preserve a cherished 18th-century artifact while simultaneously preparing it for 300 more years of service as a safe, historic, mixed-use, community resource or to regress by simply making it another car-centric corridor"	Paul Flinter	Response via Email	Email
Better protect pedestrians at the following locations: starting at Sliney Elementary School/ Blackstone Library, continuing to S Montowese St near Atlantic Wire until Riverside Park Dr, to just past the Stony Creek intersection Tight corridor with houses close to the road, Guilford Green also a tricky area 21st century traffic calming design with year round signs for drivers to yield to pedestrians Walking child to school is dangerous as drivers speed and don't stop for pedestrians Year round in crosswalk sign near Branford Green	Lisa Kereszi	Response via Email	Email
Maintain and protect historic appeal Flooding have impacted tide gates and have not been maintained Repair existing flood control infrastructure, raising the road is a "band aid fix"	Jonathan Waters	Response via Email	Email
Small town New England life, historic, community based Make Route 146 safer for cyclists, hikers, wildlife, not more and faster traffic Preserve landscape and shoreline, community and ecological context Keep Route 146 slow	Melissa Harris	Response via Email	Email
In email chain from Melissa Harris commending their commentary	John Herzan	Response via Email	Email
(Included "Letter to the Editor" Word Doc attachment) Calling for citizens to send their thoughts on the project to SCROG and the Towns to avoid confusion on project goals	Patricia Klindienst	Response via Email	Email

Would like bike lane in both directions on roadway	Laurie Slater	Response via Email	Email
<p>P.A. 87-280. P.A. 87-280 has led to the designation of 51 scenic roads throughout the state, and discourages widening, straightening, or flattening of these roads.</p> <p>Scope of project does not include scenic designation of the roadway</p> <p>Never heard complains of traffic issues, unsure why this is part of the study</p> <p>Concerned that study focus will be on improvements for future development Protecting the scenic character of roadway is "paramount", including modifications for flooding and bikes/pedestrians</p> <p>Concerns with timeline of project and public involvement</p>	<p>Lauren Brown and John Herzan</p>	<p>From S. Dudley:</p> <p>Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios. From SCRCOG RFQ May 2019 § 13 Branford/4.4 Guilford Presentation on Existing Conditions</p> <p>Traffic study may show nothing needs to be done, flooding has been an issue for both Towns, quantify impacts but not provide specific solutions Public involvement has been successful</p> <p>More opportunities for comment and draft documents will be made public before next informational meeting</p>	<p>Email</p>
<p>SPEEDING-has been and continues to be a problem along Rt. 146. This is a safety issue. Recommendations include; Illuminated radar/speed signs (such as along Rt. 77 in Guilford). Narrow the roadway with Fog Lines and other speed damping solutions (bump out, signage, etc.).</p> <p>POOR SIGHT LINES-with the road now being a "CT Scenic roadway", traffic has increased significantly. Almost all homes in our Rt. 146 "beach communities" have now been converted to year round in the past 40 years. Adding these together and it's easy to understand more traffic has resulted. This is a safety issue. Recommendations include; A. Consideration and action for additional signage at the more problematic areas including flashing signals. Candidate locations include; the 90 degree turn in Indian Neck (Sybil/Limewood), the entrance to Young's Pond Park, the "S" curves on Stony Creek Road and Leetes Island Road and the Amtrak underpass in Guilford just beyond the Branford Town Line.</p> <p>B. Clearing (and maintaining) all sight line obstructions needs to be part of an ongoing maintenance program.</p> <p>C. Changing out the "Y" intersection at the intersection of Stony Creek Road and Totoket to a "T" intersection would dramatically improve a poor sight line.</p> <p>D. The realignment of the intersection at the crossing of Stony Creek Road, Thimble Islands Road and Leetes Island road would help a poor sight line and a confusing intersection as to right of way.</p> <p>SIDEWALKS-DOT should aggressively work with Branford/Guilford to create sidewalks where pedestrian traffic is all but forced to walk on the paved surfaces of 146 in areas of dense population. The sections along Sybil, Limewood, Hotchkiss Grove Road and Elizabeth are all areas that should be considered. As an FYI, I am especially concerned with the area from the intersection of Pine Orchard Road/Elizabeth Street to Blackstone and from that intersection to Young's Pond Park.</p>	<p>Peter Hugret- former Traffic Committee Chair in Branford</p>	<p>Response via Email</p>	<p>Email</p>

<p>When will Existing Conditions report be available to the public?</p> <p>Lane Widths: 1) Is there a diagram available that shows the travel-lane and shoulder widths along the corridor? 2) In the presentation, it states the nominal road width is 24' with shoulders provided if possible. Are there areas where the striped travel lane is less than 12' feet?</p> <p>What is the extent of Route 146 designated as a State bicycle route?</p> <p>Traffic Counts: 1) Were these tube counts? 2) Were bicycles included and if so, where is that data? 3) Were these vehicle classification counts (what were the categories) and were they conducted for 7 days? 4) Were pedestrians (runners, walkers) counted, particularly in high demand areas such as S. Montowese Street and Limewood Avenue in Branford?</p> <p>Regarding speed data, will there be updated speed studies since the data reported is 6 years old?</p> <p>Regarding site lines, do the requirements for site distance take into account slower acceleration speeds of bicycles as they pull out from a stop sign when the oncoming traffic doesn't have to stop? Or do the requirements assume motor vehicle operations?</p> <p>Was there, or will there be any direct outreach to non-motorized users on Route 146, such as bike clubs, running clubs, bicycle shops, running/hiking shops, or restaurants, golf courses, private clubs, etc that serve the corridor?</p> <p>Is the executed scope-of-work for VHB available and what was the study fee?</p>	<p>Leslie Johnson</p>	<p>From S. Dudley:</p> <p>Will forward questions to consultant.</p> <p>Sight line distances governed by stopping distance and visibility from an auto based upon speed in the area. These are by far the controlling factor whether the object (cyclist) is moving or fixed.</p> <p>We provide notices to our normal distribution list and those suggested by the towns.</p> <p>If you have contact information for others you think may be interested, please forward to me and we will add to the list for the next meeting.</p> <p>The fee for this study is \$156,000</p>	<p>Email</p>
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<p>Requests that scope and direction of study be amended</p> <p>Revise study to address specific historic, environmental, and recreational attributes of the roadway.</p> <p>Want more public input on the process, one more Zoom meeting is not enough</p> <p>Consider the cost of "progress" on local residents who live along Route 146</p> <p>Scope does not call for set of options to address flooding long term or preservation of bridges and historic buildings</p>	<p>Steven Wolfson</p>	<p>From S. Dudley:</p> <p>Scope: "Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios." From SCRCOG RFQ May 2019 § 13 Mile Coastal Roadway, 8.6 Branford/4.4 Guilford</p> <p>Study does not proposed to design anything, first step in the planning process, evaluating existing conditions. Will provide suggestions for future planning concepts</p> <p>Level of involvement already has far exceeded expectations</p> <p>Study was requested by both Towns and is aimed to understand existing conditions and provide framework for future concepts</p>	<p>Email</p>
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<p>Revise study to address specific historic, environmental, and recreational attributes of the roadway.</p> <p>One more public engagement/comment period is inadequate</p> <p>Route 146 is "world class", would be better if cars were slower but roadway users know it's a busy route for bikes and are courteous Scope address flooding concerns, it does not include bridge over crabbing spot or historic preservation issues</p> <p>Revise the process to be transparent and collaborative, with special focus on the value of 146 as a bicycle route</p> <p>Revise the scope of services to address these issues and concerns</p>	<p>David Rimm</p>	<p>From S. Dudley:</p> <p>Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios. From SCRCOG RFQ May 2019 § 13 Mile Coastal Roadway, 8.6 Branford/4.4 Guilford</p> <p>Traffic study may show nothing needs to be done, flooding has been an issue for both Towns, quantify impacts but not provide specific solutions</p> <p>Public involvement has been successful</p> <p>More opportunities for comment and draft documents will be made public before next informational meeting</p> <p>Crabbing area bridge not part of study but will look into Amtrak underpasses of concern</p>	<p>Email</p>
<p>Live on Wildrose Ave in Guilford travel Route 146 daily and multiple times per week walking/running</p> <p>Elevating the road/bridges: please consider pedestrians in any new construction project. I would like to see initial design plans include separation of pedestrians and cars. In particular the West River crossing floods regularly and has a high volume of pedestrians, cyclists and cars. Attached (and submitted to Guilford Town Hall) is a petition for a sidewalk extension west of Guilford along Rt 146 (Water St). Please consider these 73 signatures as a sign of public interest for pedestrian facilities if and when the West River crossing is elevated.</p> <p>Share the road: please consider that the entire corridor would greatly benefit from a cohesive share the road initiative including signage, 25 mph maximum speed limit, regular mowing (to improve sight lines and to give pedestrians an area to step when cars are approaching), and narrower car lanes (to slow car speeds and to give cyclists more shoulder room). Given the slow speed limit, the scenic nature of the road, and its historic classification I would like to see the feasibility of car lanes less than 11 feet.</p> <p>Eastern terminus/ Y intersection: please consider the high number of car crashes as well as cyclist and pedestrian injuries trying to navigate this intersection with Rt 1. Recently a cyclist was hit while trying to cross Rt 1 when making a left turn onto Rt 146. What is the feasibility of removing the Y intersection by either routing traffic up Goose Ln or creating a perpendicular intersection?</p>	<p>Kimberly Schmid</p>	<p>Response via Email</p>	<p>Email</p>
<p>Live on S Monotese St in Branford</p> <p>Concerned alteration of road would ruin aesthetic, uniqueness needs to be preserved Favor aesthetics over heavy handed approach to flooding prevention</p>	<p>Damian Platosh</p>	<p>Response via Email</p>	<p>Email</p>
<p>Lives on Route 146 Agrees with Friends of Historic Route 146 to preserve natural environment, scenery, homes, animal habitats</p> <p>Requests changes be kept aesthetically pleasing, against DOT changes to crabbing bridge Leetes Island resident</p>	<p>Winnie Naclerio</p>	<p>Response via Email</p>	<p>Email</p>
<p>Problem with Sachems Head Road intersection, traffic turning south onto Sachems Head without signaling Traffic speeds under railroad bridge and exits south onto 146 Recommends signage reminding drivers to signal at left turn at intersection</p>	<p>Paul Odegard</p>	<p>Response via Email</p>	<p>Email</p>

<p>Live at 988 Leete's Island Road in Guilford Do not want "one-size-fits-all" approach 2 recent physical changes by DOT that have negatively impacted the area: metal guard rails and asphalt curbs Metal guard rail takes away from scenery, asphalt curbing makes it difficult for cyclists to enter onto a property to avoid vehicles Want manually carved granite escarpments to flank Route 146 to protect cyclists Traffic noticeably increased since 1966, increase in speeding specifically motorcyclists Want to slow and monitor traffic</p>	<p>Kent and Nona Bloomer</p>	<p>Response via Email</p>	<p>Email</p>
<p>Updated and increased signage for speed limits Prominent speed signage through the Stony Creek Village Pedestrian crosswalk at School Street has limited visibility due to geometry and seasonal sun glare Recommends electric speed limit/"your speed" signs or RRFB near crosswalk Concerned with environmental impact of road salt Crabbing bridge needs replacement</p>	<p>Dale Saul and Joe Schiffer</p>	<p>Response via Email</p>	<p>Email</p>
<p>Frequent user of Route 146 for walking/biking Incremental improvements to preserve historic and scenic while improve safety References Louis Mackall's letter to the editor Small steps of minor road widening would boost safety for pedestrians and cyclists and be manageable cost with little to no existing roadway alteration</p>	<p>Peter Shosho</p>	<p>Response via Email</p>	<p>Email</p>
<p>Seasonal resident of 280 Lettes Island Road since 2008 Near misses in driveway as cars come "too fast" over the hill (Just west and uphill of the local crabbing spot) Speed limit posted as 35 mph, many drivers pushing 45-50 mph Requests signs for hidden driveway and recreational crabbing traffic Wishes to see 25 mph speed limit on Route 146 and enforced</p>	<p>Martha Buck</p>	<p>Response via Email</p>	<p>Email</p>

<p>Resident and avid cyclist, founding member of Shoreline Greenway Trail organization Supports preservation of scenic and historic character</p> <p>Requests improvements for existing roadway cyclist safety while maintaining character Cites Bob Yaro's email and Aziz Dekhan statement during meeting about signage/pavement markings and speed limits Designated bike lanes Granite gravel contrast for bike lane to fit area aesthetic, NO metal guardrails Requests rest spot and wooden infrastructure for crabbing bridge</p>	Pamela Brisbee Simonds	Response via Email	Email
<p>Concerned "one-size-fits-all" state requirements unsuitable for Route 146 Prefer to keep historic and scenic charm over flood control; signage warning of frequent flooding areas? Do nothing approach to roadway, just maintain and repair as needed.</p>	Doug Logan	Response via Email	Email
<p>Thanking team for Dec. 1 presentation Live on western end of Route 146 historic district; historic, beautiful environment 3 bicycle and 7 auto accidents in front of property, asked DOT for curb installation and bicycle issues improved. Street light provides better visibility for motorists, also added curve signage "Simple changes have magnitude of effect" Curves on roadway help to slow traffic, worried changing the geometry of the roadway would increase traffic speed Continued concern of large trucks using the route as a cut through</p>	Walter and Janet Szalwinski	Response via Email	Email
<p>Economic and Public Safety Impact: "do- nothing" is not an option, with increased flooding risks, would decrease property value and block emergency response in case of emergency Climate Change: flooding won't stop at 2050/2', what time horizon actually building to? Storm flooding impact occur before sea level rise Areas of Priority: West River causeway used by more people than crabbing bridge and greater risk of flooding. Control flooding south of Route 146 so that issues don't come up as far as Route 146? Ranking of Policy Priorities: Transportation and safety at top of heirarchy followed by economic and environmental impact, with cultural/historic at the end of priorities "history is a part of Town's DNA, part of the character, and it is sometimes a constraint on evolution"</p>	Sidney Gale	Response via Email	Email
<p>Concerns are direct result of motorist prioritization on the corridor, Complete Streets incorporates all users Quotes Complete Streets Guidelines/Resolutions Concerned that Complete Streets was not focused on in the presentation and wants to be further addressed in upcoming presentations Roadway was not designed 300+ years ago to accommodate large vehicles, has origins in "complete streets"</p>	Sam Gerritz- Safe Streets Task Force Chair	Response via Email	Email
In email chain from Sam Gerritz commending their commentary	Bob Yaro	Response via Email	Email
In email chain from Sam Gerritz commending their commentary	Kenneth Hochman	Response via Email	Email
In email chain from Sam Gerritz commending their commentary	Tim Sperry	Response via Email	Email
<p>"History tends to show that any public improvement project that involves public safety merits high priority." Lists multiple historic deaths/injuries throughout the town as a result of motorist/pedestrian/cyclist collisions Concerned the bikeways and walkways are underdeveloped on state roads, no reason roadways can't accommodate all users Public safety is a top priority and can co-exist with historic/scenic considerations</p>	Joel Helander	Response via Email	Email
<p>In favor of making roadway improvements and widening to create safe bike lines and construct a sidewalk Difficult to walk/bike safely currently due to narrow curvy roads with few sidewalks Impact on scenic road should be negligible if done correctly</p>	Ron DeMartino	Response via Email	Email
<p>In response to Sam Gerritz email: Does not feel like there is a realistic way to accommodate all users of Route 146 without encroaching on historic properties Does not feel like there is a plan that would make everyone happy, there is not enough room to accommodate all types of traffic within boundaries and accounting for sea level rise</p>	Sarah Shrewsbury	Response via Email	Email
<p>Lives on corner of School St and Route 146 Wants something to be done about flooding, will only get worse with time</p>	Ann Baker	Response via Email	Email
<p>Concerned about speed of vehicles traveling passed house and vehicles ignoring crosswalk "While traffic flow, safety, and most importantly environmental concerns have to be taken into account, if addressed creatively and thoughtfully, the historic beauty of the road need not be altered."</p>	Julie Carthy and Larry Murphy	Response via Email	Email
<p>Maintain roadway vegetation edges, widen bike lanes, enforce 25 mph speed limit Flooding/sea level/invasive plants should not be answered by building "out of character bridges or decimating the existing road"</p>			

Response to Sarah Shrewsbury in email chain for direct contact	Sam Gerritz- Safe Streets Task Force Chair	Response via Email	Email
HGA board supports letter submitted by Melissa Harris Concerned about increased traffic and speeding on Route 146 Top priority of preserving historic/scenic/environmental charm while calming traffic	Betsy McMahon- President Hotchkiss Grove Association	Response via Email	Email
Echos sentiments of Betsy McMahon's email Appreciate and value scenic roadway, 25 year resident of area	Tery Elton	Response via Email	Email
Asks that SCROG takes an active role in listening to concerns and suggestions by community Concerns of project scope discussed on Dec. 1	Patricia Dugan	From S. Dudley: Misunderstanding of purpose and scope of project; reiterates project goals	Email
Resident of Branford for 60+ years, Route 146 is a treasure Concerned that th meeting had short notice to residents, an early deadline for public comment, and needed better transparency of the project process Does not want to lose history and natural beauty of area to modernization, speed, efficiency, mindlessness		First step in the planning process, no proposed design of anything. Study to provide framework of concepts with respect to future planning. Received many public comments and viewership of Dec. 1 meeting, comment period extended to Jan. 15	
Letter of public input from Boston Street Improvement Group (BSIG), group of Guilford homeowners residing near Boston St on Route 146, letter lists concerns	Albert Kraus	Response via Email	Email
Requests significant changes to existing plan and more transparent public process Any study should address the specific historical, environmental, and recreational attributes of the roadway Current meeting schedule and public comment period is inadequate Scope does not include crabbing bridge, historic preservation issues, or the Amtrak bridges Requesting: revise process to be more transparent, revise scope to address concerns listed in email	Elena Kazienko	From S. Dudley: Misunderstanding of purpose and scope of project; reiterates project goals	Email
Driven Route 146 over the decades, still scenic and historic route Speed limits are posted as 20-35 mph, few drivers adhere to that Suggests speed cameras and stronger enforcement Calls for better maintenance of the roadway shoulders for cyclists More commercial vehicles now than ever before Need some sort of warning to drivers turning by railcrossing near Sachem's Head		First step in the planning process, no proposed design of anything. Study to provide framework of concepts with respect to future planning. Received many public comments and viewership of Dec. 1 meeting, comment period extended to Jan. 15	
Requests of tide gates be repaired at near Sawmill Road to help with flooding concerns Recently purchased 340 Boston Post Road house, supports sidewalks along Boston Post Road up to Route 1	Michele Donlan	Response via Email	Email
Safer and easier ways to walk around downtown great way to support local businesses Lived in Leete's Island area for 30+ years Reduce speeds? Currently posted at 25-35 mph 10 mph posted at hairpin turn, reduce to 5 mph?	Wallie Festa-Hammer	Response via Email	Email
Large trucks can't make it under 11'8" underpass near Sachem's Head, make it 12'-13'? Removal of passing zone near Lette barns and cow pasture, passing zone promotes speeding Specialized signs that flash when water is over roadway to alert drivers? New and updated signage for existing bicycle lane			
Above suggestions do not require widening, guardrails, curbing, or walls; leave road as is In email chain from Sam Gerritz commending their commentary Designs should be context driven	Elliot Sander	Response via Email	Email

Clarification on original email Feels that non-motorists were not taken into account during last Route 146 update Deisgns should be context driven	Sam Gerritz- Safe Streets Task Force Chair	Response via Email	Email
Letter of public input from Preservation Connecticut, statewide non-profit specializing in historic preservation of local lands and buildings, letter lists concerns	Christopher Wigren	Response via Email	Email
Signage: 36 signs in a quarter mile, "ugly, superfluous, and duplicative" Uniformity of Infrastructure: currently mismatched signs, sidewalks, utility/light poles, make all uniform as this area of Branford is gateway to the Shoreline Power/Phone Lines: place underground as discussed by the Town in the 80's General Upgrades: continued beautification and consistency of infrastructure Trimming of Trees: Utility company overzealous in tree trimming "Under no circumstances should any significant changes be made to South Main Street (Route 146) without first providing adequate notice to the Town of Branford and the opportunity for the public's concerns to be heard."	David Minicozzi- Branford Green Committee Chairman	Response via Email	Email
Lives near Route 146/ Saw Mill Road intersection By trying to straighten the curve into the intersection, have lost part of lawn in front of home (~16") Feels that by straightening the roadway has lead to more safety concerns of drivers approaching the intersection and properly checking for clearance	Karen Kernan	Response via Email	Email
Do as much as possible to preserve the unique area for generations to come	Janet Kazienko	Response via Email	Email
Example of guardrail that should be used on Route 146 (cable with wooden posts)	Kim Granbery	Response via Email	Email
Has lived at 974 Lettes Island Road for 34 years Traffic on Route 146 "goes way too fast" Had cyclist hit by vehicle in front of house Flooding in area is a way of life and "adventure" Speeding traffic killed cat, motorcycles have become a problem in recent years Requests strict 25 mph speed limit and path of pedestrians Wishes to get rid of invasive plants	Judy Silverman	Response via Email	Email
Graduated from Guilford High School, has since moved Historic district along Route 146 must be preserved, unique and scenic Current federal highway standards not appropriate for roadway Existing curve radii and grades should NOT be altered Existing humps and dips in roadway part of original profile should NOT be altered Metal guard rail should not be used, use original wire rope rails or wooden backed steel (similar to Merritt Parkway) Height of the road should only be changed to ensure that access to Route 1 does not flood, no smoothing out of roadway just raised from existing Signage to warn drivers of occassional flooding New bridges should match the crabbing bridge with locally sourced stone Only roadway widening should be fore bike/ped lane, should match the aesthetic of the area No historic structures should be disturbed or destroyed Any built structure should match the aesthetic of the area	Michael Bowers	Response via Email	Email
Tidal flooding and enforcement in the area need to improve to help any other improvement suggested Live next to Jarvis Creek High tides have frequently prevented leaving driveway, has flooded basement with several feet of water Noise level of speeding traffic is high Frequent user of Route 146 for walking/biking, had close calls with speeding vehicles Use of speed traps (officers or cameras)	Deb Hull	Response via Email	Email
Putting up maps from presentation for public viewing? Publishing all the letters received?	Penny Bellamy	S. Dudley Response: Presentation materials posted Friday Dec. 4 to website	Email
Praises Christopher Wigren's letter on behalf of Preservation Connecticut Lives in the national register listed Leete House in Guilford Multiple sites of Revolutionary War battlefields in the area (Leetes Island Road, Island Bay Circle, Shell Beach Road, Little Harbor) Need to preserve these areas as they are historically important and may not embody physical structures	Robert Vavasour	Response via Email	Email

<p>Lives in Pine Orchard area and would like to use bike but feels "putting my life in harm's way"</p> <p>Concerned with heavy trucks and speed of vehicles on roadway</p> <p>Believes that data is incomplete; would like to survey the number of heavy trucks using Route 146 and break down the data by month or quarter to see traffic during summer and fall months</p> <p>Would like further data on bicycles and pedestrians on Route 146</p> <p>Asks that "this study to focus on historic preservation, scenery, recreational use and prevention of coastal flood to enhance the safety of road 146"</p> <p>Would like to see reduced truck traffic and lower speeds</p> <p>"Status quo is not an option"</p>	<p>Roger Gallo</p>	<p>Response via Email</p>	<p>Email</p>
<p>Has lived on Route 146 for 38 years</p> <p>Radically different feel and flavor as an alternative to Route 1 and I-95</p> <p>May need to become "higher and wider" but needs to be on a case by case basis not overall</p> <p>If problem, fix it, otherwise let it be</p>	<p>Robert Jaeger</p>	<p>Response via Email</p>	<p>Email</p>
<p>Route 146 roadway itself is historic district</p> <p>"State Aid Road", historic stone walls on shoulder make expansion impossible without historic destruction</p> <p>State Aid Road in such well preserved condition is rare</p> <p>Alteration of the roadway to include bike paths is impractical and would damage the historic character</p> <p>Hope study identifies ways to protect and maintain historic roadway and landmarks</p>	<p>James Harris</p>	<p>Response via Email</p>	<p>Email</p>
<p>Replace culvert with small narrow bridge to maintain scenic value.</p> <p>Bridge would slow traffic if narrow or "visually" narrow</p> <p>Bridge would be place for pedestrians, bicyclists, and would help to reduce speed</p> <p>Recommends warning lights to assist with speeding through area</p>	<p>Jack Mariotti</p>	<p>S. Dudley Response: "Crabbing area" culvert not included in the scope of this study, will be covered later this year by DOT</p>	<p>Email</p>
<p>Lived in Branford 20 years, just moved to Route 146 region last year near Joshua Cove</p> <p>Maintain Route 146's historic and scenic integrity</p> <p>Work with DEEP on flood mitigation and the surrounding wetlands</p> <p>Data on prevalence of cyclist use on the corridor is missing</p> <p>Route is dangerous for cyclists and motorists alike due to winding nature</p> <p>Requests bike count information be added to the study</p> <p>SCROG consider extending study period to collect and include bike data?</p> <p>Commit to adding addendum with bike information at a later date?</p>	<p>Beth Mariotti</p>	<p>Response via Email</p>	<p>Email</p>
<p>Supports improving corridor but recommends considering non-motorist concerns</p> <p>Bicycle usage relatively safe for experienced/ local riders, harder for less experienced/non-local riders</p> <p>Roadway geometry and low volume control speed at some level</p> <p>Motorists have come to expect cyclists and pedestrians on the roadway</p> <p>Items to consider: speeds bumps dangerous for cyclists, edge and center line milling dangerous for cyclists, shoulders not wide enough for bike lane, guardrails can trap cyclists between rail and cars, roadway maintenance for clear paths</p> <p>Locations of concern: Indian Neck Ave at Route 146, Sachem's Head Road at Route 146, and Route 146 at Sam Hill Road</p> <p>Pedestrian travel is not safe, obstructed sightlines and little to no shoulder to walk on</p> <p>Issues can't be fixed by infrastructure but could put up signs and roadway markings in high pedestrian areas</p> <p>Pedestrian area of concern between Indian Neck Road and Hotchkiss Grove (shoreline access and shops)</p> <p>Pedestrian area becomes smaller when snow on roadway</p> <p>Calls for: effort to slow traffic in area, provide markings to indicate pedestrian use areas, flashing lights (RRFB?), crosswalks, painted roadway to indicate non-motorist right-of-way</p>	<p>Leslie Johnson</p>	<p>Response via Email</p>	<p>Email</p>
<p>Lived in Stony Creek since 1979, drives Route 146 frequently</p> <p>Hopes to see Amtrak is consulted as sealevel rise affects their track</p> <p>Route 146 volumes have not increased much since 1993 and few incidents reported on roadway</p> <p>Route 146 between Flat Rock and West River Bridge is listed on National Register of Historic Places</p> <p>Presentation lacked appreciation for the beauty and context of the roadway</p> <p>Found the sealevel rise portion of the presentation "incomprehensible" and relied too heavily on unreadable maps</p> <p>Study needs to investigate how much flooding the roadway will tolerate, would like larger scale maps to be posted at Town Hall.</p>	<p>Penny Bellamy</p>	<p>Response via Email</p>	<p>Email</p>

<p>Concerned with scope and direction of study</p> <p>moved to Guilford in 2018, lifelong CT resident Study does not reflect the character and history of the roadway Traffic calming #1 priority Suggests a traffic island with crosswalks at Moose Hill Road</p> <p>Would like to eliminate passing zones on the corridor Would like to replace double yellow center line with single yellow center line Suggests narrowing lane widths to 10' Requiring wooden guardrails like on the Merritt Parkway Signage to indicate historic roadway and shared roadways</p> <p>Raising roadway should only be done where necessary to resolve flooding issues Civic engagement absolutely necessary Requests: revise the process to be transparent and collaborative, revise scope to address issues and concerns listed</p>	<p>Paul Pranzo</p>	<p>S. Dudley Response:</p> <p>Misunderstanding of purpose and scope of project; reiterates project goals</p> <p>First step in the planning process, no proposed design of anything. Study to provide framework of concepts with respect to future planning.</p> <p>Received many public comments and viewership of Dec. 1 meeting, comment period extended to Jan. 15</p>	<p>Email</p>
<p>Happy to see that vegetation near 135 Leetes Island Road were removed, thanking for management</p>	<p>Louis Mackall</p>	<p>Response via Email</p>	<p>Email</p>
<p>Lived on Route 146 entire life (over 80 years)</p> <p>Land has been in the family since the Towns were settled</p> <p>Included historic and memory anecdotes about the area Believes that history is valuable and the progress is inevitable Safe and well-maintained for future generations</p>	<p>Bill Leete via Trish Karter</p>	<p>S. Dudley Response:</p> <p>Misunderstanding of purpose and scope of project; reiterates project goals</p> <p>Leaders of Branford and Guilford requested study Appreciates comments and shared experiences</p>	<p>Email</p>
<p>Concerned widening would mean rebuilding of railroad bridges Expanding road difficult due to natural barriers Consider alternatives of: reducing speed limit (35 to 25), reduce width of lanes adding a bike lane Keep historic spirit alive</p>	<p>Tristan Vroom</p>	<p>Response via Email</p>	<p>Email</p>
<p>Dissatisfied with the scope of project and lack of stakeholder inclusion</p> <p>Unsafe for pedestrians, lots of young children and elderly on section of roadway closest to where lives</p> <p>Increase diversity of cyclists, safer for all age groups and experience. Narrower vehicle lanes, lower speed limits, adequate shoulder space, maintained vegetation</p> <p>Minimize impact on historic character and buildings Study doesn't look at crabbing bridge but integral to roadway and something needs to be done</p>	<p>Spencer Meyer</p>	<p>From S. Dudley:</p> <p>Misunderstanding of purpose and scope of project; reiterates project goals</p> <p>First step in the planning process, no proposed design of anything. Study to provide framework of concepts with respect to future planning.</p> <p>Received many public comments and viewership of Dec. 1 meeting, comment period extended to Jan. 15</p>	<p>Email</p>

<p>Character of the road should be maintained and evolve to be valued for future generations Charcteristics that should not be changed: Twists and turns, basic profile of classic rural highway design should be retained Pavement width should remain as is Keep the post and cable guardrails maintained No new lane for pedestrians/cyclists next to the road, would alter the character of the road and not feasible in some areas No speed bumps or other physical measures to slow traffic Elements that should be changed: Shoulders widened and travel lanes narrowed Speed limit enforcement Preserve the profile but raise the road where necessary Restore post and cable guardrails that have been changed out in places Improve signage for stricter traffic enforcement Study become available to the public before the next meeting Concerns on the crabbing bridge and public input for that project</p>	<p>Alan Fairbank</p>	<p>S. Dudley Response: Draft will be made available to the public once reviewed by SCROG ahead of next public meeting Crabbing bridge not included in the scope of this project, will be covered by DOT at later point</p>	<p>Email</p>
<p>Important to maintain roads ambience while making it safer Narrowing car lanes without widening the road maintain sides of the road (cut back vegetation) to make room for cyclists Straightening and widening road would impact historic properties and marshes</p>	<p>Victor Vroom</p>	<p>Response via Email</p>	<p>Email</p>
<p>Owens home on Route 146 Roadway has historic markers of historic figures and battles "Scenic wonders and cultural heritage" Improvements should not detract from what road offers to the Towns</p>	<p>Julia Francis</p>	<p>Response via Email</p>	<p>Email</p>
<p>Concerns on scope and direction of study Any plan or study of Route 146 should address the specific historical, environmental, and recreational attributes of this roadway One more webinar and no further public comment is inadequate Concerned that: Roads be kept safe for cyclists Wetlands along the road be protected Character of the road preserved Scope includes flooding but not of the crabbing bridge Revise process and scope to address concerns and more public involvement</p>	<p>Laura Barr</p>	<p>From S. Dudley: Misunderstanding of purpose and scope of project; reiterates project goals First step in the planning process, no proposed design of anything. Study to provide framework of concepts with respect to future planning. Received many public comments and viewership of Dec. 1 meeting, comment period extended to Jan. 15 "Crabbing area" culvert not included in the scope of this study, will be covered later this year by DOT</p>	<p>Email</p>
<p>When roadway floods in the winter it ices over and becomes tricky to navigate Raising roadbed is difficult because runoff would go into historic homes Infrastructure to hold tidal dam? Signage warning of roadway flooding might help short-term Blind entrance to Route 146 from the east at Sawmill, hard for pedestrians and cyclists to see vehicles coming, relying on sound. Same at Old and New Quarry roads Safe guard the users of the road and the road's future</p>	<p>Cynthia Davidson</p>	<p>Response via Email</p>	<p>Email</p>
<p>Not enough public input; the existing conditions and then not again until the final report is not adwquate Corridor more than just vehicular traffic, pedestrians, cyclists, history, scenic vistas Route 146 should be maintained as a historic, scenic, and recreational roadway Speeding, commercial use, DOT standard elements are all to be discouraged Minimize widening the roadway, providing space for pedestrians and cyclists, and maintaining/replacing wooden and cable guardrails Flooding prevention should not attempt to solve all possible flooding events The approach should be to "minimally" damage road to raise where necessary and create barriers/tide gates to mitigate flooding</p>	<p>Peter Hentschel- District 2 Representative, Chair of Branford's Coastal Vulnerability ad hoc Working Group</p>	<p>Response via Email</p>	<p>Email</p>
<p>Lived in Stony Creek area for 44 years Preservation of the beauty and character of the roadway Safety, volumes may not have changed but drivers speed and are more reckless Traffic calming must address all users of the roadway Only option for some areas of flooding is for locals to adapt to occassional flooding, partner with DEEP for mitigation plans</p>	<p>Barbara Marks</p>	<p>Response via Email</p>	<p>Email</p>

<p>Remove pedestrians and cyclists from the main roadway and find an alternative route for them to take</p> <p>Does not feel that lowering speed limit or instituting traffic calming measures will be effective at promoting ped/bike safety</p> <p>Path would not need to be paved or follow the road exactly but should have steel and wood structure matching guardrails and allowing for passage over marshes</p> <p>By doing this would preserve the historic structures and ruins</p> <p>Roadway could be raised 24" in some areas (where vertical clearance allows) tricky spots would be railroad underpasses</p> <p>Would like to see ruins adjacent to roadway (trolley viaduct and granite quarry) identified as significant in study</p> <p>Long term plan recognizes value and preservation of the corridor's history and beauty</p>	<p>Michael Bowers</p>	<p>Response via Email</p>	<p>Email</p>
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